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

Ilyushin Il-12

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

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

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 Whilst Aeroflot is believed to have withdrawn the type in 1965, the Chinese state airline CAAC was found to be still flying one in 1985, and a group of enthusiasts visiting China in 1987 made the amazing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

Production was centred on Factory No. 30 at Moscow-Khodynka (named "Znamya Truda", Banner of Labour). The total number built is 663, which comprised five test aircraft and 658 production models; 183 built 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 Shahezheng AFB (near Beijing). An instructional airframe can also still be found at the Tianjin Technical School.

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

Later in 1948 it seems the system was again changed, showing year of manufacture, factory number (30), additionally an internal product code on the later built versions (izdelye 1 for the Il-12B and izdelye 3 for the Il-12D) followed by the batch number and number in the batch. In some cases with both Il-12 and Il-14 the construction number was painted on the leading edge of the wing(s).

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

1 ?	no reg	Il-12	Ilyushin OKB	f/f	15aug45	first prototype; powered by two ACh-31 diesel engines; ground trials started 08jun45, taxi trials started 12jul45; received two ASH-82FN engines in late 1945, f/f with them 09jan46; underwent state trials with AFL/GosNII GVF 01jul/16sep46 (64 hours and 52 cycles)
1t	CCCP-N561	Il-12D	Polyarnaya Aviats.	mfd	1953	c/n and mfd as such in register, so the first prototype ? (the mfd could be a modification date), but c/n as 'DT' in a Polar Aviation inventory listing 01apr52; cargo version; in natural metal c/s; opb MAGON from 24jan51; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; f/n aboard the research vessel M/V "Ob" 27sep57; damaged 16jan58 while taxiing when the nose gear hit a pot-hole and collapsed; repaired; photo at ice station Komsomolskaya (Antarctica) nov59
2 ?	CCCP-04251	Il-12D	AFL/Polar	trf	10feb60	took part in the 5th and 6th Soviet Antarctic expeditions in 1959/61; soc 31aug61 as worn-out
	--	Il-12	Ilyushin OKB	mfd	1945	static test airframe

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

30 001	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.-Ovn	trf	unknown	new documents issued 28may55; soc 07aug56 as worn out
30 007	CCCP-L1301	Il-12P	Aeroflot	rgd	1947	photo exists; soc 07jun54 as worn out; trf to the Kiev Aviation Institute (KAI) as a ground instructional airframe
30 008	CCCP-L1302	Il-12P	AFL/Georgia-TBS	rgd	1947	f/n Khodynka 07jul47
	CCCP-L1302	Il-12P	AFL/West Sib.-Ovn	trf	10jun51	
	CCCP-L1302	Il-12P	AFL/Aktubinsk FS	trf	13feb58	soc the same day as 'for display'
30 009	CCCP-L1303	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-L3908	Il-12P	AFL/West Sib.-Ovn	rgd	31dec54	soc 06jan59 as worn out
30 010	CCCP-L1304	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 29jul58 as worn out
30 011	CCCP-L1305	Il-12P	AFL/West Sib.-Ovn	rgd	1947	photo sep59
	CCCP-L1305	Il-12P	AFL/Urals-SVX	trf	22dec59	
	CCCP-01305	Il-12P	AFL/Urals-SVX	trf	1958/59	photo exists, flying over Sochi; trf from 120 ATO to 4 UTO by decree dated 12jan60 for training; soc 12jul60 as worn out
30 012	CCCP-L1306	Il-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1306	Il-12P	AFL/West Sib.-Ovn	trf	1948	
	CCCP-L1306	Il-12P	AFL/Ukraine-IEV	trf	1949	soc 06jan59 as worn out
30 013	CCCP-L1307	Il-12P	AFL/Northern-LED	toc	21aug47	opb 1 LOAO; undertook test flights with SibNIA in 1948; trf to SibNIA 20sep57 (probably for fatigue trials); soc 29jul58 as worn out
30 014	CCCP-L1308	Il-12P	AFL/Moscow	mfd	12mar47	
	CCCP-L1308	Il-12P	AFL/East Sib.-IKT	trf	1948	opb 1-ya Moskovskaya aviagruppa
						opb 59 ATO; w/o 05apr52 on the leg from Magdagachi to Khabarovsk at night of a cargo flight from Irkutsk to Khabarovsk when took off from Magdagachi without the screw clamp on the left aileron having been removed, banked to the right at a height of some 30-40 metres and crashed in a field 922 metres to the right of the runway and 800 metres after the runway threshold, all 6 crew killed; t/t 1,890 hours; soc 12may52
30 015	CCCP-L1309	Il-12P	AFL/Moscow	mfd	28feb47	
	CCCP-L1309	Il-12P	AFL/East Siberia	trf	apr47	opb 1-ya Moskovskaya aviagruppa
						opb 134 ATO at Irkutsk; w/o 18dec57 on the leg from Khabarovsk to Magdagachi of a flight from Khabarovsk to Moscow when the rudder was damaged by strong winds after the aircraft was loaded and taxiing to the runway at Khabarovsk, the rudder failed half an hour after take-off so that the aircraft went out of control, entered a dive, crashed into the wooded north-western slope of Mt. Poktoi 30 km west of Birobidzhan and burnt out, all 5 crew members and 22 passengers were killed; t/t 10,436 hours; the wreck was found only 15jun58 (some wreckage was extant in 2023); soc 10may58
30 016	CCCP-L1310	Il-12P	AFL/Ukraine	rgd	1947	
	CCCP-L1310	Il-12P	AFL/West Sib.-Ovn	Ovn	27sep54	reported in the accident report of Il-12 CCCP-L1365
	CCCP-L1310	Il-12P	AFL/Turkmenis.-ASB	trf	14jul59	
	CCCP-01310	Il-12P	AFL/Turkmenis.-ASB	rgd	1958/59	soc 19oct61 as worn out
30 017	CCCP-L1311	Il-12P	Aeroflot/USHVLP	rgd	1947	Ulyanovsk Advanced Flying Training College
	CCCP-L1311	Il-12P	AFL/Turkmenis.-ASB	trf	12dec50	
	CCCP-L1311	Il-12P	AFL/East Sib.-IKT	trf	1953	probably opb 134 ATO
	CCCP-01311	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 02dec59 as worn out
30 018	CCCP-L1312	Il-12P	AFL/West Sib.-Ovn	mfd	14mar47	opb 55 ATO; w/o 25apr52 on a training flight from Novosibirsk-Severny with 2 crews when the crew initiated a failure of the left engine while flying in clouds, but did not cope with the situation so that the aircraft lost speed, entered a flat spin and crashed in a field near Karmanovo, 8 of the 9 crew killed and the sole survivor seriously injured; t/t 1,923 hours; soc 22jul52 (confirmed 04sep52)
						opb 1-ya OAG GVF; overhauled by ARB-400 at Moscow-Vnukovo 09/29mar51; w/o 29mar51 on the test flight after overhaul from Moscow-Vnukovo (in below-minima weather conditions for test flights) when it turned out that the radio compass was not working, the crew temporarily lost orientation, then tried to land at Vnukovo in fog but had to go around, was diverted by ATC to Klin, but lost orientation again, did not find Klin and ended up near Kalinin, returned to Vnukovo and tried to land there in fog at night while being low on fuel and dropped below the glide path so that the aircraft collided with a radio mast (15 metres) 1,275 metres before the runway threshold and came down in a forest, 3 of the 4 crew killed and the 4th one as well as all 4 passengers slightly injured; t/t 1,278 hours; soc 14apr51
30 020	CCCP-L1314	Il-12P	AFL/Azerbaijan-BAK	rgd	1947	
	CCCP-L1314	Il-12P	AFL/West Sib.-Ovn	trf	01sep51	
	CCCP-L3924	Il-12P	AFL/West Sib.-Ovn	rgd	31mar55	

30 021	CCCP-01363	II-12P	AFL/West Sib.-OVb	trf	1958	
	CCCP-01363	II-12P	AFL/Urals-SVX	trf	22dec59	soc 12sep60 as worn out
	CCCP-L1315	II-12P	AFL/Azerbaijan	rgd	1947	opb 107 ATO; dbr 09may54 on the leg from Baku to Astrakhan of a flight from Baku to Moscow when both engines flamed out (due to a defective fuel level gauge and a mistake of the crew in handling the fuel system) some 7-8 minutes after take-off while the aircraft was flying at a height of 400 metres, the crew did not manage to restart the engines and the aircraft made a forced landing wheels-up in rough terrain 17 km from Baku airport, all crew and 21 passengers escaped unhurt; soc 29may54
30 022	CCCP-L1316	II-12P	AFL/Far East-KHV	rgd	1947	new documents issued 05nov54
30 023	CCCP-01316	II-12P	AFL/Far East-KHV	rgd	1958/59	soc 03jan61 as worn out
	CCCP-L1317	II-12P	AFL/Moscow	mfd	03apr47	opb 40 AO 1-oi Moskovskoi aviagruppy; w/o 01jul47 on the leg from Moscow-Vnukovo to Kharkov of a cargo flight from Moscow to Tbilisi when the left engine failed shortly after take-off (probably due to faulty maintenance), the pilot tried to return to Vnukovo, but the aircraft lost height, touched tree tops and the roof of a house on the western outskirts of Pykhtino and crashed into another house, 4 of the 5 crew killed and the 5th one as well as the sole passenger injured; t/t 73 hours and 68 cycles; soc 01jul47
30 024	CCCP-L1318	II-12P	AFL/Kazakhstan-ALA	rgd	1947	new documents issued 14aug54
30 025	CCCP-01318	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	soc 11jun59 as worn out
	CCCP-L1319	II-12P	AFL/West Sib.-Ovn	rgd	1947	opb 56 ATO; dbr 13mar51 on the leg from Kazan to Sverdlovsk-Koltsovo of a flight from Moscow to Novosibirsk when suffered from poor crew resource management on approach to Koltsovo at night in difficult weather conditions, the cockpit windows were covered by a layer of ice (as the crew had switched on the de-icing system too late), the crew did not watch the instruments properly and lowered the landing gear too late, when engine power was reduced the aircraft lost height and came down 2 km before the airport's perimeter, all crew members and 18 passengers survived; soc 23may51
30 026	CCCP-L1320	II-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; soc 10jan55
30 027	CCCP-L1321	II-12P	AFL/West Siberia	rgd	1947	
30 028	CCCP-L1321	II-12P	AFL/Ukraine-DOK	trf	sep59	soc 08jan58 as worn out
	CCCP-L1322	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1322	II-12P	AFL/NII GVF	trf	feb51	
30 029	CCCP-L1322	II-12P	AFL/West Sib.-Ovn	trf	1954	
	CCCP-01322	II-12P	AFL/West Sib.-Ovn	rgd	aug58	soc 25oct60 as worn out
	CCCP-L1323	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 030	CCCP-L1323	II-12P	AFL/East Siberia	trf	unknown	probably opb 134 ATO; f/n GDG jun56; t/t 9,616 hours by 01sep57; soc 17sep57 as worn out
	CCCP-L1324	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 031	CCCP-L1324	II-12P	AFL/Moscow (MUTA)	trf	sep52	soc 24sep55 as worn out; trf to AFL/GosNII GVF
	CCCP-L1325	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 032	CCCP-L1325	II-12P	AFL/East Sib.-IKT	trf	11oct51	
	CCCP-01325	II-12P	AFL/Ukraine	trf	27sep58	soc 18nov59 as worn out
	CCCP-L1326	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 033	CCCP-L1326	II-12P	AFL/East Sib.-IKT	trf	1949	soc 08mar58 as worn out
	CCCP-L1327	II-12P	AFL/West Sib.-Ovn	rgd	1947	
30 034	CCCP-01327	II-12P	AFL/West Sib.-OVb	rgd	1958/59	latest known CoFA expired 11jun54; soc 30oct.. (year not given in MGA document) as worn out
30 035	CCCP-L1329	II-12P	AFL/Far East-KHV	rgd	1947	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
30 036	CCCP-N438	II-12	Polyarnaya Aviats.	toc	20may47	soc 08sep58 as worn out
	CCCP-04247	II-12	Polyarnaya Aviats.	rgd	1958/59	in natural metal c/s, no titles; flew ice-reconnaissance missions 22mar50/14may50 and 22mar53/11nov53; opb MAGON from 24jan51; used to re-supply the Arctic expedition "Sever-6" in 1954 and the drifting polar station SP-4 in 1954/55; f/n 07may54; l/n 12apr55
30 037	CCCP-L1331	II-12P	AFL/Far East-KHV	rgd	1947	opb MAGON; soc 13jan60 as amortisation period expired and repair not economically viable; cannibalised and scrapped
30 038	CCCP-01331	II-12P	AFL/Far East-KHV	rgd	1958/59	soc 21dec59 as worn out
	CCCP-L1332(1)	II-12P	AFL/Moscow	rgd	1947	opb 31 otryad 1-oi Moskovskoi aviagruppy GVF; w/o 19sep47 while being parked at Moscow-Vnukovo when B-25 CCCP-1850 which had gone out of control during an emergency landing crashed into the II-12 and both aircraft burnt out; see c/n 93033803
30 039	CCCP-L1333	II-12P	AFL/International	rgd	1947	opb AOG MVS
30 040	CCCP-L1333	II-12P	AFL/Moscow (MUTA)	trf	unknown	soc 26dec55 due its technical condition and as 'for display'
	CCCP-L1334	II-12P	AFL/West Sib.-Ovn	rgd	1947	dbr, details unknown; soc 24jun57
30 041	CCCP-L1335	II-12P	AFL/Far East-KHV	rgd	1947	new documents issued 13jul54; soc 31jul59 as worn out
30 042	CCCP-L1336	II-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-01336	II-12P	AFL/West Sib.-Ovn	rgd	1958/59	
30 043	CCCP-01336	II-12P	AFL/Turkmenis.-ASB	trf	12aug59	soc 28oct59 as life-time expired
	CCCP-L1337	II-12P	AFL/West Sib.-Ovn	rgd	1947	soc 05apr58 as worn out
30 044	CCCP-L1338	II-12P	AFL/West Sib.-Ovn	rgd	1947	new documents issued 26mar55
	CCCP-01338	II-12P	AFL/West Sib.-Ovn	rgd	1958/59	soc 06jan59 as worn out
30 045	CCCP-L1339	II-12P	Aeroflot/USHVLP	mfd	may47	rgd 1947; Ulyanovsk Advanced Flying Training College
	CCCP-L1339	II-12P	AFL/West Siberia	trf	unknown	opb 114 ATO; involved in an incident when the flight mechanic Vladimir Polyakov (a former Li-2 pilot) decided to commit suicide due to marital problems, took command of the parked aircraft at Novosibirsk-Severny in the early hours of 15aug53, took off and tried to direct the aircraft into the flat where his wife was living, but had problems to find the flat in the dark and flew many approaches towards the house, 2 fighters were sent out from Tolmachovo, but Polyakov declined to follow them to Tolmachovo and they did not want to risk shooting him down over Severny and the adjacent living quarters, in the end Polyakov landed at Novosibirsk-Severny after 3 hours and 18 minutes (he was initially sentenced to death but eventually served only 3 years in prison before being released)
30 046	CCCP-01339	II-12P	AFL/West Siberia	rgd	1958/59	
	CCCP-01339	II-12P	AFL/Ukraine	trf	01aug59	soc 29oct60 as life-time expired
	CCCP-L1340	II-12P	AFL/Georgia-TBS	mfd	06jun47	opb 18 TAO; w/o 19jul50 on a training flight from Tbilisi-Alekseyevka at night with 6 unauthorised passengers on board when the trainee pilot deviated from approach pattern and glide path so that the aircraft touched the top of a hill (175 metres but not indicated on the flight map) 4.8 km north-west of the airport, broke up, came to rest on the slope of the hill and caught fire, 3 of the 4 crew and 1 of the 6 passengers killed and all survivors slightly injured; t/t 485 hours; soc 19aug50
30 047	CCCP-N439	II-12	Polyarnaya Aviats.	toc	24jun47	opb MAGON; dbr 01dec47 on an unauthorised positioning flight from Kimry-Borki to Moscow-Zakharkovo when the left engine (which had not been checked after installation) lost oil and power, the aircraft lost height and speed due to crew error and came down in a forest near Taldom (27 km south of Borki airport), all 5 crew slightly injured; soc 22apr49
30 048	CCCP-N440 (1)	II-12	Polyarnaya Aviats.	toc	22jul47	not fitted with skis; opb MAGON (in documents as such in 1948 and 1951); in natural metal c/s; flew ice-reconnaissance missions 06may51/07oct51 and 05may53/06nov53; opb 2 AE Moskovskogo OAO by 08jun56; used to re-supply the Arctic expedition "Sever-9" in 1957; see c/n 93033719
	not known	II-12	Soviet Air Force	trf	1957 ?	probably exchanged for c/n 93033719 which also received the registration CCCP-N440 (operations in Antarctica required an II-12D)
30 049	CCCP-L1343	II-12P	AFL/Moscow	mfd	20jun47	opb 45 otryad 1-oi Moskovskoi aviagruppy; w/o 18dec47 on the leg from Krasnoyarsk-Severny to Novosibirsk of a flight from Krasnoyarsk to Moscow when the oil pressure of the left engine dropped some 10-12 minutes into the flight, the crew shut the engine down and returned to the airport, on final approach they were too fast and the landing gear had not lowered completely so that they decided to go around, but while climbing out the aircraft stalled at a height of some 40-50 metres and crashed close to some houses at Pokrovka, the fuselage broke into two parts and both engines came off, 4 of the 5 crew and 3 of the 20 passengers killed plus the navigator and 8 passengers seriously injured; t/t 166 hours
30 050	CCCP-L1344	II-12P	AFL/West Sib.-Ovn	rgd	1947	photo at VKO 1951
30 051	CCCP-01344	II-12P	AFL/West Sib.-Ovn	rgd	1958/59	photo oct60; soc 29jul60 as worn out
	CCCP-L1330	II-12P	AFL/Far East-KHV	rgd	1947	made an emergency landing at VKO 01dec48; new documents issued 05nov54; l/n KHV 18dec57
30 052	CCCP-01330	II-12P	AFL/Far East-KHV	rgd	1958/59	soc 08dec60 as worn out
	CCCP-L1341	II-12P	AFL/Uzbekistan-TAS	rgd	1947	
30 053	CCCP-L1341	II-12P	AFL/East Sib.-IKT	trf	1948	
	CCCP-01341	II-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 22sep61 as life-time expired
30 054	CCCP-L1342	II-12P	AFL/Azerbaijan-BAK	rgd	1947	
	CCCP-L1342	II-12P	AFL/East Sib.-IKT	trf	1950	soc 08mar58 as worn out
	CCCP-L1328	II-12P	AFL/Northern-LED	mfd	30jun47	(30Jun48 from crash report); opb 67 ATO; w/o 05oct52 on a flight from Minsk-1 to Leningrad-Shosseinaia (now Pulkovo) when collided in clouds with TS-62 CCCP-L1055 due to negligence of ATC, the right wings of both aircraft came down north of Skvoritsy (Gatchina district of the Leningrad region) while the II-12 crashed on the fringe of a wood north-east of the village (1.2 km NNE of the crash site of the TS-62) and exploded, all 5 crew and 19 passengers killed; t/t 2,283 hours; soc 28jan53
30 055	CCCP-L1345	II-12P	AFL/Northern-LED	rgd	1947	
30 056	CCCP-L1345	II-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01345	II-12P	AFL/East Sib.-IKT	rgd	22may58	opb 134 ATO; dbr 30jan59 on a flight to Vitim when touched down 135 metres before the runway threshold, the landing gear hit a snow mound and was ripped off and the aircraft came to rest on its belly, suffering structural damage, no casualties; t/t 11,639 hours; soc 09may59
	CCCP-L1346	II-12P	AFL/Far East-KHV	rgd	1947	f/n KHV 18dec57; flew on the KHV-OHO route 19sep58; photo exists in natural metal c/s with twin cheatline
30 057	CCCP-01346	II-12P	AFL/Far East-KHV	rgd	1958/59	f/n KHV 09apr60; in document jun60; photo exists UUS; soc 27jul62
	CCCP-L1347	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1347	II-12P	AFL/East Sib.-IKT	trf	1950	

30 058	CCCP-01347	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 29nov61 as life-time expired
30 059	CCCP-L1348	Il-12P	AFL/Turkmenis.-ASB	rgd	1947	photo in natural metal c/s; the first Il-12 repaired by VARZ-400; soc 12sep59 as life-time expired
30 060	CCCP-N441	Il-12	Polyarnaya Aviats.	ph.	1947	photo in 'Aviation and Time 5/2000' and 'Engineering and Armanent 11/2001', with photo of the c/n visible; in natural metal c/s
30 061	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; soc 28dec57
30 062	CCCP-N443	Il-12	Polyarnaya Aviats.	mfd	1947	in natural metal c/s with red cheatline and trim; flew ice-reconnaissance missions 21aug47/01nov47; took part in the Eastern Taimyr expedition in 1949; flew an ice-reconnaissance mission from Mys Kosisty 08oct49; damaged 18mar50 on landing at Cherepovets when came in low and slow, the right main gear touched a snow mound 90 metres before the runway threshold and destroyed a barn and the aircraft ended up in a snow drift, all 5 crew and 9 passengers escaped unhurt; repaired; opb MAGON from 24jan51; took part in the expedition "Chaika" mar51; flew ice-reconnaissance missions 16sep51/20nov51; used to re-supply the drifting polar station SP-4 in 1956/57; force-landed dec57
30 063	CCCP-04248	Il-12	Polyarnaya Aviats.	rgd	1958/59	opb Moskovski OAO
30 064	CCCP-04248	Il-12	AFL/Polar	trf	10feb60	opb Moskovski OAO; in natural metal c/s with red cheatline and trim; in a document 19sep60; soc 07oct61 as worn out
30 065	CCCP-L1150	Il-12	MAP	rgd	11jul54	
30 066	CCCP-03539	Il-12	MAP	rgd	1958/59	
30 067	CCCP-L1350	Il-12P	AFL/Uzbekistan-TAS	rgd	1947	new documents issued 18aug54
30 068	CCCP-01350	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 27aug60 as life-time expired
30 069	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
30 070	CCCP-L1351	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 071	CCCP-L1351	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
30 072	CCCP-L1351	Il-12P	AFL/Far East-KHV	trf	apr57	
30 073	CCCP-01351	Il-12P	AFL/Far East-KHV	rgd	1958/59	soc 05may61 as life-time expired
30 074	CCCP-L1352	Il-12P	AFL/Far East	rgd	1947	opb 12 ATO; dbr 29mar50 on the leg from Moscow-Khodynka to Moscow-Vnukovo of a positioning flight from Moscow to Khabarovsk (after overhaul by Factory No. 30) when the position indication of the landing gear failed and the right engine lost power (due to a problem with the carburettor) on final approach at a height of some 80-100 metres, the crew did not feather the propeller and did not use the trim tab of the rudder so that the aircraft veered to the right and started to lose speed and height rapidly, the landing gear was retracted and the aircraft made a forced landing in gardens, no casualties; soc 21jan51 (confirmed 29jan51)
30 075	CCCP-L1353	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 076	CCCP-L1353	Il-12P	AFL/West Sib.-Ovn	trf	1948	
30 077	CCCP-L1353	Il-12P	AFL/Uzbekistan-TAS	trf	sep52	
30 078	CCCP-01353	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 24jul60 as life-time expired
30 079	CCCP-L1354	Il-12P	AFL/Uzbekistan	rgd	1947	new documents issued 23apr55
30 080	CCCP-L1354	Il-12P	AFL/Uzbekistan-TAS	trf	sep52	territorial reorganisation
30 081	CCCP-01354	Il-12P	AFL/Uzbekistan-TAS	trf	1958/59	soc 31mar60 as worn out
30 082	CCCP-L1355	Il-12P	AFL/West Sib.-Ovn	rgd	1947	new documents issued 22dec55
30 083	CCCP-01355	Il-12P	AFL/West Sib.-OVB	trf	1958	soc as worn out, date not given
30 084	CCCP-L1356(1)	Il-12P	AFL/Moscow	mfd	30jul47	opb 49 otrjad 1-oi Moskovskoi aviagruppy GVF; dbr 24nov47 on the leg from Sverdlovsk of a flight from Sverdlovsk to Moscow with the MTOW exceeded by 330 kg when tried to take off without having been properly de-iced, was not able to lift off, overran the runway, collided with bushes, ran into a hole and broke up, all 6 crew injured (there were no passengers on board); t/t 165 hours; soc 31dec47; see c/n 93033805
30 085	CCCP-L1357	Il-12P	AFL/Northern-LED	rgd	1947	
30 086	CCCP-L1357	Il-12P	AFL/West Sib.-Ovn	trf	unknown	
30 087	CCCP-01357	Il-12P	AFL/West Sib.-OVB	rgd	1958/59	soc 09may59 as worn out
30 088	CCCP-L1358	Il-12P	AFL/Far East	mfd	05aug47	
30 089	CCCP-L3904	Il-12P	AFL/Far East-GDX	rgd	17nov54	opb 185 AO Magadanskoi OAG; w/o 19sep58 on the leg from Okhotsk to Khabarovsk of a flight from Magadan to Khabarovsk when lost orientation at night in difficult weather conditions (ATC failed to determine the position of the aircraft), ran out of fuel and crashed at a height of 850 metres into the wooded slope of a 1,050 metres high mountain in the Lazo district (N47.567 E136.425) 145 km south-east of Khabarovsk, all 4 crew and 24 passengers killed; t/t 7,834 hours; soc 08dec58
30 090	CCCP-L1359	Il-12P	AFL/West Sib.-Ovn	mfd	13aug47	rgd 1947; opb 115 AO; w/o 15sep55 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when encountered a heavy thunderstorm (which the crew had not been informed about), broke up in mid-air due to severe turbulence and crashed upside down in a field near Komarovo, Kansk district of the Krasnoyarsk region (N56.180556 E95.031944), all 4 crew and 3 passengers killed; t/t 5,734 hours; soc 04oct55
30 091	CCCP-L1349	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 03sep57 as worn out
30 092	CCCP-L1360	Il-12P	AFL/Yakutiya-YKS	rgd	1947	toc 1947
30 093	CCCP-L1360	Il-12P	AFL/Far East-KHV	trf	jun571	w/o 14nov51 on the leg from Nikolayevsk-na-Amure to Seimchan of a flight from Khabarovsk to Magadan when took off with moist snow on the airframe which had accumulated during taxiing and engine tests, lifted off late and at low speed, the resulting vibrations tempted the flight mechanic to overfuel the left engine so that the engine lost power and the aircraft came down again, broke up, caught fire and burnt out, all 4 crew slightly injured and 2 of the 15 passengers injured (1 of them seriously); soc 13dec51
30 094	CCCP-L1361	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 095	CCCP-L1361	Il-12P	AFL/East Sib.-IKT	trf	1950	
30 096	CCCP-01361	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
30 097	CCCP-01361	Il-12P	AFL/Turkmenis.-ASB	trf	09may59	soc 29nov60 as worn out
30 098	CCCP-L1362	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 29jul58 as worn out
30 099	CCCP-L1363	Il-12P	AFL/Ukraine	rgd	1947	new documents issued 21jun55
30 100	CCCP-L1363	Il-12P	AFL/West Sib.-Ovn	rgd	1947	soc 13feb58 as worn out
30 101	CCCP-L1364	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 102	CCCP-L1364	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
30 103	CCCP-L1364	Il-12P	AFL/Far East-KHV	trf	apr57	w/o 09jun58 on a flight from Khabarovsk to Magadan when approached Magadan in bad visibility (rain and heavy clouds) and crashed into a hill 18 km from Magadan, all 4 crew and 16 passengers killed; soc 02jul58
30 104	CCCP-L1365	Il-12P	AFL/Yakutiya-YKS	rgd	1947	toc 1947
30 105	CCCP-L1365	Il-12P	AFL/West Sib.-Ovn	trf	23jul51	opb 115 TAO Novosibirskoi aviagruppy; w/o 27sep54 on the leg from Krasnoyarsk to Novosibirsk-Severnaya of a flight from Yuzhno-Sakhalinsk to Moscow when tried to land at night in below-minima weather conditions (fog), had to go around, dropped below the glide path on the second approach, hit trees and crashed, all 5 crew and 24 passengers killed; soc 24dec54
30 106	CCCP-L1366	Il-12P	AFL/Northern-LED	rgd	1947	dbr, date unknown; soc 23may51
30 107	CCCP-L1367	Il-12P	AFL/Moscow	mfd	31aug47	rgd 1947; opb 1-ya Moskovskaya aviagruppa
30 108	CCCP-L1367	Il-12P	AFL/Moscow (MUTA)	trf	sep52	
30 109	CCCP-L1367	Il-12P	AFL/East Sib.-IKT	trf	unknown	opb 134 ATO; w/o 04nov53 on the leg from Chita to Magdagachi of a mail flight from Irkutsk to Khabarovsk when a wrong pressure had been fed into the left altimeter so that it showed a height 55 metres above the real one, on finals to Magdagachi at night the aircraft touched trees 5,620 metres from the airport, lost its left wing, crashed upside down 358 metres after first touching trees and burnt out, all 5 crew killed; t/t 4,204 hours; soc 12dec53
30 110	CCCP-L1368	Il-12P	AFL/Far East-KHV	mfd	1947	rgd 1947; dbr in the first quarter of 1956 on landing at an unknown airfield when touched down on a 'part which had not been cleared' (probably from snow); soc 11may56
30 111	CCCP-L1369	Il-12P	AFL/International	rgd	1947	opb AOG MVS
30 112	CCCP-L1369	Il-12P	AFL/Moscow (MUTA)	trf	sep52	photo BUD 1953
30 113	CCCP-L1369	Il-12P	AFL/Kazakhstan-ALA	trf	unknown	
30 114	CCCP-01369	Il-12P	AFL/Kazakhstan-ALA	rgd	1958/59	soc 17dec59 as life-time expired
30 115	CCCP-L1370	Il-12P	AFL/Georgia	rgd	1947	
30 116	CCCP-L1370	Il-12P	AFL/Armenia	trf	unknown	
30 117	CCCP-01370	Il-12P	AFL/Armenia	rgd	1958/59	
30 118	CCCP-01370	Il-12P	AFL/Urals-SVX	trf	15nov60	soc 23dec61 as life-time expired
30 119	CCCP-L1371	Il-12P	AFL/West Sib.-Ovn	rgd	1947	
30 120	CCCP-L1371	Il-12P	AFL/Urals-SVX	trf	01sep57	in document may58
30 121	CCCP-01371	Il-12P	AFL/Urals-SVX	rgd	1958/59	soc 20nov59 as worn out
30 122	CCCP-L1372	Il-12P	AFL/Turkmenis.-ASB	rgd	1947	
30 123	CCCP-L1372	Il-12P	AFL/Uzbekistan-TAS	trf	sep52	
30 124	CCCP-01372	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 08mar60 as worn out
30 125	CCCP-L1373	Il-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
30 126	CCCP-L1373	Il-12P	AFL/East Sib.-IKT	trf	1950	
30 127	CCCP-01373	Il-12P	AFL/East Sib.-IKT	rgd	1958/59	
30 128	CCCP-01373	Il-12P	AFL/Omskoye ATU	trf	01aug61	Omskoye aviatsionno-tekhnicheskoye uchilishche (Omsk Technical Aviation College); soc 04aug66 as worn out
30 129	CCCP-L1374	Il-12P	AFL/uzbekistan-TAS	rgd	1947	
30 130	CCCP-L3925	Il-12P	AFL/Uzbekistan-TAS	rgd	13apr55	
30 131	CCCP-L3925	Il-12P	AFL/Central Asia	trf	unknown	territorial reorganisation; photo at VKO 1958
30 132	CCCP-73989	Il-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 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	1958/59	the sole II-12 equipped with a ski landing gear; in natural metal c/s, thin cheatlines above and below the windows; was to take part in the 4th Soviet Antarctic expedition (KAE) in 1959; dbr jan59 on its first flight after re-assembly in Antarctica when hit ice ridges close to the threshold of the only partially prepared ice landing strip near Mirny ice station and collapsed the landing gear, suffering structural deformation, no casualties
30 100	CCCP-N475	II-12P	Polyarnaya Aviats.	mfd	1947	registration painted on as 'CCCP H-475'; in natural metal c/s; in a document 07dec50; opb MAGON from 24jan51; damaged on a forced landing at Mys Kamenny 21jan52; took part in the polar expedition "Sever" in spring 1954; used to re-supply the drifting polar station SP-6 in 1958/59; see rgd below
	CCCP-04250	II-12P	Polyarnaya Aviats.	rgd	22may58	on a photo with 'Polyarnaya Aviatsiya' titles
	CCCP-04250	II-12P	AFL/Polar	trf	10feb60	soc 17apr65 as time between overhauls exceeded (according to another document wfu 24jul65); was reportedly preserved on a playground in Kiev
30 103	CCCP-L1375	II-12P	AFL/Georgia-TBS	rgd	1947	w/o 14jun53; soc 26jun53
30 104	CCCP-L1376	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1376	II-12P	AFL/Turkmenis.-ASB	trf	12dec50	
	CCCP-L1376	II-12P	AFL/East Sib.-IKT	trf	1955	
	CCCP-01376	II-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 27jan60 as worn out
30 105	CCCP-L1377	II-12P	AFL/West Sib.-Ovn	rgd	1947	new documents issued 02feb56; soc 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/Urals-SVX	trf	sep52	opb Uralskaya aviagruppa by 01sep57
	CCCP-01378(1)	II-12P	AFL/Urals-SVX	rgd	1958/59	soc 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; soc 30nov58 as worn out (confirmed by MGA 06jan59)
30 108	CCCP-L1380	II-12P	AFL/Ukraine-IEV	rgd	1947	photo LWO 1948; l/n LWO in 1950s
	CCCP-L1380	II-12P	AFL/Moscow (MUTA)	trf	1951	photo SXF 1951
	CCCP-L1380	II-12P	AFL/Armenia	trf	1956	
	CCCP-01380	II-12P	AFL/Armenia	rgd	1958/59	soc 25may60 as amortisation period expired
30 109	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; soc nov49
30 111	CCCP-L1382	II-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1382	II-12P	AFL/Ukraine-IEV	trf	1950	f/n IKT 15sep55
	CCCP-L1382	II-12P	AFL/Far East-KHV	trf	1955	
	CCCP-12589	II-12P	AFL/Far East-KHV	rgd	1958/59	soc 27dec60 as worn out
30 116	CCCP-L1383	II-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1383	II-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-01383	II-12P	AFL/East Sib.-IKT	rgd	1958/59	
	CCCP-01383	II-12P	AFL/Turkmenis.-ASB	trf	09may59	in document 14may60; soc 12sep60 as life-time expired
30 117	CCCP-L1384	II-12P	AFL/Turkmenis.-ASB	rgd	1947	soc 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
	CCCP-01385	II-12P	AFL/Uzbekistan-TAS	rgd	1958/59	soc 27jan60 as worn out
30 120	CCCP-L1386	II-12P	AFL/West Sib.-Ovn	rgd	1947	
	CCCP-L3930	II-12P	AFL/Ukraine-ODS	rgd	16may55	soc 29jul58 as worn out
30 121	CCCP-L1387	II-12P	AFL/Azerbaijan	rgd	1947	soc 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-LED	trf	1948	
	CCCP-L1388	II-12P	AFL/East Siberia	trf	1949	
	CCCP-L1388	II-12P	Aeroflot/USHVLP	trf	1955	Ulyanovsk Advanced Flying Training College; f/n VKO 1955
	CCCP-01388	II-12P	AFL/Buguruslan FS	trf	dec58	
	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	soc 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	sep52	
	CCCP-L1389	II-12P	AFL/East Sib.-IKT	trf	1955	opb 134 ATO; w/o 01oct57 (local time, according to Moscow time still 30sep57) on the leg from Irkutsk to Chita at night of a flight from Moscow to Khabarovsk when the crew deviated from the prescribed flight path to the right, lost orientation and was not able to find Chita airport, the crew was not able to regain orientation and ATC did not help, when the aircraft ran short of fuel the crew attempted to make an emergency landing near a settlement, but on the fourth attempt to land the aircraft hit trees at a height of 900 metres on the slope of a 1,000 metres high hill 3 km south-east of Aksha (190 km south of Chita) and came to rest upside down at a height of 850 metres on the opposite slope of the hill (340 metres from the first impact), all 5 crew and 22 of the 23 passengers killed and the sole survivor seriously injured; t/t 9,996 hours; soc 16dec57
30 124	CCCP-L1390	II-12P	AFL/Moscow	rgd	1947	opb 1-ya Moskovskaya aviagruppa; f/n VKO 02jun48
	CCCP-L1390	II-12P	AFL/West Sib.-Ovn	trf	1949	
	CCCP-L1390	II-12P	AFL/Far East-KHV	trf	aug57	flew on the KHV-OHO route 19sep58; l/n KHV 1960
	CCCP-01390	II-12P	AFL/Far East-KHV	rgd	1958/59	soc 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
	CCCP-01391	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	soc 24mar59 as worn out
30 126	CCCP-L1392	II-12P	AFL/Azerbaijan-BAK	rgd	1947	
	CCCP-L1392	II-12P	AFL/Uzbekistan-TAS	trf	unknown	
	CCCP-L1392	II-12P	Aeroflot/USHVLP	trf	1951	Ulyanovsk Advanced Flying Training College
	CCCP-L1392	II-12P	AFL/Buguruslan FS	trf	18sep58	
	CCCP-01392	II-12P	AFL/Kazakhstan	trf	10may59	soc 05feb60 due to its technical condition
30 127	CCCP-L1393	II-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1393	II-12P	AFL/East Sib.-IKT	trf	28aug54	new documents issued 28aug54
	CCCP-01393	II-12P	AFL/East Sib.-IKT	rgd	1958/59	soc 29aug60 as life-time expired
30 128	CCCP-L1394	II-12P	AFL/Uzbekistan-TAS	rgd	1947	
	CCCP-L1394	II-12P	AFL/Ukraine	trf	22feb58	
	CCCP-01394	II-12P	AFL/Ukraine	rgd	1958/59	soc 22mar61 as life-time expired
30 129	CCCP-L1395	II-12P	AFL/Northern	rgd	1947	
	CCCP-L3905	II-12P	AFL/Northern	rgd	08dec54	soc 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 Sib.-IKT	trf	21sep51	photo exists in natural metal c/s, taken at IKT; overhauled by AERB-243 nov58
	CCCP-01396	II-12P	AFL/East Sib.-IKT	rgd	01dec58	soc 01aug61 as worn out
30 131	CCCP-L1397	II-12P	AFL/Kazakhstan	rgd	1947	photo in natural metal c/s; new documents issued 17jun54
	CCCP-L1397	II-12P	AFL/East Sib.-IKT	trf	17jun54	
	CCCP-L1397	II-12P	AFL/Turkmenis.-ASB	trf	1956	
	CCCP-01397	II-12P	AFL/Turkmenis.-ASB	rgd	1958/59	soc 30may59 as life-time expired
30 132	CCCP-L1398	II-12P	AFL/Northern-LED	mfd	oct47	rgd 1947; f/n KIV 1957
	CCCP-01398	II-12P	AFL/Ukraine	trf	30oct58	soc 29oct60 as life-time expired
30 134	CCCP-L1399	II-12P	AFL/Kazakhstan	rgd	1947	new documents issued 24sep54
	CCCP-L1399	II-12P	AFL/West Sib.-Ovn	trf	unknown	soc 08dec58 as worn out
30 146	CCCP-L1401	II-12P	AFL/Ukraine	rgd	1947	
	CCCP-L1401	II-12P	AFL/West Sib.-Ovn	trf	unknown	new documents issued 05nov55; soc 05apr58 as worn out
30 147	CCCP-L1402	II-12P	AFL/Azerbaijan-BAK	rgd	1947	photo Baku 1947, in natural metal c/s and small titles by the nose
	CCCP-L1402	II-12P	AFL/West Sib.-Ovn	trf	unknown	soc 31oct57 as worn out
30 148	CCCP-L1403	II-12P	AFL/Uzbekistan-TAS	rgd	1947	f/n VKO 25may48; new documents issued 30dec54
	CCCP-L1403	II-12P	AFL/Central Asia	trf	unknown	territorial reorganisation
	CCCP-L1403	II-12P	AFL/Ukraine-IEV	trf	22feb58	
	CCCP-01403	II-12P	AFL/Ukraine-IEV	rgd	1958/59	soc 16feb60 as life-time expired
30 149	CCCP-L1404	II-12P	AFL/Northern-LED	rgd	1947	
	CCCP-L1404	II-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-L1404	II-12P	AFL/Turkmenis.-ASB	trf	05mar58	
	CCCP-01387	II-12P	AFL/Turkmenis.-ASB	rgd	1958/59	soc 11oct60 as life-time expired
30 150	CCCP-L1405	II-12P	AFL/Northern-LED	rgd	1947	soc 04feb58 as worn out
30 151	CCCP-L1406(1)	II-12P	AFL/Azerbaijan	rgd	1947	
	CCCP-L1406(1)	II-12P	AFL/Mosk. AG SPiVS	trf	unknown	soc 31mar52 as trf to the Yegoryevsk Technical Aviation College, probably used as a ground instructional airframe there; see c/n 93033804
30 155	CCCP-L1407	II-12P	AFL/Kazakhstan	rgd	1947	
	CCCP-L3921	II-12P	AFL/Kazakhstan-ALA	rgd	28mar55	
	CCCP-01300	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	overhauled by AERB-243 nov58; soc 26may59 as life-time expired
30 157	CCCP-L1408	II-12P	AFL/Kazakhstan	rgd	1947	
	CCCP-01408	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	new documents issued 22jun54; soc 11jun59 as worn out
30 159	CCCP-L1409	II-12P	AFL/Georgia-TBS	rgd	1947	
	CCCP-L1409	II-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-L1409	II-12P	AFL/Turkmenis.-ASB	trf	27may58	soc 15aug59 as life-time expired
30 161	CCCP-L1410(1)	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; see also CCCP-L1410(2) with unknown c/n

	CCCP-L1410(1)	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1410(1)	II-12P	AFL/East Siberia	trf	unknown	soc 10jul57 as worn out
30 167	CCCP-L1411	II-12P	AFL/Moscow	mfd	15dec47	rgd 1947; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1411	II-12P	AFL/Moscow (MUTA)	trf	sep52	photo at VKO; new documents issued 04aug54
	CCCP-L1411	II-12P	AFL/Ukraine	trf	10jun58	
30 169	CCCP-01411	II-12P	AFL/Ukraine	rgd	1958/59	soc 19mar60 as life-time expired
	CCCP-L1412	II-12P	AFL/Azerbaijan-BAK	mfd	29dec47	rgd 1948
	CCCP-L1412	II-12P	AFL/East Sib.-IKT	trf	1950	
	CCCP-L1412	II-12P	AFL/Ukraine-ODS	trf	21mar58	in document may58
30 171	CCCP-01449	II-12P	AFL/Ukraine-ODS	rgd	1958/59	soc 18nov59 as worn out
	CCCP-L1413	II-12P	AFL/Uzbekistan	rgd	1948	video exists
	CCCP-L1413	II-12P	AFL/Georgia-TBS	trf	1953	
	CCCP-L1413	II-12P	AFL/Ukraine-HRK	trf	1955	
30 172	CCCP-01413(1)	II-12P	AFL/Ukraine-HRK	rgd	1958/59	destroyed by fire, date unknown; soc 04feb59; see c/n 8302607
	not known	II-12	Soviet Air Force	mfd	30dec47	the third II-12 in military transport configuration, with astro dome 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	II-12P	AFL/Georgia-TBS	rgd	1948	
	CCCP-L1414	II-12P	AFL/Armenia	trf	1956	soc 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	soc 18nov58 as worn out
30 177	CCCP-L1416	II-12P	AFL/Kazakhstan	rgd	1948	new documents issued 22aug54; overhauled by AERB-243 nov58
	CCCP-01416	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	soc 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
	CCCP-L1417	II-12P	AFL/West Sib.-Ovn	rgd	1950	f/n Novosibirsk-Severny 17nov51; soc 31mar57 as worn out
30 182	CCCP-N477	II-12T	Polyarnaya Aviats.	photo		with a cropped tailcone for towing gliders; opb MAGON from 24jan51
30 184	CCCP-L1418	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1418	II-12P	AFL/Northern	photo		with cargo doors, so rather an II-12T ?
	not known	II-12	Soviet Air Force	trf	06nov50	opb long-range aviation
30 185	CCCP-L1419	II-12P	AFL/Far East	rgd	1948	
	not known	II-12	Soviet Air Force	trf	06nov50	opb long-range aviation
30 186	CCCP-L1420	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1420	II-12P	AFL/Azerbaijan-BAK	trf	unknown	
	not known	II-12	Soviet Air Force	trf	06nov50	opb long-range aviation
30 187	CCCP-L1421	II-12	Aeroflot/USHVLP	rgd	1949	Ulyanovsk Advanced Flying Training College; trf to China 07nov50
30 188	CCCP-L1422(1)	II-12	Aeroflot/USHVLP	rgd	1949	Ulyanovsk Advanced Flying Training College; trf to China 07nov50; see c/n 93033612
30 189	CCCP-N478	II-12	Polyarnaya Aviats.	photo		opb Moskovskaya aviagruppa; in natural metal c/s; included in an inventory listing 10sep48; flew ice-reconnaissance missions 12/25mar49 and 25/29sep49; dbr, details unknown; soc in 1949
30 191	not known	II-12	Ilyushin OKB			started factory trials of a new de-icing system 19feb48
30 198	"39"	II-12T	Soviet Air Force	ph.	ca.1955	initial at Teikovo or Tula; code probably red; tailcone removed for glider towing hook
30 201	not known	II-12	Soviet Air Force			military transport version, the first II-12 with embrasures in the windows
30 204	not known	II-12	not known			quoted in test reports, probably military transport version
30 218	"10" red	II-12T	Soviet Air Force	Mon	apr91	c/n from Monino book; preserved in the Russian Air Force museum at Monino (N55.832590 E38.181117), l/n oct21
30 236	CCCP-N479	II-12T	Polyarnaya Aviats.	mfd	27mar48	opb MAGON from 24jan51; flew ice-reconnaissance missions in the Arctic starting 05apr48; departed from Moscow for Pevek 24feb55 with only 80 hours of life-time for the airframe and 50 hours for the engines remaining; CoFA expired 02mar55; maintenance was neglected during the last flights and an incumbent 25 hours inspection was not conducted; w/o 04mar55 on the leg from Amderma to Arkhangelsk of the return flight from Pevek to Moscow when a fuel pipe in the nacelle of the left engine behind the fire-wall leaked (it had been in use for more than 2 years instead of 1 year as designated), the fuel was incinerated by hot exhaust gases, the fire spread rapidly and compromised the structural integrity of the wing, the left engine broke off after 2-3 minutes, the crew initiated an emergency descent and tried to make an emergency landing on a meadow in a forest near lake Poltozero in the Pinega district of the Arkhangelsk region (115 km NNE of Arkhangelsk), but the aircraft did not make it and came down in the forest, the nose section was destroyed completely, 4 of the 6 crew and 1 of the 25 passengers killed, 1 passenger seriously injured and 1 crew member and 5 passengers slightly injured, the survivors were rescued the next day; t/t 2,630 hours; soc 02apr55; wreck still extant 2016
30 237	CCCP-N480	II-12	Polyarnaya Aviats.			in a document 07dec50; opb MAGON from 24jan51; opb Diksonski OAO by 1955; used to re-supply the Arctic expedition "Sever-7" in 1955; dbr 02jul55 on an ice-reconnaissance flight from Dikson to Nagurskaya (Franz Josef Land archipelago) when the captain tried to land at Nagurskaya in below-minima weather conditions (thick fog) although there was enough fuel to divert to another airfield and had to go around 3 times, the aircraft touched down on a part of the runway which had not been cleared from snow, the left main gear broke off and the aircraft suffered structural damage, no casualties
30 243	not known	II-12	Soviet Air Force ?			crashed on the bank of the river Kotui close to the mouth of the river Tukanan (N69.022556 E103.660711) reportedly in 1951 or 1956; wreck extant by jul12
30 250	not known	II-12	not known			the first of three II-12s overhauled by ARZ-410
30 254	CCCP-Sh1423	II-12	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-Sh1423	II-12	AFL/Buguruslan FS	trf	23sep58	
	CCCP-01362	II-12	AFL/Mosk. AG SPiVS	trf	17may59	soc 27may64 as worn out
30 255	CCCP-L1424	II-12	Aeroflot/USHVLP	rgd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-L1424	II-12	AFL/Belarus	trf	1949	
	CCCP-01424	II-12	AFL/Ukraine-HRK	trf	19jun59	registration assumed as incomplete in MGA document; soc 14nov64 as amortisation period expired
30 256	CCCP-Sh1425	II-12	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-01425	II-12	AFL/Ukraine	trf	unknown	soc 24aug62 as life-time expired
30 257	CCCP-L1426	II-12	AFL/Moscow	rgd	1948	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1426	II-12	AFL/Moscow (MUTA)	trf	sep52	new documents issued 19jan55
	CCCP-01426	II-12	AFL/East Sib.-IKT	trf	08dec58	opb 134 ATO; w/o 29nov59 on the leg from Kirensk to Irkutsk of a cargo flight from Mama to Irkutsk when tried to land in below-minima weather conditions (fog had appeared suddenly), deviated from the extended centre-line of the runway to the right and touched down on the grass, on touch-down the captain realised the mistake and tried to turn left but the left wing touched the ground, the aircraft hit two trenches and the cockpit was destroyed, all 4 crew killed; t/t 9,169 hours; soc 24dec59
30 258	CCCP-L1427	II-12	Aeroflot/BShVLP	mfd	10apr48	Buguruslan Advanced Flying Training College; w/o 09sep48 on a training flight from Buguruslan-Baimakovo when the captain decided to practice flying with one engine shut off but feathered the left propeller immediately after take-off at a height of some 70-100 metres (with the flaps still deployed by 17 degrees) and flew a turn with a bank angle of 30 degrees, the aircraft lost speed and became difficult to control, the captain reacted by trying to unfeather the left propeller but this created additional drag so that the aircraft continued to lose speed, entered a dive and crashed near the airfield, all 4 crew killed; t/t 245 hours; soc 01oct48
30 259	CCCP-L1429	II-12	AFL/Far East	rgd	1948	
	CCCP-L1429	II-12	AFL/Northern	trf	unknown	new documents issued 05nov54; soc 20sep56
30 260	CCCP-L1428	II-12	Aeroflot/USHVLP	rgd	1948	Ulyanovsk Advanced Flying Training College
	CCCP-L1428	II-12	AFL/Belarus	trf	07sep54	opb 1 OUAЕ (otdelnaya uchebnaya aviaeskadrilya); new documents issued 07sep54
	CCCP-L1428	II-12	AFL/Ukraine	trf	19jun59	soc 23sep59
30 261	CCCP-L1430	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1430	II-12	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01430	II-12	AFL/East Sib.-IKT	trf	07dec58	soc 24sep63 as amortisation period expired
30 262	CCCP-L1431	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1431	II-12	AFL/West Sib.-Ovn	trf	unknown	new documents issued 28feb55
	CCCP-01431	II-12	AFL/West Sib.-Ovn	rgd	1958/59	soc 11dec62 as life-time expired
30 264	CCCP-L1432	II-12	AFL/Far East	rgd	1948	went tech at KJA 16dec48
	CCCP-L1432	II-12	AFL/Armenia	trf	unknown	
	CCCP-01432	II-12	AFL/Armenia	rgd	1958/59	soc 08mar60 as worn out
30 265	CCCP-L1433	II-12	AFL/Georgia	rgd	1948	
	CCCP-L1433	II-12	AFL/Belarus	trf	1949	
	CCCP-01433	II-12	AFL/Buguruslan FS	trf	28mar59	
30 266	CCCP-01433	II-12	AFL/Turkmenis.-ASB	trf	07aug59	soc 08jun61 as worn out
	CCCP-L1434	II-12	AFL/Georgia-TBS	mfd	26apr48	rgd 1948; opb 18 TAO; w/o 20aug49 on the leg from Kharkov to Moscow of a flight from Tbilisi to Moscow when encountered severe thunderstorms near Belgorod (the meteorological service had not appropriately warned of them) and instead of returning to Kharkov the crew tried to slip through between two storm centres, flying at heights between 300 and 570 metres, near Oboyan the aircraft entered an area of severe turbulence and heavy rain, got caught in a strong downwind, lost height, crashed in a field near Polukotelnikovo (12 km north-east of Oboyan, Kursk region), broke up and came to rest 390 metres after the first impact, 3 of the 5 crew and 5 of the 6 passengers killed and all survivors seriously injured; t/t 553 hours
30 267	CCCP-L1435	II-12P	AFL/Uzbekistan-TAS	mfd	24may48	rgd 1948
	CCCP-L1435	II-12P	AFL/West Sib.-Ovn	trf	sep52	opb 112 ATO; w/o 23jan53 on the leg from Kazan to Moscow of a cargo flight from Novosibirsk to Moscow, shortly after take-off at night in bad visibility the aircraft collided in clouds at a height of 150 metres with Li-2 CCCP-L4582 due to ATC error, the empennage of the II-12 was hit by the left engine of the Li-2 and came off, both aircraft crashed in a snow-covered field south-west of Voznesenskoye (3 km south-west of the airport), all 6 crew killed; t/t 1,288 hours; soc 27mar53
30 268	CCCP-L1436(1)	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; see c/n 93033705
	CCCP-L1436(1)	II-12	AFL/Mosk. AG SPiVS	trf	unknown	
	not known	II-12	Soviet Air Force	trf	06nov50	
30 269	CCCP-L1437	II-12	AFL/Moscow	mfd	30apr48	rgd 1948; 27 pax configuration; opb 1-ya Moskovskaya aviagruppa; photo at AER in summer 1949
	CCCP-L1437	II-12	AFL/Belarus-MHP	trf	unknown	

	CCCP-L1437	II-12	Aeroflot/USHVLP	trf	25nov50	Ulyanovsk Advanced Flying Training College
	CCCP-L1437	II-12	AFL/Ukraine-HRK	trf	16may59	
30 270	CCCP-01437	II-12	AFL/Ukraine-HRK	rgd	may59	soc 24jun64 as life-time expired
30 274	CCCP-L1701	II-12	AFL/International	POZ	24apr48	presented during the Poznan Trade Fair 24apr/09may48 (first foreign presentation of the II-12)
	CCCP-L1703	II-12P	MVD - Dalstroi	rgd	1948	opb SMP AO from 25aug48; served the Magadan-Khabarovsk route oct48; Dalstroi assigned the crew of M.G. Marchenko to this aircraft 28jun49
	CCCP-L1703	II-12P	AFL/Far East-KHV	trf	1952	first CoFA issued 19jun52
	CCCP-01375	II-12P	AFL/Far East-KHV	rgd	1958/59	
30 275 ?	CCCP-01375	II-12P	AFL/Urals-SVX	trf	23nov60	soc 19mar63 as life-time expired
	35048	II-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88; c/n reported as '275'; preserved in the China Aviation Museum at Shahezhhen (Changping), f/n jan90
	'35141' (2)	II-12T	Chinese Air Force		sep90	preserved in the China Aviation Museum at Shahezhhen (Changping, N40.182892 E116.36111) with this fake serial, seen sep90/jan22; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; see II-12 35141 with unknown c/n
30 276	CCCP-L1700	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; underwent trials with the NII GVF 25may/10jun48
	CCCP-L1700	II-12P	AFL/East Sib.-IKT	trf	1953	
	CCCP-01401	II-12P	AFL/East Sib.-IKT	rgd	1958/59	
30 277	CCCP-X837	II-12	MVD - Dalstroi	mfd	30apr48	soc 15jun60 as worn out
	CCCP-L1488	II-12	AFL/Far East-KHV	trf	10jun52	opb SMP AO from 06jul48; served the Magadan-Khabarovsk route oct48; Dalstroi assigned the crew of O.S. Grigoryev to this aircraft 28jun49; operated until 10jun52; t/t 1,191 hours by 10Jun52
						opb 12 ATO; severely damaged 23aug52 on the leg from Nikolayevsk-na-Amure to Okhotsk of a flight from Khabarovsk to Magadan when part of a blade of the right propeller came off (the blades had been repaired by welding twice), punctured the fuselage, destroyed hydraulic lines, engine control cables and electrical cables, ricocheted, seriously injured both legs of the flight mechanic who was in the cargo bay and got stuck in the upper wing of Po-2 CCCP-T743 which was being transported in the cargo bay, the engine developed severe vibrations, but could not be shut down and the propeller could not be feathered as the control cables had been destroyed, as the aircraft lost height the crew opted for an emergency landing in the valley of the lakes Oryol and Chlya and the aircraft landed wheels-up in a field near Chlya, 1 of the 5 crew killed (the flight mechanic died due to massive blood loss 2 hours after the landing) while the other 4 crew and all 11 passengers escaped unhurt; t/t 1,286 hours by 23aug52; repaired; new documents issued 05jan55
8 30 23 11	CCCP-73953	II-12	AFL/Far East-KHV	rgd	1959	soc 03jul63 as life-time expired
	CCCP-L1438	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1438	II-12	AFL/Belarus-MHP	trf	nov50	opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya)
	CCCP-L1438	II-12	AFL/Northern-LED	trf	07sep54	opb 67 ATO; new documents issued 30sep55
	CCCP-01438	II-12	AFL/Northern-LED	rgd	13may58	opb 67 ATO; dbr 07jan60 on a cargo flight from Moscow-Vnukovo to Leningrad-Shosseina at night when approached in poor visibility (low clouds and snowfall) and had to land at the reserve (grass) runway as the main runway was being cleared from snow, the pilot had difficulty to identify that runway as its markings were covered by snow and levelled out at a height of some 3-4 metres (as he was used to fly an II-14) so that the aircraft lost speed, the nose pitched and the aircraft suffered substantial damage, all 5 crew members escaped unhurt; soc 05mar60
8 30 23 12	CCCP-L1439	II-12	AFL/Far East-KHV	rgd	1948	new documents issued 07sep54
	CCCP-L1439	II-12	AFL/Belarus	trf	30mar51	opb 1 OUAE (otdelnaya uchebnaya aviaeskadrilya)
	CCCP-01439	II-12	AFL/Ukraine-HRK	trf	17may59	soc 03jul63 as life-time expired
8 30 23 13	CCCP-L1440	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1440	II-12	AFL/Kazakhstan	trf	unknown	soc 25apr55; trf 'for display' to the Troitsk Technical Aviation College
8 30 23 14	CCCP-L1441(1)	II-12	Aeroflot/ShVLP	rgd	1948	Advanced Flying Training College; see c/n 93033716
	CCCP-L1441(1)	II-12	AFL/Mosk. AG SPIVS	trf	unknown	
	not known	II-12	Soviet Air Force	trf	04nov50	opb long-range aviation
8 30 23 15	CCCP-L1442	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1442	II-12	AFL/West Sib.-Ovn	trf	26jan51	
	CCCP-01442	II-12	AFL/West Sib.-OVB	rgd	seo59	soc 21oct61 as life-time expired
8 30 23 16	CCCP-L1443	II-12	AFL/Kazakhstan	rgd	1948	
	CCCP-L1443	II-12	AFL/East Siberia	trf	unknown	
	CCCP-01443	II-12	AFL/East Siberia	rgd	1958/59	soc 25apr62 as life-time expired
8 30 23 17	CCCP-L1444	II-12	AFL/Kazakhstan	rgd	1948	
	CCCP-L1444	II-12	AFL/East Siberia	trf	unknown	
8 30 23 18	CCCP-L1444	II-12	AFL/Moscow	trf	unknown	opb 1-ya Moskovskaya aviagruppa; suffered a technical breakdown, details unknown; soc 16aug56
	CCCP-L1445	II-12	AFL/Georgia-TBS	rgd	1948	
	CCCP-L1445	II-12	AFL/West Sib.-Ovn	trf	1953	new documents issued 31aug54
	CCCP-01445	II-12	AFL/West Sib.-Ovn	trf	unknown	soc 05mar62 as life-time expired
8 30 23 19	CCCP-A1446	II-12	AFL/Uzbekistan	rgd	1948	
	CCCP-A1446	II-12	GUGK	trf	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); on charge during the 2nd quarter of 1952
	CCCP-L1446	II-12	AFL/Mosk. AG SPIVS	trf	unknown	used as a photo survey aircraft; new documents issued 09may56
8 30 23 20	CCCP-01446	II-12	AFL/Mosk. AG SPIVS	rgd	1958 ?	opb 19apr63 as worn out
	CCCP-L1447	II-12	AFL/Far East-GDX	rgd	1948	opb Magadanskaya aviagruppa; new documents issued 09may56
	CCCP-01447	II-12	AFL/Far East-GDX	rgd	1958/59	
8 30 23 25	CCCP-01447	II-12	AFL/Urals-SVX	trf	29nov60	soc 31oct63 as life-time expired
	not known	II-12T	Soviet Air Force	photo		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
	no code	II-12D	Soviet Air Force	photo		with a UTK-1 dorsal turret now; in natural metal c/s
	CCCP-I884	II-12D	MOP zavod # 47	rgd	unknown	canx 06mar58
8 30 24 06	CCCP-27215	II-12D	MOMS Orenburg MSZ	rgd	06dec65	canx 20dec65
	2406	II-12T	Czechoslovak AF	no	reports	c/n not confirmed; type was previously reported as an II-14
8 30 24 07	D-40	II-12T	Czechoslovak AF	toc	1951	c/n not confirmed; opb 1st Air Transport Regiment; became see next line
	2407	II-12T	Czechoslovak AF	r/r	1957	c/n not confirmed; soc feb59; in natural metal c/s; fuselage used as a ground instructional airframe at Prostějov (N49.456090, E17.131165), f/n 08sep90; l/n may10
8 30 24 16	"53" blue	II-12T	Soviet Air Force	photo		at Borisoglebsk-3 in winter 1962; opb 478 uap
8 30 24 17	CCCP-L1471	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1471	II-12	AFL/Belarus	rgd	1951	opb 19dec58 as worn out
8 30 24 18	CCCP-L1464	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1464	II-12	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01435	II-12	AFL/East Sib.-IKT	rgd	1958/59	soc 03jul63 as life-time expired
8 30 24 19	CCCP-L1463	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1463	II-12	AFL/Northern	trf	unknown	
	not known	II-12	Soviet Air Force	trf	07nov50	opb long-range aviation
8 30 24 20	CCCP-L1468	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1468	II-12	AFL/Uzbekistan-TAS	trf	unknown	on charge as of 01oct50
	CCCP-73993	II-12	AFL/Uzbekistan-TAS	rgd	1958/59	soc 15apr66 as life-time expired
8 30 24 21	CCCP-L1465	II-12	AFL/Moscow	mfd	07aug48	opb 40 AO 1-oi Moskovskoi aviagruppy; w/o 02sep48 (local time, according to Moscow time still 01sep48) on the leg from Novosibirsk-Severnoy 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, 1 of the 15 passengers was killed by a propeller blade which had come off and 5 passengers were injured while all 5 crew escaped unhurt; soc 01dec48
8 30 24 22	CCCP-L1466	II-12	AFL/Azerbaijan-BAK	toc	01jun49	opb 107 LO; dbr in spring 1954 on a cargo flight from Krasnovodsk to Baku-Bina when the right engine caught fire shortly after take-off while the aircraft was flying at a height of some 300 metres over the Krasnovodski zaliv bay, as the fire could not be extinguished the crew opted for a forced landing in the shallow waters of the bay, all 5 crew escaped unhurt; the wreck did not even submerge and remained at the accident site for many years
8 30 24 23	CCCP-L1469	II-12	AFL/Northern	rgd	1948	
	CCCP-L1469	II-12	AFL/Far East	trf	unknown	new documents issued 22jul54; soc 14dec55 and trf to the Irkutsk Aviation College 'for display'
8 30 24 24	CCCP-L1470	II-12	AFL/Moscow	mfd	07jul48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1470	II-12	AFL/West Siberia	trf	unknown	on charge as of 01apr51; new documents issued 15sep54
	CCCP-01395	II-12	AFL/Ukraine	trf	25jul58	soc 03jul63 as life-time expired
8 30 24 25	CCCP-L1472	II-12	AFL/Georgia	rgd	1948	
	CCCP-01402	II-12	AFL/Ukraine	trf	15aug58	in another document 18nov61 as AFL/Urals-SVX; soc 20jun63 as calendar life-time expired
8 30 25 04	CCCP-L1467	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1467	II-12	AFL/Moscow (MUTA)	trf	sep52	new CoFR issued 28sep54
	CCCP-L1467	II-12	AFL/Urals-SVX	trf	05aug58	opb 120 ATO Uralskoi OAG GVF; t/t 8,836 hours by 01nov58; dbr 15dec58 on the leg to Cherepovets of a cargo flight from Leningrad to Sverdlovsk when landed long due to pilot error, overran the runway and ended up in a ditch, suffering substantial damage; soc 16may59
8 30 25 05	35140	II-12T	Chinese Air Force	Chp	jan90	preserved in the China Aviation Museum at Shahezhhen (Changping), l/n oct05
	'5116' (2)	II-12T	Chinese Air Force	Chp	oct06	preserved in these fake markings in the China Aviation Museum at Shahezhhen Changping (N40.184239 E116.36098), l/n 10dec19; see II-12 5116 with unknown c/n
8 30 25 07	CCCP-L1473	II-12	AFL/Far East-KHV	rgd	1948	flew on the KHV-OHO route 19sep58
	CCCP-12580	II-12	AFL/Far East-KHV	rgd	1958/59	soc 17aug63 as amortisation period expired
8 30 25 11	CCCP-L1474	II-12	AFL/Northern-LED	rgd	1948	
	CCCP-Sh1474	II-12	Aeroflot/USHVLP	trf	1955	Ulyanovsk Advanced Flying Training College; new documents issued 25apr57
	CCCP-L1474	II-12	AFL/Ukraine-IEV	trf	1957	
	CCCP-01400	II-12	AFL/Ukraine-IEV	rgd	1958/59	soc 20jun63 as worn out
8 30 25 12	CCCP-L1475	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	not known	II-12	Soviet Air Force	trf	06oct50	
8 30 25 13	CCCP-L1476	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; soc 31mar52 due to structural damage; trf to the RKVIUVU (Riga Higher Military Technical Aviation School), probably for use as a ground instructional airframe

8 30 25 14	CCCP-L1477	II-12	AFL/Moscow	mfd	30aug48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1477	II-12	AFL/Moscow (MUTA)	trf	sep52	new documents issued 07sep54
	CCCP-12590	II-12	AFL/Ukraine	rgd	1958/59	trf 05aug58; soc 18oct62 as life-time expired
8 30 25 15	CCCP-L1448	II-12	AFL/Uzbekistan	rgd	1948	
	CCCP-L1448	II-12	AFL/Uzbekistan-TAS	trf	sep59	new documents issued 11oct55
	CCCP-01448	II-12	AFL/Uzbekistan-TAS	rgd	1958/59	soc 21feb66 as worn out
8 30 25 16	CCCP-L1449	II-12	AFL/Far East	rgd	1948	
	CCCP-L1449	II-12	AFL/Moscow (MUTA)	trf	sep52	soc 08jan58 as worn out
8 30 25 17	CCCP-L1450	II-12	AFL/Uzbekistan	mfd	26aug48	opb 5 TAO; w/o 12oct48 on the leg from Baku to Tbilisi of a flight from Tashkent to Sochi in adverse weather when airport staff, ATC and crew committed a number of mistakes, the aircraft deviated from the prescribed flight path and crashed in the mountains of the Northern Caucasus near Yevlakh, all 6 crew and 4 passengers killed; t/t 274 hours; the wreck was not found for a long time (possibly never found)
	CCCP-L1451	II-12	AFL/Far East-KHV	rgd	1948	soc 29jul58 as worn out
8 30 25 19	CCCP-L1452	II-12	AFL/Uzbekistan	rgd	1948	
	CCCP-L1452	II-12	AFL/OAGrVS	trf	unknown	otdelnaya aviagruppa vozduzhnykh syomok (independent photo survey aviation group)
	CCCP-L1452	II-12	AFL/West Sib.-Ovn	trf	31dec53	
	CCCP-L1452	II-12	AFL/Mosk. AG SPIVS	trf	unknown	
	CCCP-73969	II-12	AFL/Mosk. AG SPIVS	rgd	1958/59	sox 27may64 as worn out
8 30 25 20	CCCP-L1453	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1453	II-12	AFL/Far East	trf	1949	
	CCCP-L1453	II-12	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1453	II-12	AFL/Urals-SVX	trf	04aug58	
	CCCP-01427	II-12	AFL/Urals-SVX	rgd	dec58	soc 08aug62 as worn out
8 30 25 21	CCCP-L1454	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1454	II-12	AFL/Northern-LED	trf	unknown	new documents issued 05nov57; soc 22mar58 as worn out
8 30 25 22	CCCP-L1455	II-12	AFL/Northern	rgd	1948	
	not known	II-12	Soviet Air Force	trf	04nov50	opb long-range aviation
8 30 25 23	CCCP-L1456	II-12	AFL/Northern	rgd	1948	
	CCCP-Sh1456	II-12	Aeroflot/USHVLP	trf	1950	Ulyanovsk Advanced Flying Training College
	CCCP-L1456	II-12	AFL/Turkmenis.-ASB	trf	03mar58	
	CCCP-12592	II-12	AFL/Turkmenis.-ASB	rgd	1958 ?	opb 165 TAO; dbr 03mar59 on the leg from Mineralnyye Vody to Ashkhabad of a positioning flight from Kiev to Ashkhabad after overhaul by ARB-410 when the left engine failed (due to fatigue), caught fire and finally broke off at a height of 1,800 metres, the aircraft managed to land safely at Dzhebel (40 km further on), but suffered substantial damage, all 5 crew escaped unhurt; soc 22jun59
8 30 25 24	CCCP-L1457	II-12T	AFL/Far East-KHV	rgd	1948	
	CCCP-Sh1457	II-12T	Aeroflot/USHVLP	trf	1954	Ulyanovsk Advanced Flying Training College; new documents issued 02jul54
	CCCP-Sh1457	II-12T	AFL/Buguruslan FS	trf	23oct58	
	CCCP-73951	II-12T	AFL/Ukraine-DNK	trf	16may59	soc 24jun64 as life-time expired; preserved in a pioneers' camp at Komsomolskoye in the Donetsk region (N47.691581 E38.082144), adorned with blue and yellow 'Ukrainian' trim, seen 2009/sep12
8 30 25 25	CCCP-L1458	II-12T	AFL/Kazakhstan	rgd	1948	photo in a Putnam book; equipped with blisters; opb 151 AO; new CoFr issued 21aug54; overhauled by AERB-243 nov58; dbr 24dec58 on the leg from Uralsk of a flight from Moscow to Aktyubinsk without passengers when suffered from poor crew resource management during take-off, touched the ground again after being airborne for 605 metres and collided with a railway embankment and a telegraph pole, all 5 crew injured; t/t 7,652 hours
8 30 26 01	CCCP-73955	II-12T	AFL/Kazakhstan	rgd	13may58	not painted on before the accident 24dec58; soc 16feb59
	CCCP-L1459	II-12	AFL/Kazakhstan	rgd	1948	new documents issued 14sep55
	CCCP-L1459	II-12	AFL/Kazakhstan-ALA	trf	jun56	
	CCCP-73954	II-12	AFL/Kazakhstan-ALA	rgd	1958/59	f/n KOV nov59
	CCCP-73954	II-12	AFL/East Sib.-IKT	trf	27nov61	soc 18dec64 as life-time expired
8 30 26 02	CCCP-L1460	II-12T	AFL/Far East-KHV	rgd	1948	
	CCCP-Sh1460	II-12T	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College; was equipped with an astrodome on top of the fuselage while used for training
	CCCP-Sh1460	II-12T	AFL/Buguruslan FS	trf	19sep58	
	CCCP-73975	II-12T	AFL/Ukraine-HRK	trf	16may59	had a large cargo door on the left side, without astrodome now; in natural metal c/s; soc 21sep64 as life-time expired; used as a ground instructional airframe by the Kharkov Aviation Institute (KhAI); transported to Slavyansk for restoration by the technical aviation school (Slavyanskoye ATU GA) and seen there partially disassembled 13jul88 (received some parts of Av-14(M) CCCP-41827); was to be preserved in the museum of Civil Aviation at Ulyanovsk, but nothing came of this; was preserved at Slavyansk, seen jun96/apr99; later preserved in the museum of the Aircraft Overhaul Plant at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun06/nov13; probably damaged or destroyed during the Civil War in 2014
8 30 26 03	CCCP-L1461	II-12	AFL/Azerbaijan-BAK	rgd	1948	
	CCCP-01404	II-12	AFL/Urals-SVX	trf	26dec59	opb Uralskaya aviagruppa; soc 12dec65 as life-time expired
8 30 26 04	CCCP-L1462	II-12	AFL/Kazakhstan	mfd	aug48	opb 25 TAO; w/o 20sep49 on the leg from Lyubertsy to Sverdlovsk at night of a cargo flight from Lyubertsy to Karaganda when the left engine lost oil and failed due to faulty maintenance (one hour before the crew had neglected signs indicating that the engine would fail and decided to continue the flight), the crew decided to make an emergency landing at Gorki but the propeller could not be feathered as there was no oil pressure, the aircraft rapidly lost height and jettisoning the cargo did not help so that the aircraft touched trees on a hill 12 km north of Savasleika and 22 km east of Murom, crashed and broke up, 3 of the 4 crew killed; t/t 550 hours (t/t of the left engine 334 hours); soc 29sep49
8 30 26 05	CCCP-L1478	II-12	AFL/Far East	rgd	1948	
	CCCP-L1478	II-12	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01419	II-12	AFL/Ukraine	trf	20nov58	soc 24aug62 as life-time expired
8 30 26 06	CCCP-L1479	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	not known	II-12	Soviet Air Force	trf	06oct50	
8 30 26 07	CCCP-L1480	II-12	AFL/Far East-KHV	rgd	1948	flew on the KHV-OHO route 19sep58
	CCCP-01413(2)	II-12	AFL/Far East-KHV	rgd	1958/59	soc 11jan62 as life-time expired; see c/n 30171
8 30 26 08	CCCP-L1481	II-12	AFL/Turkmenistan	rgd	1948	new documents issued 02jun54; soc 13aug55 due to corrosion
8 30 26 09	CCCP-L1482	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1482	II-12	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-01434	II-12	AFL/West Sib.-Ovn	trf	28feb59	soc 19mar63 as life-time expired
8 30 26 10	CCCP-L1483	II-12	AFL/Uzbekistan	rgd	21jun52	
	CCCP-L1483	II-12	AFL/Central Asia	trf	unknown	territorial reorganisation; new documents issued 09feb56
	CCCP-73994	II-12	AFL/Uzbekistan-TAS	rgd	1958/59	soc 26apr62 as life-time expired
8 30 26 12	CCCP-L1484	II-12	Aeroflot/USHVLP	rgd	1948	Ulyanovsk Advanced Flying Training College
	not known	II-12	Soviet Air Force	trf	04nov50	opb long-range aviation
8 30 26 13	CCCP-L1485	II-12	AFL/Kazakhstan	rgd	1948	
	CCCP-L1485	II-12	AFL/West Sib.-Ovn	trf	14may51	
	CCCP-01349	II-12	AFL/West Sib.-OVB	rgd	1959	soc 23oct62 as life-time expired
8 30 26 14	CCCP-L1486	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1486	II-12	AFL/Far East	trf	1949	
	CCCP-L1486	II-12	AFL/West Sib.-Ovn	trf	1950	
	CCCP-L1486	II-12	AFL/Urals-SVX	trf	1956	opb Uralskaya aviagruppa by 01sep57
	CCCP-01340	II-12	AFL/Urals-SVX	rgd	oct58	in document 26sep62; soc 22oct63 as amortisation period expired
8 30 26 15	CCCP-L1487	II-12	AFL/Far East-KHV	rgd	1948	
	CCCP-Sh1487	II-12	Aeroflot/USHVLP	trf	1950	Ulyanovsk Advanced Flying Training College
	CCCP-73968(1)	II-12	AFL/Buguruslan FS	trf	18sep58	see c/n 83012903
	CCCP-73968(1)	II-12	AFL/Belarus	trf	jan59	opb 1 OUA; dbr in the early hours of 13mar59 on a training flight (with cargo on board) from Moscov-Vnukovo to Minsk at night with an overtired crew at the controls when the instructor pilot lost spatial orientation in a layer of ground fog shortly after lift-off and attempted a forced landing, but the slow-flying aircraft banked from one side to the other so that a wing touched the ground 1,500 metres from the beginning of the runway and the aircraft crashed, all 8 crew and the sole passenger were slightly injured; soc 30mar59
8 30 26 16	CCCP-I1023	II-12	MOP - NISO	no	reports	
	CCCP-03528	II-12	MOP - NISO	no	reports	
8 30 27 03	not known	II-12	Soviet Air Force	mfd	1948	military unit 78684 (600th Transport Aviation Regiment, 4th ADON DTA, Tver-Migalovo)
	CCCP-X910	II-12	MPL - NIEI PDS	trf	1949	Ministry of Light Industry - Parachute Equipment Research Institute, Kirzhach; taken on charge in the 1st quarter of 1949
	CCCP-X910	II-12	AFL/Mosk. AG SPIVS	trf	1951	
	CCCP-L1851	II-12	AFL/Mosk. AG SPIVS	rgd	15mar53	in an overhaul document, t/t 275 hours; new documents issued 24oct55
8 30 27 09	CCCP-73970	II-12	AFL/Mosk. AG SPIVS	rgd	17may58	dbr, details unknown; soc 18apr62
	CCCP-01378(2)	II-12	AFL/West Sib.-OVB	trf	20jun61	probably ex Soviet Air Force; soc 12jan66; see c/n 30106
8 30 27 10	"32" red	II-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 II-12B.

8 301 28 01	CCCP-L1704	II-12P	AFL/NII GVF	rgd	1949	in natural metal, Aeroflot c/s; made test flights in 1949
	CCCP-L1704	II-12P	AFL/Moscow	trf	1950	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1704	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1704	II-12P	AFL/West Sib.-Ovn	trf	1951	
	CCCP-L1704	II-12P	AFL/Urals-SVX	trf	1956	opb Uralskaya aviagruppa by 01sep57
	CCCP-01386	II-12P	AFL/Urals-SVX	rgd	oct58	soc 12sep66 as amortisation period expired
8 301 28 02	CCCP-L1705	II-12P	AFL/Moscow	mfd	12oct48	rgd 1948; opb 1-ya Moskovskaya aviagruppa

	CCCP-L1705	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-73996	II-12P	AFL/Ukraine	trf	15may59	
8 301 28 03	CCCP-L1706	II-12P	AFL/Moscow-VKO	mfd	oct48	opb 16may61 as worn out opb 45 ATO 1-oi Moskovskoi aviagruppy; dbr 11aug50 on the leg from Omsk to Sverdlovsk of a flight from Khabarovsk to Moscow when tried to land at Sverdlovsk-Koltsovo in fog at night, dropped below the glide path due to pilot error, touched tree tops 900 metres behind the outer marker and 160 metres to the right of the runway's extended centreline and crashed in a meadow 220 metres further on (3,100 metres from the perimeter of the airfield), 2 of the 5 crew killed plus 2 as well as 1 of the 22 passengers seriously injured and all survivors slightly injured; t/t 906 hours; soc 05oct50
8 301 28 04	CCCP-L1707	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1707	II-12P	AFL/East Siberia	trf	unknown	opb 29jul58 as worn out
8 301 28 05	CCCP-L1708	II-12P	AFL/Moscow	rgd	1950	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1708	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L3900	II-12P	AFL/Kazakhstan	rgd	21oct54	
	CCCP-L3900	II-12P	AFL/Kazakhstan-ALA	trf	jun57	
8 301 28 06	CCCP-73964	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1709	II-12P	AFL/Moscow	rgd	1948	
	CCCP-L1709	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1709	II-12P	AFL/Far East-KHV	trf	1953	
	CCCP-12583	II-12P	AFL/Far East-KHV	rgd	1958/59	opb 18jul61 as life-time expired
8 301 28 07	CCCP-L1710	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa; photo in natural metal c/s
	CCCP-L1710	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1710	II-12P	AFL/West Sib.-Ovn	trf	1951	new documents issued 07sep54
	CCCP-L1710	II-12P	AFL/Urals-SVX	trf	1956	opb Uralskaya aviagruppa by 01sep57
	CCCP-01333	II-12P	AFL/Urals-SVX	rgd	dec58	opb 31mar60 as worn out
8 301 28 08	CCCP-L1711	II-12P	AFL/Moscow	mfd	jun48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1711	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-73982	II-12P	AFL/Ukraine	trf	22may58	opb 28jun60 as life-time expired; photo at an unknown location 1963
8 301 28 09	CCCP-L1712	II-12P	AFL/Georgia-TBS	rgd	1948	
	CCCP-L1712	II-12P	AFL/Ukraine-IEV	trf	1951	
	CCCP-73976	II-12P	AFL/Ukraine-IEV	rgd	1958/59	opb 22mar61 as life-time expired
8 301 28 10	CCCP-L1713	II-12P	AFL/Far East-KHV	rgd	1948	
	CCCP-01301	II-12P	AFL/Far East-KHV	rgd	1958/59	opb 08mar60 as worn out
8 301 28 11	CCCP-L1714	II-12P	AFL/Moscow	mfd	28nov48	opb 31 AO 1-oi Moskovskoi aviagruppy; w/o 21jul49 on the leg from Krasnoyarsk to Irkutsk of a flight from Moscow to Khabarovsk when the left engine lost oil and caught fire (due to a design fault), the fire could be extinguished by an emergency descent, but the aircraft was not able to continue on one engine although part of the cargo was jettisoned, while approaching a field for a forced landing the left wing hit a tree on a hill (640 metres) near Marga (5 km south-east of Shebert railway station in the Nizhneudinsk district of the Irkutsk region), the left wing came off, soon followed by the right one, the fuselage came down in the forest, caught fire and burnt out, 5 of the 6 crew and all 8 passengers killed; t/t of the left engine 467 hours; soc 01nov49
8 301 28 12	CCCP-L1715	II-12P	AFL/Far East-KHV	rgd	1948	
	CCCP-12585	II-12P	AFL/Far East-KHV	rgd	1958/59	opb 10oct60 as worn out
8 301 28 13	CCCP-L1716	II-12	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1716	II-12	AFL/Moscow (MUTA)	trf	sep52	new documents issued 01nov54
	CCCP-L3902	II-12	AFL/YesAU	trf	unknown	Yegoryevskoye aviatsionnoye uchilishche (Yegoryevsk Aviation School); soc 12feb57 as life-time expired and 'for display'
8 301 28 14	CCCP-L1717	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1717	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L3906	II-12P	AFL/West Sib.-Ovn	trf	1949	in document 1949
	CCCP-L3906	II-12P	AFL/Urals-SVX	trf	dec56	opb Uralskaya aviagruppa by 01sep57
8 301 28 15	CCCP-L1718	II-12P	AFL/East Siberia	rgd	1948	burnt out during take-off, details unknown; soc 02dec53
8 301 28 16	CCCP-L1719	II-12P	AFL/International	mfd	28jan48	possibly 28nov48 instead ?; rgd 1948; opb OAT MVS
	CCCP-L1719	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1719	II-12P	AFL/Ukraine-ODS	trf	jul57	opb 90 AO; dbr 12feb58 on a flight from Moscow-Vnukovo to Kiev-Zhuliany and back in order to drop matrices for newspaper printing at Kiev-Zhuliany (without landing there) when approached Kiev-Zhuliany in poor weather (low clouds and fog) and tried to land there anyway, but came in too low, failed to go around and collided with trees and with a house, all 6 crew and all tenants of the house escaped unhurt; t/t 9,507 hours; soc 26may58
8 301 28 17	CCCP-L1720	II-12P	AFL/International	mfd	28nov48	rgd 1948; opb OAG MVS
	CCCP-L1720	II-12P	AFL/Moscow (MUTA)	trf	sep52	f/n VKO 1956
8 301 28 18	CCCP-01328	II-12P	AFL/Ukraine-ODS	trf	31may58	opb 24jul61 as life-time expired
	CCCP-L1721	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1721	II-12P	AFL/Moscow (MUTA)	trf	sep52	photo BID 19dec50; new documents issued 07aug54
	CCCP-L1721	II-12P	AFL/West Sib.-SVX	trf	may57	
8 301 28 19	CCCP-L1721	II-12P	AFL/Urals-SVX	trf	22jul57	opb Uralskaya aviagruppa by 01sep57; soc 10may58 as worn out
	CCCP-L1722	II-12P	AFL/International	rgd	1948	opb OAG MVS
	CCCP-L1722	II-12P	AFL/Moscow (MUTA)	trf	sep52	f/n BUD 1955; in natural metal c/s with two thin blue cheattines; l/n VNO 1956
	CCCP-L1722	II-12P	AFL/Urals-SVX	trf	may57	opb Uralskaya aviagruppa by 01sep57; l/n apr58
8 301 28 20	CCCP-73992	II-12P	AFL/Urals-SVX	rgd	oct58	opb 20nov59
	CCCP-L1723	II-12P	AFL/International	rgd	1948	opb OAG MVS
	CCCP-L1723	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1723	II-12P	AFL/Ukraine-DOK	trf	apr57	f/n VKO 1955; l/n 1956
	CCCP-73980	II-12P	AFL/Ukraine-DOK	rgd	1958/59	opb 11jun59 as worn out
8 301 29 01	CCCP-L1724	II-12P	AFL/Uzbekistan	rgd	1948	
	CCCP-L1724	II-12P	AFL/Uzbekistan-TAS	trf	sep52	overhauled by AERB-243 nov58
	CCCP-73990	II-12P	AFL/Uzbekistan-TAS	rgd	1958/59	opb 27aug60 as worn out
8 301 29 02	CCCP-L1725	II-12P	AFL/Moscow	rgd	1949	rgd 1949; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1725	II-12P	AFL/East Siberia	trf	unknown	
	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; soc 26jul60
8 301 29 03	CCCP-L1726	II-12P	AFL/Moscow (MUTA)	rgd	unknown	new documents issued 05nov54
	CCCP-L1726	II-12P	AFL/Northern-LED	trf	unknown	photo 1957; featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957
	CCCP-73968(2)	II-12P	AFL/Northern-LED	rgd	1958/59	opb 29jul58 as worn out; see c/n 8302615
8 301 29 04	OK-CBA	II-12B	CSA	d/d	11mar49	rgd 09jun49; l/s 17jun49; fleet # '70'; f/n Northolt 12sep49; wfu 03jan59; soc 29feb60
8 301 29 05	CCCP-L1728	II-12P	AFL/Moscow	mfd	06dec48	rgd 1948; opb 1-ya Moskovskaya aviagruppa
	CCCP-L1728	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1728	II-12P	AFL/Ukraine-HRK	trf	oct57	
8 301 29 06	CCCP-73978	II-12P	AFL/Ukraine-HRK	rgd	1958/59	opb 14jul60 as life-time expired
	CCCP-L1729	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1729	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L3926	II-12P	AFL/Moscow (MUTA)	rgd	02jul54	new documents issued 18apr55
	CCCP-L3926	II-12P	AFL/Kazakhstan	trf	16apr56	
	CCCP-L3926	II-12P	AFL/Kazakhstan-ALA	trf	jun57	
8 301 29 07	CCCP-73965	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	opb 29nov58 as amortisation period expired
	CCCP-L1730	II-12P	AFL/Moscow	rgd	1948	opb 1-ya Moskovskaya aviagruppa
	CCCP-L1730	II-12P	AFL/Moscow (MUTA)	trf	sep52	
	CCCP-L1730	II-12P	SibNIA	trf	dec57	opb 10may58; tested to destruction
8 301 29 08	CCCP-L1731	II-12P	AFL/Uzbekistan	mfd	20dec48	opb 5 TAO; w/o 23dec48 when the factory-fresh aircraft was to be handed over to a crew from the Georgian directorate and ferried to Tbilisi via VKO, as that crew did not turn up in time the aircraft instead was handed over to a crew from the Uzbek directorate who was present at Khodynka to collect an Il-12 and intended to ferry their aircraft to Tashkent via Lyubertsy instead of VKO, but nobody informed ATC about the change of the flight plan, the Il-12 collided 5.8 km south-east of VKO in bad visibility with TS-62 CCCP-L861, lost both engines, entered a flat spin and crashed at the edge of a wood 500-700 metres from Valuyev, all 4 crew killed; soc 24jan49
	CCCP-L1732	II-12P	AFL/Uzbekistan-TAS	rgd	1949	f/n VKO 1956; soc 24mar59 as worn out
8 301 29 10	CCCP-L1733	II-12P	AFL/Georgia-TBS	rgd	1949	
	CCCP-L1733	II-12P	AFL/West Sib.-Ovn	trf	15jun56	opb 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	II-12P	AFL/Azerbaijan	rgd	1949	
	CCCP-L1735	II-12P	AFL/Buguruslan FS	trf	04dec58	opb 06jan59 as 'for display'
8 301 29 13	CCCP-L1736	II-12P	AFL/Kazakhstan	mfd	1949	
	CCCP-L1736	II-12P	AFL/Kazakhstan-ALA	trf	jun57	overhauled by AERB-243 nov58
	CCCP-73956	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	opb 29oct59 as worn out
8 301 29 14	CCCP-L1737	II-12P	AFL/Kazakhstan	rgd	1949	new documents issued 29dec54
	CCCP-L1737	II-12P	AFL/Kazakhstan-ALA	trf	jun56	new documents issued 29dec54
	CCCP-73957	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	f/n VKO jun59; soc 04jul59 as worn out
8 301 29 15	CCCP-L1738	II-12P	AFL/Kazakhstan	rgd	1949	new documents issued 21aug54
	CCCP-L1738	II-12P	AFL/Kazakhstan-ALA	trf	jun57	new documents issued 21aug54
	CCCP-73959	II-12P	AFL/Kazakhstan-ALA	rgd	1958/59	f/n KOV nov59; soc 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); soc 05jan54 and again 29feb60 (clean-up of register) opb 1-ya Moskovskaya aviagruppa
8 301 29 17	CCCP-L1740 CCCP-L1740 CCCP-L1740 CCCP-01342	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Far East AFL/Magadan	rgd trf trf rgd	1949 sep52 unknown 1958/59	photo; soc 06jul60 as worn out opb OAG MVS; photo 1951
8 301 29 18	CCCP-L1741 CCCP-L1741 CCCP-01352	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf	1949 sep52 10may58	soc 22nov61 as life-time expired opb OAG MVS new documents issued 28sep54; f/n IEV 17aug57
8 301 29 19	CCCP-L1742 CCCP-L1742 CCCP-L1742	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Ukraine-ODS	rgd trf trf	1949 sep52 sep57	involved in an incident on a flight from Moscow via Lviv to Budapest-Budaörs in the spring of 1950 when lost orientation due to a navigation problem, fortunately arrived over Kecskemét airport and received new and correct directions, landing safely at Budaörs with an absolute minimum of fuel (some 50 litres); registration still in document oct58 opb 90 OAO; soc 16may61 as life-time expired opb OAG MVS
8 301 29 20	CCCP-73979 CCCP-L1743 CCCP-L1743 CCCP-L1743 CCCP-12587	II-12P II-12P II-12P II-12P II-12P	AFL/Ukraine-ODS AFL/International AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Far East-KHV	rgd rgd trf trf rgd	1958/59 1949 sep52 apr57 1958/59	reported as an II-12T; photo exists flew on the KHV-OHO route 19sep58; f/n KHV 01feb61; soc 24jun61 as worn out c/n as such in MGA document, but as 93013001 in register; opb 1-ya Moskovskaya aviagruppa new documents issued 07sep54 soc 05apr58 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa; in natural metal c/s; photo exists new documents issued 20sep54 opb 79 OAO; soc 24aug60 as life-time expired soc 19dec58 as worn out rgd 1949
8 301 30 01	CCCP-L1744 CCCP-L1744 CCCP-L1744	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Moscow	trf trf mfd	sep52 apr57 jan49	rgd 1949; opb 1-ya Moskovskaya aviagruppa; in natural metal c/s; photo exists new documents issued 20sep54
8 301 30 02	CCCP-L1745 CCCP-L1745 CCCP-01381	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine AFL/Moscow (MUTA)	trf trf trf	sep52 23may58 jan49	opb 79 OAO; soc 24aug60 as life-time expired soc 19dec58 as worn out rgd 1949
8 301 30 03	CCCP-L1746	II-12P	AFL/West Sib.-Ovn	rgd	jan49	rgd 1949
8 301 30 04	CCCP-L1747 CCCP-L1747 CCCP-01308 CCCP-01308	II-12P II-12P II-12P II-12P	AFL/Georgia Aeroflot/USHVLP AFL/Buguruslan FS AFL/Ukraine	mfd trf trf trf	13jan49 1950 23sep58 16may59	Ulyanovsk Advanced Flying Training College opb 90 OAO; soc 02jun61 as life-time expired opb 1-ya Moskovskaya aviagruppa
8 301 30 05	CCCP-L1748 CCCP-L1748 CCCP-L1748 CCCP-01360	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf trf rgd	1949 sep52 jun57 1958/59	opb 1-ya Moskovskaya aviagruppa soc 05feb59 as life-time expired opb 1-ya Moskovskaya aviagruppa soc 29aug60 as life-time expired rgd 1949; opb 1-ya Moskovskaya aviagruppa
8 301 30 06	CCCP-L1749 CCCP-L1749 CCCP-L1749	II-12P II-12P II-12P	AFL/Moscow AFL/East Siberia AFL/Moscow	rgd trf mfd	1949 14nov51 10oct48 ?	opb 1-ya Moskovskaya aviagruppa soc 29aug60 as life-time expired rgd 1949; opb 1-ya Moskovskaya aviagruppa
8 301 30 07	CCCP-L1750 CCCP-L1750 CCCP-73995	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine	trf trf rgd	sep52 1949 05jul58	opb 79 OAO; soc 29nov60 as life-time expired c/n as such in MGA document, but as 93013008 in register; opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54; soc 03jun58 as amortisation period expired c/n as such in MGA document, but as 93013009 in register; new documents issued 17jun54 flew on the KHV-OHO route 19sep58; soc 13apr60 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 02jul54
8 301 30 08	CCCP-L1751 CCCP-L1751 CCCP-L1752	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Far East-KHV	trf rgd rgd	sep52 1949 1958/59	opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54 flew on the KHV-OHO route 19sep58; soc 13apr60 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 02jul54
8 301 30 09	CCCP-12586 CCCP-L1753 CCCP-L1753 CCCP-L1753	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Magadan-GDX	rgd trf trf trf	1949 1953 01oct57 1958/59	opb 1-ya Moskovskaya aviagruppa soc 16jul60 as amortisation period expired opb 1-ya Moskovskaya aviagruppa
9 301 30 11	CCCP-01326 CCCP-L1754 CCCP-L1754 CCCP-L1754 CCCP-73983	II-12P II-12P II-12P II-12P II-12P	AFL/Magadan-GDX AFL/Moscow AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Ukraine-IEV	rgd rgd trf trf rgd	1958/59 1949 sep52 oct57 1959	opb 1-ya Moskovskaya aviagruppa opb 79 OAO; soc 22mar61 as life-time expired opb 1-ya Moskovskaya aviagruppa
9 301 30 12	CCCP-L1755 CCCP-L1755 CCCP-L1755 CCCP-L1755	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/West Sib.-Ovn AFL/Ural's-SVX AFL/Moscow	trf trf trf mfd	sep52 1953 1956 jan49	opb 1-ya Moskovskaya aviagruppa opb Uralskaya aviagruppa by 01sep57; soc 08mar58 as worn out rgd 1949; opb 1-ya Moskovskaya aviagruppa
9 301 30 13	CCCP-L1756 CCCP-L1756 CCCP-01364	II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Moscow	trf trf rgd	sep52 30may58 1949	opb 86 OAO; soc 12sep60 as life-time expired opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54
9 301 30 14	CCCP-L1757 CCCP-L1757 CCCP-L3928 CCCP-L3928	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/West Sib.-SVX AFL/Ural's-SVX AFL/Ural's-SVX	trf trf trf trf	sep52 27apr55 1956 reports	opb 1-ya Moskovskaya aviagruppa new documents issued 07jun54 opb Uralskaya aviagruppa by 01sep57; under overhaul with AERB-243 nov58; soc 30nov58 as worn out c/n and registration just surmised, neither in 1950s MGA document nor in register
9 301 30 15 ?	CCCP-L1758	II-12P	Aeroflot	no	reports	opb 1-ya Moskovskaya aviagruppa by 01sep57; under overhaul with AERB-243 nov58; soc 30nov58 as worn out c/n and registration just surmised, neither in 1950s MGA document nor in register
9 301 30 16	CCCP-L1759 CCCP-L1759 CCCP-01337 CCCP-01337	II-12P II-12P II-12P II-12P	AFL/Far East-KHV AFL/Magadan-GDX AFL/Magadan-GDX AFL/Ural's-SVX	rgd trf rgd trf	1949 jul57 1958/59 07dec59	new documents issued 08jul54 soc 17nov60 as life-time expired opb 1-ya Moskovskaya aviagruppa
9 301 30 17	CCCP-L1760 CCCP-L1760 CCCP-L1760 CCCP-L1760	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Belarus AFL/Buguruslan FS	rgd trf trf trf	1949 sep52 may58 16oct58	opb 1-ya Moskovskaya aviagruppa soc 06jan59 as 'for display' opb 1-ya Moskovskaya aviagruppa
9 301 30 18	CCCP-L1761 CCCP-L1761 CCCP-L1761 CCCP-L1761	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/East Sib.-IKT AFL/Turkmenis.-ASB AFL/Far East-KHV	trf trf trf rgd	sep52 mar57 05mar58 1949	opb 1-ya Moskovskaya aviagruppa soc 15nov60 as life-time expired
9 301 30 19	CCCP-L1762 CCCP-12588	II-12P II-12P	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	1949 1958/59	opb 1-ya Moskovskaya aviagruppa soc 29mar61 as worn out
9 301 30 20	CCCP-L1763 CCCP-01315	II-12P II-12P	AFL/Azerbaijan-BAK AFL/West Sib.-OVb	rgd rgd	1949 1958/59	opb 1-ya Moskovskaya aviagruppa soc 27jan60 as worn out
9 301 31 01	CCCP-L1764 CCCP-L1764 CCCP-01359	II-12P II-12P II-12P	AFL/Uzbekistan AFL/East Siberia AFL/Ukraine	rgd trf trf	1949 unknown 25sep58	opb 86 OAO; soc 29nov60 as life-time expired rgd 1949; opb 141 ATO; w/o 27oct53 on the leg from Magadan to Okhotsk of a flight from Magadan to Khabarovsk when was not de-iced before take-off, lost speed during the initial climb, banked at first to the left and then to the right and eventually crashed from a height of 50-70 metres 6 km from the '13 km' airport 2 minutes after take-off, all 5 crew and 17 of the 27 passengers killed and all 10 survivors injured; t/t 4,271 hours; soc 12dec53 opb 1-ya Moskovskaya aviagruppa
9 301 31 02	CCCP-L1765	II-12P	AFL/Far East	mfd	31dec49	opb 1-ya Moskovskaya aviagruppa
9 301 31 03	CCCP-L1766 CCCP-L1766 CCCP-L3929	II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd trf rgd	1949 sep52 28may54	new documents issued 22apr55; soc 29jul58 as worn out test flights in 1949 opb 1-ya Moskovskaya aviagruppa
9 301 31 04	CCCP-L1767 CCCP-L1767 CCCP-L1767	II-12P II-12P II-12P	AFL/NII GVF AFL/Moscow AFL/Moscow (MUTA)	trf trf trf	unknown sep52 15nov54	photo exists; soc 04feb58 as worn out opb 1-ya Moskovskaya aviagruppa; f/n VKO oct49
9 301 31 05	CCCP-L3901 CCCP-L1768 CCCP-L1768 CCCP-L1768	II-12P II-12P II-12P II-12P	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	rgd rgd trf trf	1949 1949 sep52 jun56	possibly not taken up as already soc 29sep58 as life-time expired; see c/n 93013211 opb 1-ya Moskovskaya aviagruppa
9 301 31 06	CCCP-01303(1) CCCP-L1769 CCCP-L1769 CCCP-L3922	II-12P II-12P II-12P II-12P	AFL/Kazakhstan AFL/Moscow AFL/Moscow (MUTA) AFL/Aktyubinsk FS	rgd rgd trf rgd	1958/59 1949 sep52 27jul54	new documents issued 28mar55; soc 13feb58 as 'for display' rgd 1949; opb 1-ya Moskovskaya aviagruppa photo exists
9 301 31 07	CCCP-L1770 CCCP-L1770 CCCP-L3907 CCCP-L3907	II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine	mfd trf trf trf	feb49 sep52 29dec54 may57	opb 90 OAO; soc 08jan58 as worn out in natural metal c/s; flew ice-reconnaissance missions 20apr/14jul49; used to re-supply the Arctic expedition "Sever-5" in spring 1950, photo proof of registration opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 13/20jun51, 11sep/17oct52 and 15feb/13oct53; equipped with a "Kobalt" radar in 1952; photo 31dec54; used to re-supply the drifting polar stations SP-3 in 1954 and SP-4 in 1956 plus the Arctic expedition "Sever-7" in 1955; dbr 08sep56 on the leg to Dikson of a flight from Moscow to the drifting polar station SP-4 when approached too low, the main landing gear hit the threshold of the security strip 100 metres before the runway threshold and broke off, the aircraft continued to fly for 180 metres, came down on the runway and suffered considerable damage, all crew (captain: I.P. Mazuruk) and passengers escaped unhurt; hulk removed from the runway by bulldozers c/n and registration just surmised, not in 1950s MGA document with dorsal fin; opb MAGON from 24jan51; in natural metal c/s opb 1-ya Moskovskaya aviagruppa
9 301 31 08	CCCP-L1771	II-12P	Aeroflot	rgd	1949	opb 90 OAO; soc 08jan58 as worn out in natural metal c/s; flew ice-reconnaissance missions 20apr/14jul49; used to re-supply the Arctic expedition "Sever-5" in spring 1950, photo proof of registration opb MAGON from 24jan51; in natural metal c/s; flew ice-reconnaissance missions 13/20jun51, 11sep/17oct52 and 15feb/13oct53; equipped with a "Kobalt" radar in 1952; photo 31dec54; used to re-supply the drifting polar stations SP-3 in 1954 and SP-4 in 1956 plus the Arctic expedition "Sever-7" in 1955; dbr 08sep56 on the leg to Dikson of a flight from Moscow to the drifting polar station SP-4 when approached too low, the main landing gear hit the threshold of the security strip 100 metres before the runway threshold and broke off, the aircraft continued to fly for 180 metres, came down on the runway and suffered considerable damage, all crew (captain: I.P. Mazuruk) and passengers escaped unhurt; hulk removed from the runway by bulldozers c/n and registration just surmised, not in 1950s MGA document with dorsal fin; opb MAGON from 24jan51; in natural metal c/s opb 1-ya Moskovskaya aviagruppa
9 301 31 09	CCCP-L1772 CCCP-N525	II-12P II-12P	Aeroflot Polyarnaya Aviats.	no ph.	reports 22apr55	c/n and registration just surmised, not in 1950s MGA document with dorsal fin; opb MAGON from 24jan51; in natural metal c/s opb 1-ya Moskovskaya aviagruppa
9 301 31 10	CCCP-L1773 CCCP-L1773 CCCP-L1773 CCCP-L1773 CCCP-73961	II-12P II-12P II-12P II-12P II-12P	AFL/Moscow AFL/Moscow (MUTA) AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf trf trf rgd	1949 sep52 unknown jun57 1958/59	opb 1-ya Moskovskaya aviagruppa soc 27dec58 as life-time expired

9 301 35 02	CCCP-01334 SP-LHB	II-12P II-12B	AFL/Armenia LOT	rgd d/d	1958/59 17jul49	<p>soc 31mar60 as worn out this c/n is given in several Soviet documents for CCCP-L1832/CCCP-01334 !; rgd 23aug49; initially used for training; canx 25sep59; reportedly trf to the Polish Air Force 06nov59, but that does not seem to be correct</p>
9 301 35 03	CCCP-L1833	II-12P	AFL/International	rgd	1949	<p>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</p>
9 301 35 03	CCCP-L1833 CCCP-01320 YR-PCC	II-12P II-12P II-12-11	AFL/Moscow (MUTA) AFL/Mosk. AG SPIVS Romanian Governmt.	trf trf rgd	sep52 1959 29sep49	<p>soc 03jul63 as life-time expired this c/n is given in several Soviet documents for CCCP-L1833/CCCP-01320 !; VIP aircraft; 'PCC' stands for 'Party Central Committee'; photo BUD 17jun56; canx 06jan57</p>
9 301 35 04	YR-ILX CCCP-L1834 CCCP-L1834 CCCP-L1834 CCCP-73987 SP-LHD	II-12 II-12P II-12P II-12P II-12P II-12B	TAROM AFL/International AFL/Moscow (MUTA) AFL/Ukraine-IEV AFL/Ukraine-IEV LOT	rgd rgd trf trf rgd rgd	28feb57 1949 sep52 jun57 1958/59 04nov49	<p>canx 15oct64 the same c/n is reported for SP-LHD; opb OAG MVS seen VKO 1957 l/n may58 opb 86 OAO; soc 17apr61 as worn out; photo at an unknown location in 1963 this c/n is given in several Soviet documents for CCCP-L1834/CCCP-73987 !; canx 19jun59; reportedly trf to the Polish Air Force 06nov59, but that does not seem to be correct</p>
9 301 35 05	CCCP-L1835 CCCP-L1835 CCCP-01410 SP-LHE	II-12P II-12P II-12B	AFL/International AFL/Moscow (MUTA) AFL/Ukraine-DOK LOT	mfd trf trf rgd	may49 sep52 22may58 24nov49	<p>the same c/n is reported for SP-LHE; rgd 1949; opb OAG MVS; on 18aug55 it flew the German Football Team from SXF to VKO photo may58 opb 89 OAO; soc 24jul61 as life-time expired this c/n is given in several Soviet documents for CCCP-L1835/CCCP-01410 !; damaged in 1950 during a forced landing following an engine fire; stored for two years awaiting repair, returned to Factory No. 30 for repair; canx 07oct52</p>
9 301 35 06	CCCP-L1836 CCCP-L1836 CCCP-L1836 CCCP-L1836 CCCP-73999 SP-LHC	II-12P II-12P II-12P II-12P II-12P II-12B	AFL/International AFL/Moscow (MUTA) AFL/West Sib.-SVX AFL/Urals-SVX AFL/Urals-SVX LOT	rgd trf trf trf rgd rgd	1949 unknown sep52 22jul57 dec58 17dec49	<p>the same c/n is reported for SP-LHC new documents issued 31aug54 opb Uralskaya aviagruppa by 01sep57 soc 20aug62 as life-time expired this c/n is given in several Soviet documents for CCCP-L1836/CCCP-73999 !; dbr 18jul52 on landing at Warsaw; canx 23dec53 opb OAG MVS; f/n VKO oct49 new documents issued 31aug54</p>
9 301 35 07	CCCP-L1837 CCCP-L1837 CCCP-L1837 CCCP-01423	II-12P II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd trf trf rgd	1949 sep52 jun57 1958/59	<p>soc 22sep61 as life-time expired just surmised, neither in 1950s MGA document nor in register just surmised, neither in 1950s MGA document nor in register opb OAG MVS</p>
9 301 35 08	CCCP-L1838 ?	II-12P	Aeroflot	no	reports	just surmised, neither in 1950s MGA document nor in register
9 301 35 09	CCCP-L1839 ?	II-12P	Aeroflot	no	reports	just surmised, neither in 1950s MGA document nor in register
9 301 35 10	CCCP-L1840 CCCP-L1840 CCCP-01417 CCCP-01417	II-12P II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine	rgd trf trf trf	jun49 ? sep52 09may58 03jun58	<p>opb 64 AO as of 01feb57 (the unit was disbanded that day)</p>
9 301 35 11	CCCP-L1841 ?	II-12P	Aeroflot ?	no	reports	opb 90 AO at ODS; soc 08jul60 as life-time expired
9 301 35 12	CCCP-L1842 CCCP-L1842 CCCP-01421	II-12P II-12P II-12P	AFL/International AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd trf rgd	07jun49 sep52 09may58	<p>just surmised, is neither in the MGA document or in any register rgd jun49 ?; opb OAG MVS photo at BUD 01apr55; new documents issued 18apr55; opb 65 AO as of 01feb57 registration given in the GU GVF document which allocated the new registration numbers 09may58 as CCCP-01421, obviously in error</p>
9 301 35 13	CCCP-01313 OK-DBB	II-12P II-12B	AFL/Ukraine CSA	trf rgd	23may58 19jul50	<p>still as CCCP-L1842 ?; opb 90 AO at ODS; soc 24jul61 as life-time expired fleet # '72'; wfu 19nov59; canx 29feb60</p>
9 301 35 14	CCCP-L1844	II-12P	AFL/International	mfd	27jun49	<p>opb 29 otrayd; w/o 25aug49 on the leg from Krasnoyarsk to Chita of a flight from Alma-Ata to Chita (and probably on to Beijing) with several leaders of the self-proclaimed East Turkestan Republic on board, the aircraft descended from 2,400 metres to 1,200 metres while flying over the valley of the Kabanya river (possibly due to icing), while trying to fly a right turn the aircraft hit trees on the eastern slope of Mt. Kabanya (1,479 metres) 31 km south of Kabansk (Buryatia), broke up and came to rest upside down at a height of some 1,400 metres, all 5 crew and 9 passengers killed; t/t 92 hours; wreck found 29aug49; soc 01sep49</p>
9 301 35 15	OK-DBD SP-LHF OK-DBD	II-12B II-12B II-12B	CSA LOT CSA	rgd lsd ret	30nov49 03jul52 26nov52	<p>i/s 31may50; fleet # '74' canx 08mar53, but the aircraft returned to CSA earlier photo at LHR 01aug57; wfu 13jun60; canx 14mar62</p>
9 301 35 16	OK-DBG	II-12B	CSA	rgd	13oct50	<p>i/s 18oct50; fleet # '75'; later used as a cargo aircraft; undertook tests for the VZLU during may53; dbr 20jan60; canx 29feb60; removed to Prostejov and used as a ground instructional airframe</p>
9 301 35 17	OK-DBN	II-12B	CSA	rgd	15dec50	<p>i/s 23dec50; fleet # '76'; photo at ORY 27may57; wfu 30jun60; canx jun60 and again 14mar62 (clean-up of register); sold to AMK Hostivice; a black and white photo taken aug60 shows the aircraft being transported, with the registration removed; was used as a club-house at Hostivice, later scrapped; sections of the fuselage were transported from Plzen to Zruc Air Park and displayed there with an II-14 nose cone marked '3159' attached to the cockpit section, seen as such jun99/sep15</p>
9 301 35 18	OK-DBP	II-12B	CSA	i/s	07feb51	<p>rgd 27feb51; fleet # '77'; w/o 24nov56 on a flight from Zurich to Prague when the right engine caught fire shortly after take-off, the crew tried to return to the airport, but the aircraft crashed in a field near Eglisau (14 km from the airport) and exploded, all 5 crew and 18 passengers killed; canx 25nov56</p>
9 301 35 19	OK-DBU	II-12B	CSA	rgd	24feb51	<p>i/s 27feb51; fleet # '78'; later used as a cargo aircraft; wfu 28nov59; canx 29feb60</p>
9 301 35 20	OK-DBW OK-DBW OK-DBW	II-12B II-12B II-12B	CSA CSA CSSDL	rgd rgd trf	17mar51 23may59	<p>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</p>
9 301 36 01	OK-DBC	II-12B	CSA	rgd	09aug50	<p>the same last 4 digits of the c/n are reported for CCCP-X952, but probably in error; fleet # '73'; wfu 19nov59; canx 29feb60</p>

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	<p>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</p>
9 303 36 12	CCCP-L1422(2)	II-12	AFL/Mosk. AG SPIVS	rgd	unknown	see c/n 30188
9 303 36 14	CCCP-01440 CCCP-L1495 CCCP-L1495	II-12 II-12 II-12	AFL/Mosk. AG SPIVS AFL/Tajikistan-DYU AFL/Uzbekistan-TAS	TIP mfd trf	apr61 1949 17apr59	<p>converted to cargo version, probably during rework; given in a 1950s MGA document as having been trf from AFL/Tajikistan, but this was either in error or in an attempt to disguise the previous operator as being the Soviet Air Force</p>
9 303 37 05	CCCP-73952 CCCP-L1436(2)	II-12 II-12	AFL/Uzbekistan-TAS AFL/Mosk. AG SPIVS	rgd rgd	1958/59 unknown	<p>f/n TMJ 08apr61; l/n TAS 06mar63; soc 15jun64 due to corrosion of the centre-wing section converted to cargo version; see c/n 30268</p>
9 303 37 11	CCCP-01436	II-12	AFL/Mosk. AG SPIVS	rgd	1958/59	<p>opb 16jan65 as worn out</p>
9 303 37 12	CCCP-48971	II-12D	MRP Soltnevo	rgd	16may66	<p>canx 12jan67</p>
9 303 37 16	"3"	II-12D	Soviet Air Force	mfd	1949	<p>was received in the military unit 55001 (Central Research Institute-108 of the Ministry of Defence, Moscow)</p>
9 303 37 19	CCCP-L1441(2) CCCP-01441 not known CCCP-N440 (2)	II-12 II-12 II-12D II-12D	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS Soviet Air Force Polyarnaya Aviats.	rgd rgd rgd rgd	unknown unknown 1949 08aug57	<p>converted to cargo version; see c/n 8302314 soc 12dec63 as worn out</p>
9 303 38 01	CCCP-04252 CCCP-04252 not known CCCP-F359	II-12D II-12D II-12D II-12D	Polyarnaya Aviats. AFL/Polar Soviet Air Force GUGK	rgd trf mfd rgd	31mar58 10feb60 31aug49 17jul50	<p>registration never painted on soc 05jul61 as worn out</p>
9 303 38 02	CCCP-A359 CCCP-L1489 CCCP-73972 not known CCCP-F360	II-12D II-12D II-12D II-12D II-12D	GUGK AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS Soviet Air Force GUGK	rgd rgd rgd mfd rgd	unknown 06aug55 17may58 28aug49 17jul50	<p>Glavnoye upravleniye geodezii i kartografi (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft (2 AFA) by Factory No. 30 28mar50; opb Moskovski AFO 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 converted to cargo version; opb 1 AOVs at Myachkovo as of 01jan57 opb 1 AOVs (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired</p>
9 303 38 03	CCCP-A1317 CCCP-L1317 CCCP-01317	II-12D II-12D II-12D	AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS	rgd rgd rgd	unknown 17may58	<p>Glavnoye upravleniye geodezii i kartografi (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft (2 AFA) by Factory No. 30 28mar50; opb Moskovski AFO photo survey aircraft; opb 1 AOVs at Myachkovo; was detached to Gornaya ekspeditsiya GUGK (Mountain Expedition) as of 01jan57 converted to cargo version; opb 1 AOVs opb 1 AOVs (became 229 LO AFS of Myachkovski OAO in 1962); in natural metal c/s with two thin blue cheatlines; soc 23jun65 as worn out; was preserved in front of the Dvoret's kulturny (Culture Palace) at Lyubertsy and used as a children's cinema for some 5 years, photo in 1968; scrapped</p>
9 303 38 03	not known CCCP-F361	II-12D II-12D	Soviet Air Force GUGK	mfd rgd	29aug49 17jul50	<p>Glavnoye upravleniye geodezii i kartografi (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by zavod No. 30 MAP 31mar50; opb Moskovski AFO</p>

	CCCP-A361	II-12D	AFL/Mosk. AG SPIVS	trf	unknown	photo survey aircraft; opb 1 AOVs at Myachkovo
	CCCP-L1332(2)	II-12D	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; opb 1 AOVs as of 01jan57; see c/n 30038
	CCCP-01332	II-12D	AFL/Mosk. AG SPIVS	rgd	17may58	opb 1 AOVs (became 229 LO AFS of Myachkovski OAO in 1962); soc 15apr65 as worn out and amortisation period expired
9 303 38 04	not known	II-12D	Soviet Air Force	mfd	30aug49	
	CCCP-F362	II-12D	GUGK	rgd	17jul50	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by zavod No. 30 MAP 31aug50; opb Moskovski AFO
	CCCP-A362	II-12D	AFL/Mosk. AG SPIVS	trf	unknown	photo survey aircraft; opb 2 AOVs at Myachkovo
	CCCP-L1406(2)	II-12D	AFL/Mosk. AG SPIVS	rgd	unknown	converted to cargo version; opb 2 AOVs as of 01jan57 (was under repair with ARB-410 by then); see c/n 30151
9 303 38 05	CCCP-01406	II-12D	AFL/Mosk. AG SPIVS	rgd	17may58	opb 2 AOVs (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
	not known	II-12D	Soviet Air Force	mfd	31aug49	
	CCCP-F363	II-12D	GUGK	rgd	17jul50	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); converted to a photo survey aircraft by zavod No. 30 MAP 31mar50; opb Moskovski AFO
	CCCP-A363	II-12D	AFL/Mosk. AG SPIVS	trf	unknown	photo survey aircraft; opb 1 AOVs at Myachkovo
	CCCP-L1356(2)	II-12D	Aeroflot/USHVLP	rgd	unknown	converted to cargo version; opb 1 AOVs as of 01jan57; see c/n 30070
	CCCP-01356	II-12D	AFL/Mosk. AG SPIVS	rgd	1958	not included in the GU GVF document which allocated the new registration numbers 17may58; opb 1 AOVs (became 229 LO AFS of Myachkovski OAO in 1962); soc 14apr65 as life-time expired
9 303 38 06	CCCP-X1096	II-12D	MPLP-LIS NIEI PDS	rgd	unknown	Ministry of Food and Light Industry - Flight Test Station of the Parachute Equipment Research Institute, Kirzhach; received on the basis of a decree by the Council of Ministers dated 20mar52
	CCCP-06112	II-12D	MPLP-LIS NIEI PDS	rgd	1958 ?	
9 303 38 13	CCCP-L1845	II-12	Aeroflot/USHVLP	rgd	1949	Ulyanovsk Advanced Flying Training College
	CCCP-Sh1845	II-12	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; converted to cargo version; soc 15feb55 and trf to the Kiev Aviation Institute (KAI) as a ground instructional airframe
9 303 38 16	001	II-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okcie and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; still in service by 01oct64
9 303 38 19	CCCP-41807	II-12D	AFL/Polar	ph.	05feb64	in document 05nov60 as taken over from the Soviet Air Force; assigned to the 6th Soviet Antarctic Expedition 30oct60; l/n active at ice station "Vostok" (Antarctica) 05feb64; canx 10aug66; hulk sat on its tail at ice station "Mirny" (Antarctica), seen jan89
9 303 39 02	002	II-12D	Polish Air Force	toc	08jul50	operated initially by 36. SPLT at Warsaw-Okcie and later by 19. LEH at Slupsk; in natural metal with dark (red ?) rudder with serial in white on it; damaged 02aug60 when force-landed in a field close to Wlynkovo near Slupsk, photo exists sitting on its belly with bent propellers; quickly repaired and flown out; remained in service until at least 1965
9 303 39 03	CCCP-Sh1846	II-12	Aeroflot/USHVLP	rgd	1949	Ulyanovsk Advanced Flying Training College
	CCCP-01314	II-12	AFL/Ukraine-DOK	trf	apr58	converted to cargo version
9 303 39 08	CCCP-L1849	II-12	Aeroflot/USHVLP	mfd	30nov49	Ulyanovsk Advanced Flying Training College; damaged 21feb52 on a training flight from Ulyanovsk-Baratayevka to Moscow-Vnukovo when took off at night with the centre of gravity being very far forward, lost height shortly after lift-off due to pilot error and crash-landed, a blade of the left propeller came off, punctured the fuselage, killed 1 of the 10 crew and seriously injured 1 of the 8 passengers; t/t 1,216 hours by 21feb52; repaired
	CCCP-L1849	II-12	AFL/Mosk. AG SPIVS	trf	unknown	converted to cargo version
	CCCP-73973	II-12	AFL/Mosk. AG SPIVS	rgd	1958/59	soc 30sep64 as worn out
9 303 39 09	CCCP-Sh1847	II-12	Aeroflot/USHVLP	mfd	1949	Ulyanovsk Advanced Flying Training College
	CCCP-Sh1847	II-12	AFL/Buguruslan FS	trf	1958	converted to cargo version
9 303 39 12	CCCP-Sh1848	II-12	Aeroflot/USHVLP	mfd	1948	Ulyanovsk Advanced Flying Training College; converted to cargo version
	CCCP-73988	II-12	AFL/Ukraine-DOK	trf	20jan58	soc 05may65 as life-time expired
9 303 39 18	CCCP-N476	II-12D	Polyarnaya Aviats.	rgd	24oct55	participated in the 1st and 2nd Soviet Antarctic Expeditions (KAE) in 1956/57; photo aboard the research vessel M/V "Lena"; flew Mirny-Mawson-Mirny 06feb57
9 303 39 19	CCCP-27201	II-12D	MAP Voronezh	rgd	27nov65	in Aeroflot bare metal c/s; canx 20may68; fuselage used as a shed at Voronezh-Pridacha; l/n jun07/jun14

II-12s with unknown c/ns

---	CCCP-L1410(2)	II-12	AFL/Urals-SVX	no	reports	not c/n 30161; in document 24sep58
---	CCCP-L1860	II-12	Aeroflot	no	photo	with dorsal fin, c/n should be in the 8301/9301xxxx range
---	CCCP-N143	II-12	Polyarnaya Aviats.	no	reports	used to re-supply the Arctic expedition "Sever-6" in 1954
---	CCCP-03571	II-12	MAP zavod # 64	trf	15nov58	from the Soviet Air Force
---	CCCP-46561	II-12	AFL/Urals-SVX	trf	apr60	
---	"09"	II-12D	Soviet Air Force	ph.	1980s	was probably based at Vitebsk; in civilian c/s; was preserved in a park at Gorki (Mogilyov region of Belarus) from around 1984; scrapped in 1990
---	"12"	II-12T	Soviet Air Force			see c/n 8302710
---	"27" black	II-12D	Soviet Air Force			code probably red; tail-cone removed for glider towing hook; another photo exists with tail-cone, the same aircraft ?
---	"32"	II-12T	Soviet Air Force			
---	"40"	II-12T	Soviet Air Force		photo	
---	not known	II-12	Soviet Navy			opb 593 otap VVS TOF at Yuzhnaya Uglovaya; w/o 27jul53 (a few hours before the Korean Armistice Agreement was signed) on a flight from Port Artur-Tuchendzy to Yuzhnaya Uglovaya with Soviet military personnel on board when was intercepted by 4 F-86s of the 335th FIS of the USAF over the Chinese province of Jilin, shot down by F-86F-30 s/n 51-12959 (piloted by Captain Ralph S. Parr), exploded in mid-air and crashed on the slope of a hill 4 km from Maoeroshan, all 6 crew members (pilot: Captain Dmitri Glinynany) and 14 passengers were killed; the wreck was found only in autumn 1953
---	502	II-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin 1987
---	503	II-12T	Civ Avn Adm China	rgd	1948	wfu 06oct86; preserved in technical school at Tianjin (N39.111630 E117.35028), l/n apr21
---	504	II-12	Civ Avn Adm China	rgd	1948	scrapped at Tianjin mar86
---	505	II-12T	Civ Avn Adm China	rgd	1948	f/n SIA 27sep85 operational this date; wfu 27oct85; scrapped at CTU
---	506	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 507/508, undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
---	507	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 506/508, undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
---	508	II-12	Civ Avn Adm China	no	reports	mentioned in documents, opb 13 division from 01jun74 until end of may78, along with II-12s 506/507, undertook 493 sorties totalling 1,535 hours from 28 locations, supporting the exploration of the coastal shelf for oil and other mineral resources along the Yellow Sea, East China Sea and South China Sea
---	4208	II-12	Chinese Air Force		photo	at Harbin (in 1989 book "China Today: Aviation Industry")
---	5105	II-12T	Chinese Air Force		photo	in natural metal c/s; flew Peking to Lhasa may56
---	5110	II-12T	Chinese Air Force		photo	in natural metal c/s
---	5116 (1)	II-12T	Chinese Air Force		29may56	opb 4th Regiment; flew from Yushu (Qinghai) to Tibet completing trials 29may56 for the Beijing-Lhasa route; see c/n 8302505
---	15503	II-12	Chinese Air Force	no	reports	mentioned in documents, was involved in the first Chinese nuclear tests at Lop Nor 19oct64, flying into the mushroom cloud to undertake sampling tests
---	35041	II-12	Chinese Air Force	YIH	1979	photo; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35043	II-12T	Chinese Air Force		mar78	photo; in natural metal c/s
---	35045	II-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35046 (1)	II-12T	Chinese Air Force	YIH	13mar87	see serial 35240 c/n unknown, which also wears this fake serial in the China Aviation Museum at Shahezheng (Changping)
---	35049	II-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35141 (1)	II-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88; see 35048 c/n 30275 ?, which also wears this fake serial in the China Aviation Museum at Shahezheng (Changping)
---	35142	II-12T	Chinese Air Force	YIH	13mar87	in natural metal c/s; l/n YIH 12oct88
---	35143	II-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35144	II-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35145	II-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35146	II-12T	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35147	II-12T	Chinese Air Force	YIH	1979	photo; in white c/s with blue 'lightning-bolt' cheatline, grey undersides; seen YIH 23mar85; l/n YIH 12oct88
---	35148	II-12T	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35149	II-12	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35240	II-12	Chinese Air Force	YIH	1979	photo; in natural metal c/s; preserved in the China Aviation Museum at Shahezheng, Changping, f/n 28oct93, in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n may99/oct99 but serial not read off as it was painted over
---	'35046' (2)	II-12	Chinese Air Force		apr00	preserved in the China Aviation Museum at Shahezheng, Changping, (N40.182822 E116.36074), repainted and now wearing this fake serial, in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n 05apr23
---	35241	II-12	Chinese Air Force	YIH	1979	photo; in natural metal c/s; seen YIH 13mar87; l/n YIH 12oct88
---	35243	II-12	Chinese Air Force	YIH	13mar87	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35244	II-12	Chinese Air Force	YIH	13mar87	l/n YIH 12oct88
---	35245	II-12T	Chinese Air Force	YIH	12oct88	in white c/s with blue 'lightning-bolt' cheatline, grey undersides
---	35246	II-12	Chinese Air Force	YIH	23mar85	l/n YIH 12oct88
---	35247	II-12T	Chinese Air Force	YIH	23mar85	in white c/s with blue 'lightning-bolt' cheatline, grey undersides; l/n YIH 12oct88
---	35248	II-12T	Chinese Air Force	YIH	23mar85	l/n YIH 12oct88
---	35249	II-12	Chinese Air Force	YIH	23mar85	l/n YIH 12oct88
---	35340	II-12T	Chinese Air Force	YIH	1979	photo; seen YIH 12oct88; converted in 1954 to an ECM aircraft, with long nosed di-electric radome, in natural metal c/s

---	3410 ?	Il-12T	Chinese Air Force	ph.	2008	preserved in a Park at Pengzhou, Chengdu (N30.989484 E103.92746) from at least 2002 (from Google Earth image), next to Il-18 '240' (which subsequently moved jul03); l/n may13, serial very worn
---	D-39	Il-12T	Czechoslovak AF			possibly became 2406 in 1957, see c/n 8342406

Ilyushin Il-14 and Avia Av-14

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

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

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

In Czechoslovakia, known as the Avia-14, a total of 203 were produced between 1956 and 1960, whilst in East Germany production as the FWD Il-14 was more modest with 80 being built between 1955 and 1959. Production in China (as the "Peace-401" or Y6) had been planned as well, but was not achieved in the end.

The type entered service with Aeroflot on 30 November 1954 as an 18-seater version, the Il-14P. A slightly lengthened version, the 24-seater Il-14M (modified) first flew 01 November 1955 and went into production in 1956. Major upgrade programs to increase seating for Aeroflot operations were undertaken from mid 1957 onwards and again in early 1960, resulting in the 32-seater for the shorter fuselage aircraft (now known as Il-14M-32) and 36-seater for the lengthened version (Il-14M-36). It quickly became a major type in operation and in 1957 was in use in 20 of Aeroflot's directorates. All the 'friendly' East European airlines and air forces put the type into service; 119 Soviet-built Il-14s were exported to 31 countries, including China, India, Indonesia and Egypt.

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

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

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

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

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

---	not known	Il-14	Ilyushin OKB	f/f	13jul50	first prototype; powered by two ASH-82FN engines
---	no code	Il-14P	Ilyushin OKB	f/f	01oct50	second prototype; powered by two ASH-82T engines; a black and white photo exists in Soviet Air Force c/s with Red star on tail, without code

687 Il-14 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1956 to 1958

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

Batch 00 consisted of 2 aircraft, batch 01 consisted of 3 aircraft, batch 02 consisted of 5 aircraft, batches 03 to 04 consisted of 10 aircraft each, batch 05 consisted of 12 aircraft each, batch 06 consisted of 15 aircraft, batch 07 consisted of 30 aircraft, batches 08 to 19 consisted of 50 aircraft each and finally batch 20 consisted of 2 aircraft. However, adding these up would suggest the total produced amounts to 689 aircraft, excluding the two prototype aircraft.

14600 00 01	CCCP-L1701	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61701	Il-14P	Aeroflot/USHVLP	rgd	1958/59	
	CCCP-61701	Il-14P	AFL/Kirsanov ATU	trf	05may61	soc 15may62; used as a ground instructional airframe; broken up 1965 ?
14600 00 02	CCCP-L1702	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61702	Il-14P	Aeroflot/USHVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College
	CCCP-61702	Il-14P	Aeroflot/KSHVLP	trf	10jan62	Kirovograd Advanced Flying Training College; soc 24jan73 as life-time expired
14600 01 01	CCCP-L1706	Il-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-61706	Il-14M	AFL/Syktvykars-SCW	trf	22jul58	opb Syktvykarskaya otdelnaya aviagruppa; in document 01apr59 with new registration
	CCCP-61706	Il-14M	AFL/Komi-SCW	trf	15feb66	soc 29jun71 as worn out; l/n SCW 1973
14600 01 02	CCCP-L1708	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61708	Il-14P	Aeroflot/USHVLP	rgd	jul58	Ulyanovsk Advanced Flying Training College
	CCCP-61708	Il-14P	AFL/Belarus-MHP	trf	07dec59	f/n MHP 1967
	CCCP-61708	Il-14P	AFL/East Siberia	trf	03mar75	soc 29jul77 as allocated number of cycles used up
14600 01 03	CCCP-L1716	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61716	Il-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61716	Il-14P	Aeroflot/KSHVLP	trf	29sep61	Kirovograd Advanced Flying Training College
	CCCP-61716	Il-14P	Aeroflot/KRAUSS	trf	26jun74	Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Krivoi Rog Special Aviation College); soc 13aug74 as life-time expired; preserved at Kryvyi Rih Aeronautical School (N47.934827 E33.321084) f/n 05jul96, l/n 22jun99, broken up by may02
14600 02 01	CCCP-L1717	Il-14P	AFL/Moscow (MUTA)	mfd	1956	
	CCCP-L1717	Il-14P	Aeroflot/TATU	trf	1958	Troitsk Technical Aviation College; in document 20dec57 as Il-14P, 18 pax configuration; photo exists at Troitsk; soc 21jan58 as for display
14600 02 02	CCCP-L1718	Il-14P	AFL/Moscow (MUTA)	mfd	14apr56	toc 18apr56; opb 65 AT0; w/o 22apr56 on its second revenue flight (on the leg from Sukhumi to Kutaisi of a mail flight from Vnukovo to Tbilisi) when started to descend from a height of some 60 metres shortly after take-off from Sukhumi at night and crashed into the Black Sea after flying 2.9 km, all 5 crew and the sole passenger (who was very drunk) killed; t/t 18 hours and 12 cycles; most parts of the wreck and all bodies were recovered from a depth of 15-17 metres, but the cause of the crash could never be established; soc 20sep56
14600 02 03	CCCP-L1727	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	opb aviadiviziya osobogo naznacheniya
	not known	Il-14P	Soviet Air Force	no	reports	
14600 02 04	CCCP-L1729	Il-14P	AFL/Moscow (MUTA)	LHR	24jul56	l/n LHR 17aug56; photo exists, in natural metal c/s with two blue cheatlines; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1729	Il-14P	Aeroflot/USHVLP	trf	1960	Ulyanovsk Advanced Flying Training College;
	CCCP-61729	Il-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline; soc 30mar72 as life-time expired
14600 02 05	CCCP-L1731	Il-14P	AFL/Moscow (MUTA)	mfd	17apr56	in a document 20dec57 as an Il-14P, 18 pax configuration; converted to an Il-14M, date unknown
	CCCP-61731	Il-14M	AFL/Magadan-GDX	rgd	1959	on charge as of 01feb62;
	CCCP-61731	Il-14M	AFL/Magadan-DYR	trf	1967	opb 150 LO Anadyrskogo OAO; w/o 01sep69 on a flight from Anadyr to Egvekinot (Zaliv Kresta) when approached Zaliv Kresta airport in poor visibility, drifted to the right during the descent towards land (as the main radio beacon was out of order and the reserve beacon had a deviation), descended too early, collided at a height of 235 metres with the slope of Mount Dumka (250 metres) 24 km south-west of Zaliv Kresta airport, went over the top and slid down the opposite slope down to an elevation of 170 metres, all 5 crew and 17 of the 22 passengers killed and all 5 survivors injured; t/t 22,964 hours and 14,302 cycles; wreck and survivors found 02sep69; soc 22dec69
14600 03 01	CCCP-L1734	Il-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1734	Il-14P	Aeroflot/USHVLP	trf	21feb58	Ulyanovsk Advanced Flying Training College
	CCCP-61734	Il-14P	Aeroflot/USHVLP	rgd	jul58	Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired
14600 03 02	CCCP-L1714	Il-14P	Aeroflot/USHVLP	mfd	25aug56	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1714	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; converted to Il-14M date unknown
	CCCP-61714	Il-14M	Aeroflot/KSHVLP	trf	14jan62	Kirovograd Advanced Flying Training College; photo exists in natural metal c/s with twin cheatline
	CCCP-61714	Il-14M	AFL/Yakutiya-YKS	trf	19jan71	soc 26mar73 as life-time expired; f/n DYU 25aug75
14600 03 03	CCCP-L1758	Il-14P	AFL/Georgia-TBS	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 18sep58
	CCCP-61758	Il-14P	AFL/Georgia-TBS	rgd	1958/59	in document jun59; soc 29apr75 as allocated number of cycles used up
14600 03 04	CCCP-L1766	Il-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61766	Il-14P	Aeroflot/USHVLP	trf	14may58	Ulyanovsk Advanced Flying Training College; soc 31jul72 as life-time expired
14600 03 05	CCCP-L1765	Il-14P	AFL/East Sib.-JKT	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1765	Il-14P	AFL/Yakutiya-YKS	trf	25feb58	
	CCCP-61765	Il-14P	AFL/Yakutiya-YKS	rgd	1958/59	
	CCCP-61765	Il-14P	AFL/Yakutiya-Nyu	rgd	1967	

14600 03 06	CCCP-61765	Il-14P	AFL/Yakutiya-Mirny	rgd	1958/59	in Mirny oao documents 05feb72; soc 30apr76 as life-time expired
	CCCP-L1767	Il-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration and mentioned again in document 1958
	CCCP-L1767	Il-14P	Aeroflot/USHVLP	trf	1958	Ulyanovsk Advanced Flying Training College
	CCCP-61767	Il-14P	Aeroflot/KShVLP	rgd	jun58	Ulyanovsk Advanced Flying Training College
14600 03 07	CCCP-61767	Il-14P	Aeroflot/KShVLP	trf	10jan62	Kirovograd Advanced Flying Training College
	CCCP-61767	Il-14P	AFL/Yakutiya-MJZ	trf	19jan71	in Mirny oao documents 05feb72; soc 07sep73 as life-time expired
	CCCP-L1769	Il-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration and mentioned again in document 1958
	CCCP-L1769	Il-14P	Aeroflot/USHVLP	trf	1958	Ulyanovsk Advanced Flying Training College
14600 03 08	CCCP-61769	Il-14P	Aeroflot/USHVLP	rgd	juil58	Ulyanovsk Advanced Flying Training College
	CCCP-61769	Il-14P	Aeroflot/KShVLP	trf	14jan62	Kirovograd Advanced Flying Training College; soc 26sep73 as worn out
	CCCP-L1770	Il-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration; f/n VKO 1959
	CCCP-61770	Il-14P	AFL/Moscow (MUTA)	rgd	1958/59	
14600 03 09	CCCP-61770	Il-14P	AFL/Moldova	trf	21apr60	
	CCCP-61770	Il-14P	AFL/Moscow (MUTA)	trf	21may60	
	CCCP-61770	Il-14P	AFL/Mosk. AG SPIVS	trf	11apr63	soc 30apr76 as life-time expired
	CCCP-L1771	Il-14P	AFL/Moscow (MUTA)	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration
14600 03 10	CCCP-L1771	Il-14P	Aeroflot/USHVLP	trf	1958	Ulyanovsk Advanced Flying Training College
	CCCP-61771	Il-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61771	Il-14P	Aeroflot/KShVLP	trf	06jan62	(year not given in MGA document), Kirovograd Advanced Flying Training College
	CCCP-61771	Il-14P	AFL/VAU	trf	11feb71	Higher Aviation College
14600 03 10	CCCP-61771	Il-14P	Aeroflot/USHVLP	trf	05oct72	Ulyanovsk Advanced Flying Training College; soc 25jul74 as life-time expired
	CCCP-L1772	Il-14P	AFL/Azerbaijan-BAK	mfd	19may56	in a document 20dec57 as an Il-14P, 18 pax configuration; photo in 1958
	CCCP-61772	Il-14P	AFL/Azerbaijan-BAK	rgd	1958/59	opb 107 LO Bakinskogo OAO; w/o 23apr66 on the leg from Baku-Bina to Makhachkala of a flight from Baku to Saratov in stormy and rainy weather when both engines started to work irregularly some 12 minutes after take-off, the crew tried to return to the airport but did not find it due to poor visibility and flew out over the Caspian Sea again, 5 minutes after the first report about the engine problems the temperature of both engines fell and the aircraft crashed into the stormy sea some 18-20 km south of Nargen island 4 minutes later, all 5 crew and 28 passengers killed; wreck found at a depth of 23 metres 13may66 and recovered by a floating crane later; t/t 16,257 hours; soc 18jul66
						in MGA document as Il-14M; photo in Putnam book as such; an exhaust pipe burst in-flight due to a manufacturing error
14600 04 01	CCCP-L1870	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-41870	Il-14M	AFL/Moscow (MUTA)	rgd	1959	
	CCCP-41870	Il-14M	AFL/Moscow SPIMVL	trf	31jul63	
14600 04 02	CCCP-41870	Il-14M	AFL/Mosk. AG SPIVS	trf	24oct81	soc 19apr83 as life-time expired; fuselage only seen at Pevek (N69.790361 E170.60948) 16aug12/02nov21
	CCCP-L1776	Il-14P	AFL/Northern-LED	ph.	23aug56	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
	CCCP-L1776	Il-14M	AFL/Northern-ARH	trf	1957	
	CCCP-L1776	Il-14M	AFL/Northern-ARH	rgd	1958/59	
14600 04 03	CCCP-61776	Il-14M	AFL/Arkhangel.-ARH	trf	01jan73	f/n DME 14aug78; soc 24jan79 as life-time expired
	CCCP-L1871	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	VKO based; in MGA document as Il-14M; in document jan59
	CCCP-41871	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	in document feb59
	CCCP-41871	Il-14M	AFL/Privolzhsk-KZN	trf	01jan60	soc 22nov73 as life-time expired
14600 04 04	CCCP-L1775	Il-14P	AFL/West Sib.-Ovn	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-GDX	trf	20mar61	
	CCCP-61775	Il-14M	AFL/Kazakhstan	trf	30jan73	
14600 04 05	CCCP-L1872	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	soc 23mar79 as life-time expired
	CCCP-41872	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	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/Privolzhsk-KZN	trf	01jan60	
	CCCP-41872	Il-14M	AFL/Privolzhsk-KZN	rgd	unknown	soc 13feb74 as worn out
14600 04 06	CCCP-L1777	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown; photo exists
	CCCP-61777	Il-14M	AFL/Krasnoyarsk-KJA	trf	17apr59	
	CCCP-61777	Il-14M	AFL/Magadan-GDX	trf	13apr61	
	CCCP-61777	Il-14M	AFL/Kazakhstan	trf	24feb73	
14600 04 07	CCCP-L1873(2)	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	soc 24jan79 as life-time expired
	CCCP-41873	Il-14M	AFL/Moscow (MUTA)	rgd	1959	in document may56; in MGA document as Il-14M; see c/n 6341407
	CCCP-41873	Il-14M	AFL/Moscow SPIMVL	trf	31jul63	
	CCCP-L1757	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	soc 19may84 due to lack of spare parts
14600 04 08	CCCP-61757	Il-14M	AFL/Belarus-MHP	trf	15apr59	in MGA document as Il-14M
	CCCP-61757	Il-14M	AFL/East Sib.-IKT	trf	04mar75	in document jan59; f/n DME 09jul67; photo MHP 1973
	CCCP-L1782	Il-14P	Aeroflot/USHVLP	rgd	unknown	soc 30apr76 as life-time expired; reported wfu Irkutsk 1978
	CCCP-61782(1)	Il-14P	Aeroflot/KShVLP	trf	28dec61	soc 30apr76 as life-time expired; in document 20dec57 as Il-14P, 18 pax configuration
14600 04 10	CCCP-61782(1)	Il-14P	Aeroflot/USHVLP	trf	17mar72	Kirovograd Advanced Flying Training College
	CCCP-61782(1)	Il-14P	Aeroflot/USHVLP	trf	17mar72	year not clear in MGA document; Ulyanovsk Advanced Flying Training College; soc 03jul73 as life-time expired; see c/n 147001607
	CCCP-L1783	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-61783(1)	Il-14P	Aeroflot/KShVLP	trf	28dec61	Kirovograd Advanced Flying Training College; soc 12jun73 as life-time expired; see c/n 147001715
14600 05 01	CCCP-L1789	Il-14P	AFL/Yakutiya	rgd	1956	in a document 20dec57 as an Il-14P in 18 passenger configuration; opb 1 AE 139 ATO Yakutskoi OAG GVF as of 01sep57; converted and in documents 1958 and mar59 as Il-14M
	CCCP-61789(1)	Il-14M	AFL/Yakutiya	rgd	17may58	opb 139 ATO Yakutskoi OAG GVF as of 01dec62 (became 139 LO Yakutskogo OAO in 1963), in 32 passenger configuration by then; trf to 192 LO Mirninskogo OAO in 1967 (initially being based at Nyurba); dropped warm clothing for the crew of force-landed Mi-6 CCCP-11294 07feb71; trf to 248 LO Kolymskiy-Indigirskogo OAO may72; repainted in 'polar' c/s during overhaul by ARZ-407 in 1973; soc 28mar77 as life-time expired; the fuselage sat at Olenyok, seen mar05; see c/n 4340609
	CCCP-L1791	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-61791	Il-14M	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College;
14600 05 03	CCCP-61791	Il-14M	Aeroflot/KShVLP	trf	06jan62	Kirovograd Advanced Flying Training College
	CCCP-61791	Il-14M	AFL/Yakutiya-YKS	trf	28aug73	soc 17oct74 as life-time expired
	CCCP-L1804	Il-14P	AFL/Far East-KHV	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; flew KHV-OHO route 19sep58; converted to Il-14M date unknown
	CCCP-41801(1)	Il-14M	AFL/Far East-KHV	rgd	1958/59	soc 27oct72 as worn out; see c/n 147001302
14600 05 04	CCCP-L1811	Il-14P	AFL/Northern-ARH	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration and mentioned again in document feb58; converted to Il-14M date unknown
	CCCP-41811	Il-14M	AFL/Northern-ARH	rgd	1958/59	
	CCCP-41811	Il-14M	AFL/Arkhangel.-ARH	trf	01jan73	
	CCCP-L1814	Il-14P	AFL/Ukraine-LWO	mfd	22jun56	soc 04apr75 as life-time expired
14600 05 05	CCCP-L1814	Il-14P	AFL/Azerbaijan-BAK	trf	unknown	mentioned in document LWO 30aug57
	CCCP-61687	Il-14M	AFL/Azerbaijan-BAK	rgd	1958/59	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M according to MGA document (retained the Il-14P shorter fuselage)
	CCCP-61687	Il-14M	AFL/Yakutiya-YKS	trf	26jan63	
	CCCP-L1825	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	black and white photo exists with titles below the cockpit; soc 18nov76 as life-time expired
14600 05 07	CCCP-L1825	Il-14P	AFL/N. Kavkaz-ROV	trf	31jul58	in documents may57; in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1825	Il-14P	AFL/N. Kavkaz-ROV	trf	31jul58	converted to Il-14M date unknown; in document 26sep59; damaged during hard landing Nalchik 10dec59; repaired 03may60; soc 29sep60; see c/n 147001747
	CCCP-L1852	Il-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in a document 20dec57 as an Il-14P, in 18 passenger configuration
	CCCP-41852	Il-14P	Aeroflot/KShVLP	trf	06jan..	Kirovograd Advanced Flying Training College; the year of the trf is not given in the MGA document, but is probably 1959; opb 1 AE; dbr 04apr62 on a training flight from Shtastilovye when the left flap did not extend on final approach (due to fatigue of a bolt) so that the aircraft went out of control, banked and turned to the left and crashed, all 4 crew members were injured; soc 17may66 (the last digit of the year is missing in the MGA document, but the date is most probably 17may62)
14600 05 08	CCCP-L1838	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	in a document 20dec57 as an Il-14P in 18 passenger configuration; opb 114 ATO
	CCCP-41838(1)	Il-14P	AFL/West Sib.-OVVB	rgd	09may58	severely damaged 17jun59 on the leg from Bratsk to Irkutsk of a flight from Novosibirsk to Irkutsk when approached in poor visibility (with low clouds and rain), deviated from the glide slope, dropped out of the clouds at a height of 50 metres, already being over the runway, failed to go around, touched down at high speed 600 metres before the end of the runway, overran into an area where construction work was going on and collided with an earth wall, all 6 crew members and 22 passengers escaped; t/t 3,444 hours; soc 23sep59 as a repair was deemed not being economically viable; see c/n 147001141
	CCCP-L1839	Il-14P	AFL/East Siberia	rgd	unknown	opb 133 ATO
	CCCP-L1839	Il-14P	AFL/Yakutiya-YKS	trf	22mar57	opb 139 OAO; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
14600 05 09	CCCP-41839	Il-14M	AFL/Yakutiya-YKS	rgd	1958/59	in document mar59; photo exists in old 'polar' c/s (natural metal/red c/s)
	CCCP-41839	Il-14M	AFL/Yakutiya-MJZ	trf	1967	soc 21nov75 as life-time expired
	CCCP-L1841	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	in MGA documents as Il-14M; in document jan59
	CCCP-L1841	Il-14P	AFL/Troitsk ATU	trf	09jan59	as for 'display'; soc 25mar61
14600 05 10	CCCP-L1843	Il-14P	Aeroflot/USHVLP	mfd	30may56	Ulyanovsk Advanced Flying Training College
	CCCP-41843	Il-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College, opb 2 otrjad 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; soc 30dec58
	CCCP-L1844	Il-14P	AFL/Ukraine-IEV	mfd	28jun56	photo on the assembly line, together with Il-14M CCCP-L1872; rgd unknown; in document 20dec57 as Il-14P, 18 pax configuration; photo also exists dec57
	CCCP-41844	Il-14P	AFL/Ukraine-IEV	rgd	1958/59	
14600 06 01	CCCP-41844	Il-14P	AFL/Ukraine-DNK	trf	1961	
	CCCP-L1845	Il-14P	AFL/East Siberia	rgd	unknown	f/n MRV 09mar65; soc 30nov74 as life-time expired
	CCCP-L1845	Il-14P	AFL/East Siberia	rgd	unknown	opb 133 ATO

	CCCP-L1845	Il-14P	AFL/Yakutiya-YKS	rgd	1958/59	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
14600 06 03	CCCP-41845	Il-14M	AFL/Yakutiya-Mirny	trf	1967	in document of Mirny OAO 05feb72; soc 20jul76 as life-time expired
	CCCP-L1854	Il-14P	AFL/Georgia-TBS	rgd	unknown	in a document 20dec57 as an Il-14P, in 18 pax configuration; converted to an Il-14M, date unknown; no new registration assigned yet as of 16jul58 probably based at TBS; in documents oct59/29mar67; soc 17oct74 as having suffered a technical breakdown
14600 06 04	CCCP-61717	Il-14M	AFL/Georgia-TBS	rgd	1958/59	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-L1855	Il-14P	AFL/Azerbaijan-BAK	rgd	unknown	f/n MRV 21feb67
	CCCP-41855	Il-14M	AFL/Azerbaijan-BAK	rgd	1958/59	
	CCCP-41855	Il-14M	AFL/N.Kavkaz-ASF	trf	22dec67	
14600 06 05	CCCP-L1857(2)	Il-14P	AFL/Kazakhstan	trf	04jun73	doc 30jun77 as life-time expired
	CCCP-L1857(1)	Il-14P	AFL/East Sib.-IKT	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 1958; see c/n 6341505
14600 06 07	CCCP-41857	Il-14P	AFL/East Sib.-IKT	rgd	jul58	opb AFL/East Siberia-IKT 31may70; soc 31dec76 as life-time expired; f/n IKT 1977, derelict
	CCCP-L1874	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	f/n may56; converted to an 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 a layer of fog, the wing detached and fell onto the roof of the power station while the aircraft crashed into Sydhavnen canal and came to rest at a depth of 5 metres, all 5 crew and 18 passengers were killed; t/t 1,402 hours; soc 31oct57
14600 06 08	CCCP-L1859	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41859	Il-14P	AFL/West Sib.-OVB	rgd	aug58	in natural metal c/s with two blue cheatlines; soc 21nov75 as life-time expired; broken up at Novosibirsk-Severn
14600 06 09	CCCP-L1875	Il-14M	AFL/Moscow (MUTA)	rgd	may56	mfd 31jul56 !; based VKO; in MGA document as Il-14M; photo BUD 15may57
	CCCP-41875	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	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; soc 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-ARH	mfd	1956	in document 20dec57 as Il-14P, 18 pax configuration; in MGA document as converted to Il-14M (retained the Il-14P shorter fuselage)
	CCCP-41860	Il-14M	AFL/Northern-ARH	rgd	1958/59	f/n LED 01jun61
14600 06 11	CCCP-L1860	Il-14M	AFL/Arkhangel.-ARH	trf	01jan73	was preserved in the Soviet Air Force museum at Monino from 15aug74; soc 17oct74; photo aug75; l/n apr92; destroyed by arson in 1992, wreckage was still present years later
	CCCP-L1876	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in document may56; in MGA document as Il-14M
14600 06 12	CCCP-41876	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	in document 11apr59; soc 22jun60
	not known	Il-14M	Iraq	trf	05jan61	opb Baghdad Flying Training Centre
	CCCP-L1861	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in document 1958
	CCCP-41861	Il-14P	AFL/West Sib.-OVB	rgd	jul58	in natural metal c/s with two blue cheatlines; soc 21nov75 as life-time expired; broken up at Novosibirsk-Severn
14600 06 13	CCCP-L1877	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	photo with just '0613' visible, taped on nose; in document may56; in MGA document as Il-14M
	CCCP-41877	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	soc 22jun60
	not known	Il-14M	Iraq	trf	05jan61	opb Baghdad Flying Training Centre
	CCCP-L1862	Il-14P	AFL/Far East-KHV	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
14600 06 14	CCCP-41862	Il-14M	AFL/Magadan-GDX	trf	25mar58	soc 16aug79 as life-time expired
	CCCP-L1878	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	based VKO; in document may56; in MGA document as Il-14M; photo exists
14600 06 15	CCCP-41878	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	based VKO
	CCCP-41878	Il-14M	AFL/Yakutiya	trf	11apr59	Yakutiya-Kolyma-Indigirka; directorate not mentioned in MGA document; f/n BMA 1961
	CCCP-41878	Il-14M	AFL/Moscow SPIMVL	trf	29dec63	
	CCCP-41878	Il-14M	AFL/Yakutiya-CYX	trf	17jan64	
	CCCP-L1863	Il-14P	AFL/Azerbaijan-BAK	mfd	28jun56	opb 248 LO; soc 22sep78 as life-time expired; fuselage sat near the boiler house at CYX
	CCCP-41863(1)	Il-14P	AFL/Azerbaijan-BAK	rgd	1958/59	in document 20dec57 as Il-14P, 18 pax configuration
14600 07 01	CCCP-L1863	Il-14P	AFL/Azerbaijan-BAK	rgd	1958/59	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; i/t 3,922 hours; soc 28jan59; see CCCP-41863 (2) c/n 14803028
	CCCP-L1864	Il-14P	AFL/West Sib.-Ovn	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L1864	Il-14P	Aeroflot/USHVLP	trf	14may58	Ulyanovsk Advanced Flying Training College
	CCCP-41864	Il-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College; soc 04jul72 as life-time expired
14600 07 02	CCCP-L1865	Il-14M	AFL/Georgia-TBS	rgd	1958/59	in document 20dec57 as Il-14P, 18 pax configuration and again in document oct58; converted to Il-14M according to MGA document, (retained the Il-14P shorter fuselage)
	CCCP-41865	Il-14M	AFL/Azerbaijan-BAK	trf	01may59	on charge as of 01may59; f/n jan69
	CCCP-41865	Il-14M	AFL/Northern-LED	trf	09sep73	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; soc 22jun78; flown to Chirkovich village near Svetlogorsk (Belarus) and transported to the town for preservation
	no reg	Il-14M	no titles	ph.	24apr11	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
14600 07 03	CCCP-L1865	Il-14P	AFL/Georgia-TBS	rgd	1958/59	in standard Aeroflot c/s; preserved in the museum at Minsk-Borovaya; l/n jul23
	CCCP-L1866	Il-14M	AFL/West Sib.-Ovn	mfd	10aug12	in MGA document as Il-14M
	CCCP-41866	Il-14M	AFL/N.Kavkaz-ROV	trf	21jul56	
	CCCP-41866	Il-14M	AFL/Belarus	trf	18jul58	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; soc 24nov60
14600 07 04	CCCP-L1866	Il-14M	AFL/Belarus	trf	09feb60	
	CCCP-L1867	Il-14P	AFL/West Sib.-OVB	rgd	unknown	
	CCCP-41867	Il-14P	AFL/N.Kavkaz-ROV	trf	18jul58	
	CCCP-41867	Il-14P	AFL/N.Kavkaz-VOG	trf	jul59	f/n MRV 19oct61; l/n MRV 15jun68
14600 07 05	CCCP-41867	Il-14P	AFL/Krasnoyarsk	trf	22apr73	soc 28feb75 as life-time expired
	CCCP-L1868	Il-14P	AFL/East Sib.-YKS	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; converted to Il-14M date unknown
	CCCP-41874	Il-14M	AFL/Yakutiya-YKS	rgd	1958/59	differing last two digits confirmed; photo exists YKS; flew Ust'-Nerpa-Zyryanka 28nov70 and was trf to AFL/Yakutia-Aldan 13nov73 according to documents of the Yakutian directorate; soc 31dec70 according to MGA document
	CCCP-L1882	Il-14P	AFL/Northern-LED	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41882	Il-14P	AFL/Northern-LED	rgd	1958/59	
14600 07 06	CCCP-41882	Il-14P	AFL/Northern-ARH	trf	1959	
	CCCP-L1883	Il-14P	AFL/Arkhangel.-ARH	trf	01jan73	in document 20dec57 as Il-14P, 18 pax configuration; mentioned again in documents feb58/sep58; converted to Il-14M date unknown
14600 07 07	CCCP-L1883	Il-14P	AFL/Georgia-TBS	mfd	10jan56	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; soc 23dec64
	CCCP-41883	Il-14M	AFL/Georgia-TBS	rgd	sep59	rgd 17oct83; canx 20sep88; preserved in Museum of Civil Aviation at Ulyanovsk since 1984 (N54.291448 E48.232786); photo 1986 in white c/s, grey undersides with brown lightning-bolt cheatline with Aeroflot titles; f/n oct87; repainted with red cheatline and still with Aeroflot titles by 1993; l/n 10sep23
14600 07 08	5012 B-4217	Il-14P	Chinese Air Force Shanxi Air Lines	mfd	04jul56	f/n TYN 07oct88; wfu 1991; seen TYN sep94/sep00 for sale; t/t 7,203 hours 50 minutes and 17,452 cycles; preserved as a memorial to Premier Zhou Enlai, Luxi County, Pingxiang City in Jiangxi Province from sep04; the owner went bankrupt and now reported as broken up
14600 07 09	CCCP-L1890	Il-14P	AFL/Moscow (MUTA)	mfd	04jul56	VIP version (salon-lyuks); based VKO; in document jul56; f/n LHR 16aug56
	CCCP-L1890	Il-14P	AFL/Kyrgyzstan-FRU	trf	1958	VIP version (salon-lyuks)
	CCCP-41890	Il-14P	AFL/Kyrgyzstan-FRU	rgd	1958	VIP version (salon-lyuks); photo FRU 1968; soc 29jul77 as life-time expired
	CCCP-L1891	Il-14P	AFL/Moscow (MUTA)	mfd	09jul56	VIP version (salon-lyuks); based VKO; f/n LHR 09nov57, photo as per standard Il-14P externally
14600 07 10	CCCP-41891	Il-14P	Soviet Gvt/AFL c/s	trf	26aug59	VIP version (salon-lyuks)
	CCCP-41891	Il-14P	AFL/Ukraine-HRK	trf	01oct59	VIP version (salon-lyuks)
	CCCP-41891	Il-14P	AFL/Yakutiya-YKS	trf	31jan64	VIP version (salon-lyuks); still current in early 1970s; soc 22may78 as life-time expired
	CCCP-L1892	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP version (salon-lyuks)
	CCCP-41892	Il-14P	AFL/Moscow (MUTA)	rgd	1958/59	VIP version (salon-lyuks)
	CCCP-41892	Il-14P	Soviet Gvt/AFL c/s	trf	26aug59	VIP version (salon-lyuks); on charge as of 01oct59; opb 235 OAO
14600 07 11	CCCP-41892	Il-14P	AFL/Uzbekistan-TAS	trf	04jun63	VIP version (salon-lyuks); l/n 09jul75
	CCCP-41892	Il-14P	AFL/Arkhangel.-ARH	trf	20jan76	VIP version (salon-lyuks); soc 29oct86 as life-time expired
	not known	Il-14P		f/f	20sep56	converted to Il-14FK aerial survey version; underwent joint trials 22/30oct56 (48 hours, 21 cycles)
	14600 07 19	620	Il-14P	Civ Avn Adm China	trf	1956
14600 07 20	626	Il-14P	Civ Avn Adm China	rgd	1956	used in conjunction with Zhou Enlai's visit to Vietnam, Cambodia and Burma 17nov56-08feb57; operational at Guangzhou until the mid 1980s
14600 07 21	CCCP-L1893	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP version (salon-lyuks)
	CCCP-L1893	Il-14P	AFL/Kazakhstan-AKX	trf	08oct57	VIP version (salon-lyuks)

	CCCP-41893	Il-14P	AFL/Kazakhstan-AKX	rgd	1958/59	VIP version (salon-lyuks); based at Balkhash; f/n 02mar61; seen MRV 04jan66; soc 26sep73 as life-time expired; l/n AKX 25apr93, derelict
14600 07 24	CCCP-L1879	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	photo 1957, featured in the Soviet movie "Nepovtorimaya vesna" (Unrepeatable Spring) shot in 1957; l/n jan59; in MGA document as Il-14M
14600 07 25	CCCP-41879	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	in document feb59
	CCCP-41879	Il-14M	AFL/Privolzhsk-GOJ	trf	01jan60	soc 17oct74 as life-time expired
	CCCP-L1884	Il-14M	AFL/East Sib.-IKT	rgd	unknown	in MGA document as Il-14M
	CCCP-41884	Il-14M	AFL/East Sib.-IKT	rgd	1959	
14600 07 26	CCCP-L1885	Il-14M	AFL/East Sib.-IKT	rgd	unknown	directorate not mentioned in MGA document; black and white photos exist, with dark blue tail and two blue cheatlines and with '11-14' on the tail; version given as Il-14SI (VIP version) in book "Samolet Il-14"; soc 28may75 as life-time expired
	CCCP-41885	Il-14M	AFL/East Sib.-IKT	rgd	1959	in MGA document as Il-14M
14600 07 27	CCCP-L1886	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M
	CCCP-L1886	Il-14P	AFL/West Siberia	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; directorate not mentioned in MGA document; converted to Il-14M date unknown
14600 07 28	CCCP-41886	Il-14M	AFL/Mosk. AG SPiVS	trf	01jan60	soc 27oct75 as life-time expired
	CCCP-L1887	Il-14M	AFL/East Sib.-IKT	toc	01oct56	version given in the MGA document as an Il-14M and in the accident report as Il-14P; in 24 passenger configuration; opb 133 ATO; in a document 01oct56; dbr 14feb58 on the leg from Krasnoyarsk to Novosibirsk of a flight from Irkutsk to Novosibirsk when approached in poor visibility, dropped below the glide slope and came down about 1 km before the inner marker, suffering substantial damage, some of the 19 passengers were slightly injured while all crew members escaped unhurt; t/t 1,891 hours; soc 10may58 the missile and spacecraft design bureau (headed by Sergei Korolyov) of the Ministry of Defence Industry
14600 07 29	CCCP-L1687	Il-14	MOP OKB-1	rgd	15may58	'salon' aircraft, used by Sergei Korolyov
	CCCP-06105	Il-14	MOP OKB-1	rgd	22jan66	'salon' aircraft; in Aeroflot c/s; trf to TsSKB at Kuibyshev around 1966 and used there by "Soyuz" chief designer Dmitri Kozlov
	CCCP-48113	Il-14P	MOMS Moscow	rgd	22jan66	'salon' aircraft; in Aeroflot c/s; soc 22apr84; was used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara Aerospace University), f/n jun90; reportedly scrapped 18oct03
14600 07 30	CCCP-48113	Il-14P	MAP Kuibyshev	trf	unknown	in MGA document as Il-14M
	CCCP-L1888	Il-14M	AFL/West Sib.-Ovn	rgd	unknown	in document feb60; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s, photo exists; soc 23sep82 as life-time expired; broken up at Novosibirsk-Severn
14600 07 30	CCCP-L1888	Il-14M	AFL/West Sib.-OVB	rgd	1958/59	based VKO; in document jul56; in MGA document as Il-14M
	CCCP-L1888	Il-14M	AFL/West Sib.-OVB	rgd	1958/59	based VKO; photo BUD jan59; l/n LHR 16apr63 and CPH 26aug63
14600 08 01	CCCP-L1889	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	soc 30jun77 as life-time expired
	CCCP-41889	Il-14M	AFL/Moscow (MUTA)	rgd	jun58	VIP version (salon-lyuks)
14600 08 02	CCCP-41889	Il-14M	AFL/Moscow SPiMVL	trf	04jan64	Ulyanovsk Advanced Flying Training College; VIP version (salon-lyuks); soc 21apr64
	CCCP-L1894	Il-14P	AFL/Centr.Reg.-Mya	trf	1970	f/n URC 07mar87; fate unknown
14600 08 04	CCCP-L1894	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	staff (VIP) aircraft of Leningrad military district command
14600 08 06	CCCP-L1894	Il-14P	Aeroflot/USHVLP	trf	27jun59	in documents jul56/1958; in MGA document as Il-14M
14600 08 06	630	Il-14P	Civ Avn Adm China	rgd	1956	
14600 08 10	"01"	Il-14	Soviet Air Force	ph.	jul73	
14600 08 10	CCCP-L1818	Il-14M	AFL/Moscow-VKO	rgd	unknown	
	CCCP-41818	Il-14M	AFL/Moscow-VKO	rgd	jun58	
	CCCP-41818	Il-14M	AFL/Moscow SPiMVL	trf	29nov62	
	CCCP-41818	Il-14M	AFL/Centr.Reg.-Mya	trf	1970	
14600 08 11	CCCP-L1830	Il-14M	AFL/East Sib.-IKT	rgd	unknown	f/n jan71; still in service 20sep86; soc 28feb89 as amortisation period expired; seen Myachkovo 26sep91, partly dismantled; gone by aug92, moved to Nikitino Airfield, (N56.807486 E37.686431); still present in 2009 but reported broken up by 2010
	CCCP-41830(1)	Il-14M	AFL/East Sib.-IKT	rgd	1959	in MGA document as Il-14M; f/n IKT 20oct60
14600 08 12	CCCP-L1856	Il-14M	AFL/East Sib.-IKT	rgd	unknown	photo exists Bodaibo in the 1960s, in natural metal c/s with two blue cheatlines, had either overrun the end of the runway or made a runway excursion, ending up in the middle of a housing estate, with no evident damage; soc 04apr75 as worn out; see c/n 14803068
14600 08 16	CCCP-41856	Il-14M	AFL/East Sib.-IKT	rgd	1959	in MGA document as Il-14M
	CCCP-L1896	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	photo exists, in natural metal c/s with two blue cheatlines; soc 31jan75 as life-time expired
14600 08 16	CCCP-L1896	Il-14P	Soviet Gvt/AFL c/s	trf	26aug59	VIP version (salon-lyuks)
14600 08 20	CCCP-41896	Il-14P	AFL/Uzbekistan-TAS	trf	18jan60	VIP version (salon-lyuks); on charge as of 01oct59; photo late50s in Yemen; used by Harold MacMillan on his official visit to the Soviet Union in feb59; opb 235 OAO at VKO until 18jan60
	CCCP-41896	Il-14P	AFL/Kazakhstan	trf	31mar75	VIP version (salon-lyuks)
	CCCP-41896	Il-14P	AFL/Far East-KHV	trf	27jul78	VIP version (salon-lyuks); converted to Il-14LIK-2; still in service in 1986; soc 25aug88 as life-time expired
14600 08 20	CCCP-L1897	Il-14P	AFL/Tajikistan-DYU	toc	1956	VIP version (salon-lyuks); brought Janos Kadar, the new Hungarian leader after the defeat of the uprising, from Moscow to Budapest mar57
	CCCP-41897	Il-14P	AFL/Tajikistan-DYU	rgd	1958/59	VIP version (salon-lyuks); f/n jan62; soc 28feb75 as life-time expired
14600 08 23	CCCP-L1898	Il-14P	AFL/Moscow (MUTA)	mfd	10aug56	VIP version (salon-lyuks); photo exists
	CCCP-L1898	Il-14P	Soviet Gvt/AFL c/s	trf	26aug59	VIP version (salon-lyuks); on charge as of 01oct59; opb 235 OAO at VKO until 07jun60
14600 08 24	CCCP-41898	Il-14P	AFL/Moscow (MUTA)	trf	07jun60	VIP version (salon-lyuks)
	CCCP-41898	Il-14P	AFL/Yakutiya-YKS	trf	16jan62	VIP version (salon-lyuks)
14600 08 24	CCCP-41898	Il-14P	AFL/Yakutiya-ADH	trf	11jan74	VIP version (salon-lyuks); soc 30nov78 as life-time expired
	CCCP-79169	Il-14P	MAP Moskovski OAO	rgd	12feb80	canx 30jan89
14600 08 26	CCCP-L1899	Il-14P	AFL/Ukraine-IEV	mfd	31aug56	VIP Version (salon)
	CCCP-41899	Il-14P	AFL/Ukraine-IEV	rgd	1958/59	VIP Version (salon)
14600 08 27	"01"	Il-14T	Soviet Air Force	photo	1960	VIP Version (salon); soc 23aug78 as life-time expired; photo exists preserved Bocharova Street, Zaporozhye, in use as a Children's Cinema from 1979 until 1993 ?
14600 08 27	"01"	Il-14T	Soviet Air Force	photo		black and white photo, in white c/s with natural metal undersides and Red star on the fin, preserved Kurgan region
14600 08 29	CCCP-L1895	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP version (salon); in natural metal c/s with two thin cheatlines; was the personal aircraft of Marshal Nikolai Bulganin until 1958; appeared in the 1958 Soviet film "Nash korrespondent" (Our Correspondent)
14600 08 29	CCCP-L1895	Il-14P	AFL/Kazakhstan-ALA	trf	21sep59	VIP version (salon)
	CCCP-L1895	Il-14P	Soviet Gvt/AFL c/s	trf	26aug59	VIP version (salon); opb 235 OAO at VKO until 20jun60
14600 08 31	CCCP-41895	Il-14P	AFL/Azerbaijan-ASF	trf	20jun60	opb Astrakhanski OAO
	CCCP-41895	Il-14P	AFL/N.Kavkaz-ASF	trf	22dec67	opb Astrakhanski OAO
14600 08 31	CCCP-41895	Il-14P	AFL/Uzbekistan	trf	13may73	
	CCCP-41895	Il-14P	AFL/East Siberia	trf	07may77	soc 16nov79 as life-time expired
14600 08 31	DM-SBM	Il-14P(S)	Deutsche Lufthansa	d/d	21sep56	executive aircraft; rgd 21sep56
	DM-VAA	Il-14P(S)	East German AF	trf	10jul57	opb RFS (later renamed STFS); with black code
14600 08 33	DM-SAR (2)	Il-14P(S)	East German AF	rgd	28aug58	call-sign only, not painted on aircraft
	470	Il-14P(S)	EGAF/IFL c/s, n/t	rgd	28aug58	temporary use of registration only; canx 17may77
14600 08 33	005	Il-14P	Polish Air Force	d/d	26sep56	converted to transport aircraft; to TFS-27 (later renamed TS-24) 18sep64; with black code; wfu 01dec80; to FWD 05feb81; broken up at DRS
	0833	Il-14P	Polish Air Force	d/d	26sep56	toc 18oct56; f/n WAW 08aug73
14600 08 38	628	Il-14P	Civ Avn Adm China	rgd	1956	soc 31dec87; last flight in early 1988 to Speyer; flown to Sinsheim by German Army CH-53G; preserved at Auto & Technik Museum Sinsheim (N49.239533 E8.8965812) since mar88; repainted in fake Soviet Air Force markings, l/n as such sep02; repainted in fake Bulgarian Air Transport markings without registration, f/n as such 09feb03, l/n jul23
14600 08 40	CCCP-L1869	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	photo 04jul68; f/n CAN 25apr79; l/n CAN 01feb83; fate unknown
14600 08 41	CCCP-41869	Il-14M	AFL/Moscow-VKO	rgd	jul58	based VKO; in MGA document as Il-14M; in documents may56/1958; photo LHR 02nov56; reported as trf to AFL/Yakutiya 22mar57; repaired at ARZ-400 jun58/jul58
	CCCP-41869	Il-14M	AFL/Privolzhsk-KUF	trf	02apr63	f/n BMA 1961
14600 08 41	CCCP-41869	Il-14M	AFL/Privolzhsk-KUF	trf	02apr63	directorate not mentioned in MGA document
	CCCP-L1880	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	soc 23sep82 due to lack of spares
14600 08 42	CCCP-L1880	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	based VKO; in document jul56; in MGA document as Il-14M
	CCCP-41880	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	based VKO; in document 11apr59
14600 08 42	CCCP-L1881	Il-14M	AFL/Moscow SPiMVL	trf	02apr63	trf Kirsanov Technical Aviation College 29sep70; soc 30apr76 as worn out; f/n 18aug99 as ground instructional aircraft (N52.645052 E42.770434), l/n jan22
	CCCP-L1881	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M
14600 08 43	CCCP-41881	Il-14M	AFL/Kazakhstan-ALA	rgd	1958/59	in document jul59; directorate not mentioned in MGA document
	CCCP-L1601	Il-14M	AFL/Privolzhsk-KZN	trf	01jan60	in document 1969; f/n jan75; soc 28feb75 as life-time expired
14600 08 44	CCCP-91601	Il-14M	AFL/West Sib.-Ovn	rgd	unknown	in MGA document as Il-14M
	CCCP-L1605	Il-14M	AFL/Ukraine-SIP	trf	02jul58	f/n MRV 24nov61; soc 12jun73 as life-time expired
14600 08 44	CCCP-61605	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	version confirmed; in a document jun56; f/n LHR 02nov56; photo exists
	CCCP-61605	Il-14M	AFL/Moscow (MUTA)	rgd	09may58	
14600 08 45	CCCP-L1606	Il-14M	AFL/Krasnoyar.-KJA	trf	15nov58	in a document oct59 still as CCCP-L1605, so the new registration had probably not yet been painted on by then; first mentioned in a document as CCCP-61605 02oct60; dbr 31aug63 on a positioning flight from Krasnoyarsk to Kyzyl when dropped below the glide slope on final approach due to pilot error, touched down with high vertical speed, bounced and came down again very hard on the nose-wheel which collapsed, all 5 crew escaped; soc 28dec63
	CCCP-61606	Il-14M	AFL/East Sib.-IKT	rgd	1959	in documents jun56/apr59; in MGA document as Il-14M
14600 08 46	CCCP-L1623	Il-14M	AFL/East Sib.-IKT	rgd	unknown	in documents oct59/10jul68; f/n in a film; soc 20jul76 as life-time expired
14600 08 47	CCCP-61623	Il-14M	AFL/East Sib.-IKT	rgd	jul58	in MGA document as Il-14M; photos exist BTK 1957 in natural metal c/s; overhauled at ARZ-400 jun58/jul58
	CCCP-L1624	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	until 10jul68; soc 28feb75 as life-time expired
14600 08 47	CCCP-L1624	Il-14M	AFL/Northern-LED	trf	unknown	in MGA document as Il-14M
	CCCP-61624	Il-14M	AFL/Privolzhsk-KUF	trf	01jan60	in documents jul56/19may58; directorate not mentioned in MGA document; photo exists
14600 08 47	CCCP-61624	Il-14M	AFL/Privolzhsk-KZN	trf	dec65	in documents jan60/dec65

14600 09 02	CCCP-61624 YR-ILB	II-14M II-14P	AFL/Privolzhsk-GOJ TAROM	trf	21may71 04dec56	soc 17oct74 as life-time expired first CoFA issued this date; crashed near Sibiu 09oct64
14600 09 05	DM-SBG "02" red	II-14P II-14P	Deutsche Lufthansa Soviet Air Force	ph.	oct08	not in official East German register with red lightning-bolt cheatline; preserved in the centre of Kuibyshev (Novosibirsk region, N55.444721 E78.313007), l/n 24sep23
14600 09 06	"09" red ?	II-14	Soviet Air Force		28may99	preserved in housing area Stupino; broken up before aug03
14600 09 07	DM-SBH	II-14P	Deutsche Lufthansa			not in official East German register
14600 09 12	CCCP-29118	II-14	MAP Moskovski OAO	rgd	28feb78	canx 30Jan89; seen MYachkovo 26sep91, partly broken up this date and read as CCCP-79118; gone by aug92
14600 09 15	not known not known	II-14 II-14	Soviet Air Force MAP LII Zhukovski	mfd trf	27oct56 07may59	opb military unit 25966-B used as a flying test-bed for navids calibration equipment; ownership trf to the LII officially in 1973 (based on a decree dated 23may73)
14600 09 16	006 0916	II-14P II-14P(S)	Polish Air Force Polish Air Force	d/d r/r	26sep56 1971 ?	toc 18oct56 soc 05mar91; seen preserved Lodz (N51.720551 E19.411366) may92/jul15 with faded serial; moved to the Deblin museum jan16; l/n may22
14600 09 19	648	II-14P	Civ Avn Adm China	rgd	1956	undertook night trials from Peking to Zhengzhou, Wuhan, Changsha and Guangzhou 17sep56; f/n KMG 16apr79; l/n TYN 07oct88; seen 2020/2021 being assembled preserved with this in the Jiaxing National Defence Science and Culture Museum in the Miko Military Brigade Park south-west of Jiaxing (N30.6090 E120.697)
14600 09 21	636	II-14P	Civ Avn Adm China	rgd	1956	f/n TYN oct87; fate unknown
14600 09 22	YR-ILZ (1) 922 YR-ILR 922	II-14P II-14P II-14P II-14P	Rom Gvt/TAROM c/s Romanian Air Force TAROM Romanian Air Force	rgd rgd rgd BBU	19feb58 09aug63 aug77	canx 16jun59; see c/n 148002001 seen BBU apr74; canx 17nov76 l/n BBU 09sep78 wfu; trf to Grupul Scolar de Aeronautica Henri Coanda at Baneasa; photo summer 1991; l/n jun92; was set on fire by vandals in the summer of 1993; remains still present oct93
14600 09 24	YR-ILC YR-ILC	II-14P II-14P	TAROM Romanian CAA/TAROM	rgd trf	04dec56 1967/68	converted for navids calibration duties with 'dog nose' radome equipped with radar at the end of 1967 and with VOR and ILS calibration equipment from 1968; photo Baneasa, date unknown with large 'Comandamentul Aviatiei Civile TAROM' titles and a CAA badge on the tail; seen Baneasa 01sep75; wfu apr76; canx 04apr77 as wfu; scrapped in MGA document as II-14M; f/n LHR 02nov56 on charge as of 01oct59; opb 235 OAO at VKO on charge as of 01dec64; converted to II-14LIK-1 date unknown
14600 09 25	CCCP-L1625 CCCP-61625 CCCP-61625 CCCP-61625 CCCP-61625	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/East Siberia AFL/Far East-KHV AFL/Kazakhstan-UKK	rgd trf trf trf trf	unknown 26aug56 unknown 18jul75 07dec77	still in service by 20sep86; soc 30jun87 as life-time expired; l/n UKK 22apr93 in 'polar' c/s, derelict first CoFA issued this dated; canx 25may77; photo Bucharest 1979, parked on the grass in good condition in MGA document as II-14M
14600 09 26	YR-ILA	II-14P	TAROM	rgd	26nov56	in documents aug56/may59
14600 09 27	CCCP-L1626 CCCP-L1626 CCCP-61626 CCCP-61626 CCCP-61626	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/Moscow SPIMVL AFL/Moscow (MUTA)	rgd trf rgd trf rgd	unknown 1958 1958/59 31jul63 unknown	in documents aug56/may59 in documents may60/02feb62 soc 18may76 as life-time expired in MGA document as II-14M; photo exists in document jan59
14600 09 28	CCCP-L1627 CCCP-61627 CCCP-61627 CCCP-61627	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Magadan-GDX AFL/Moscow (MUTA)	rgd ph. trf rgd	unknown sep75 unknown unknown	on charge as of 01feb63; photo exists; soc 20oct80 as life-time expired in MGA document as II-14M
14600 09 29	CCCP-L1628 CCCP-61628	II-14M II-14M	AFL/Moscow (MUTA) AFL/Magadan-GDX	rgd trf	unknown 31oct58	opb 185 LO 1 Magadanskogo OAO; w/o 18sep62 on the leg from Nizhniye Kresty (now Cherski) to Bilbino of a flight from Magadan to Bilbino (delayed by bad weather by 4 days) when deviated from the prescribed flight path near the Byelaya Strelka mountain range, entered low clouds, crashed at a height of 800 metres into the slope of a 975 metres high mountain 46 km SSE of Nizhniye Kresty and partially burnt out, all 5 crew and 27 passengers killed; t/t 9,868 hours; soc 12nov62 (year not clear in document)
14600 09 30	CCCP-L1632 CCCP-L1632 CCCP-61632	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/N.Kavkaz-ROV	rgd rgd trf	unknown 09may58 28may58	opb 77 ATO at ROV; in a document 05sep60 (sic) still as CCCP-L1632, so the new registration had probably not yet been painted on by then; first mentioned in a document as CCCP-61632 dec60; dbr 28jan62 while being parked at Rostov-na-Donu when was hit by An-10A CCCP-11207 the brakes of which had failed during the landing run; soc 23mar62 crashed on 26apr57 close to the Vinitsa village (a neighbourhood of Varna in present days) killing all six crew members onboard
14600 09 31	051	II-14P	Bulgarian AF	i/s	26sep56	crashed on 26apr57 close to the Vinitsa village (a neighbourhood of Varna in present days) killing all six crew members onboard
14600 09 32	634	II-14P	Civ Avn Adm China	rgd	1956	f/n in photo at unknown location in 1979; l/n CTU 06dec82; fate unknown
14600 09 33	CCCP-L1633 CCCP-61633 CCCP-61633 CCCP-61633	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow (MUTA)	rgd rgd rgd trf	unknown 1958/59 11apr63 unknown	in MGA document as II-14M; photo exists soc 23sep82 as life-time expired in MGA document as II-14M; photo VIE 1958
14600 09 34	CCCP-L1634 CCCP-61634 CCCP-61634 CCCP-61634	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf rgd	unknown 1958/59 31jul63 jan74	converted to II-14FKM; still in service 20sep86; soc 25dec87 as amortisation period expired; l/n BKA apr91/may96 derelict; used in an anti-terrorist exercise and photo shows with mid-fuselage burnt; gone by apr97
14600 09 35	CCCP-L1635 CCCP-61635 CCCP-61635 CCCP-61635	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow (MUTA)	rgd rgd trf trf	unknown 1958/59 31jul63 unknown	in MGA document as II-14M; in document jan59 based VKO; in document feb59; f/n ARN 1961 soc 18mar83 as life-time expired in MGA document as II-14M; based VKO; in document 1958 based VKO
14600 09 36	CCCP-L1636 CCCP-61636 CCCP-61636 CCCP-61636	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow SPIMVL	rgd rgd trf trf	unknown jun58 11apr63 14mar81	photo in the Krasnoyarsk region 15apr77 soc 30jan87 as life-time expired; seen IAA 11jun94, fuselage only in MGA document as an II-14M
14600 09 37	CCCP-L1637 CCCP-61637 CCCP-61637 CCCP-61637	II-14M II-14M II-14M II-14M	AFL/Krasnoyarsk-IAA AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Yakutiya-YKS	rgd rgd rgd trf	unknown 1958/59 1958/59 23jan63	w/o 25feb70 on a positioning flight from Ust'-Maya to Yakutsk at night with the centre of gravity being out of the envelope (too far forward) when the right propeller entered reverse pitch (due to a malfunction) shortly after take-off, the crew was not able to counteract as altitude was too low, and the aircraft crashed in a forest 1,350 metres behind the runway threshold and 310 metres to the right of the runway's extended centreline, all 5 crew killed; soc 25may70 based at VKO; in MGA document as II-14M; l/n feb59
14600 09 38	CCCP-L1803 CCCP-41803 CCCP-41803 CCCP-41803	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	mfd rgd trf trf	27oct56 1958/59 31jul63 15sep64	still in service in 1986; soc 30nov88 as amortisation period expired, see next line converted to polar version sep/oct89 II-14LIK-1; dbr 353 km from Ice Station Mirny (Antarctica) 12sep90 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 II-14M
14600 09 39	CCCP-L1853 CCCP-41853	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	in MGA document as II-14M soc 17oct74 as life-time expired
14600 09 40	CCCP-L1858 CCCP-L1858 CCCP-41858	II-14M II-14M II-14M	AFL/West Sib.-Ovn AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG	mfd trf rgd	29oct56 18jul58 1958/59	in MGA document as II-14M in document 18jun59 opb 231 OAO; w/o 30jan61 on a check flight from Stalingrad-Gumrak at night when the check pilot simulated an engine failure shortly after take-off at a height of some 20-30 metres without warning the crew beforehand (such a simulation was allowed only during the daytime and at a height of at least 1,000 metres), the aircraft lost height, came down in a snow-covered field 2,100 metres behind the start of the take-off run and broke up, 1 of the 4 crew killed and 2 seriously injured; t/t 6,940 hours; soc 06mar61 (year not clear in MGA document)
14600 09 41	CCCP-L1600 CCCP-91600 CCCP-91600	II-14M II-14M II-14M	AFL/West Sib.-OVB AFL/Magadan-GDX AFL/East Siberia	rgd trf trf	unknown 18may59 22oct74	in MGA document as II-14M photo DZR 1959, in natural metal c/s with two blue cheatlines; l/n LED 22apr72 soc 30nov77 as life-time expired
14600 09 42	CCCP-L5658	II-14	AFL/East Sib.-IKT	mfd	02oct56	h/o to the crew by Factory No. 30 17nov56; opb 64 ATO; dbr 18nov56 on the leg from Novosibirsk to Irkutsk of the delivery flight from Moscow to Irkutsk, on approach to Irkutsk at night in bad visibility the crew did not properly follow the glide path, the aircraft touched down hard some 2.5 km short of the runway, damaging its left main and nose landing gear, left wing and both engines, and eventually ran into a wooden fence, 1 of the 4 crew killed while the other 3 and the sole passenger were injured; t/t 29 hours, cannibalised for spares
14600 09 44	CCCP-L1602 CCCP-91602	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown 1958/59	in MGA document as II-14M f/n OVB 10feb65; in documents jan59/15jul70; photo exists; seen OVB 26mar72 in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 29jun82 as could not be repaired due to lack of spare parts; broken up at Novosibirsk-Severnaya in MGA document as II-14M
14600 09 46	CCCP-L1607 CCCP-61607 CCCP-61607 CCCP-61607	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Central Region	rgd rgd trf trf	unknown 1958/59 11apr63 1970	f/n BKA 1966 soc 03jul73 as life-time expired in MGA document as II-14M; photo UUS 1967, photo UUS 1967, in natural metal c/s with two blue cheatlines; converted to II-14s 'salon' 28jan71; later converted to II-14RR; soc 30nov78 as life-time expired
14600 09 48	CCCP-L1620 CCCP-61620	II-14M II-14M	AFL/Far East AFL/Far East-UUS	rgd rgd	unknown unknown	in MGA document as II-14M; photo UUS 1967, photo UUS 1967, in natural metal c/s with two blue cheatlines; converted to II-14s 'salon' 28jan71; later converted to II-14RR; soc 30nov78 as life-time expired
14600 09 50	"21" red	II-14LIK-1	Soviet Air Force		photo	in white c/s with 'lightning-bolt' cheatline, natural metal undersides
14600 10 01	CCCP-L1621 CCCP-61621	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1959	in MGA document as II-14M soc 28feb75 as life-time expired
14600 10 03	CCCP-L1622 CCCP-61622	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown aug58	in MGA document as II-14M; in documents jul56/oct58 in documents jun59/oct66; photo exists in natural metal c/s with two blue cheatlines; soc 24dec75 as life- time expired; broken up at Novosibirsk-Severnaya
14600 10 05	CCCP-L1629(2) CCCP-61629	II-14P II-14P	AFL/Ukraine-IEV AFL/Ukraine-IEV	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration; see c/n 4340506; photo TAS jun58 fishery reconnaissance aircraft; f/n MRV 18jun66; reported Sochi 08feb87 in an incident report; soc details not given in MGA document

14600 10 08	CCCP-L1630 CCCP-L1630 CCCP-61630 1105/SU-AJI	II-14M II-14M II-14M II-14P	AFL/West Sib.-OVB AFL/Sykytykar-SCW AFL/Sykytykar-SCW Egyptian Air Force	rgd trf rgd	unknown 26feb58 1958/59	in MGA document as II-14M opb Sykytykarskaya otdelnaya aviagruppa in document 01apr59; soc 09jul62 after accident photo pre 1972 in natural metal c/s with Egyptian flag; subsequent photo in white c/s with grey undersides and three cheatline with Egyptian Air Force titles and 'Eagle' in the flag (post 1972)
14600 10 09	1105 YR-PCC	II-14P II-14P	Egyptian Air Force Romanian Governmt.	Cal f/f	06nov83 27nov56	photo exists in white VIP c/s with titles rgd 07jan57; VIP aircraft, 'PCC' means 'Party Central Committee'; w/o 04nov57 on the leg from Kiev to Moscow-Vnuokovo of a flight from Bucharest to Moscow with a delegation of the Romanian state and party leadership (among them the later Romanian dictator Nicolae Ceausescu) 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 II-12 c/n 93013503 in MGA document as II-14M
14600 10 15	CCCP-61747 CCCP-61747 CCCP-61747	II-14M II-14M II-14M	AFL/Privolzhsk-KZN AFL/West Sib.-OVB AFL/Kazakhstan-UKK	trf trf trf	01feb63 09jan72 19mar75	still in service 20sep86; converted to II-14LIK-1; soc 30jan89 in MGA document as II-14M
14600 10 18	CCCP-L1631 CCCP-61631 CCCP-61631 CCCP-61631	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ ARZ-407 AFL/Privolzhsk-GOJ	rgd trf trf trf	unknown 01jan60 unknown 01may74	on charge as of 01oct72; a black and white photo exists, date and location unknown, with a dark blue tail and two blue cheatlines with 'II-14' on the tail; soc 27sep77 as life-time expired in document aug56; in MGA document as II-14M, photo as such photo as such
14600 10 20	CCCP-L1638 CCCP-61638 CCCP-61638 CCCP-61638	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Belarus-MHP AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd trf trf trf	unknown 17may59 03jul62 1970	still in service 20sep86; soc 23may88 as life-time expired preserved in the AvtoVAZ technical museum at Togliatti (N53.551589 E49.251051) in all-grey c/s, no markings, code just visible under the paint; l/n 17apr19 in MGA document as II-14M
14600 10 21	"02"	II-14P	Soviet Air Force	ph.	30apr06	in MGA document as II-14M
14600 10 22	CCCP-L1640 CCCP-61640	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	13dec56 1958/59	in MGA document as II-14M
14600 10 23	CCCP-L1641 CCCP-61641 CCCP-61641 CCCP-61641	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Moscow SPIMVL	rgd rgd trf trf	unknown 1958/59 11apr63 01aug70	in MGA document as II-14M in document jan59
14600 10 24	CCCP-L1648 CCCP-61648 CCCP-61648 CCCP-61648	II-14M II-14M II-14M II-14M	AFL/TATU AFL/Moscow (MUTA) AFL/Sykytykar-SCW AFL/Komi-SCW	rgd rgd trf trf	unknown 1958/59 15feb66	Troitsk Aviation School; soc 23jul82 as worn out in MGA document as II-14M opb Sykytykarskaya otdelnaya aviagruppa; in document 01apr59; photo exists Vorkuta 1960 soc 28may75 as life-time expired
14600 10 25	CCCP-L1653 CCCP-61653	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown 1958/59	in MGA document as II-14M; in documents aug56/jan59 in document 08oct60; trf oct61 to Cuba
14600 10 26	CCCP-L1654 CCCP-61654	II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	13dec56 1958/59	in MGA document as II-14M
14600 10 27	CCCP-L1657	II-14M	AFL/Moscow (MUTA)	ph.	15nov57	photo GDx aug63, in natural metal c/s with two blue cheatlines; soc 28may75 as life-time expired at BUD; in MGA document as II-14M; w/o 02dec57, crashed at Helsinki in poor visibility, overshoot the runway on landing, ran over an embankment and came to rest on a road, all 16 passengers and 5 crew survived; photo exists, with damage to front of the fuselage and engines; soc 08jan58 in documents sep56/14may58; in MGA document as II-14M
14600 10 28	CCCP-L1658 CCCP-61658 CCCP-61658 CCCP-61658 CCCP-61658	II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Lithuania-VNO AFL/Arkhangel.-ARH	rgd trf rgd trf trf	unknown jan59 1959 17nov59 06sep73	in document feb59
14600 10 29	CCCP-L1659 CCCP-61659	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	mfd rgd	dec56 aug58	soc 18may76 f/n KJA 01nov62; in MGA document as II-14M
14600 10 30	CCCP-L1664 CCCP-61664(1) CCCP-61664(1)	II-14M II-14M II-14M	AFL/West Sib.-Ovn AFL/Yakutiya-YKS AFL/Yakutiya	rgd trf trf	unknown 22oct58 15mar72	photo exists in natural metal c/s with two blue cheatlines; repainted dec76 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged after landing at Novosibirsk-Severnoy 27jan76, repaired; damaged again at Kambala 19oct77, the port undercarriage and propeller struck concrete slabs on the apron, sustaining significant damage; soc 22sep78 in MGA document as II-14M
14600 10 31	638	II-14P	Civ Avn Adm China	rgd	1956	opb Kolymo-Indigirski OAO; soc 30jul75 as life-time expired; see c/n 807104
14600 10 34	CCCP-L1671 CCCP-61671	II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-OVB	rgd rgd	unknown 09may58	photo apr57 and again sep87; fate unknown in the MGA document as an II-14M; operated in photo survey configuration; opb 6 AOVs operated in photo survey, passenger and cargo configuration; opb 6 AOVs (became 6 LO Novosibirskogo OAO in 06jan64); repainted in natural metal c/s with two thin blue cheatlines during overhaul by ARZ-407 in 1965; photo at HRK jul74; repainted in standard 'blue' c/s during overhaul by ARZ-407 in 1976; soc 18jan82 as life-time expired
14700 10 35	CCCP-L1696 CCCP-61696 CCCP-61696	II-14M II-14M II-14M	AFL/GosNII GVF AFL/Sykytykar-SCW AFL/Sykytykar-SCW	mfd trf rgd	01mar57 07jan58 13may58	in the MGA document as an II-14M; opb Sykytykarskaya OAG GVF opb 75 AO: w/o 20jul60 on the leg from Cherepovets to Sykytykar of a flight from Leningrad to Sykytykar when encountered heavy turbulence in a thunderstorm (due to poor performance of the meteorological service and ATC), the right wing broke off due to the high g-loads and the aircraft crashed in a forest 9 km south of lake Kenozero in the Vilegodsk district of the Arkhangelsk region (N61°20' E49°18') and exploded, all 4 crew and 19 passengers were killed; the wreck was found only 31jul60; t/t 5,505 hours; soc 07aug60 seen wfu OTP 1979; still not canx by 29may97 ! in document sep79; on charge as of 01oct78; soc 31dec86 as amortisation period expired in document 20dec57, 18 pax configuration in document 15jun59 soc 17oct74 as life-time expired in MGA document as II-14M
14600 10 36	YR-ILD CCCP-41868	II-14P II-14P	TAROM AFL/East Siberia	rgd rgd	25may57 01aug78	f/n ARN 1961; in document 13oct62; soc 10may73 as life-time expired canx unknown
14600 10 37	CCCP-L1695 CCCP-61695 CCCP-61695 CCCP-61695	II-14P II-14P II-14P II-14P	AFL/Northern-LED AFL/Northern-ARH AFL/Arkhangel.-ARH AFL/Arkhangel.-ARH	rgd rgd trf trf	unknown 1958/59 01jan73	canx unknown
14600 10 39	CCCP-L1676 CCCP-61676	II-14M II-14M	AFL/Moscow (MUTA) AFL/Ukraine-IEV	rgd trf	unknown 30mar60	in MGA document as II-14M
14600 10 41	DM-SBP LZ-ILK	II-14P II-14P	Deutsche Lufthansa TABSO/Balkan	rgd rgd	1956 10dec56	f/n SOF 10sep66; was operated as a VIP aircraft (1966-1968?) in special c/s; repainted into standard Balkan c/s; seen SOF feb71; canx 15aug74; preserved at Vidin from 1973 as a Cafe, later destroyed by arson
14600 10 42	"01" red	II-14M	DOSAAF	mfd	24dec56	VIP version (salon); was the personal aircraft of WW2 fighter ace and later DOSAAF head Alexander Pokryshkin; wfu around 1982 and preserved at Moscow-Tushino, seen there in 1986; restored at Moscow- Tushino and reflown 15apr93; l/n Kubinka 29may93 in basic 'polar' Aeroflot c/s; l/n Myachkovo 19aug02 registration without hyphen; in basic 'polar' Aeroflot c/s with the small URL 'www.avion.ru' behind the nose; l/n flying DME aug02; later stored at SVO, seen jul03; made airworthy again nov06 and reflown 24jul07; based at OSF; appeared in the 2009 film "Chudo" (Miracle) which was shot in 2008; stored at OSF, seen oct11/aug18
	RA-01301 CCCP-01301	II-14M II-14M	no titles Avion	Kub DME	14may94 aug02	missing the rudder; freshly repainted in basic 'polar' Aeroflot c/s (but with an additional thin red line above the cheatline), no markings whatsoever; disassembled and transported to the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma, seen in the process of being unloaded 06feb23; seen assembled 11mar23 (missing the rudder) and 23may23 (now complete with rudder) in basic 'polar' Aeroflot c/s (but with an additional thin red line above the cheatline) with Red Stars; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma, seen jul23/oct23
	no reg	II-14M	Avion	OSF	29may21	the missile and spacecraft design bureau (headed by Sergei Korolyov) of the Ministry of Defence Industry
	"01" red	II-14M	Soviet Air Force	ph.	02jul23	based at Kuibyshev canx 21jan85 VIP version (salon); photo, in natural metal finish with 'lightning bolt' cheatline, opb 46 otap in MGA document as II-14M soc oct61 to Cuba photo 1956 in natural metal c/s; seen ZRH 02feb68; l/n SOF 02sep72; w/o 04nov72 on a flight from Burgas to Sofia when the crew elected to divert to Plovdiv due to thick fog at Sofia and the aircraft crashed into a hill at Stryncha while on approach to Plovdiv, all 4 crew and 31 passengers killed; was canx the same day as crashed in MGA document as II-14M
14600 10 43	CCCP-X1021 CCCP-06106 CCCP-93915 CCCP-93915 CCCP-93915	II-14 II-14 II-14 II-14 II-14	MOP OKB-1 MOP OKB-1 MOM Moscow MOM "Progress" PO "Polyot"	rgd rgd rgd trf Lev	15may58 07jan66 04jul69 28feb78 1970s	in MGA document as II-14M
14600 10 44	"60" red	II-14M	Soviet Air Force	Lev	1970s	in MGA document as II-14M
14600 10 45	CCCP-L1679 CCCP-61679	II-14M II-14M	AFL/West Sib.-Ovn AFL/Armenia	rgd trf	unknown 19may59	photo 1956 in natural metal c/s; seen ZRH 02feb68; l/n SOF 02sep72; w/o 04nov72 on a flight from Burgas to Sofia when the crew elected to divert to Plovdiv due to thick fog at Sofia and the aircraft crashed into a hill at Stryncha while on approach to Plovdiv, all 4 crew and 31 passengers killed; was canx the same day as crashed in MGA document as II-14M
14600 10 46	LZ-ILA	II-14M	TABSO/Balkan	rgd	20nov56	in MGA document as II-14M
14600 10 48	CCCP-L1682 CCCP-61682	II-14M II-14M	AFL/West Sib.-OVB AFL/Yakutiya-YKS	mfd trf	29nov56 28jun58	black and white photo exists, in natural metal c/s with small titles below the cockpit, without Soviet flag on the tail; soc 28sep76 as life-time expired
14600 10 49	650	II-14M	Civ Avn Adm China	rgd	1956	f/n CTU 04nov86; fate unknown
14600 10 50	CCCP-L1683 CCCP-61683 TZ-ABG CCCP-61683	II-14M II-14M II-14M II-14M	AFL/West Sib.-Ovn AFL/West Sib.-Ovb Air Mali AFL/Moscow SPIMVL	rgd rgd DKR ret	unknown 1958/59 28feb63 01nov67	in document jan59; in MGA document as II-14M trf oct61 to Mali l/n MLW 03/04mar67 toc 01nov67; destroyed by fire on a ship 31oct79 off the Danish coast; soc 17nov80
14600 11 02	652	II-14M	Civ Avn Adm China	rgd	1956	based at Shanghai and grounded in 1986 as end of life reached; f/n PEK 1979; l/n SHA 14apr86; donated in sep87 to the Shanghai Institute of Aeronautics and Astronautics; preserved in the Shanghai Aviation Enthusiast Centre (N31.138825 E121.40141) f/n nov91, l/n 19dec21 seen AMS 24mar64; still operational SOF 21apr73; canx 02jul74; seen SOF aug77 parked near the tower; broken up, near hangar area SOF 1986
14600 11 03	LZ-ILB	II-14M	TABSO/Balkan	rgd	10dec56	flew KHV-OHO route 19sep58; in MGA document as II-14M
14600 11 04	CCCP-L1684 CCCP-61684 CCCP-61684	II-14M II-14M II-14M	AFL/Far East-UUS AFL/Far East-UUS AFL/Magadan	toc rgd trf	13dec56 unknown 27aug67	photo exists in old 'polar' c/s (natural metal/red c/s); soc 25oct82 as life-time expired trf to MAP (date unknown); registered as, see next line
14600 11 06	not known	II-14M	Soviet Air Force	mfd	27dec56	

	CCCP-06146	Il-14M	MAP Perm Motors	rgd	23oct81	No. 1, Perm Engine Manufacturing Production Association; ex-Air Force VIP c/s with white top, blue under-surfaces and dark blue 'lightning bolt' cheatline; damaged Myachkovko 06jun83, undershot on landing and hit sandbank, collapsing the starboard main gear, repaired but canx 27feb84 !
14600 11 07	"03"	Il-14M	Soviet Air Force	Mtp	1979	salon; photo on the internet quoting this c/n, opb military unit 51077; in white c/s with 'lightning-bolt' cheatline, natural metal undersides; l/n Melitopol 1982 in MGA document as Il-14M
14600 11 10	CCCP-L1685 CCCP-61685 CCCP-61685 CCCP-61685	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf trf	unknown 1958/59 11apr63 1974	photo 1982 aboard ship A.V Poddubny on return from Antarctica f/n MOW may85; converted for infrared monitoring duties (detecting leaks in hot water pipelines etc) Il-14FK, 1973-standard polar c/s; soc 25mar87 as amortisation period expired; seen Myachkovko sep91/jul94, partly broken up and still in 'polar' c/s, gone by aug95 in MGA document as Il-14M
14600 11 13	CCCP-L1688 CCCP-61688	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-RTW	rgd trf	unknown 24jul58	in the MGA document as an Il-14M; in natural metal c/s with two thin cheatlines; there is a photo at UUS converted to an Il-14RR; soc 17dec79 as life-time expired in MGA document as Il-14M
14600 11 14	CCCP-L1691 CCCP-61691	Il-14M Il-14M	AFL/Far East-KHV AFL/Far East-UUS	toc rgd	26dec56 20jun58	unknown
14600 11 15	CCCP-L1693 CCCP-61693	Il-14M Il-14M	AFL/West Sib.-OVB AFL/Latvia-RSC	rgd trf	unknown 17jun59	unknown
14600 11 16	YR-ILF 7402 71302 CCCP-52008(2)	Il-14M Il-14M Il-14M Il-14M Il-14M	TAROM Civ Avn Adm China TAROM JAT Yugoslav Air Force Yugoslav Air Force AFL/Ukraine-SIP	rgd rgd rgd d/d trf r/r toc	04jan57 1956 15may57 28jan57 1963 ca.1970 11jan72	first CoFA issued 07feb57; f/n CPH nov57; l/n BBU apr74; canx 07dec75; was preserved in the Cartierul "Balta Alba-Titan" neighbourhood of Bucharest in the late 1970s (was probably used as a restaurant), depicted on a postcard photo ATH mar62; canx 07dec75 as wfu/scrapped f/n RGN 05jun57; l/n active apr86, location unknown; fate unknown l/n BBU apr74; canx 07dec75 and wfu/scrapped canx 1963
14600 11 22	CCCP-L1674 CCCP-61674	Il-14M Il-14M	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	30dec56 20jun58	converted to weather research aircraft with "Groza-40" weather radar and various external sensors; damaged 05feb83 when the flight engineer retracted the landing gear on the ground at Simferopol by mistake, repaired; accident report gives this c/n; last reported Kerch 29apr87 in an incident report; soc 23feb89 as life-time expired; see CCCP-52008 with unknown c/n version given as Il-14M in an MGA document
14700 11 23	CCCP-L1698 CCCP-61698	Il-14M Il-14M	AFL/Northern-LED AFL/Northern-LED	rgd rgd	unknown 1958/59	in document mar57, worked from Amderma; in MGA document as Il-14M reported seen at Amderma, date unknown; trf oct61 to Cuba in MGA document as Il-14M
14700 11 25	CCCP-L1502 CCCP-91502 CCCP-91502	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-GOJ	rgd rgd trf	unknown 1958/59 01jan60	mentioned in the incident report of Tu-104A CCCP-42362 as flying in Chuvashiya 17oct58; in MGA document as Il-14M
14700 11 26	CCCP-L1504 CCCP-91504 CCCP-91504	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL ex Soviet AF c/s	rgd trf OMS	1958/59 11apr63 12jun94	f/n SVX 1963; soc 22dec72 as amortisation period expired in white ex-Air Force c/s; no markings
14600 11 28	not known	Il-14	Soviet AF/AF c/s	rgd	29dec73	CoFA canx 12mar80
14600 11 30	CCCP-33683	Il-14	Yemen Air Force	ADE	07aug93	seen wfu this date
14600 11 31	1131	Il-14	AFL/Moscow (MUTA)	rgd	unknown	based VKO; overhauled at ARZ-400 jun58/jul58; in MGA document as Il-14M
14700 11 34	CCCP-L1516 CCCP-91516 CCCP-91516 CCCP-91516 CCCP-91516 CCCP-91516	Il-14M Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-BKA AFL/Centr.Reg.-Mya	rgd rgd trf trf trf	unknown jul58 11apr63 1970 1972	based VKO
14700 11 35	CCCP-L1517 CCCP-91517 CCCP-91517	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Latvia-RSC AFL/Magadan-PWE	mfd trf trf	19jan57 16aug59 21jan65	f/n LED 11sep87, converted Il-14FK to geophysical survey aircraft, photo exists; soc 31oct88 as life-time expired in MGA document and accident report as an Il-14M; based at VKO; f/n MRV 17jun60
14700 11 37	CCCP-L1518 CCCP-91518	Il-14M Il-14M	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	unknown 1958/59	equipped with a "Groza-40" weather radar; a photo shows small 'Magadan' titles by the nose; w/o 01aug81 on a patrol flight over the Sea of Okhotsk from Magadan to Nikolayevsk-na-Amure when entered an area of poor visibility in the region of the Shantar Islands (the crew had not received a weather forecast for the second part of the flight), the decision to return was taken too late and the aircraft crashed at a height of 140 metres into a cliff (152 metres) on Utichi Island (next to Bolshoi Shantar Island), all 7 crew and 4 passengers killed, t/t 32,047 hours 33 minutes and 27,710 cycles; soc 14sep81
14600 11 39	CCCP-40310	Il-14	Soviet AF/AF c/s	rgd	29dec73	flew on KHV-OHO route 19sep58; in MGA document as Il-14M photo exists Oxe 1960; soc 24dec75 as life-time expired
14700 11 40	CCCP-L1520 CCCP-91520	Il-14M Il-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	rgd rgd	unknown 1958/59	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, photo in Aeroflot brochure, in pre-1973 natural metal/dayglo orange polar c/s
14700 11 41	CCCP-91520 CCCP-91520 YU-ADF 7403 71303 CCCP-41838(2) CCCP-41838(2)	Il-14M Il-14LR Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/N.Kavkaz-MRV AFL/Krasnoyarsk JAT Yugoslav Air Force Yugoslav Air Force AFL/Georgia-TBS AFL/East Sib.-UUD	trf trf mfd trf r/r toc trf	jan67 28apr73 19jan57 1963 ca.1970 unknown 04nov76	soc 28feb75 as life-time expired d/d 28jan57; canx 1963
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 1959 29mar60	on charge as of 01jul71; 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; soc 15jul81 f/n BMA 1958; in MGA document as Il-14M
14700 11 45	CCCP-L1524 CCCP-91524 CCCP-91524 CCCP-91524 CCCP-91524	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Northern-LED AFL/Leningrad-LED AFL/Leningrad-RVH	rgd rgd trf LED trf	unknown 1958/59 unknown 22apr72 05jan82	in document 03jun64; still in service 20sep86; soc 30jan87 as life-time expired in MGA document as Il-14M
14700 11 46	CCCP-L1528	Il-14M	AFL/Magadan-GDX	rgd	unknown	on charge as of 01aug64 opb 1 LOAO; converted to Il-14FKM by ARZ-407 in 1971 opb 2 LOAO; still in service by 20sep86; soc 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; c/n from MGA document, but see CCCP-41824 with same given c/n
14600 11 46	CCCP-91528 CCCP-41824(2)	Il-14M Il-14M	AFL/Magadan-GDX Soviet AF/AF c/s	rgd rgd	jun58 29dec73	converted to Il-14LR ice-reconnaissance, photo as such; soc 19may82 as life-time expired opb 223rd Flight unit; CoFA canx 12mar80; c/n from Soviet register, but see CCCP-L1528/91528 with the same given c/n; see also c/n 4340305
14600 11 47	CCCP-66826	Il-14M	Soviet Air Force	rgd	29dec73	CoFA canx 12mar80; photo ex-military aircraft in white/grey c/s with small red lightning-bolt cheatline and Soviet flag
14700 11 48	CCCP-L1532 CCCP-91532	Il-14M Il-14M	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	rgd rgd	unknown 1958/59	in documents mar57/may59; in MGA document as Il-14M
14700 11 49	CCCP-L1533 CCCP-91533	Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	rgd rgd	unknown 1958/59	in documents may59/29aug67; photo ABA 1964; soc 25feb77 as life-time expired in MGA document as Il-14M; in document feb59
14700 11 50	CCCP-L1534 CCCP-91534 CCCP-91534 CCCP-91534	Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Far East-KHV AFL/Magadan-GDX AFL/Far East-UUS	mfd trf trf trf trf	21jan57 unknown 1959 unknown 30aug67	trf oct61 to Cuba in MGA document as Il-14M in documents mar57/1959
14700 12 01	CCCP-L1535 CCCP-91535 CCCP-91535	Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Northern-ARH	rgd trf trf	jul58 11apr63 16sep63	on charge as of 01feb62 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; soc 26sep73 based VKO; 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/AF c/s AFL/Yakutiya-Aldan	rgd rgd trf trf	unknown 1958/59 26aug59 13jan65	w/o 07feb71 on landing at Kirov when landed short of the runway; soc 31aug71 in documents apr57/1959; in MGA document as Il-14M f/n YKS apr59
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	on charge as of 01oct59; 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; soc 27dec72 in documents apr57/sep59; in MGA document as Il-14M photo FEG 1961, in natural metal c/s with two blue cheatlines l/n TAS 29oct79; soc 25mar87 as amortisation period expired in documents may57/sep59; 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 1958/59	in documents jan60/dec61; soc 20jul70 as trf to SibNIA (postal code G-4736) for testing

14700 12 05	CCCP-L1541 CCCP-91541 CCCP-91541 CCCP-91541 CCCP-91541	II-14M II-14M II-14M II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Uzbekistan-UGC AFL/Kazakhstan AFL/Arkhangel'sk	rgd rgd trf trf rgd	unknown 1958/59 unknown 06feb70 21jan83	in documents may57/jan60; in MGA document as II-14M in documents jan60/04mar63 f/n mar78 soc 30jan87 as life-time expired
14700 12 06	CCCP-L1542 CCCP-91542 CCCP-91542	II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-ARH AFL/RKIIGA	rgd rgd trf	unknown may59 ? 08dec84	in documents may57/may59; in MGA document as II-14M photo exists; in documents may59/1961; Riga Aviation Institute (RKIIGA) 08dec64 for use as a ground instructional airframe; soc 11may66; scrapped
14700 12 07	CCCP-L1543 CCCP-91543 CCCP-91543	II-14M II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Lithuania	mfd rgd trf	1957 17may58 1959	version given as II-14M in an MGA document; opb 160 AO opb 160 AO opb Litovskaya OAG GVF; dbr 13nov61 on the leg from Kiev-Zhulyany to Minsk at night of a flight from Simferopol to Vilnius when entered a layer of fog at a height of 10-15 metres shortly after lift-off, the pilot was irritated by the reflection of the landing lights, got distracted from aviating and lost control so that the aircraft started to descend, the right propeller touched the ground and the aircraft crashed in an orchard 400 metres behind the runway threshold, all 5 crew were slightly injured while 6 passengers escaped unhurt; soc 04dec61
14700 12 08	CCCP-L1544 CCCP-91544	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	apr57 1958/59	in MGA document as II-14M; in documents feb57; directorate not mentioned in MGA document in documents sep59/dec59; directorate again not mentioned in MGA document; soc 14dec73 as amortisation period expired
14700 12 09	CCCP-L1545 CCCP-91545 CCCP-91545	II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Krasnoyarsk.-KJA	mfd rgd trf	1957 1958/59 11jan59	in documents feb57/dec59; in MGA document as II-14M in documents oct59/dec59 see line above; soc 24dec75 as life-time expired
14700 12 10	CCCP-L1546 CCCP-91546	II-14M II-14M	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-KJA	rgd rgd	unknown 1958/59	version given as II-14M in the MGA document; in 36 passenger configuration; opb 126 AO; included in the request of the Krasnoyarsk directorate for new registration numbers dated 18apr58 not included in the GU VGF document which allocated the new registration numbers 09may58; opb 126 AO (became 126 LO Krasnoyarskogo OAO in 1963); carried additional 'Polyarnaya Aviatsiya' titles, as such on a photo at Sovrudnik (now Severoyeniseisk) in 1968; soc 18nov76 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; in MGA document as II-14M photo may64; opb 1 LOAO from 1970 opb 2 LOAO; soc 25mar87 as amortisation period expired; l/n RVH 03jul90 in MGA document as II-14M
14700 12 11	CCCP-L1547 CCCP-91547 CCCP-91547	II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED AFL/Leningrad-RVH	rgd rgd trf	unknown unknown 05jan82	unknown unknown 1957
14700 12 12	CCCP-L1548 CCCP-91548 CCCP-91548 CCCP-91548	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/West Siberia	mfd rgd rgd trf	1957 1958/59 unknown 30jun65	on charge as of 01oct59; opb 235 OAO at VKO until 30jun65; photo exists in natural metal c/s with two blue cheatlines, photo exists taken at OVB; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 25mar87 as life-time expired; broken up at Novosibirsk-Severny in document 1958; in MGA document as II-14M
14700 12 13	CCCP-L1549 CCCP-91549 CCCP-91549	II-14M II-14M II-14M	AFL/Far East-KHV AFL/Far East-KHV AFL/Ukraine-SIP	mfd rgd trf	28jan57 jun58 07aug60	photo 21aug65; in Ukrainian CAD document as operating from Kerch; soc 18jan80 as life-time expired in MGA document as II-14M
14700 12 14	CCCP-L1550 CCCP-91550 CCCP-91550	II-14M II-14M II-14M	AFL/Far East-KHV AFL/Syktvykvar-SCW AFL/Komi-SCW	rgd trf trf	unknown 19aug59 15feb66	opb Syktvykarskaya otdelnaya aviagruppa; in documents dec59 in document jun76; soc 20jul76 as life-time expired in MGA document as II-14M
14700 12 15	CCCP-L1551 CCCP-91551 CCCP-91551 CCCP-91551	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Centr.Reg.-VOZ	rgd rgd trf trf	unknown unknown 01jan60 unknown	unknown unknown on pax flight VOZ-ODS 19sep69 soc 28feb75 as life-time expired in document mar59; in MGA document as II-14M
14700 12 16	CCCP-L1554 CCCP-91554	II-14M II-14M	AFL/Uzbekistan AFL/Uzbekistan-TAS	mfd rgd	31jan57 unknown	unknown 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; soc 28jul62
14700 12 21	B-4216	II-14P	Civ Avn Adm China	rgd	jun86	survey aircraft; f/n HRB 05oct88; fate unknown
14700 12 22	CCCP-61875	II-14	Soviet AF/AFL c/s	rgd	29dec73	CoFA canx 12mar80
14700 12 25	12-25	II-14P	Albanian Air Force	d/d	1971	originally delivered to China; with 'lightning bolt' cheatline; wfu by 1992 at TIA; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down
14700 12 29	603	II-14FK	Civ Avn Adm China	rgd	1957 ?	f/n CTU 1983; l/n TYN 30oct86; photo XIY 1988
14700 12 30	603 not known	II-14FK II-14T	China General Avn Soviet Air Force	trf	mar89 aug10	displayed in a park in Taiyuan in the mid 1990s, status unknown by 1999 at Burevestnik, Kuril Islands; derelict fuselage only in very faded c/s (N44.925810 E147.604032), the batch number of the c/n is difficult to read on the tail, the last digit of the code is probably a 6/8 or 0; l/n 26aug11; still visible on Google Earth by sep12
14700 12 31	B-4203	II-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 II-14s in China dec92; fate unknown
14700 12 32	CCCP-L1300 CCCP-91483 CCCP-91483	II-14FK II-14FK II-14FK	AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	mfd rgd trf	17apr57 unknown unknown	geophysical survey aircraft with towed magnetic anomaly detector 'bird'; damaged 70 km east of Bratsk 02oct82 when hit trees and belly-landed during survey flight, repaired; later converted to aero-chemical survey aircraft and based Myachkovo 1984; photo BTS 1987; retired in 1988; soc 23may88 as life-time expired; seen wfu Myachkovo 26sep91, broken up by aug92 in MGA document as II-14M, photo as such in document jan59
14700 12 33	CCCP-L1555 CCCP-91555 CCCP-91555 CCCP-91555	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-KZN AFL/West Sib.-OVB	BMA rgd trf trf	jun58 unknown 01jan60 01dec65	in MGA document as II-14M, photo as such in natural metal c/s with two blue cheatlines; soc 27mar78 as worn out; broken up at Novosibirsk-Severny in MGA document as II-14M
14700 12 34	CCCP-L1556 CCCP-91556	II-14M II-14M	AFL/Northern-LED AFL/Krasnoyarsk.-KJA	rgd trf	unknown 20apr59	converted to a geophysical scientific survey aircraft with RPSN-2 Emblema weather radar, photo exists; later de-converted; photo Aban 1973, painted in 'polar' c/s (natural metal with red cheatline and trim, with additional small 'Krasnoyarskoye upravleniye' titles on the nose); soc 14jan77 as life-time expired in MGA document as II-14M
14700 12 35	CCCP-L1557 CCCP-91557 CCCP-91557	II-14M II-14M II-14M	AFL/Northern-LED AFL/Northern-LED SibNia	mfd rgd trf	1957 1958/59 28may63	unknown unknown soc 16may65 in MGA document as II-14M
14700 12 36	CCCP-L1558 CCCP-91558 CCCP-91558	II-14M II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Moscow SPIMVL	rgd rgd trf	unknown 1958/59 unknown	unknown unknown on charge as of 01nov62; photo; soc 30apr87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92 in document jun57; in MGA document as II-14M in document nov59
14700 12 37	CCCP-L1559 CCCP-91559 CCCP-91559	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-RTW AFL/Privolzhsk-RTW	rgd trf rgd	unknown 26jul58 1958/59	in documents dec60/aug65; soc 29jul77 as life-time expired in document feb59; in MGA document as II-14M
14700 12 38	CCCP-L1560 CCCP-91560 CCCP-91560 CCCP-91560	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Yakutiya-YKS	rgd rgd trf trf	unknown unknown 11apr63 23jan64	unknown unknown 1966
14700 12 39	CCCP-91560 CCCP-L1561 CCCP-91561 CU-T816	II-14M II-14M II-14M II-14M	AFL/Yakutiya-Nyu AFL/Yakutiya-Mirny AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF Cubana	trf rgd rgd rgd	12apr71 unknown unknown jan81	in documents of Mirny oao 05feb72; soc 30jul75 as life-time expired in MGA document as II-14M trf oct61 to Cuba preserved Santiago de Cuba (N19.972273 W75.838849) mar88/jul90; seen mar01/feb02 with 'Club Juvenil' titles; l/n oct03/dec11, in all-white c/s; photos exist 24feb12 being dismantled, was transported as scrap metal by trucks to an aluminium smelter in MGA document as II-14M
14700 12 40	CCCP-L1562 CCCP-91562	II-14M II-14M	AFL/Far East-UUS AFL/Far East-UUS	rgd rgd	unknown 1958/59	in MGA document as II-14M f/n UUS 1977, in old 'polar' c/s (natural metal c/s with daylog trim); was preserved near the airport terminal at UUS in 1977/79; soc 20oct80 as life-time expired probably re-registered to, see next line
14700 12 41	EP-HMI 5-55	II-14P II-14P	Iranian Government Iranian Air Force	d/d	mar57 photo	VIP Version (salon); a photo exists (early 1960s?) with white top, two thin blue cheatlines and natural metal undersides, 'I.I.A.F' below the cheatline on the forward fuselage; was involved in a hard landing at Noushahr airport in 1963 or 1964, subsequently repaired; seen THR 19jun69; l/n THR mar71, in slightly revised c/s with a blue cheatline replacing the two thin cheatlines; preserved Doshan Tappeh near Tehran (N35.704424 E51.481208); l/n 23jul19
14700 12 43	CCCP-61751 CCCP-61751	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	unknown unknown	VIP Version (salon) VIP Version (salon); on charge as of 01oct59; photo exists; opb 235 OAO at VKO until 25may67, see next line
	CCCP-61751 CCCP-61751 CCCP-61751	II-14P II-14P II-14P	AFL/Far East AFL/Yakutiya-Aldan AFL/Yakutiya-MJZ	trf trf trf	11apr64 25may67 unknown	VIP Version (salon); from MGA document, see previous line VIP Version (salon) VIP Version (salon); in Mirny OAO documents 05feb72; trf to UTO-17 08apr74; converted to II-14LIK-1 during rework by ARZ-407
	CCCP-61751 CCCP-61751	II-14LIK-1 II-14LIK-1	AFL/Ukraine AFL/Kazakhstan-UKK	trf trf	01mar75 02jun78	still in service by 20sep86; soc 10nov87 as life-time expired VIP Version (salon)
14700 12 44	CCCP-61773 CCCP-61773	II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	rgd trf	unknown unknown	VIP Version (salon); on charge as of 01oct59; f/n BUD 22aug61; opb 235 OAO at VKO; seen in a documentary film, carried Yuri Gagarin for visit to Hungary in 1961 f/n 30jun66;
	CCCP-61773 CCCP-61773	II-14P II-14P	AFL/Georgia-TBS AFL/Ukraine	trf trf	29may66 01mar75	converted to II-14LIK-2; still in service by 20sep86; soc 24oct88
14700 12 45	CCCP-61755	II-14P	AFL/Moscow (MUTA)	mfd	28feb57	VIP Version (salon); toc 01jul59

	CCCP-61755	Il-14P	Soviet Gvt/AFL c/s	trf	unknown	VIP Version (salon); on charge as of 01oct59; was the personal aircraft of Soviet leader Nikita Khrushchov; a photo shows Khrushchov in front of this aircraft; photo BUD 1960; seen KRT nov61; opb 235 OAO at VKO until 14jan65; version reported as Il-14S1
	CCCP-61755	Il-14P	AFL/Yakutiya	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; soc 28may87 as amortisation period expired; seen CX/ jul92/sep03, partly broken up; l/n sep20
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
	CCCP-61753	Il-14P	Soviet Gvt/AFL c/s	trf	unknown	VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO; photo with Nikita Khrushchov and Todor Zhivkov by rear exit door; photo KTM 03feb60; also see CCCP-52091(2)
	CCCP-61753	Il-14P	AFL/Kazakhstan	trf	unknown	VIP Version (salon); on charge as of 01jul66
	CCCP-61753	Il-14P	Soviet Gvt/AFL c/s	trf	10oct66	VIP Version (salon); opb 235 OAO at VKO until 01may67
	CCCP-61753	Il-14P	AFL/Turkmenistan	trf	may67	VIP Version (salon)
	CCCP-61753	Il-14P	AFL/Yakutiya	trf	25may67	VIP Version (salon)
	CCCP-61753	Il-14P	AFL/West Siberia	trf	unknown	converted to Il-14LIK-1; in 'polar' c/s; directorate not mentioned in MGA document
	CCCP-61753	Il-14LIK-1	AFL/Kazakhstan	trf	28mar75	
	CCCP-61753	Il-14LIK-1	AFL/Far East	trf	14jun76	mentioned in an incident report at Kolpashevo 18dec86; l/n LBD 1988; soc 29dec88
14700 12 47	CCCP-61752	Il-14M	AFL/Moscow (MUTA)	mfd	29mar57	VIP Version (salon); toc 01aug59
	CCCP-61752	Il-14M	Soviet Gvt/AFL c/s	trf	01oct59	VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO
	CCCP-61752	Il-14SI	AFL/Far East-UUS	trf	11apr64	VIP Version (salon); damaged 06nov75 on a training flight from UUS when the landing gear was retracted by mistake while the aircraft was taxiing from the runway; repaired and converted by ARZ-407 at Minsk 30mar76 to, see next line
	CCCP-61752	Il-14RR	AFL/Far East-UUS			fishery reconnaissance version (with "Groza-40" weather radar); opb 147 LO; in 'polar' c/s; w/o 18dec76 on an ice-reconnaissance flight from Petropavlovsk-Kamchatski to Yuzhno-Sakhalinsk when deviated from the prescribed approach pattern to UUS, entered clouds over mountainous terrain and crashed at a height of 910 metres into the snow-covered southern slope of Mt. Ostraya (the name means 'sharp') 12.5 km east of the airport (N46°54'10" E142°52'50"), all 6 crew and 3 of the 5 passengers killed and the 2 survivors seriously injured; wreck found only 21dec76; t/t 6,627 hours 25 minutes and 4,927 cycles; soc 07feb77; tail of the wreck still extant by 2012/jul17
14700 12 48	CCCP-61754	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	VIP Version (salon)
	CCCP-61754	Il-14P	Soviet Gvt/AFL c/s	trf	unknown	VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO until 1965
	CCCP-61754	Il-14P	AFL/Yakutiya	trf	01feb70 ?	VIP Version (salon)
	CCCP-61754	Il-14P	AFL/Belarus	trf	13oct..	VIP Version (salon); unable to read year in MGA document
	CCCP-61754	Il-14P	AFL/Ukraine	trf	14apr75	seen PRG date ?; converted to Il-14LIK-2 research aircraft; still in service by 20sep86; soc 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	not known	Il-14S	Soviet Air Force	no	reports	VIP Version (salon)
	CCCP-61756	Il-14S	AFL/Moscow (MUTA)	mfd	30mar57	VIP Version (salon)
	CCCP-61756	Il-14S	AFL/Kazakhstan-ALA	trf	23oct59	VIP Version (salon); converted to, see next line
	CCCP-61756	Il-14LIK-1	AFL/Kazakhstan-BXJ	trf	jan64	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; soc 22jun75 according to the MGA document, in error for 1976 ?
14700 13 01	CCCP-29119	Il-14	MAP Moskovski OAO	rgd	28feb78	soc 30jan89
14700 13 02	not known	Il-14	Soviet Air Force	no	reports	
	CCCP-41801(2)	Il-14	AFL/Magadan	toc	16sep82	soc 25mar87 as amortisation period expired; see c/n 146000504
14700 13 03	CCCP-11563	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as Il-14M
	CCCP-91563	Il-14M	AFL/Moscow (MUTA)	rgd	1958/59	
	CCCP-91563	Il-14M	AFL/Moscow SPIMVL	trf	31jul63	
	CCCP-91563	Il-14M	AFL/Central Region	MRV	25aug60	still in service 20sep86; soc 05feb88 as amortisation period expired; f/n DME 30aug88, derelict
14700 13 04	CCCP-11564	Il-14M	AFL/Privolzhsk-KUF	rgd	unknown	in MGA document as Il-14M
	CCCP-91564	Il-14M	AFL/Privolzhsk-KUF	rgd	unknown	
	CCCP-91564	Il-14M	AFL/Moscow SPIMVL	trf	10sep62	
	CCCP-91564	Il-14M	AFL/Krasnoyarsk	trf	07dec78	
	CCCP-91564	Il-14M	AFL/Centr.Reg.-Mya	trf	25mar81	f/n BHK 26apr84; still in service 20sep86; soc 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
14700 13 05	CCCP-11565	Il-14M	AFL/Azerbaijan-BAK	rgd	unknown	in MGA document as Il-14M
	CCCP-91565	Il-14M	AFL/Azerbaijan-BAK	rgd	1958/59	trf oct61 to Cambodia
	01305	Il-14M	Cambodian AF	d/d	1963	opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin
	305	Il-14M	Cambodian AF	photo		opb 1st Transport Group; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin; dbr 1968 in a night landing accident; a photo exists, lying on its belly, with visible damage to the underside of the fuselage by the nose, outer wings and props removed
14700 13 06	CCCP-11568	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	CCCP-11568	Il-14M	AFL/Kazakhstan-ALA	trf	17oct58	in documents jun57/apr59; in MGA document as Il-14M
	CCCP-91568	Il-14M	AFL/Kazakhstan-ALA	rgd	1958/59	
	CCCP-91568	Il-14M	AFL/Kazakhstan-BXJ	trf	jan64	in documents apr59/28oct64; soc 12jun73 as life-time expired
14700 13 07	CCCP-11569	Il-14M	AFL/Northern-LED	rgd	unknown	in MGA document as Il-14M
	CCCP-91569	Il-14M	AFL/Northern-LED	rgd	1958/59	
	CCCP-91569	Il-14M	AFL/Magadan-GDX	trf	unknown	on charge as of 01feb61; photo exksts in 'polar' c/s; converted to Il-14LR ice-reconnaissance; soc 19jan8 as life-time expired
14700 13 08	CCCP-11574	Il-14M	AFL/Privolzhsk-KUF	rgd	unknown	in MGA document as Il-14M
	CCCP-91574	Il-14M	AFL/Privolzhsk-KUF	rgd	1958/59	
	CCCP-91574	Il-14M	AFL/Privolzhsk-KZN	trf	1961	in document jun65; soc 20jul73 as worn out
14700 13 09	CCCP-11580	Il-14M	AFL/Moscow (MUTA)	mfd	25feb57	in MGA document as Il-14M
	CCCP-91580	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	
	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; photo MHP 1973 (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 Arkhangel'sk-Talagi 02aug82 when starboard engine lost power, belly-landed short of runway but repaired; soc 30apr87 as amortisation period expired
	CCCP-91580	Il-14FKM	AFL/Arkhangel.-ARH	trf	22feb78	in MGA document as Il-14M
14700 13 10	CCCP-11581	Il-14M	AFL/Far East-KHV	rgd	unknown	in MGA document as Il-14M
	CCCP-91581	Il-14M	AFL/Far East-KHV	rgd	1958/59	
	TZ-ABF	Il-14M	Air Mali	lsd	oct60	trf to Mali, date unknown
	CCCP-91581	Il-14M	AFL/Moscow SPIMVL	trf	14mar68	f/n DKR 17mar63
	CCCP-91581	Il-14M	AFL/Krasnoyarsk	trf	07dec81	soc 30apr87 as amortisation period expired
14700 13 11	CCCP-11582	Il-14M	AFL/Northern-LED	rgd	unknown	in MGA document as Il-14M
	CCCP-11582	Il-14M	AFL/Ukraine-IEV	trf	unknown	in documents jun57/may58; directorate not mentioned in MGA document
	CCCP-91582	Il-14M	AFL/Estonia-TLL	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	soc 30dec76 as life-time expired
14700 13 12	CCCP-N625	Il-14M	Polyarnaya Aviats.	rgd	unknown	in old 'polar' c/s (natural metal c/s with red cheatline and trim)
	CCCP-04194	Il-14M	Polyarnaya Aviats.	rgd	31mar58	24 pax configuration
	CCCP-04194	Il-14M	AFL/Polar	trf	10feb60	in documents 12mar60/15aug61
	not known	Il-14M	Soviet Air Force	trf	27jun61	opb military 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 otrvad 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/Centr.Reg.-Mya	trf	21oct70	
	CCCP-04195	Il-14M	AFL/Krasnoyarsk.-HTG	trf	01mar74	w/o 27oct77 near Cape Chelyuskin airport when deviated from the approach pattern and flew into the ground; soc 28feb78
14700 13 14	CCCP-L1301	Il-14FK	AFL/Mosk. AG SPIVS	rgd	unknown	soc 30jun87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92
	CCCP-91482	Il-14FK	AFL/Mosk. AG SPIVS	rgd	unknown	in MGA document as Il-14M; photo as such BMA late50s
14700 13 15	CCCP-L1576	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	trf 18jul61 to Cambodia
	CCCP-91576	Il-14M	AFL/Moscow (MUTA)	rgd	unknown	opb 1st Transport Group; photo Paya Lebar sep63; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin
	01315	Il-14M	Cambodian AF	d/d	1963	opb 1st Transport Group; in white c/s with red cheatline, natural metal undersides and Cambodian flag on fin; photo Bien Hoa Air Base, Vietnam jun70
	315	Il-14M	Cambodian AF	photo		the first CoFA was valid until 22mar58
14700 13 16	CCCP-N627	Il-14M	Polyarnaya Aviats.	toc	1957	opb 2-ya AE Moskovskogo OAO; w/o 30dec58 on the leg from Mys Kosisty to Khatanga of a flight from Pevek to Moscow during the polar night when deviated from the prescribed flight path to the left by 38 km, descended too early, touched the slope of a hill (340 metres) 65 km from Khatanga airport, came to rest upside down after some 400 metres and caught fire, all 5 crew and 11 of the 12 passengers killed; wreck found 31dec58; soc 24apr59
	CCCP-04196	Il-14M	Polyarnaya Aviats.	rgd	unknown	d/d was also reported as jan57 which is too early for this c/n; photo VIE 1958; canx 1963
14700 13 17	YU-ADG	Il-14M	JAT	d/d	28jun57	photo at SVO
	7404	Il-14M	Yugoslav Air Force	trf	1963	
	71304	Il-14M	Yugoslav Air Force	r/r	ca.1970	

	CCCP-52024(2) CCCP-52024(2)	II-14M II-14M	AFL/Ukraine AFL/Krasnoyarsk.-IAA	trf trf	unknown 20apr85	on charge as of 01jan72, with '71304' also mentioned in the MGA document in 'polar' c/s; soc 02mar87 as amortisation period expired; seen IAA 11jun94, derelict; l/n IAA 23sep04 and broken up 2005; see Avia-14 c/n 704115 d/d 28jun57; photo PRG 29dec58; canx 1963 f/n BEG 18aug63
14700 13 18	YU-ADH 7405 71305 CCCP-29106 CCCP-29106	II-14M II-14M II-14M II-14LIK-2 II-14LIK-2	JAT Yugoslav Air Force Yugoslav Air Force MAP'Sverdlov' Perm MAP Moscow MSZ	mfd trf r/r rgd rgd	25jun57 1963 ca.1970 21jul71 17may74	navids calibration aircraft; mfd given as 25jun57 in canx document later trf to MAP MSZ Sukhoi; reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; last overhaul completed 12jun84; canx 03nov87; t/t 15,310 hours and 7,542 cycles; broken up canx 1963
14700 13 19	YU-ADI 7406 71306	II-14M II-14M II-14M	JAT Yugoslav Air Force Yugoslav Air Force	d/d trf r/r	28jun57 1963 ca.1970	fate unknown, but probably the II-14 broken up in a shelter area at Batajnica AB, confirmed by photos that at least one II-14 of Yugoslav AF was scrapped canx 1963
14700 13 20	YU-ADJ 7407 71307 CCCP-26199	II-14M II-14M II-14M II-14M	JAT Yugoslav Air Force Yugoslav Air Force MAP Taganrog MSZ	d/d trf r/r rgd rgd	28jun57 1963 ca.1970 27oct71	canx 20sep88
14700 13 21	660	II-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	II-14M	Civ Avn Adm China	rgd	1957	operational at Guangzhou until mid 1980s; fate unknown
14700 13 24	658	II-14M	Civ Avn Adm China	rgd	1957	f/n PEK oct85; l/n SIA sep87; fate unknown
14700 13 25	HA-MAA	II-14M	MALEV	d/d	10apr57	in natural metal c/s without markings, photo exists; CofA issued 29apr57; photos in natural metal c/s with serial and Hungarian flag on the tail, later repainted into full MALEV c/s; seen AMS 08oct63; wfu may70 and flown to the Soviet Union 01jun70, the same date as the registration was cancelled photo exists
	CCCP-41841 CCCP-41841	II-14M II-14M	AFL/Polar AFL/Krasnoyarsk.-IAA	toc trf	23oct70 04dec76	year not clear in MGA document; still in service 20sep86; soc 10may88 as amortisation period expired; seen IAA 11jun94 in 'polar' c/s; wreck still present IAA 20apr05
14700 13 26	CCCP-N624 CCCP-04197 CCCP-04197	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	29mar57 1959 10feb60	24 pax configuration opb 254 AO UPA GVF; flew 179 hours 45 min for ice-reconnaissance in the Eastern sector of the Soviet Arctic 02jul/01sep63; w/o 20oct63 on an ice-reconnaissance flight from Nagurskaya to Graham Bell Island (Franz Josef Land Archipelago) in difficult weather conditions during the polar night when the crew lost orientation over Morgan Sound and the aircraft crashed at a height of 150 metres into the smooth slope of a glacier (which had not been visible on the radar due to design deficiencies) on Graham Bell Island (facing the central part of Morgan Sound) and burnt out, all 5 crew and 2 passengers (hydrologists) killed; t/t 8,051 hours; wreck found 23oct63; soc 27nov63
14700 13 27	CCCP-N628 CCCP-04198 CCCP-04198	II-14M II-14M II-14LR	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	24may57 1959 10feb60	photo exists; first CofA was valid until 20may58 24 pax configuration 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
14700 13 28	CCCP-04198 CCCP-N629 CCCP-04199 CCCP-04199 CCCP-04199	II-14LR II-14M II-14M II-14M II-14M	AFL/Yakutiya Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya	trf rgd rgd trf trf	01oct70 24may57 1959 10feb60 01oct70	f/n mar80; soc 18aug83 as life-time expired; seen CYX sep03, derelict in document 28may58 24 pax configuration soc 15feb85 as life-time expired; seen CYX 05jul92 in 'polar' c/s, derelict, partly broken up by sep03; parts still extant 11sep20
14700 13 29	CCCP-L1510 CCCP-91510 CCCP-91510	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Krasnoyarsk.-KJA	rgd rgd trf	unknown unknown 09dec60	in MGA document as II-14M; in document 1957; photo BUD 1958
14700 13 33	CCCP-L1333 CCCP-61703	II-14G II-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	04jun57 1958 ?	year unclear in MGA document; in documents aug60/01aug62; photo exists KJA date unknown, after an emergency landing and lying on its belly; soc 28feb78 as life-time expired cargo version
14700 13 34	CCCP-L1324 CCCP-61786(1) not known	II-14G II-14G II-14G	AFL/West Siberia AFL/West Siberia Soviet Air Force	rgd rgd trf	unknown jun58 1961	photo exists cargo version; in document 1958 cargo version; soc 29may61; see c/n 147001722 opb mil. unit 78478 at Balashov
14700 13 35	CCCP-L1328 CCCP-61707 CCCP-61707 CCCP-61707	II-14G II-14G II-14G II-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Magadan	rgd rgd trf trf	unknown unknown 11apr63 21jan64	photo exists cargo version cargo version cargo version; soc 16oct81 as life-time expired
14700 13 36	CCCP-L1340 CCCP-91493 not known	II-14G II-14G II-14G	AFL/Northern-LED AFL/Northern-LED Soviet Air Force	rgd rgd trf	unknown unknown 1961	photo exists cargo version opb mil. unit 78478 at Balashov
14700 13 37	"06" CCCP-61764 CCCP-61764 CCCP-61764	II-14P II-14M II-14M II-14M	Soviet Air Force AFL/Ukraine-IEV AFL/Krasnoyarsk AFL/Magadan-GDX	no toc trf trf	reports 17aug59 07mar73 11may83	serial mentioned in MGA document converted to II-14M photo exists Cape Schmidt in polar c/s, with radar nose; reported Pevek 29dec87 in incident report when struck by taxying II-14 CCCP-61774 c/n 147001339, both aircraft suffering minor damage; soc 14dec88
14700 13 39	CCCP-61774 CCCP-61774 CCCP-61774 CCCP-61774	II-14P II-14P II-14P II-14P	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Ukraine-IEV AFL/Magadan	toc trf trf trf	aug58 oct59 1961 15may83	VIP Version (salon) VIP Version (salon); on charge as of 01oct59; opb 235 OAO at VKO probably until 1965 VIP Version (salon); f/n IEV 20jul67 VIP Version (salon); damaged at Pevek 29dec87 after hitting II-14 CCCP-61764 c/n 147001337; soc date unknown
14700 13 41	9N-RF1	II-14P	Nepal Government	rgd	11dec58	VIP version (salon); CofA date 25aug59; photo KTM 07oct60 and KTM nov68 and in poor condition KTM aug69
14700 13 42	535	II-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, f/n 19sep14; l/n 19nov19
14700 13 43	CCCP-83964	II-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	II-14	Soviet AF/AFL c/s	rgd	29dec73	CofA canx 12mar80
14700 13 47	CCCP-L1303	II-14FK	AFL/Northern-LED	rgd	unknown	
14700 13 48	CCCP-91481 CCCP-L1308 CCCP-91494 CCCP-91494	II-14FK II-14FK II-14FK II-14FK	AFL/Moscow SPIMVL AFL/Northern-LED AFL/Northern-LED AFL/Moscow SPIMVL	rgd rgd rgd trf	unknown unknown unknown 15dec60	f/n LBV feb76; soc 19dec84 as life-time expired
14700 13 49	CCCP-L1313 CCCP-61787	II-14FK II-14FK	AFL/West Sib.-OVV AFL/West Sib.-OVV	rgd rgd	unknown 1958/59	f/n KRT jan71; soc 30jun87 as amortisation period expired photo exists in natural metal c/s with two blue cheatlines, photo exists; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 31dec86; broken up at Novosibirsk-Severny
14700 13 50	CCCP-L1314 CCCP-91480 CCCP-91480	II-14FK II-14FK II-14FK	AFL/Moscow SPIMVL AFL/Moscow SPIMVL AFL/Centr.Reg.-Mya	rgd rgd trf	unknown unknown unknown	f/n IBA apr72; research aircraft; converted to geophysical survey aircraft with a towed MAD "bird"; photo in "Sovjetski Soyuz" (Soviet Union) magazine No. 130/1966; soc 25mar87 as amortisation period expired
14700 14 02	"01"	II-14M	Soviet Air Force			
14700 14 06	CCCP-L1519	II-14M	AFL/Moscow (MUTA)	mfd	03apr57	in the MGA document as an II-14M; in passenger configuration; included in the request of MUTA for new registration numbers dated 09apr58
	CCCP-91519 CCCP-91519	II-14M II-14M	AFL/Moscow (MUTA) AFL/Krasnoyarsk.-KJA	rgd trf	1958/59 16apr59	not included in the GU GVF document which allocated the new registration numbers 09may58 opb 126 AO (became 126 LO Krasnoyarskogo OAO sep64); painted in 'polar' c/s (natural metal with red cheatline and trim, with additional small "Krasnoyarskoye upravleniye" titles on the nose) by ARZ-407 in 1973; the tail cone was damaged 22feb77 while the aircraft was undergoing maintenance near a hangar at Krasnoyarsk-Severny when it was hit by the right wing of II-18V CCCP-75557 which was towed, t/t 33,814 by then; soc 30nov77 as life-time expired; probably trf to DOSAAF and used by the DOSAAF aeroklub at Krasnoyarsk-Ustanovo for parachute training (the transfer of an II-14 of Krasnoyarski OAO to DOSAAF is known while the identity of the aircraft is not); the hulk - still in full Aeroflot c/s including titles - sat at the dump at the DOSAAF airfield at Krasnoyarsk-Ustanovo, seen (and c/n checked) dec88/jun93 and gone by jun01
14700 14 07	CCCP-L1526 CCCP-91526 CCCP-91526	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL	rgd rgd trf	unknown unknown 31jul63	in MGA document as II-14M soc 25mar87 as amortisation period expired; f/n Myachkovo 26sep91, seen partly broken up this date, gone by aug92
14700 14 08	CCCP-L1529 CCCP-91529	II-14M II-14M	AFL/Krasnoyarsk AFL/Krasnoyarsk	rgd rgd	unknown 1958/59	in MGA document as II-14M soc 14jan77 as life-time expired
14700 14 09	CCCP-L1531 CCCP-L1531 CCCP-91531 CCCP-91531	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/N.Kavkaz-KRR AFL/N.Kavkaz-KRR NII ?	rgd rgd trf rgd	unknown unknown 24feb58 unknown	photo; in documents 22dec58/sep59; in MGA document as II-14M
14700 14 10	CCCP-91531 CCCP-L1536 CCCP-91536	II-14M II-14M II-14M	AFL/Lithuania AFL/Lithuania AFL/Lithuania	trf rgd rgd	06may60 unknown 14may58	soc 28dec.. (year not visible in MGA document) version confirmed; opb Litovskaya OAG GVF opb Litovskaya OAG GVF; dbr 13jun62 on the leg fro Kiev to Odessa of a flight from Vilnius to Simferopol when was to land on the reserve runway as the main runway was under maintenance, but landed on the grass as ATC had given misleading commands, touched down late, bounced twice due to the uneven

14700 14 11	CCCP-L1552 CCCP-L1552 CCCP-91552	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-KJA	rgd trf rgd	unknown 20apr59 1958/59	terrain and collided with an earth wall after 730 metres so that the landing gear collapsed, all 3 crew and 32 passengers were slightly injured; soc 09jul62 in MGA document as II-14M in documents jun57/oct59 in documents nov59/12mar61; trf to Cuba date unknown
14700 14 12	CCCP-L1501 CCCP-L1501 CCCP-91501 CCCP-91501	II-14M II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf rgd trf	unknown jun57 1958/59 jan64	in MGA document as II-14M dbr, details unknown; soc 29sep71
14700 14 13	CCCP-L1512 CCCP-L1512 CCCP-91512 CCCP-91512	II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-CSY	rgd trf rgd trf	unknown 01jan60 oct60 jan64	in document 1957; reported in the accident report of II-14 CCCP-52025 f/n PEZ 30oct60; in MGA document as II-14M, photo exists as such based at KUF until jan64
14700 14 14	CCCP-91512 CCCP-L1513 CCCP-91513 CCCP-91513	II-14M II-14M II-14M II-14M	AFL/Privolzhsk-GOJ AFL/Northern-LED AFL/Northern-LED AFL/Krasnoyarsk.-KJA	trf rgd rgd trf	unknown unknown 1958/59 02jan59	probably in early 1970s; soc 08sep75 as life-time expired in MGA document as II-14M soc 28sep76 as life-time expired in MGA document as II-14M
14700 14 15	CCCP-L1514 CCCP-91514 CCCP-91514	II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	mfd rgd trf	20may57 unknown unknown	in MGA document as II-14M on charge as of 01oct59; opb 235 OAO at VKO until 02mar65; f/n KRT nov61, black and white photo exists with Soviet flag on the fin and Aeroflot logo by the nose
14700 14 16	CCCP-91514 CCCP-L1577 CCCP-91577	II-14M II-14M II-14M	AFL/Yakutiya-YKS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	trf mfd rgd	02mar65 17may57 1958/59	soc 15dec81 as worn out in MGA document as II-14M opb 160 ATO; w/o 13dec59 on the leg from Termez to Tashkent of a flight from Kabul to Tashkent when the crew left the prescribed flight-path and did not navigate properly, the aircraft veered off course by 40-50 km to the right, overflew the Baisun-Tau range the summits of which were covered by clouds and crashed at a height of some 3,700 metres into the south-eastern slope of mount Kushtang (27 km north-east of Baisun, Surkhondaryo region), all 5 crew and 25 passengers killed; wreck found only 02jun60; t/t 3,029 hours; soc 19jul60 in MGA document as II-14M
14700 14 17	CCCP-L1583 CCCP-91583	II-14M II-14M	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS	rgd rgd	unknown 1958/59	trf oct61 to Cuba
14700 14 18	CCCP-N630 CCCP-04200 CCCP-04200	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	17may57 1958/59 10feb60	24 pax configuration probably 31mar58 opb 247 AO; w/o 02sep60 on the leg from Arkhangelsk to Cherepovets of a flight from Pevek to Moscow in below-minima weather conditions (low clouds and rain) when flew very low, hit trees on the northern slope of cloud-covered Byelaya hill (225 metres) east of lake Porzhenskoye, lost its left wing, crashed 250 metres further on (at N61.917 E38.167) on the southern slope, caught fire and burnt out, all 5 crew and 13 passengers (polar researchers from the Soviet military) killed; t/t 3,580 hours; wreck found 03sep60; soc 04oct60
14700 14 19	CCCP-N631 CCCP-04201 CCCP-04201	II-14M II-14M II-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	rgd rgd trf	05jun57 31mar58 10feb60	24 pax configuration initially opb Moskovskiy OAO; trf to Chukotskiy OAO 20oct58 opb 248 AO; in natural metal c/s with red cheatline and tail, with small 'Aeroflot' and 'Polyarnaya Aviatsiya' titles on the nose
14700 14 20	CCCP-04201 CCCP-N632 CCCP-04202 CCCP-04202	II-14M II-14M II-14M II-14M	AFL/Yakutiya-Niy Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	trf rgd rgd trf	01oct70 05jun57 22may58 10feb60	opb Kolyma-Indigirskiy OAO; soc 18jan82 as life-time expired; seen partly broken up CYX 05jul92/sep03 version confirmed; made a forced landing feb58 in 24 passenger configuration damaged shortly before 28jun63 whilst taxiing at SVO when the tail hit the wing of An-10 CCCP-11196; in a document in 1964
14700 14 21	CCCP-04202 CCCP-04202	II-14M II-14M	AFL/Centr.Reg.-Mya AFL/Krasnoyarsk.-IAA	trf trf	21oct70 14dec76	opb 251 LO Igarskogo OAO; last flight 31may84 (from IAA to KJA); seen being disassembled on the apron 05jun84; soc 16jul84 as life-time expired; was preserved in front of the terminal at Krasnoyarsk-Yemelyanovo from jun84, f/n 13jun84; damaged by fire by 1988, repainted before the visit of Mikhail Gorbachov to Krasnoyarsk 12sep88, l/n jul90 and gone before the end of 1990; reportedly transported to the dump at Krasnoyarsk-Ustanovo
14700 14 22	CCCP-04203 CCCP-04203 CCCP-04203 CCCP-04203 LZ-750 LZ-ILP	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Polar AFL/Centr.Reg.-Mya AFL/Magadan AFL/Centr.Reg.-Mya Bulgarian AF TABSO	rgd trf trf trf CPH VAR	unknown 21oct70 02jul82 28oct82 21may63 23sep66	24 pax configuration; toc 10feb60; in fleet list 15aug61/1964 soc 26nov86 as life-time expired l/n GVA 06jul63 as such rgd 10dec56; was operated as a VIP aircraft (1966/68?); photo with Bulgarian Air Transport titles and TABSO on tail
14700 14 23	LZ-ILP LZ-ILP	II-14M II-14M	Bulair Balkan c/s	lsd SOF	68-72 may72	l/n SOF 21apr73, operational; canx 27dec73; seen in a playground at Varna-Aksakovo (Bulgaria) 26jun93; gone by aug02
14700 14 24	HA-MAB HA-MAC	II-14M II-14M	MALÉV MALÉV	d/d mfd	08jul57 27may57	CoFA issued 09jul57; made a route proving flight to AMS 17feb58; seen AMS 15jul60; suffered severe damage in a heavy storm, managed to land safely, but had to be wfu, date and details unknown; used for training of the fire brigades at Ferihegy and burnt in a fire-practice in 1972 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
14700 14 25	CCCP-41851 CCCP-41851 CCCP-41851	II-14M II-14M II-14LR	AFL/Polar AFL/Krasnoyarsk.-IAA AFL/Krasnoyarsk.-IAA	toc trf ph.	29oct70 04dec76 jan81	year not clear in MGA document ice-reconnaissance aircraft with "Initsiativa" radar under wing centre section (LR = ledovy razvedchik); damaged on Graham Bell Island (Franz Josef Land Archipelago) 08jun82 when lost speed and belly-landed on glacier in white-out conditions during an ice-reconnaissance mission, repaired; still in service in 1986; soc 29feb88 as amortisation period expired; seen stored at Igarka 11jun94; wreck still present IAA 20apr05, white top, grey undersides with titles in MGA document as II-14M
14700 14 26	CCCP-L1515 CCCP-L1515 CCCP-91515 CCCP-91515 CCCP-91515	II-14M II-14M II-14M II-14M II-14M	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Yakutiya-YKS AFL/Ukraine	mfd rgd rgd trf trf	08jun57 unknown 1958/59 14mar65 06feb73	on charge as of 01oct59; opb 235 OAO at VKO until 14mar65 still in Yakutsk OAO documents in early 1970s opb UTO-8 at IEV; used call-sign CCCP-52577 at some time; converted to a navaid 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; soc 24dec74 in MGA document as II-14M f/n SKD 25aug75; photo exists soc 22jul87 as life-time expired
14700 14 27	CCCP-L1343 CCCP-61709	II-14G II-14G	AFL/East Siberia AFL/Krasnoyarsk AFL/Krasnoyarsk.-KJA	rgd trf rgd	1957 1957 09may58	cargo version; not yet on charge as of 01apr57; opb 126 ATO cargo version; flew on the KHV-OHO route 19sep58; seen KJA 17nov61; opb 126 ATO as of 01dec63 (became 126 LO Krasnoyarskogo OAO in 1964); soc 26jun79 as life-time expired static test-bed 1957; see c/n 4340102
14700 14 28	CCCP-L5050(2)	II-14	SibNIA	rgd	unknown	cargo version
14700 14 29	CCCP-L1352 CCCP-61715	II-14G II-14G	AFL/Yakutiya-YKS AFL/Yakutiya-YKS	mfd rgd	23may57 1958/59	cargo version cargo version; soc 31may77 as life-time expired
14700 14 30	CCCP-L1358 CCCP-61704 CCCP-61704 CCCP-61704 CCCP-61704	II-14G II-14G II-14G II-14G II-14G	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow SPIMVL AFL/Magadan AFL/Magadan-Sym	rgd rgd trf trf trf	unknown jul58 11apr63 17jan64 unknown	cargo version; based VKO; in document 1958 cargo version; based VKO cargo version; f/n LHR 26nov63 cargo version cargo version; l/n Seimchan 1974; photo in old 'polar' c/s (natural metal/red c/s) pre oct82 at Anadyr; soc 17jan83 as life-time expired
14700 14 31	CCCP-L1359 CCCP-61732	II-14G II-14G	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1958/59	cargo version cargo version; opb 134 ATO; w/o 05jun61 local time (according to Moscow time still 04jun61) on the leg from Irkutsk to Chita of a cargo flight from Irkutsk to Khabarovsk when descended too early on approach to Chita in bad visibility at night (ATC had transmitted incorrect meteo data), hit trees on the western slope of khrebet Cherskogo mountain (170 metres below its summit and 430 metres above the level of the airport) 11 km from the airport and caught fire, all 5 crew killed; t/t 4,698 hours; soc 02jul61
14700 14 32	CCCP-L1360(1)	II-14G	AFL/Ukraine-IEV	mfd	may57	cargo; opb 86 OAO; w/o 17aug57 on a training flight from Kiev-Zhulyany when collided on approach with II-14M CCCP-L2071 due to ATC error, the right wing was hit by the right propeller of CCCP-L2071 at an altitude of some 250-300 metres, the fuel tank exploded and the wing severed, the wreck fell on two houses (the larger one of them being # 27) at Sovskaya street and the right wing on a shed, all 4 crew killed plus 6 persons on the ground killed and 23 injured (11 of them severely); t/t 157 hours 34 minutes; soc 31oct57; see c/n 148001844
14700 14 33	CCCP-L1366 CCCP-41814 CCCP-41814 CCCP-41814	II-14G II-14G II-14G II-14G	AFL/Armenia AFL/Armenia AFL/Armenia-EVN AFL/West Sib.-OVV	rgd rgd trf trf	unknown 1958/59 sep65 19jan73	cargo version cargo version cargo version cargo version; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 23mar79 as life-time expired; broken up at Novosibirsk-Severnny
14700 14 34	CCCP-L1367 CCCP-61788(1)	II-14G II-14G	AFL/West Sib.-OVV AFL/West Sib.-OVV	rgd rgd	unknown 1958/59	cargo version cargo version; in document apr60; photo exists, in natural metal c/s with two blue cheatlines; soc 26oct76 as life-time expired; see c/n 8343901
14700 14 35	CCCP-L1368 CCCP-61710 not known	II-14G II-14G II-14G	AFL/Krasnoyarsk.-KJA AFL/Krasnoyarsk.-KJA Soviet Air Force	rgd rgd no	unknown 1958/59 reports	cargo version cargo version; soc 26jun61 cargo version; probably opb mil. unit 78474 or 78478, but last two digits missing in MGA document

	CCCP-13353	Il-14G	MAP Perm Motors	rgd	20jun63	in Aeroflot c/s; canx 30oct86; seen Perm-Froly aug99/aug01; forward fuselage seen in aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) dec09/jul21
14700 14 36	CCCP-L1375 CCCP-L1375 CCCP-91492	Il-14G Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED AFL/Komi-VKT	rgd rgd trf	unknown 1958/59 1960	cargo version cargo version cargo version; f/n SCW 1977; soc 29aug77 as life-time expired
14700 14 37	CCCP-58641	Il-14P	MRP Soltsevo	rgd	16may66	converted to Il-14IRE, avionics test-bed; photo with 'Aeroflot' titles and suspended avionics pod beneath the fuselage; canx 01oct86
14700 14 38	CCCP-L1381 CCCP-L1381 CCCP-61725 not known	Il-14G Il-14G Il-14G Il-14G	AFL/West Sib.-OVB AFL/Moscow (MUTA) AFL/Moscow (MUTA) Soviet Air Force	mfd trf rgd no	jun57 28jul58 1958/59 reports	cargo version cargo version cargo version; soc 27jun61 cargo version; opb mil. unit 78474 at Balashov
14700 14 44	CCCP-06147 1126	Il-14G Il-14T	MAP Perm Motors Syrian Air Force	rgd SXF	25jan82 1967	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-GDX	trf rgd rgd trf	unknown 1958/59 1958/59 01feb63	stored at Cairo-Almaza, l/n 06nov83/30oct84 cargo version; f/n RGN 1960 cargo version cargo version; on charge as of 01feb63
14700 14 50	CCCP-61705 CCCP-L1395 CCCP-41809 CCCP-41809	Il-14G Il-14G Il-14G Il-14G	AFL/Tyumen AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK AFL/Arkhangel.-ARH	trf rgd rgd trf	12nov75 unknown 1958/59 24apr75	cargo version; soc 25oct78 as life-time expired cargo version cargo version; soc 17nov80 as worn out
14700 15 01	CCCP-L1400 CCCP-91490 CCCP-91490 CCCP-91490	Il-14G Il-14G Il-14G Il-14G	AFL/Northern-LED AFL/Northern-LED AFL/N. Kavkaz-VOG AFL/Leningrad-LED	mfd rgd LED trf	1957 1958/59 11jul70 unknown	cargo version cargo version; photo exists with Severnoye upravleniye titles by nose in documents mar60/1961; directorate not mentioned in MGA document opb 1 LOAO; in passenger configuration; soc 29jul77 as life-time expired; converted to Il-14FK by ARZ-407 in 1979
14700 15 02	CCCP-91490 CCCP-L1407 CCCP-91491	Il-14FK Il-14G Il-14G	AFL/Leningrad-RVH AFL/Northern-LED AFL/Northern-LED	trf mfd rgd	05jan82 1957 1958/59	opb 2 LOAO; reported broken up 1983 cargo version f/n LED 18aug60; seen LHR 16apr65; l/n ARN nov70; in fleet, cargo configuration; soc 14jan77 as life-time expired
14700 15 03	CCCP-L1418 CCCP-91488 CCCP-91488	Il-14G Il-14G Il-14G	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Magadan	rgd rgd trf	unknown unknown unknown	cargo version cargo version cargo version; on charge as of 01feb64; f/n nov74; soc 17jan83 as life-time expired
14700 15 04	CCCP-L1419 CCCP-41840	Il-14G Il-14G	AFL/Georgia-TBS AFL/Georgia-TBS	mfd trf	26jun57 unknown	cargo version; in documents 1957/jul57, was a training aircraft cargo version; in document may59; in accident report as 'CCCP-41840 under the index 52744'; opb 112 LO; w/o 09mar68 on a cargo flight from Tbilisi to Yerevan with an inexperienced crew, on approach to Yerevan from the direction of lake Sevan the aircraft entered clouds and crashed into the slope of Mt. Getantag impacting the slope with the left wing at 2,265 metres and crashed 130 metres higher up, all 5 crew killed; t/t 13,441 hours 48 minutes; soc 15apr68
14700 15 05	CCCP-L1420 CCCP-61733	Il-14G Il-14G	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1958/59	cargo version cargo version; soc 30mar76 as life-time expired
14700 15 06	CCCP-L1421 CCCP-61723 CCCP-61723	Il-14G Il-14G Il-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/East Sib.-IKT	rgd rgd trf	unknown 1958/59 31jan77	cargo version cargo version; in document mar59 cargo version; soc 25oct82 as life-time expired
14700 15 09	CCCP-61723 09	Il-14G Il-14P	AFL/East Sib.-IKT Albanian Air Force	trf d/d	31jan77 21jun57	VIP version (salon); Presidential Aircraft with red 'lightning bolt' cheatline and roundel on fuselage; f/n Rome 21jan62 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	not known CCCP-93921 CCCP-93921 CCCP-41826	Il-14P Il-14P Il-14P Il-14	Soviet Air Force MAP Myachkovo MAP Moskovski OAO Soviet Gvt/AFL c/s	mfd rgd trf toc	1957 06nov65 17nov77 03may61	in Aeroflot c/s; canx 30jan89; seen Myachkovo sep91/sep94 in good condition; gone by aug95 opb 235 OAO at VKO probably until 1965 VIP version (salon); was a gift from the Soviet Union; built in the autumn of 1956 and delivered late due to the Hungarian uprising; used '41512' as flight plan; in white c/s with grey undersides and thin red 'lightning-bolt' cheatline, Hungarian flag on the fin
14700 15 12	HA-MAG	Il-14P	Hungarian Gvt	d/d	mar57	VIP version (salon); photo taken at ULN, with c/n visible on the tail; Salon aircraft; the prefix MONGOL was initially only worn on the wings taken at Minsk-2 (late 1960s/early 1970s) the rudder was damaged by taxiing An-12 CCCP-12957 at Igarka 28dec77; photo exists in old 'polar' c/s (natural metal c/s with daylog trim); mentioned in an incident report 14aug87 at Igarka with c/n given as 147001614 and version as Il-14M; soc 13nov87 as amortisation expired; l/n IAA 11jun94 in standard 'polar' c/s, derelict
	512	Il-14P	Hungarian AF	r/r	1959	canx 30jul87 cargo version; in documents 1957/1960 cargo version; soc 27may61 opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243 cargo version; soc 26jun61 opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243 cargo version; soc 04jun61 opb mil. unit 78478 at Balashov cargo version cargo version; in document 01apr59; dbr 08dec59 on landing at Vorkuta in difficult weather conditions when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; soc 14may60; see c/n 14803066 opb 88 AO; w/o 30aug57 on the leg from Lviv to Kiev of a cargo flight from Lviv to Moscow when proceeded according to VFR while the actual weather conditions did not allow for this, the crew followed a road but missed a crossing while flying through a cloud, while trying to return to the road the aircraft crashed into a wooded hill near Slovita village (Hlynyany district of the Lviv region), all 5 crew and 2 passengers killed; t/t 122 hours; soc 31oct57
14700 15 13	CCCP-61780 no serial 600	Il-14P Il-14P Il-14P	AFL/East Siberia Civ Avn Adm China Civ Avn Adm China	toc d/d rgd	01oct76 01aug57 aug57	f/n mar80; soc 30jun87 as amortisation period expired to Xijiao Airport; h/o 02aug57, was a gift from the Soviet Union VIP version (salon); photo exists and in film, but according to CAAC this registration never existed; personal aircraft of Zhou Enlai and confirmed later became 678 VIP version (salon); personal aircraft of Zhou Enlai from late 1950s VIP version (salon); f/n TYN 10nov93 in CAAC c/s; displayed in all-white and full colours since 1996 VIP version (salon); moved to Tianjin city and displayed there in the new Zhou Enlai memorial museum since 14aug98 (N39.092021 E117.15902); l/n nov21; see also 602 with unknown c/n late mfd; photo taken at ULN, with c/n visible on the tail; Salon aircraft; the prefix MONGOL was initially only worn on the wings
14700 15 14	678 678 678	Il-14P Il-14P Il-14P	Civ Avn Adm China China General Avn Civ Avn Adm China	PEK trf rst	sep78 jul89 1998	only worn on the wings
14700 15 14	101	Il-14P	MIAT Mongolia	mfd	31oct57	the rudder was damaged by taxiing An-12 CCCP-12957 at Igarka 28dec77; photo exists in old 'polar' c/s (natural metal c/s with daylog trim); mentioned in an incident report 14aug87 at Igarka with c/n given as 147001614 and version as Il-14M; soc 13nov87 as amortisation expired; l/n IAA 11jun94 in standard 'polar' c/s, derelict
	MONGOL-101 CCCP-61748	Il-14P Il-14P	MIAT Mongolia AFL/Krasnoyarsk	trf	photo 21mar76	canx 30jul87 cargo version; in documents 1957/1960 cargo version; soc 27may61 opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243 cargo version; soc 26jun61 opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243 cargo version; soc 04jun61 opb mil. unit 78478 at Balashov cargo version cargo version; in document 01apr59; dbr 08dec59 on landing at Vorkuta in difficult weather conditions when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; soc 14may60; see c/n 14803066 opb 88 AO; w/o 30aug57 on the leg from Lviv to Kiev of a cargo flight from Lviv to Moscow when proceeded according to VFR while the actual weather conditions did not allow for this, the crew followed a road but missed a crossing while flying through a cloud, while trying to return to the road the aircraft crashed into a wooded hill near Slovita village (Hlynyany district of the Lviv region), all 5 crew and 2 passengers killed; t/t 122 hours; soc 31oct57
14700 15 15	CCCP-69306	Il-14	MRP Soltsevo	rgd	16may66	canx 30jul87
14700 15 16	CCCP-L1427 CCCP-91605 not known	Il-14G Il-14G Il-14G	AFL/Ukraine-IEV AFL/Ukraine-IEV Soviet Air Force	rgd rgd trf	unknown 1958/59 1961	cargo version; in documents 1957/1960 cargo version; soc 27may61 opb mil. unit 78478 at Balashov
14700 15 17	CCCP-L1429 CCCP-61724 not known	Il-14G Il-14G Il-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS Soviet Air Force	rgd rgd trf	nov58 1958/59 1961	cargo version; overhauled at AERB-243 cargo version; soc 26jun61 opb mil. unit 78478 at Balashov
14700 15 18	CCCP-L1434 CCCP-91498 not known	Il-14G Il-14G Il-14G	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA Soviet Air Force	rgd rgd trf	nov58 1958/59 1961	cargo version; overhauled at AERB-243 cargo version; soc 04jun61 opb mil. unit 78478 at Balashov
14700 15 19	CCCP-L1435 CCCP-61778(1)	Il-14G Il-14G	AFL/Moscow (MUTA) AFL/Sytkyvkar-SCW	LHR trf	09nov57 17nov58	cargo version cargo version; in document 01apr59; dbr 08dec59 on landing at Vorkuta in difficult weather conditions when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; soc 14may60; see c/n 14803066 opb 88 AO; w/o 30aug57 on the leg from Lviv to Kiev of a cargo flight from Lviv to Moscow when proceeded according to VFR while the actual weather conditions did not allow for this, the crew followed a road but missed a crossing while flying through a cloud, while trying to return to the road the aircraft crashed into a wooded hill near Slovita village (Hlynyany district of the Lviv region), all 5 crew and 2 passengers killed; t/t 122 hours; soc 31oct57
14700 15 20	CCCP-L1440	Il-14G	AFL/Ukraine-LWO	mfd	15jul57	canx 30jul87 cargo version; in documents 1957/1960 cargo version; soc 27may61 opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243 cargo version; soc 26jun61 opb mil. unit 78478 at Balashov cargo version; overhauled at AERB-243 cargo version; soc 04jun61 opb mil. unit 78478 at Balashov cargo version cargo version; in document 01apr59; dbr 08dec59 on landing at Vorkuta in difficult weather conditions when the air pressure at Vorkuta had not been fed into the altimeter and the aircraft touched down before reaching the runway, no casualties; soc 14may60; see c/n 14803066 opb 88 AO; w/o 30aug57 on the leg from Lviv to Kiev of a cargo flight from Lviv to Moscow when proceeded according to VFR while the actual weather conditions did not allow for this, the crew followed a road but missed a crossing while flying through a cloud, while trying to return to the road the aircraft crashed into a wooded hill near Slovita village (Hlynyany district of the Lviv region), all 5 crew and 2 passengers killed; t/t 122 hours; soc 31oct57
14700 15 21	CCCP-L1444 CCCP-91499 CCCP-91499	Il-14M Il-14M Il-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Magadan-GDX	rgd rgd trf	unknown 1958/69 20apr63	cargo version; in document 1958 cargo version cargo version; seen Seimchan 1974; soc 22jun81 as life-time expired
14700 15 22	CCCP-L1450 CCCP-61711	Il-14P Il-14P	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	rgd rgd	unknown 1958/59	cargo version cargo version; repainted in 1974 at ARZ-407 in 'polar' c/s; soc 27oct77 as life-time expired; broken up at Novosibirsk-Severny
14700 15 41	BL554	Il-14	Indian Air Force		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; on charge as of 01feb60; converted to Il-14LIK-1; soc 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	unknown	cargo version; based at VKO; in document 1959; toc 07oct60
14700 16 01	BL561	Il-14	Indian Air Force	mfd	30aug57	cargo version
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	trf trf trf trf	31jul63 21jan64 15jul76	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; soc 31dec86
14700 16 05	CCCP-93917 CCCP-93917	Il-14 Il-14	MSP Komsom-na-Amu MSP Komsom-na-Amu	rgd rgd	27oct80 17feb81	canx 30dec87

14700 16 06	CCCP-93932	Il-14G	Minsudprom	rgd	17feb81	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; soc 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 Moskovski OAO	mfd	aug57	
14700 16 17	not known	Il-14T	Soviet Air Force	no	reports	
	CCCP-61784(2)	Il-14T	AFL/Yakutiya	toc	09oct80	in 'polar' c/s; still in service 20sep86; seen CYX 05jul92, wfu; seen stored at the factory airfield at Arsenyev (N44.147035 E133.25734) aug11, awaiting the opening of the Far Eastern Aviation Museum, soc date not given in MGA document; l/n jul22; see c/n 7343109
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 aug17
14700 16 23	CCCP-79168	Il-14T	MAP Ufa Motors	mfd	27aug57	rgd 06dec65; reported BKA 04jan87 in an incident report; canx 14nov88
14700 16 24	CCCP-61795	Il-14T	AFL/Kazakhstan	mfd	10sep57	toc 31jul64
	CCCP-61795	Il-14T	AFL/Yakutiya	trf	20apr85	mentioned in incident report at CYX 01mar87; soc 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 Moskovski OAO	rgd	01aug75	canx 30jan89
14700 16 30	CCCP-21510	Il-14	MAP Moskovski 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	
14700 16 33	not known	Il-14	Soviet Navy	DEL	jun65	coded 'H'
14700 16 34	BL556	Il-14	Indian Air Force	no	reports	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 40	"23" red	Il-14T	Soviet Navy	mfd	sep57	was a test-bed in 1974; decommissioned in 1984; f/n Siverski 26oct94, in natural metal c/s; ferried from Siverski via Novgorod to Zhukovski nov94; seen ZIA 05jul95; l/n ZIA aug97
	FLARF01114	Il-14T	Myachkovo Fl. Club	Mya	17aug01	c/n confirmed; rgd 09dec00 to Oleg Nikolaevich Motuz as 'RA-1114K'; in white c/s with grey undersides and 'ASK' titles on the fin, registration painted as '01114 FLA RF'; l/n Myachkovo 15may04
	RA-1114K	Il-14T	Andrei Ivanov	Mya	27jun04	in fake Polyarnaya Aviatsiya c/s, no titles; seen under restoration at Myachkovo 27jun04; conducted an engine run of both engines 08may12; l/n Myachkovo sep12
	CCCP-91612(2)	Il-14T	Andrei Ivanov	Mya	01oct12	in fake Polyarnaya Aviatsiya c/s with fake registration; ferried from Myachkovo to Stupino 01oct12; l/n without titles and name Orlovka 27aug16; received 'Okrug' titles and named 'Mikhail Farikh' after a Russian businessman and private helicopter pilot who died in a crash 18apr16; f/n as such Orlovka 19aug17; l/n Kaluga-Oreshkovo sep22/oct23; 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			also reported as CU-T822; w/o 13may80 on a training flight from Varadero when the crew practiced stalls, the aircraft entered a left spin and the crew was unable to recover it so that the aircraft crashed into the sea some 0.5 km off Varadero Beach, all 3 crew members were killed
14700 16 45	not known	Il-14T	Soviet Air Force	rgd	unknown	
	CCCP-93912	Il-14T	MAP Kazan APO	rgd	18dec65	repainted in post-1973 standard 'blue' Aeroflot c/s; f/n as such SVO 28apr78; sat dismantled at Kazan-Borisoglebskoye (N55.866215 E49.120485), seen jun09/aug14; moved to the dump by nov19
14700 16 46	BL547	Il-14	Indian Air Force	DEL	13aug67	and dec74
14700 16 47	"06" blue	Il-14T	Soviet Air Force	mfd	oct57	was based at Kapustin-Yar and Vinnitsa; f/n OSF 20may93; flew to Moscow-Tushino in 1994 and still present 25sep94/aug99
	FLARF01707	Il-14T	Fed of Light Avn	Tno	17jun00	c/n confirmed; in grey military c/s with 'FLA Rossii' titles; code "18" white was applied on the port side around aug05 for a brief appearance in the TV series "Moskovskaya Saga"; sat derelict at various places of Moscow-Tushino airfield; under restoration from dec10, right engine started up for the first time 29jan12; l/n aug14; flew 25sep14, the first time in over twenty years, after three and half years of restoration and landed at Orlovka Tverskaya; seen Orlovka Tverskaya 26jun18 without registration; l/n Kaluga-Oreshkovo mar21, as such and there still 03jun22 being painted
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	cargo version; f/n UUS 1984; mentioned in incident report, date unknown; soc 19nov87 as amortisation 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	DEL	21jun66	in white/grey c/s
14700 17 27	CCCP-.....	Il-14T		mfd	30nov57	i/s nov57
	CCCP-93933	Il-14T	MAP MSZ Sukhoi	rgd	02feb81	reportedly based at Khodynka until around 1985/86 and then at Chkalovskaya; photo exists; 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	in all-grey c/s, derelict; l/n 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"	mfd	nov57	rgd 16mar66; based at Moscow-Khodynka Factory No. 30
14700 17 38	not known	Il-14	Soviet Air Force	mfd	1957	
	CCCP-29109	Il-14	MAP Myachkovo	rgd	06nov65	version is either an Il-14G or Il-14T; f/n Moscow apr79; photo KJA 1970,
	CCCP-29109	Il-14	MAP Zhukovski	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 Moskovski 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	10sep60	cargo version; the MGA document gives this date in brackets as well as 12jul61
	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; soc 27dec78 as life-time expired
14700 18 10	not known	Il-14	Soviet Navy	trf	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
14700 18 15	BL565	Il-14T	Indian Air Force	DEL	24dec67	in white c/s with grey undersides; seen BOM feb73; l/n Jodhpur 1974; preserved at the CE R & D complex in Timarpur district, Delhi since at least 2000 (N28.705654 E77.217316); l/n jan23
14700 18 16	BL566	Il-14	Indian Air Force	DEL	21jan68	
14700 18 17	BL567	Il-14	Indian Air Force	DEL		
14700 18 21	"04" red	Il-14T	Soviet Air Force	rgd	unknown	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) the Airport was renamed Ferenc Liszt from 25may11; starboard engine runs conducted mar11 and 12sep12, port engine 25mar12; the museum was renamed Aeropark in nov14; l/n may23
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	rgd	unknown	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; still in service in 1986; soc 13jun88; seen Arkhangelsk jun/jul94, wfu: repaired and preserved in front of the terminal at Arkhangelsk (N64.595770 E40.711280) since 18aug95, l/n oct23; see c/n 6341806
14700 18 25	CCCP-93930	Il-14	MAP Kom-na-Amu APO	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/USHVLP	mfd	29jan58	Ulyanovsk Advanced Flying Training College; toc 15feb58
	CCCP-61727	Il-14T	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College; soc 18may61
	"08" blue	Il-14T	Soviet Air Force	trf	18may61	opb mil. unit 78474 at Balashov
	CCCP-06142	Il-14T	MAP Moskovski 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(2)	Il-14T	Aeroflot/USHVLP	toc	15feb58	Ulyanovsk Advanced Flying Training College; see c/n 147001432
	CCCP-61740	Il-14T	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College

		CCCP-61740	Il-14T	AFL/Yakutiya	trf	18jan73	photo mid-70s; soc 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	photo; in fleet list mar65
		CCCP-04176	Il-14T	AFL/Central Region	trf	21oct70	photo; in fleet list mar65
14800 19 02		CCCP-N344	Il-14T	Polyarnaya Aviats.	mfd	21feb58	photo; in fleet list mar65
		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	photo; in fleet list mar65
		CCCP-04177	Il-14T	AFL/Krasnoyarsk	trf	10mar79	photo; in fleet list mar65
14800 19 03		CCCP-N363	Il-14T	Polyarnaya Aviats.	rgd	unknown	converted to Il-14LR by ARZ-407 27jun84; damaged 30mar86 on take-off from Graham Bell Island (Franz Josef 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 by 20sep86; soc 29jan88 as amortisation period expired; remains seen at Igarka 11jun94, still in 'polar' c/s
		CCCP-04178	Il-14T	Polyarnaya Aviats.	rgd	31mar58	in a document 18mar58 as just delivered
		CCCP-04178	Il-14T	AFL/Polar	trf	10feb60	in natural metal c/s; assigned to the 5th Antarctic expedition (SAE) 14oct59 and loaded onto the research vessel M/V "Ob" 12nov59
		CCCP-04178	Il-14T	AFL/Central Region	trf	21oct70	photo at DKS in 1970
		CCCP-04178	Il-14T	AFL/Krasnoyarsk	trf	16nov73	equipped with special searchlights for ice-reconnaissance at night in 1980; in 'polar' c/s; still in service by 20sep86; soc 13mar89 as life-time expired; the fuselage sat at Igarka, seen 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	12apr58	
		CCCP-04179	Il-14T	AFL/Polar	trf	10feb60	photo 1964 in Putnam book, at a polar station
		CCCP-04179	Il-14T	AFL/Centr.Reg.-Mya	trf	21oct70	photo; in fleet list mar65
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	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; soc 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)
		CCCP-04180	Il-14T	AFL/Central Region	trf	21oct70	photo; in fleet list 18mar58 as just delivered
14800 19 06		CCCP-N446	Il-14T	Polyarnaya Aviats.	rgd	unknown	converted to Il-14LR with 'Initsiativa' radar, as such in fleet list 04apr60; assigned to an Antarctic expedition 24sep62
		CCCP-04181	Il-14T	Polyarnaya Aviats.	rgd	1958/59	used call-sign CCCP-30863; f/n LED aug78; mentioned in incident report at Murmansk-Murmashi 27mar87; soc 03oct88 as life-time expired
		CCCP-04181	Il-14T	AFL/Polar	trf	10feb60	photo; in fleet list 18mar58 as just delivered
14800 19 08	"08" red		Il-14T	Soviet Air Force	Kho	26apr93	used call-sign CCCP-30863; f/n LED aug78; mentioned in incident report at Murmansk-Murmashi 27mar87; soc 03oct88 as life-time expired
14800 19 09		PK-MZA	Il-14T	Indonesian AF	no	photo reports	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; was preserved in the museum at Khodynka (N55.78774 E37.53640), seen apr93/sep08; destroyed by arson 20aug09, wreck l/n oct11; scrapped around 09jan12, only the centre wing section remained by mar12, some parts were to be used for the restoration of Il-14T c/n 147001647; parts of the wreckage were transported to "Muzei avtomobilei i ekipazhei" at Lyubliano and were seen there as installation art (together with parts of An-2T c/n 1G236-35 and Il-18V c-n 184007501) nov14/dec15
14800 19 10		PK-MZB	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1909', presumably delivery reg only; in all-grey c/s
14800 19 11		PK-MZC	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1910', presumably delivery reg only
14800 19 12		PK-MZD	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1911', presumably delivery reg only
14800 19 13		CCCP-N447	Il-14T	Polyarnaya Aviats.	rgd	unknown	details from Czech CAA, c/n in document as '1912', presumably delivery reg only
		CCCP-04174	Il-14T	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58 as just delivered
		CCCP-04174	Il-14T	AFL/Polar	trf	10feb60	photo; in fleet list 28jan60
		CCCP-04174	Il-14T	AFL/Centr.Reg.-Mya	trf	21oct70	photo apr60
		CCCP-04174	Il-14T	AFL/Krasnoyarsk	trf	28dec73	damaged 08aug78 on a flight from Murmansk to Dikson, after an emergency landing was made due to low fuel reserves on the coastline of the uninhabited island of Neupokoeva (120 km from Dikson), sustaining some damage to the wings; was later airlifted without outer wings and engines by Mi-6 for repair at Dikson; soc 27aug85 as life-time expired
14800 19 14		CCCP-N448	Il-14T	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58 as just delivered
		CCCP-04182	Il-14T	Polyarnaya Aviats.	rgd	1959	in document 03apr59
		CCCP-04182	Il-14T	AFL/Polar	trf	10feb60	opb otrjad 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
14800 19 15		CCCP-04182	Il-14T	AFL/Yakutiya	trf	01oct70	soc 19feb81 as life-time expired; f/n jun82; l/n CYX 04jul92, partly broken up
		CCCP-N449	Il-14T	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58 as just delivered
		CCCP-04183	Il-14T	Polyarnaya Aviats.	rgd	unknown	
		CCCP-04183	Il-14T	AFL/Polar	trf	10feb60	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
14800 19 16		not known	Il-14T	Soviet Air Force	trf	28jun61	opb mil. unit 78684
		CCCP-N450	Il-14T	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58 as just delivered
		CCCP-04175	Il-14T	Polyarnaya Aviats.	rgd	unknown	
		CCCP-04175	Il-14T	AFL/Polar	trf	10feb60	
		CCCP-04175	Il-14T	AFL/Yakutiya	trf	01oct70	photo; cargo version; in natural metal c/s without 'dayglo' red elements; soc 18jul80 as life-time expired
14800 19 17		PK-MZE	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1917', presumably delivery reg only
14800 19 18		PK-MZF	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1918', presumably delivery reg only
14800 19 19		PK-MZG	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1919', presumably delivery reg only
14800 19 20		PK-MZH	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1920', presumably delivery reg only
14800 19 21		PK-MZI	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1921', presumably delivery reg only
14800 19 22		PK-MZJ	Il-14T	Indonesian AF	no	reports	details from Czech CAA, c/n in document as '1922', presumably delivery reg only
14800 19 25		CCCP-48098	Il-14T	MAP "Znamya Truda"	mfd	apr58	rgd 11dec65; based at Khodynka Factory No. 30; canx 18apr89; seen wfu at Lukhovitsy-Tretyakovo 18sep97
14800 19 34		CCCP-29112	Il-14T	MOM'Sverdlov.'Perm	rgd	29nov65	seen Perm-Froly (N57.899101 E56.243214) aug99/jul21, preserved in Aeroflot c/s; was canx 13dec88
14800 19 35		CCCP-66756	Il-14	MOM'S Kulibyshev	rgd	08dec65	f/n VK 06apr72 in Aeroflot c/s; canx 08jul88
14800 19 40	"10"		Il-14T	Soviet Air Force	rgd	unknown	colour of code probably red or blue; opb Urals military district; tailcone removed for glider towing work; in white/light grey c/s with thin red or blue cheatline; wfu in mid-1970s and h/o to the "Sintez" pharmaceutical factory at Kurgan, displayed in the "Kosmos" pioneers' camp; transferred to the aviation museum at Kurgan apr92 and restored, repainted in white/light grey c/s with standard red cheatline and tail, no markings whatsoever; preserved in the aviation museum at Kurgan (N55.461407 E65.411363), f/n aug03, c/n painted on fin in error as '14700194' in 2006, l/n feb20
14800 19 41	611		Il-14T	Civ Avn Adm China	rgd	1958/59	f/n PEK feb73; operational at Guangzhou until mid 1980s, used for cargo operations; canx 1990; seen wfu CAN nov91, stored at the Guangzhou Aviation School (N23.177847 E113.26403) nov93/may09; moved to the "Civil Aviation College Guangzhou Technology Training Base" at Guangzhou-Baiyun (N23.41816 E113.307611) and still present nov10/mar21
14800 19 42	613		Il-14T	Civ Avn Adm China	rgd	1958/59	based Shanghai 1960; used to conduct artificial rainfall experiments from Longhua Airport Shanghai during 1963; f/n CAN jun81; underwent seventh overhaul in apr85 at Factory No. 103, t/t 21,259 hours 48 minutes and 28,116 landings
14800 19 43		CCCP-91610	Il-14FK	AFL/Northern-LED	mfd	27may58	toc 02jun58; opb UTO-6; w/o 25nov60 on a training flight from Leningrad-Shosseynaya 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; soc 26dec60
14800 19 44		CCCP-91611	Il-14FK	AFL/Moscow SPIMVL	mfd	31may58	toc 03jun58
		CCCP-91611	Il-14FK	AFL/Northern-LED	trf	06apr61	opb 1 LOAO; f/n LED aug78; l/n LED 04sep81
		CCCP-91611	Il-14FK	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; w/o 16sep84 on a maritime research flight from Rzhnevka when the right engine lost power (possibly due to icing), the aircraft lost speed and height, ditched in the Irben Strait south of Saaremaa Island (Estonia) and sank after 12 minutes, all 6 crew and 4 passengers were able to leave the aircraft and were rescued by a patrol boat; t/t 19,341 hours 35 minutes and 5,904 cycles; soc 19jul85
14800 19 45		CCCP-91612(1)	Il-14FK	AFL/GosNII GVF	toc	05jun58	see Il-14T c/n 147001640
		CCCP-91612(1)	Il-14FK	AFL/West Sib.-Ovn	trf	24may79	featured in the Soviet movie "Razreshitye vzyot" (Request take-off) shot in 1971; still in service in 1986; soc 25dec87 due to no replacement engines available; l/n SVO 03jun88
14800 19 46		CCCP-91613	Il-14FK	AFL/Kazakhstan-BXJ	toc	07jun58	f/n TAS 29oct77
		CCCP-91613	Il-14FK	AFL/Kazakhstan-UKK	trf	1965	last passenger Aeroflot Il-14; still in service 20sep86; reported wfu Ust-Kamenogorsk 1989; soc 05jul89 as amortisation period expired
14800 19 47		CCCP-91614	Il-14FK	AFL/Ukraine-IEV	toc	09jun58	photo exists, in natural metal c/s with two blue cheatlines; f/n CAI 13jan75
		CCCP-91614	Il-14FK	AFL/Ukraine-KHC	trf	1976	l/n ACC 10nov77; soc 18jul88 as life-time expired
14800 19 48		CCCP-91615	Il-14FK	AFL/West Sib.-OVb	toc	16jun58	in natural metal c/s with two blue cheatlines; photo exists; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; f/n VOG 14sep87; soc 28mar88 as life-time expired; broken up at Novosibirsk-Severnny f/n PEK sep81; l/n PEK aug83; fate unknown
14800 19 49		615	Il-14T	Civ Avn Adm China	rgd	1958/59	f/n PEK 28oct86; l/n PEK 31oct87 operational; fate unknown
14800 19 50		617	Il-14T	Civ Avn Adm China	rgd	1958/59	VIP version (salon); photo LBG 19jun59; canx 17nov76; see c/n 146000922
14800 20 01	YR-ILZ (2) 2001		Il-14P	Rom Gvt/TAROM c/s	rgd	16jun59	photo
			Il-14P	Romanian Air Force	rgd	photo	VIP version (salon); flown from Bucharest to Caransebes and then transported by truck to Resita, preserved at Pioneer camp Ateneu Tineretului at Resita from 1978
14800 20 02	YR-ILW 2002		Il-14P	Rom Gvt/TAROM c/s	rgd	01nov61	VIP version (salon); first CofA issued 31oct61; canx 17nov76
			Il-14P	Romanian Air Force	Bob	jul91	VIP version (salon); seen Boboc jul91/sep03, derelict; scrapped by jul06

378 Il-14s built by Factory No. 84 at Tashkent-Tuzel from 1954 to 1958

The construction number for the Tashkent Il-14s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 1), then the two-digit batch number, the last two digits being the number in the batch.zzzzz20 Batches 01 to 02 seem to have consisted of 5 aircraft each, batches 03 to 39 consisted of 10 aircraft each and batch 40 of at least 4 aircraft. However, adding these up would suggest the total produced amounts to 384 aircraft, excluding the benchmark aircraft.

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4 34 01 01						Yegoryevskoye aviatsionnoye uchilishche; first serial production Il-14 from Tashkent; photo in natural metal c/s with thin blue cheatlines; featured in the Soviet movie "Ispytanie vernosti" (Test of Loyalty) shot in 1954; in document 20dec57 as 18 pax configuration; soc 05apr58 as worn out
4 34 01 02	CCCP-L5050(1)	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	soc 20sep56; see c/n 147001428
4 34 01 05	CCCP-..... CCCP-58648	Il-14P Il-14	AFL/Moscow MSZ	mfd rgd	07jun54 22nov65	i/s jun54 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 in 18 passenger configuration; new documents issued 15mar56
4 34 02 02	CCCP-N816 CCCP-04184 CCCP-04184	Il-14P Il-14P Il-14P	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar	mfd rgd trf	1954 22may58 10feb60	opb 247 AO; dbr 04dec61 on the leg from Khatanga to Dikson at night of a flight from Pevek to Moscow with be inexperienced 2nd pilot in control when touched down hard before the runway, the landing gear hit the runway threshold and broke off and the aircraft suffered substantial damage, all 6 crew and 19 passengers escaped unhurt; soc 21mar62
4 34 02 03	"012" red	Il-14P	Soviet Air Force	LHR	23feb55	VIP version (salon-lyuks); with the Soviet Deputy Foreign Minister; i/n LHR 24jul56, photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 02 04	CCCP-69311 CCCP-L5063(1) "010" black	Il-14P Il-14P Il-14P	MRP NIIRZ-Leninets Aeroflot Soviet Air Force	rgd photo	30aug68	canx 31jan76 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 03 01	"005" black "017" blue	Il-14P Il-14P	Soviet Air Force Soviet Air Force	LHR	feb55 16apr56	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; i/n LHR 21apr56
4 34 03 02	no code "008" black "016" black	Il-14P Il-14P Il-14P	Soviet Air Force Soviet Air Force Soviet Air Force	OMS	11jul93	wfu; i/n OMS 12jun94 VIP version (salon-lyuks); became see next line; see also "008" black with unknown c/n
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	"007" red	Il-14P	Soviet Air Force	ph.	10nov55	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail, arrival of Marshal G.K. Zhukov to the Armavir flight school this date
	"010"	Il-14P	Soviet Air Force	LHR	21aug56	VIP version (salon-lyuks); photo in natural metal c/s with 1930s type Red Star on rudder and c/n on tail; see c/n 4340204
4 34 03 05	"002" blue	Il-14P	Soviet Air Force	VKO	jul55	VIP version (salon-lyuks); based at VKO; in natural metal c/s with 1930s type Red Star on rudder; featured in the Soviet newsreel "Novosti dnya" # 41 released jul55
	"035" blue	Il-14P	Soviet Air Force	ph.	1956	VIP version (salon-lyuks); during Khrushchov's visit to India; based at VKO; in natural metal c/s with 1930s type Red Star on rudder
	CCCP-L1824 CCCP-L1824	Il-14P Il-14P	AFL/Moscow-VKO Aeroflot/USHVLP	LHR trf	15aug56 21may58	VIP version (salon-lyuks); i/n LHR 22aug56 Ulyanovsk Advanced Flying Training College; photo exists in Aeroflot c/s with twin cheatline and the c/n still painted on the tail
4 34 03 06	CCCP-41824(1) "001" blue	Il-14P Il-14P	Aeroflot/USHVLP Soviet Air Force	rgd KBL	jun58 15dec55	Ulyanovsk Advanced Flying Training College; soc 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	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	"007" CCCP-L5053	Il-14P Il-14P	Soviet Air Force NII GVF	BEG toc	unknown	18 pax configuration; the first Il-14P modified to 24 pax configuration (Il-14M but retained the Il-14P shorter fuselage) at ARZ-400 by mid 1957; undertook test flights 1957; photo exists with the c/n painted on the tail on charge by 20dec57
	CCCP-L5053 CCCP-61736 CCCP-61736 CCCP-L5054	Il-14M Il-14M Il-14M Il-14P	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/Moscow (MUTA)	trf rgd trf mfd	1957 1958/59 1964 29aug54	f/n MRV 01mar61; seen MRV 21dec67; i/n AER 08jun71; soc 30sep75 as worn out first passenger aircraft for Aeroflot oct54; in document 20dec57, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41849 CCCP-41849 CCCP-41849 CCCP-41849 CCCP-41849	Il-14M Il-14M Il-14M Il-14M Il-14M	AFL/Moscow (MUTA) AFL/Mosk. AG SPIVS AFL/Moscow AFL/Centr.Reg.-BKA AFL/Ukraine-KHC	rgd trf trf trf trf	unknown 01jan60 14mar68 14jun75 07mar79	converted to Il-14LIK-2 date unknown soc 16nov79 as amortisation period expired
4 34 04 03	CCCP-41849 "003" black	Il-14P Il-14P	Aeroflot/KAI Soviet Air Force	trf	unknown	VIP version (salon-lyuks); carried Austrian government delegation from Vöslau to Moscow 11apr55; in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 04 05	"018" black	Il-14P	Soviet Air Force	LHR	13aug56	VIP version (salon-lyuks); in natural metal c/s with 1930s type Red Star on rudder and c/n on tail
4 34 04 06	"004" blue "021" black	Il-14P Il-14P	Soviet Air Force Soviet Air Force	SKD LHR	19nov64 24aug56	based at VKO; in natural metal c/s with 1930s type Red Star on rudder VIP version (salon); in natural metal c/s with 1930s type Red Star on rudder; the last digit of c/n may also be a '5', as the photo is slightly distorted
4 34 04 07	CCCP-L5061	Il-14P	AFL/Aktyubinsk FS	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration; soc 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); soc 06sep55
4 34 04 09	CCCP-L5058 CCCP-41832(1)	Il-14P Il-14P	AFL/East Siberia AFL/Magadan-GDX	rgd trf	unknown 12jun58	in document 20dec57, 18 pax configuration flew on KHV-OHO route 19sep58; see c/n 14803070
4 34 04 10	CCCP-41832(1) CCCP-L5056	Il-14P Il-14P	AFL/East Siberia AFL/Moscow (MUTA)	trf rgd	01dec75 15dec54	date difficult to read in MGA document; soc 30nov77 as life-time expired in an MGA document 20dec57 as an Il-14P, in 18 passenger configuration; trf to the MAP for trials, date unknown (but before 1960)
	CCCP-L5056	Il-14P	Aeroflot/KAI	trf	unknown	Kiev Aviation Institute; soc 25mar61 as for 'display'; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen oct76/1977
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; soc 10may58 as for 'display'
4 34 05 03	CCCP-L5059 CCCP-L5059 CCCP-L5059	Il-14P Il-14P Il-14P	AFL/Moscow (MUTA) AFL/East Siberia AFL/Yakutiya	mfd trf trf	25apr55 unknown 22mar57	rgd 28may55; opb 133 ATO after 1955; opb 133 ATO opb 139 AO Yakutskoi OAG GVF; in a document 20dec57 as an Il-14P, in 18 passenger configuration; converted to an Il-14M, date unknown
	CCCP-61712	Il-14M	AFL/Yakutiya	rgd	17may58	opb 139 AO Yakutskoi OAG GVF; w/o 31oct61 on a cargo flight (carrying apples) from Yakutsk to Sangar when the crew mistook the lights of Smorodichny for the lights of Sangar on approach at night and in haze (Sangar had an electricity black-out, but the crew had not been informed about that) and flew at a height of 160 metres into the wooded south-western slope of Mount Vaatala Khayata 8 km south-east of the airport, the right wing was ripped off at first, then the aircraft turned over, came to a rest after 200 metres and caught fire, all 5 crew were killed; t/t 7,954 hours; soc 06dec61
4 34 05 04	CCCP-L5060	Il-14P	Aeroflot/IATU	rgd	unknown	Irkutsk Technical Aviation College; photo exists at VKO in natural metal c/s with two blue cheatlines; soc 25mar61 as for 'display'; i/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 GVF	rgd	unknown	c/n given as 0506, but not mentioned in the MGA document; converted to 24 pax configuration and became the Il-14M prototype with lengthened fuselage; f/f 01nov55; see c/n 146001005
	CCCP-L1629(1) CCCP-L5062	Il-14M Il-14M	AFL/GosNII GVF AFL/Mosk. AG SPIVS	h/o trf	dec55 unknown	for state trials, underwent check trials with GK NII VVS 14/23apr56; photo exists as Il-14M c/n and registration from MGA document, version not mentioned; f/n WAW 19oct56 during Khrushchov's visit
	CCCP-L5062 CCCP-L5062 CCCP-91484 CCCP-91484	Il-14M Il-14M Il-14M Il-14M	AFL/GosNII GVF AFL/Mosk. AG SPIVS AFL/Mosk. AG SPIVS AFL/Central Region	trf trf rgd	14may58 27sep58 unknown photo	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 Myachkovko; soc 18jul80 as life-time expired; was preserved in standard 'blue' c/s in front of the terminal at Bykovo (N55.622818 E38.063824) from 09sep80, i/n in its original c/s may10, repainted in all-grey c/s by aug11; broken up apr12, remains only by 18apr12 of scrap metal remained by 18apr12
4 34 05 08	not known	Il-14P	Czechoslovak AF	d/d	30apr55	supplied as a pattern aircraft to Avia at Prague-Letnany; undertook tests and performance flights with the VZLU from oct55
	OK-BYQ (1) 0508	Il-14P Il-14P	CS-Gvt (LSFMV) Czechoslovak AF	rgd	06aug56	converted to a laboratory aircraft (RTZ bypass navais aircraft) in 1965; seen at PRG feb77 active, in natural metal c/s; soc 1986; f/n preserved at Zbraslavice aug91, i/n oct96; f/n preserved at Zruc Airpark (N49.808518 E13.415111) oct96, i/n aug17 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 in 1967/1968; scrapped at Hradec Kralove in 1979

4 34 05 09	SP-LNC CCCP-52065(2)	II-14P II-14P	LOT AFL/Yakutiya	rgd toc	09jul55 20feb73	canx 20apr73 see canx date above; soc 13aug80 as amortisation period expired; see CCCP-52065 with unknown c/n
4 34 05 10	SP-LNB SP-LNB SP-LNB	II-14P II-14P II-14P	LOT Aeropol Z.R.L.I L.K.	rgd rgd trf	04jul55 22aug74 25nov82	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, fuselage only left by may00, l/n dec11/jan21
4 34 06 01	0601	II-14P	Czechoslovak AF			according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957; converted to II-14RT, opb by 46.bold at Prerova in 1960 and opb 47.pzp at Hradec Králové in 1969
4 34 06 02	0602	II-14P	Czechoslovak AF			according to Czech magazine; probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957
4 34 06 03	not known OK-BYT 0603	II-14P II-14P II-14P	Czechoslovak AF CS-Gvt (LSFMV) Czechoslovak AF	d/d rgd trf	29apr55 13mar56 22oct64	probably had a serial consisting of a letter with two numbers initially, as the system relating to c/n and serial was not introduced until 1957 VIP configuration; photo BUD oct62; canx 22oct64 converted to II-14FG 1967/1968; arrived at Kbely museum 24nov76; preserved in poor condition and very faded c/s, serial worn away; wings and tail dismantled by aug12; moved by road 15apr13 to Olomouc museum (due to open 04may13); seen 25may13/sep13, dismantled; seen 21jun14, now re-assembled; seen sep16; seen 29sep19 at Letecke Museum, Konesin; l/n 05sep21
4 34 06 04	604	II-14P	Civ Avn Adm China	rgd	1954	f/n PEK 20apr79; wfu 1987; l/n CTU oct87; broken up at CTU
4 34 06 05	608	II-14P	Civ Avn Adm China	rgd	1954	conversion started in Shanghai jan74 to become a combi aircraft, with work completed 19mar74; fate unknown
4 34 06 06	003 0606 N606RR	II-14P II-14P II-14P	Polish Air Force Polish Air Force Aviation Classics	d/d r/r MUC	17jun55 1975 ? 11aug88	VIP version (salon); photo VKO 1959; leased by LOT (Polskie Linie Lotnicze) in Air Force marks, three times between 23jul65/08apr66, 11may70/24oct70 and 16oct74/12apr75 soc 31dec87; ferried to MUC aug88, see next line serial applied at Munich-Riem and Polish markings crudely overpainted in blue, before ferry flight to the USA; CoFR issued 19aug94; seen Reno-Stead 14may89; moved to Santa Rosa aug93 and seen in Soviet AF c/s, by 05nov94; owned by Pacific Coast Air Museum, still present apr98 and current on register mar04 but never received a CoFA; by apr00 painted in original Polish Air Force colours, wearing serial '0606' and without American registration; l/n as such Santa Rosa (N38.506780 W122.80028) apr12/oct21; canx 04jun13 due to CoFR expiry
4 34 06 07	SP-LNA CCCP-52081	II-14P II-14P	LOT AFL/Northern-LED	rgd toc	20jun55 25feb73	f/n CPH 17jul61; seen AMS 04aug62; was hi-jacked to Bornholm 19aug70; canx 21jul72
4 34 06 08	004	II-14P	Polish Air Force	d/d	17jun55	h/o by ARZ-407, with t/t 14,998 hours; soc 18jul80 with t/t 18,293 hours and 7,736 cycles leased by LOT (Polskie Linie Lotnicze) in Air Force marks, twice between 17jul63/1964 and 20nov70/17jun71; in natural metal c/s; seen WAW 17aug73
4 34 06 09	0608 not known CCCP-61789(2)	II-14P II-14P II-14P	Polish Air Force Soviet Air Force AFL/Arkhangel.-ARH	r/r no toc	1975 ? reports 01oct81	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
4 34 06 10	not known 0610	II-14P II-14P	Czechoslovak AF Czechoslovak AF	d/d	06jul55	soc 19jul85 as amortisation period expired; see c/n 146000502
5 34 07 01	CCCP-N810	II-14P	Polyarnaya Aviats.	hrd	aug68	during the Soviet occupation; converted to II-14FG 1967/1968; destroyed at Kbely by the fire brigade during training in 1975; canx 1975
	CCCP-04185 CCCP-04185	II-14P II-14P	Polyarnaya Aviats. AFL/Polar	rgd trf	unknown 10feb60	18 pax configuration; rgd 19oct55; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in natural metal c/s with two thin cheatlines; rear fuselage damaged 13jul56 when the aircraft fell on its tail during loading at Khatanga; photo on Dikson Island in 1956
5 34 07 02	OK-BYZ	II-14P	CS-Gvt (LSFMV)	rgd	10jun56	in natural metal c/s with red trim on the nose and two thin cheatlines; appeared in the Soviet movie "Pri ispolnenii sluzhebnykh obyazannostei" (In Discharge of Duty) which was shot in 1960 and premiered in 1963; soc 19aug60 as worn out
5 34 07 03	606	II-14P	Civ Avn Adm China	rgd	1955	VIP version (salon); photo SXF 1959; canx 11oct63 f/n RGN 20apr62; operational at Guangzhou until mid 1980s; not c/n 146000606 as reported before !; fate unknown
5 34 07 04	610	II-14P	Civ Avn Adm China	rgd	1955	f/n SHA apr80; not c/n 146000610 as reported before !; first CAAC II-14 to be converted to 32 seats, work started 30jun81 in Shanghai; engines nearly out of hours by late 1984 having been based/operational in Shanghai, flown to Beijing dec84 as a gift for the Aviation Institute
5 34 07 06	"04" red	II-14P	Soviet Air Force	ph.	05jul98	preserved in the Vladimir area; in all-white c/s with brown 'lightning-bolt' cheatline, grey undersides and Red Star on the tail
5 34 07 07	CCCP-L5052 CCCP-61718 CCCP-61718 CCCP-61718	II-14P II-14M II-14M II-14M	AFL/Uzbekistan-TAS AFL/Kazakhstan-AXX AFL/Magadan-Sym AFL/Kazakhstan-UKK	rgd trf trf trf	unknown 27jul58 25jan64 26jan73	photo 1970s at Seimchan painted in 'polar' c/s at ARZ-407 in 1973; soc 18may76 as life-time expired first passenger aircraft operated in Eastern Germany; 18 pax configuration; rgd 30jul55; c/n confirmed on video footage; executed the first official flight of the new East German airline 'Deutsche Lufthansa' with an East German Government delegation from Berlin to Moscow on 16sep55
5 34 07 09	DDR-ABA	II-14P	Deutsche Lufthansa	d/d	30jul55	18 pax configuration; converted to 26 pax configuration in 1956 photo in ex-Deutsche Lufthansa c/s; canx 31dec64
	DM-SBA DM-SBA not known no serial	II-14P II-14P II-14P II-14P	Deutsche Lufthansa Interflug Egyptian Air Force Afghan Air Force	r/r trf slid KBL	21jun56 1959/62 31dec64 15dec55	fate unknown in natural metal c/s, no markings apart from Afghan flag on rudder and roundels on wings; officially h/o 30jan56
	YA-AAF T002	II-14P II-14P	Afghan Government Afghan Air Force	d/d	1955	also reported as YA-AAE !; c/n not confirmed c/n not confirmed; f/n dumped near the Olympic Stadium in Kabul (N34.516472 E69.198723) as a broken hulk, in white c/s with two red cheatlines above and below the windows, grey undersides; f/n jun02, l/n may04; no longer visible on GE image dated 20nov09
5 34 08 01	CCCP-L5063(2) CCCP-L5063(2) CCCP-61719 CCCP-61719	II-14P II-14P II-14M II-14M	AFL/Uzbekistan-TAS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	rgd trf rgd trf	unknown 29may58 1958/59 jul67	see c/n 4340204 converted to II-14M date unknown f/n SCO early 1960s soc 26sep77 (last digit difficult to read) as life-time expired
5 34 08 02	CCCP-L5064 CCCP-L5064 CCCP-52055 CCCP-52055	II-14P II-14P II-14P II-14P	Aeroflot/USHVLP AFL/VAU AFL/VAU Aeroflot/USHVLP	rgd trf rgd trf	unknown 25jan58 unknown 08jan60	Ulyanovsk Advanced Flying Training College; in document 20dec57, 18 pax configuration Higher Aviation College Higher Aviation College; in document mar59 Ulyanovsk Advanced Flying Training College; trf 05may69 to SibNIA (postal code G-4736); soc 14jul69 (last digit assumed)
5 34 08 03	DDR-ABZ DM-SBB DM-SBZ 434	II-14P II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Deutsche Lufthansa East German AF	d/d rgd r/r trf	30nov55 1956 21jun56 16jan61	rgd 30nov55; 18 pax configuration registration probably used for ferry flight converted to 26 pax configuration in 1956; photo 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; wfu 08nov79; to FWD 29sep80; broken up at DRS
5 34 08 04	DDR-ABX DM-SBX not known	II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Egyptian Air Force	rgd rgd slid	17nov55 21jun56 31dec64	already reported seen SXF 13nov55; 18 pax configuration; converted to 26 pax configuration in 1956 canx 31dec64
6 34 08 05	DM-SBC	II-14P	Deutsche Lufthansa	rgd	1956	fate unknown
6 34 08 07	DM-SBD	II-14P	Deutsche Lufthansa	rgd	1956	canx date unknown; transferred to Interflug, date unknown
5 34 08 08	not known CCCP-66752 CCCP-66752	II-14P II-14P II-14P	Soviet Air Force MAP Tashkent APO MAP Moskovski OAO	mfd rgd rgd	1955 15dec65 01oct79	canx date unknown; transferred to Interflug, date unknown canx date unknown; transferred to Interflug, date unknown
5 34 08 09	DDR-ABF DM-SBF DM-SBF	II-14P II-14P II-14P	Deutsche Lufthansa Deutsche Lufthansa Interflug	rgd rgd trf	17nov55 21jun56 '59/63	already reported seen SXF 13nov55; 18 pax configuration converted to 26 pax configuration in 1956 photo in Deutsche Lufthansa new c/s in 1962; canx 31dec64
5 34 09 07	not known	II-14P	Egyptian Air Force	slid	31dec64	fate unknown
5 34 10 03	not known	II-14P	Soviet Air Force ?	mfd	dec55	VIP version (salon); an exhaust pipe burst in-flight after a t/t of 240 hours due to a manufacturing defect
5 34 10 04	CCCP-06145 not known	II-14P II-14P	MAP Kazan Soviet Air Force	rgd	10aug81	canx 30dec87 VIP version (salon); opb AKDON, was the personal aircraft of the Soviet Minister of Defence, Marshall Georgi Zhukov; had to make a forced landing with Zhukov on board in late spring or early summer 1956 when an engine failed in-flight due to a manufacturing defect
	CCCP-06197	II-14P	MAP Rybinsk Motors	rgd	12dec78	photo Rybinsk 1981, in white c/s with red 'lightning-bolt' cheatline and natural metal undersides, no titles or Soviet flag; canx 1982
6 34 10 10	4202	II-14P	Chinese Air Force	ph.	oct82	VIP version (salon); active at Shahezhen 08apr86; preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.181773 E116.35774) nov92/jul13; c/n confirmed in official documents; 4202 was chairman Mao's aircraft and used between 19mar57 and 10sep58; l/n 09feb22
6 34 11 02	HA-VLG HA-MAK 102	II-14P II-14P II-14P	Hungarian Gvt MALÉV Hungarian AF	mfd trf trf	09mar56 jul60 oct61	VIP version (salon); in natural metal c/s with blue 'lightning-bolt' cheatline and Hungarian flag, also carried '102' on the rudder below the flag; photo SGN 05aug57 CoFA issued 02jul60 valid until 31mar61, c/n from official documents; converted to 32 pax configuration; in full MALÉV c/s VIP version (salon); f/n BUD 05nov64; in white c/s with grey undersides and thin red cheatlines, Hungarian roundel on the fin; l/n SXF 06sep75; to Minsk for maintenance aug76 with t/t 4,935 hours and 4,119 cycles
6 34 12 06	CCCP-61763 DDR-ABL DM-SBL	II-14P II-14P II-14P	AFL/East Siberia Deutsche Lufthansa Deutsche Lufthansa	toc rgd rgd	01oct76 1956 10dec57	photo; canx 17apr86 as amortisation period expired f/n BUD 16may56 26 pax version; w/o 28feb63 when crashed near Königsbrück
6 34 12 08	DDR-AVI DM-ZZA 461	II-14P II-14P II-14P	FW Dresden, n/t FW Dresden, n/t East German AF	d/d rgd trf	1956 24apr56 dec61	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)
	not known	II-14P	Egyptian Air Force	slid	01apr64	fate unknown

6 34 12 09	CCCP-N812	Il-14P	Polyarnaya Aviats.	rgd	14apr56	in 18 passenger configuration; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in a document 18mar58
	CCCP-04186	Il-14P	Polyarnaya Aviats.	rgd	22may58	
	CCCP-04186	Il-14P	AFL/Polar	trf	10feb60	opb 254 AO; dbr 03nov61 on a flight to Mys Shmidta when tried to land in below-minima weather conditions and dropped below the glide slope, one wing hit the ice 1,500 metres before the inner marker and the aircraft crashed, no casualties; t/t 5,429 hours; soc 16feb62
6 34 12 10	CCCP-N...	Il-14P	Polyarnaya Aviats.	mfd	1956	
	CCCP-04187	Il-14P	Polyarnaya Aviats.	rgd	unknown	18 pax configuration; in fleet list 19jun58
	CCCP-04187	Il-14P	AFL/Polar	trf	unknown	on charge as of 01jan60; in MGA document as such
	CCCP-04187	Il-14P	AFL/Krasnoy.-KJA	trf	15apr60	
	CCCP-04187	Il-14P	AFL/Kazakhstan-AKX	trf	29apr60	soc 03jul73 as life-time expired
6 34 13 01	CCCP-N819	Il-14P	Polyarnaya Aviats.	mfd	17apr56	converted to polar version; rgd 06jun56; opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
	CCCP-04188	Il-14P	Polyarnaya Aviats.	rgd	31mar58	
	CCCP-04188	Il-14P	AFL/Polar	trf	10feb60	in a document 28mar61; underwent trials with the GosNII GA in 1963
	CCCP-04188	Il-14T	AFL/Central Region	trf	21oct70	opb 229 LO Myachkovskogo OAO; in 'polar' c/s; dbr 12feb81 on the leg from Sredni Island to Krenkel polar station on Hayes Island (Franz Josef Land archipelago) of a flight from 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's centre-line, the nose gear collapsed, the lower part of the nose was damaged and the long-range fuel tanks in the cabin broke loose, 5 of the 6 crew injured and 2 of the 7 passengers killed (by fuel tanks and cargo) plus 4 injured; t/t 27,926 hours and 11,225 cycles; soc 10apr81; the version is given as such in the crash report, but photos show it does not have the double cargo doors on the port side as per standard Il-14T aircraft; the hull was still present near the Krenkel station (N80.625531 E58.029324) apr17 opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
6 34 13 02	CCCP-N820	Il-14P	Polyarnaya Aviats.	mfd	29apr56	
	CCCP-04189	Il-14P	Polyarnaya Aviats.	rgd	31mar58	
	CCCP-04189	Il-14P	AFL/Polar	trf	10feb60	initially opb 247 AO; trf to 254 AO 12dec60; underwent trials with the GosNII GA in 1965; f/n SVO 1968; converted to an Il-14LIK-2
	CCCP-04189	Il-14LIK-2	AFL/Central Region	trf	21oct70	
	CCCP-04189	Il-14LIK-2	AFL/Ukraine-KHC	trf	21jun78	mentioned in an incident report at Kerch 29apr87; soc 11may89 as life-time expired
6 34 13 03	CCCP-N821	Il-14P	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
	CCCP-04190	Il-14P	Polyarnaya Aviats.	rgd	31mar58	
	CCCP-04190	Il-14P	AFL/Polar	trf	10feb60	initially opb 254 ATO; in natural metal c/s with red cheatline and trim, with 'Aeroflot Polyarnaya Aviatsiya' titles; underwent trials with the GosNII GA in 1962; assigned to an Antarctic expedition 24sep62 and trf to Antarkticheski otryad 04oct62; operated at Mirny (Antarctica); seen with Red Stars under the wings at Mirny 01nov67; converted to an Il-14LIK-2
	CCCP-04190	Il-14P	AFL/Centr.Reg.-Mya	trf	21oct70	arrived again at Antarctica on board of M/V "Ob" in 1970 or 1971; equipped as a geophysical survey laboratory by PGO "Sevmorgeo" in the early 1970s (the prototype of this type of laboratory)
	CCCP-04190	Il-14P	AFL/Far East	trf	25jun77	soc 31jul86 as life-time expired
6 34 13 04	CCCP-N822	Il-14P	Polyarnaya Aviats.	rgd	unknown	in fleet list 18mar58
	CCCP-04191	Il-14LR	Polyarnaya Aviats.	rgd	unknown	ice-reconnaissance aircraft; in fleet list 08jul58
	CCCP-04191	Il-14LR	AFL/Polar	trf	10feb60	
	CCCP-04191	Il-14LR	AFL/Yakutiya-Niy	trf	01oct70	soc 16nov84 as life-time expired; f/n CYX 05jul92, partly broken up; l/n CYX sep03
6 34 13 05	614	Il-14P	Civ Avn Adm China	rgd	1956	photo IKT 1959; seen SIA sep77; seen Xian-Xiguang 05oct91/16mar94 preserved; moved to Lanzhou for fire training apr95; broken up 1996
6 34 13 06	7401	Il-14P	Yugoslav Air Force	mfd	26apr56	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'
	71301	Il-14P	Yugoslav Air Force	r/r	ca.1970	VIP version (salon); wfu 1973; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin (N44.818269 E20.286013) since 04apr73, seen 1985/17nov19
6 34 13 08	CCCP-L5065	Il-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-L5065	Il-14P	AFL/N.Kavkaz-VOG	trf	24feb58	converted to Il-14M date unknown
	CCCP-61737	Il-14M	AFL/Tajikistan-DYU	trf	16jan64	photo at VOG in 1960s
	CCCP-61737	Il-14M	AFL/Uzbekistan-TAS	trf	22jan66	soc 31jul72 as life-time expired
6 34 13 09	CCCP-L5066	Il-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41842	Il-14P	AFL/Privolzhsk	trf	07jun58	
	CCCP-41842	Il-14P	AFL/North Kavkaz	trf	14apr62	
	CCCP-41842	Il-14P	AFL/N.Kavkaz-MRV	trf	jan67	
	CCCP-41842	Il-14P	AFL/Uzbekistan	trf	24feb73	
	CCCP-41842	Il-14P	AFL/Arkhangel.-ARH	trf	17may75	soc 18sep76 as life-time expired
6 34 14 01	CCCP-L5067	Il-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41804	Il-14P	AFL/Tajikistan-DYU	rgd	jul58	
	CCCP-41804	Il-14P	AFL/Northern-LED	trf	14jan72	with t/t 22,322 hours
	CCCP-41804	Il-14P	AFL/Centr.Reg.-BKA	trf	26may75	
	CCCP-41804	Il-14P	AFL/Kazakhstan-UKK	trf	27apr79	converted to Il-14LIK-2; photo exists at RWN mar80, in 'polar' c/s as such
	CCCP-41804	Il-14LIK-2	AFL/Ukraine-KHC	trf	30jan84	soc 31jul86 as amortisation period expired
6 34 14 02	CCCP-L5068	Il-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41819	Il-14M	AFL/Tajikistan-DYU	rgd	1958/59	in document 01jan72
	CCCP-41819	Il-14M	AFL/Northern-ARH	trf	14jan72	
	CCCP-41819	Il-14M	AFL/Northern-LED	trf	05may72	opb 1 LOAO
	CCCP-41819	Il-14M	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; soc 31jul86 as amortisation period expired; f/n RVH 03jul90/07jan91; scrapped at Rzhhevka, remains seen 07apr91
6 34 14 03	DM-SBR	Il-14P	Deutsche Lufthansa	rgd	21jun56	26 pax configuration
	DM-SBR	Il-14P	Interflug	trf	'59/'63	converted to 32 pax configuration in 1964; canx 31dec66
	not known	Il-14P	Egyptian Air Force	slid	31dec66	fate unknown
6 34 14 04	SP-LND	Il-14P	LOT	rgd	09jun56	f/n AMS 10may60; canx 21jul72
	CCCP-83967	Il-14P	MAP "Znamya Truda"	rgd	17apr73	based at Moscow-Khodynka Factory No. 30
	CCCP-83967	Il-14P	MAP Ulan-Ude	trf	24sep78	canx 27jul88; photos exist, being towed into position and preserved at Lkhovitsy
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
6 34 14 07	CCCP-L1873(1)	Il-14P	AFL/Moscow (MUTA)	rgd	unknown	in MGA document as such, possibly in error; see c/n 146000407
	CCCP-L5069	Il-14P	AFL/Kazakhstan-ALA	trf	jun57	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41810	Il-14M	AFL/Kazakhstan-ALA	trf	1958/59	
	CCCP-41810	Il-14M	AFL/Kazakhstan-UKK	trf	1966	soc 24jan73 as life-time expired
6 34 14 08	CCCP-L5070	Il-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41820	Il-14M	AFL/Tajikistan-DYU	rgd	unknown	in document mar60; soc 31may77 as life-time expired
6 34 15 01	CCCP-L5080	Il-14P	Aeroflot/UShVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41846	Il-14M	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-41846	Il-14M	AFL/Azerbaijan-BAK	trf	01jul59	in document 1967
	CCCP-41846	Il-14M	AFL/Turkmenis.-ASB	trf	19jan73	soc 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	4208	Il-14P	Chinese Air Force	mfd	1956	VIP version (salon); a gift from the Soviet Union; mentioned in a document that the aircraft was used by Zhou Enlai; also flew Chairman Mao Beijing-Jinan-Nanjing-Hangzhou 21/23oct57 and Beijing-Nanjing 08dec57; 4208 was a backup aircraft for 4202 c/n 6341010, see next line
	B-4208	Il-14P	Zhongyuan Airlines	f/f	23jan86	for the airline; rgd given as may86 from the Chinese register Book by C. Ballantine; wfu dec92; seen preserved near the Zhongyuan Airlines office Zhengzhou may01/dec06; donated to the CAAC museum at Jichan Fulu near Xie Dao 13dec06; mentioned in media reports that this aircraft '4208' had been verified by a panel of experts and confirmed as one of Chairman Mao's special aircraft (see previous line); moved by road to Beijing jan07 (now located inside the museum building N40.016826 N116.53268), f/n may08; l/n sep15; seen 26mar17, now with CAAC titles and logo, painted as just '4208'; l/n 14nov21
6 34 15 05	CCCP-L1857(1)	Il-14P	AFL/East Siberia	rgd	unknown	in MGA document as such, possibly in error; see c/n 146000605
	CCCP-L5071	Il-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as Il-14P, 18 pax configuration
	CCCP-41821	Il-14P	AFL/Tajikistan-DYU	rgd	nov59	
	CCCP-41821	Il-14P	AFL/Uzbekistan-TAS	trf	10mar60	was converted to Il-14M by oct63
	CCCP-41821	Il-14M	AFL/N.Kavkaz-MRV	trf	28mar68	photo in 1970s; soc 27dec73 as life-time expired
6 34 15 06	CCCP-L5072	Il-14P	AFL/Kazakhstan	rgd	unknown	
	CCCP-L5072	Il-14P	AFL/Kazakhstan-ALA	trf	jun57	in document 20dec57 as Il-14P, 18 pax configuration; converted to Il-14M date unknown
	CCCP-41847	Il-14M	AFL/Kazakhstan-ALA	rgd	unknown	in document may59
	CCCP-41847	Il-14M	AFL/GosNII GA	trf	1968	soc 18jan68; reported b/u OVB date unknown
6 34 15 07	DM-SBW	Il-14P	Deutsche Lufthansa	rgd	07dec57	
	DM-SBW	Il-14P	Interflug	trf	'59/'63	canx 01jul64
	not known	Il-14P	Egyptian Air Force	slid	01jul64	fate unknown
6 34 15 08	DM-SBS	Il-14P	Deutsche Lufthansa	d/d	12jul56	rgd 12jul56; 26 pax configuration
	471	Il-14P	East German AF	trf	24may57	i/s 24jul57; opb RFS (later renamed STFS); with red cheatline and black code
	DM-VAB	Il-14P	East German AF	rgd	28aug58	call-sign only, not painted on aircraft
	DM-SAR (1)	Il-14P	EGAF/IFL c/s, n/t	rgd	17may65	registration used temporarily only; canx 17may77
	471	Il-14P	East German AF	rgd	17may65	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	Il-14P	Deutsche Lufthansa	rgd	18jul56	26 pax configuration; photo as such, date unknown

6 34 15 10	DM-SBU not known DM-SBV DM-SBV	II-14P II-14P II-14P II-14P	Interflug Egyptian Air Force Deutsche Lufthansa Interflug	trf sid rgd trf	'59/'63 01jul64 18jul56 '59/'63	canx 01jul64 fate unknown 26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66
6 34 16 01	not known DM-SBI DM-SBI	II-14P II-14P II-14P	Egyptian Air Force Deutsche Lufthansa Interflug	sid rgd trf	31dec66 27aug56 '59/'63	fate unknown 26 pax configuration converted to 32 pax configuration in 1964; canx 31dec66
6 34 16 02	not known SP-LNE SP-LNE	II-14P II-14P II-14P	Egyptian Air Force LOT Aeropol	sid rgd trf	31dec66 08sep56 1974	fate unknown 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) seen 1992/aug23 in a poor state in document 20dec57 as II-14P, 18 pax configuration; overhauled at AERB-243 nov58
6 34 16 03	CCCP-L5073 CCCP-61721	II-14P II-14P	AFL/Uzbekistan-TAS AFL/Turkmenis.-ASB	rgd trf	unknown 18apr59	unknown f/n ASB 12jun62; soc 30dec74 as amortisation period expired in document 20dec57 as II-14P, 18 pax configuration; overhauled at AERB-243 nov58; converted to II-14M date unknown
6 34 16 04	CCCP-L5075	II-14P	AFL/Tajikistan-DYU	rgd	1956	unknown
6 34 16 05	CCCP-41822 CCCP-41822 CCCP-L5074 CCCP-91486	II-14M II-14LIK-2 II-14P II-14M	AFL/Tajikistan-DYU AFL/Kazakhstan-UKK AFL/Ukraine-KHC AFL/Kyrgyzstan-FRU	rgd trf trf rgd	1958/59 03mar75 30jan84 unknown	converted to II-14LIK-2 and was some sort of test-bed later still in service in 1986; l/n LED 13sep87; soc 27may88 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 16 06	CCCP-L5076 CCCP-41812 CCCP-41812	II-14P II-14P II-14P	AFL/Kyrgyzstan-FRU AFL/Kazakhstan-ALA AFL/Tajikistan-DYU	rgd rgd trf	1958/59 unknown jul58	in document 20dec57 as II-14P, 18 pax configuration
6 34 16 07	CCCP-41812	II-14P	AFL/Tajikistan-DYU	trf	19mar64	operated until jun66
6 34 16 08	SP-LNF CCCP-L5077 CCCP-41850 CCCP-41850	II-14P II-14P II-14P II-14P	AFL/Yakutiya LOT AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd rgd rgd rgd	jun66 21sep56 unknown 1958/59	on charge as of 01jul66; soc 26sep73 as life-time expired w/o 14jun57 when crashed near Moscow-Vnukovo; canx 20dec57 in document 20dec57 as II-14P, 18 pax configuration
6 34 16 09	CCCP-41850 CCCP-41850 CCCP-L5078 CCCP-61779 CCCP-61779	II-14P II-14P II-14P II-14P II-14P	AFL/Kazakhstan-ALA AFL/Tajikistan-DYU Aeroflot/USHVLP Aeroflot/USHVLP	trf rgd rgd trf	21may60 16mar64 unknown jul58	in document jan63 soc 16jun76 as life-time expired Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
6 34 16 10	CCCP-61779 CCCP-61779 CCCP-61779 CCCP-L5079 CCCP-L5079	II-14P II-14P II-14P II-14P II-14P	Aeroflot/KShVLP Aeroflot/USHVLP Aeroflot/USHVLP AFL/Kazakhstan AFL/Kazakhstan-ALA	rgd trf trf rgd trf	06jan.. 28mar66 unknown jun57	Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 01	CCCP-41813 CCCP-41813 CCCP-L5081 CCCP-91485	II-14M II-14M II-14P II-14P	AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Kyrgyzstan-FRU AFL/Kyrgyzstan-FRU	rgd trf rgd rgd	unknown jan64 unknown jul58	in documents jun59/jan60 soc 29jul77 as life-time expired photo 1958; in document 20dec57 as II-14P, 18 pax configuration soc 18nov76 as life-time expired
6 34 17 02	DM-SBE DM-SBE	II-14P II-14P	Deutsche Lufthansa Interflug	rgd trf	18dec57 '59/'63	26 pax configuration canx 31dec64
6 34 17 04	not known DM-SBY DM-SBY	II-14P II-14P II-14P	Egyptian Air Force Deutsche Lufthansa Interflug	sid rgd trf	31dec64 13nov56 '59/'63	fate unknown 26 pax configuration canx 31dec64
6 34 17 05	not known CCCP-L5083 CCCP-91479	II-14P II-14P II-14M	Egyptian Air Force AFL/Ukraine-LWO AFL/Ukraine-LWO	sid rgd rgd	31dec64 unknown 1958/59	fate unknown in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 06	CCCP-91479 CCCP-L5082	II-14M II-14P	AFL/Yakutiya-YKS AFL/Ukraine-IEV	trf mfd	11jan64 jul56	photo may72; soc 30may74 as life-time expired in a document 20dec57 as an II-14P, in 18 passenger configuration; converted to an II-14M, date unknown; included in the request of the Ukrainian directorate for new registration numbers dated 01apr58 version still given as II-14P in the accident report; not included in the GU GVF document which allocated the new registration numbers 17may58; opb 86 AO at Kiev; photo exists; 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 west of 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), caught fire and burnt out, all 5 crew and 4 of the 21 passengers were killed and the remaining 17 passengers injured; t/t 9,100 hours; the wreck and the survivors were found 09jul61; soc 27jul61 in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 07	CCCP-41848	II-14M	AFL/Ukraine-IEV	rgd	1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 08	CCCP-L5084 CCCP-91487 CCCP-91487 CCCP-91487	II-14P II-14M II-14M II-14M	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Moldova-KIV AFL/Far East-KHV	rgd rgd trf trf	unknown 1958/59 23apr60 11jan62	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
6 34 17 09	CCCP-L5085 CCCP-41805 CCCP-41805 CCCP-41805	II-14P II-14M II-14M II-14M	AFL/Azerbaijan-ASF AFL/Azerbaijan-ASF AFL/N.Kavkaz-ASF AFL/West Sib.-OVB	rgd rgd trf trf	unknown 1958/59 22dec67 11apr73	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in natural metal c/s with two blue cheatlines; soc 30nov74 as life-time expired; broken up at Novosibirsk-Severn
6 34 17 10	CCCP-L5086 CCCP-41806	II-14P II-14M	AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK	mfd rgd	31aug56 1958/59	photo; in document 20dec57 as II-14P, 18 pax configuration; opb 107 LO; converted to II-14M date unknown opb 107 LO; w/o 23oct59 on the leg from Stalingrad to Moscow- Vnukovo of a flight from Baku to Moscow when deviated from the glide path on approach to Vnukovo in bad visibility (clouds down to 50-60 metres) at night, touched tree tops 1,400 metres short of the runway threshold, crashed into a forest 410 metres short of the YO beacon and caught fire, all 5 crew and 23 of the 24 passengers (among them the composer Sergei 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; soc 01feb60 in document 20dec57 as II-14P, 18 pax configuration
6 34 18 01	CCCP-L5087 CCCP-L5087 CCCP-41815 CCCP-41815 CCCP-L5088 CCCP-61657 CCCP-61657	II-14P II-14P II-14P II-14P II-14P II-14P II-14P	AFL/Privolzhsk-KUF AFL/Belarus-MHP AFL/Belarus-MHP AFL/East Siberia AFL/Georgia-TBS AFL/Georgia-TBS AFL/Yakutiya-YKS	rgd trf rgd trf rgd rgd trf	unknown 07mar58 unknown 04mar75 unknown 1958/59 14apr66	in document 20dec57 as II-14P, 18 pax configuration in document 20may64 soc 27oct77 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; mentioned again in document mar58 opb 271 LO; w/o 12mar67 on the leg from Olyokminsk to Yakutsk of a flight from Irkutsk to Yakutsk when the right engine caught fire due to a leak in the fuel system, as the fire could not be extinguished and it was not possible to reach Pokrovsk airfield for an emergency landing the crew tried to make a forced landing in the taiga 35 km from Pokrovsk (86 km from Yakutsk), but darkness and snowfall prevented a successful outcome, the aircraft collided with the trees and crashed, all 4 crew and 11 of the 16 passengers killed plus 3 passengers injured (the last words of the captain were 'It looks like it is time to say goodbye'); soc 26apr67
6 34 18 02	DM-SBO DM-SBO not known	II-14P II-14P II-14P	Deutsche Lufthansa Interflug Egyptian Air Force	rgd trf sid	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) CCCP-41833(1)	II-14P II-14M II-14M II-14M	AFL/West Sib.-OVB AFL/West Sib.-OVB AFL/Armenia AFL/Armenia-EVN	rgd rgd trf trf	unknown 1958/59 08may60 sep56	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown see c/n 14803074 mentioned in an incident report; soc date unknown as life-time expired
6 34 18 04	CCCP-L5090 CCCP-41834(1)	II-14P II-14M	AFL/West Sib.-OVB AFL/Far East-KHV	rgd trf	unknown 10may59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown soc 31jan75 as life-time expired; see c/n 8343903
6 34 18 05	CCCP-L5092 CCCP-61749	II-14P II-14M	AFL/Far East-KHV AFL/Far East-KHV	rgd rgd	unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown soc 30mar75 as life-time expired
6 34 18 06	CCCP-L5091 CCCP-L5091 CCCP-41835(1) CCCP-41835(1)	II-14P II-14P II-14P II-14P	AFL/West Sib.-OVB Aeroflot/USHVLP AFL/Belarus AFL/Magadan-GDX	rgd trf trf trf	unknown 29may58 04jun59 12oct60	in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College see c/n 147001824 soc 12jun73 as worn out
6 34 18 07	CCCP-L5093 CCCP-41836 CCCP-41836 CCCP-41836 CCCP-41836	II-14P II-14M II-14M II-14M II-14M	AFL/West Sib.-OVB AFL/West Sib.-OVB AFL/Kazakhstan-TSE AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd rgd trf trf trf	unknown 1958/59 30apr60 1963 jan64	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown in document feb61
6 34 18 08	CCCP-L5094 CCCP-41823	II-14P II-14M	AFL/Tajikistan-DYU AFL/Tajikistan-DYU	rgd rgd	unknown 1958 ?	in document 20dec57 as an II-14P in 18 pax configuration; opb 186 AO Tadzhijskoi OAG GVF; converted to an II-14M, date unknown opb 186 AO Tadzhijskoi OAG GVF; w/o 17aug62 when a disgruntled intoxicated pilot decided to commit suicide, took command of the aircraft which was prepared for take-off at Dushanbe, took off alone, pulled up steeply immediately after lift-off and pulled down after reaching a height of some 20-30 metres so that the aircraft came down on the runway 2,080 metres from its threshold, bounced, came down again some 30 metres later, skidded on the runway, came to a stop after 387 metres, caught fire and burnt out, the pilot was killed; soc 10sep62 in document 20dec57 as II-14P, 18 pax configuration
6 34 18 09	CCCP-L5095 CCCP-41837 CCCP-41837 CCCP-41837	II-14P II-14P II-14P II-14P	AFL/West Sib.-OVB AFL/West Sib.-OVB Aeroflot/KShVLP AFL/Yakutiya	rgd rgd trf trf	unknown 1958/59 28dec61 10sep73	in document 20dec57 as II-14P, 18 pax configuration Kirovograd Advanced Flying Training College soc 01jul74 as life-time expired
6 34 18 10	CCCP-L1603 CCCP-L1603 CCCP-91603 CCCP-91603 CCCP-91603	II-14P II-14P II-14P II-14P II-14P	AFL/West Sib.-OVB Aeroflot/USHVLP AFL/West Sib.-OVB Aeroflot/USHVLP AFL/Belarus AFL/Armenia AFL/Armenia-EVN	rgd rgd trf trf trf trf	unknown 1958/59 28dec61 10sep73 unknown 29may58 19may59 17oct60 sep65	in document 20dec57 as II-14P, 18 pax configuration Ulyanovsk Advanced Flying Training College Ulyanovsk Advanced Flying Training College f/n EVN 21nov64

	CCCP-91603	II-14P	AFL/Uzbekistan-TAS	trf	04jan73	
	CCCP-91603	II-14P	AFL/East Siberia	trf	15jan77	soc 19feb81 as life-time expired
6 34 19 01	CCCP-L1619	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61619	II-14M	AFL/Uzbekistan-TAS	rgd	unknown	was converted to II-14M by oct63; f/n TAS 01apr68; soc 03jul73 as life-time expired
6 34 19 02	CCCP-L1608	II-14P	AFL/Far East-KHV	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61608	II-14P	AFL/Far East	rgd	1958/59	
	CCCP-61608	II-14P	AFL/Far East-KHV	trf	1974	converted to II-14M (not mentioned in MGA document) and later converted to II-14LIK-2; photo exists in old 'polar' c/s (natural metal/red c/s); photo KHV 1983, in standard 'polar' c/s; still in service 20sep86; soc 25dec87 as amortisation period expired
6 34 19 03	CCCP-L1604	II-14P	AFL/Far East-KHV	mfd	28sep56	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-91604	II-14P	AFL/Far East-KHV	rgd	1958/59	
	CCCP-91604	II-14P	AFL/Yakutiya-YKS	trf	02jan64	in Yakutsk oao documents in early 1970s
	CCCP-91604	II-14P	AFL/Yakutiya-Zhg	trf	10apr74	soc 18nov76 as life-time expired; photos exist taken at Olenek (N68.514947 E112.47526) 19aug10 of just the fuselage without wings and the tail section
6 34 19 04	CCCP-L1639	II-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61639	II-14M	AFL/Tajikistan-DYU	rgd	1958/59	operated until 08jun68
	CCCP-61639	II-14M	AFL/West Sib.-OVB	trf	08jun68	in natural metal c/s with two blue cheatlines; soc 26oct76 as life-time expired; broken up at Novosibirsk-Severnoy
6 34 19 05	CCCP-L1642	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61642	II-14P	AFL/Turkmenis.-ASB	trf	17apr59	in document apr59/jan60
	CCCP-61642	II-14P	AFL/Armenia-EVN	trf	14jul60	
	CCCP-61642	II-14P	AFL/West Sib.-OVB	trf	19jan73	in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; photo exists, date unknown after an accident, lying on its nose; soc 20sep79 as life-time expired; broken up at Novosibirsk-Severnoy
6 34 19 06	CCCP-L1644	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61644	II-14P	AFL/N.Kavkaz-ROV	trf	31may58	f/n MRV 25mar66; photo also at SVO, date unknown
	CCCP-61644	II-14P	AFL/N.Kavkaz-VOG	trf	feb67	
	CCCP-61644	II-14P	Aeroflot/TATU	trf	05may72	Troitsk Technical Aviation College; soc 23jul82 as worn out
6 34 19 07	CCCP-L1643	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61643	II-14P	AFL/Uzbekistan-TAS	rgd	1958/59	was converted to II-14M by oct63; in documents apr60/may68; f/n MRV 23feb63; l/n TAS 01apr68; soc 30mar76 as life-time expired
6 34 19 08	CCCP-L1649	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	photo; in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; photo exists in natural metal c/s with twin cheatline
	CCCP-61649	II-14P	AFL/Uzbekistan-TAS	rgd	1958/59	was converted to II-14M by oct63; soc 20jul70 as life-time expired, last digit difficult to read in MGA document
6 34 19 09	CCCP-L1645	II-14P	AFL/Kyrgyzstan-FRU	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61645	II-14P	AFL/Kyrgyzstan-FRU	rgd	jun58	
	CCCP-61645	II-14P	AFL/Kazakhstan-UKK	trf	04apr75	converted to II-14LIK-2; soc 19may82 as life-time expired; f/n UKK 22apr93, burnt remains only
6 34 19 10	CCCP-L1651	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	in documents aug56
	CCCP-L1651	II-14P	AFL/Kyrgyzstan-FRU	trf	1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61651	II-14M	AFL/Uzbekistan-TAS	rgd	1958/59	in documents apr60/jan75; directorate not mentioned in MGA document; f/n TAS 21aug75; soc 30apr77 as life-time expired
6 34 20 01	CCCP-L1650	II-14P	AFL/Ukraine-IEV	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61650(1)	II-14M	AFL/Ukraine-IEV	rgd	1958/59	trf 16jan59 to Krivoi Rog Special Aviation College; soc 25mar61 as for 'display'; see c/n 14803030
6 34 20 02	CCCP-L1655	II-14M	AFL/West Sib.-Ovn	rgd	unknown	in document sep56; in MGA document as II-14M
	CCCP-61655	II-14M	AFL/West Sib.-OVB	rgd	1958/59	in documents nov60/09jun66; in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s, photo exists; soc 23feb82 as life-time expired; broken up at Novosibirsk-Severnoy
6 34 20 03	CCCP-L1660	II-14P	AFL/Turkmenis.-ASB	rgd	unknown	in document oct56 and in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown (retains the shorter fuselage)
	CCCP-61660	II-14M	AFL/Turkmenis.-ASB	rgd	1958/59	in documents may60/jul65; photo shows it damaged, probably at Krasnovodsk, right main gear retracted with no damage to the propeller; soc 30sep73 as life-time expired
6 34 20 04	CCCP-L1652	II-14P	AFL/Krasnoyarsk-KJA	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61652	II-14M	AFL/Krasnoyarsk-KJA	rgd	09may58	soc 27sep77 as life-time expired
6 34 20 05	CCCP-L1656	II-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61656	II-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61656	II-14P	Aeroflot/KShVLP	trf	28dec61	Kirovograd Advanced Flying Training College; soc 26sep73 as life-time expired
6 34 20 06	CCCP-L1661	II-14P	AFL/Far East-UUS	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61661	II-14M	AFL/Far East-UUS	rgd	1958/59	soc 08sep75 as life-time expired
6 34 20 07	CCCP-L1663	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	converted to II-14M date unknown
	CCCP-61663(1)	II-14M	AFL/Uzbekistan-TAS	rgd	1958/59	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; soc 13jan59; see c/n 14803029
6 34 20 08	CCCP-L1662	II-14P	AFL/Western-MHP	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61662	II-14P	AFL/Belarus-MHP	trf	19mar57	converted to II-14M date unknown (not mentioned in the MGA document, retains the shorter fuselage)
	CCCP-61662	II-14P	AFL/Belarus-MHP	rgd	1958/59	photo exists in old 'polar' c/s (natural metal/red c/s) with additional small 'Magadan' titles; converted to II-14LIK-2
	CCCP-61662	II-14M	AFL/Magadan-GDX	trf	12feb65	photo exists; soc 18jun84 as life-time expired
6 34 20 09	CCCP-61662	II-14M	AFL/Far East-KHV	trf	26feb75	in II EV 17aug57; in documents oct56/may59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-L1666	II-14P	AFL/Western-MHP	rgd	unknown	
	CCCP-L1666	II-14P	AFL/Belarus-MHP	trf	19mar57	
6 34 20 10	CCCP-61666	II-14M	AFL/Belarus-MHP	rgd	1958/59	in documents jan60/20jul66; soc 03jul73 as worn out
	CCCP-L1667	II-14P	AFL/Tajikistan-DYU	rgd	1956	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61667	II-14P	AFL/Tajikistan-DYU	rgd	1958/59	f/n MRV 17nov60; operated until 25may60
	CCCP-61667	II-14P	AFL/Armenia	trf	25may60	
6 34 21 01	CCCP-61667	II-14P	AFL/Yakutiya-YKS	trf	09jan62	soc 25jul74 as life-time expired
	CCCP-L1646	II-14P	AFL/Belarus-MHP	rgd	unknown	in document aug56
	CCCP-L1646	II-14P	Aeroflot/USHVLP	trf	1958	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61646	II-14P	Aeroflot/USHVLP	rgd	02feb59	Ulyanovsk Advanced Flying Training College
	CCCP-61646	II-14P	AFL/Belarus-MHP	trf	1958/59	directorate not mentioned in MGA document; in documents apr59/apr60 and 20may66
	CCCP-61646	II-14P	Aeroflot/USHVLP	trf	10jan73	Ulyanovsk Advanced Flying Training College; soc 25jul74 as life-time expired
6 34 21 02	CCCP-L1670	II-14M	AFL/Uzbekistan-TAS	rgd	oct56	overhauled at AERB-243, nov58; in MGA document as II-14M
	CCCP-61670	II-14M	AFL/Uzbekistan-TAS	rgd	1958/59	was converted to II-14M by oct63
	CCCP-61670	II-14M	AFL/GosNII GA	trf	21mar69	soc 14jul69, trf for tests
6 34 21 03	CCCP-L1647	II-14P	AFL/Kazakhstan-ALA	rgd	unknown	in documents aug56/apr59; in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61647	II-14M	AFL/Kazakhstan-ALA	rgd	1958/59	in documents jun59/dec61
	CCCP-61647	II-14M	AFL/Kazakhstan-BXJ	trf	jan64	soc 24jan72 as life-time expired; f/n RSC early93 being broken up, remains only left by sep93
6 34 21 04	CCCP-L1665	II-14P	AFL/Privolzhsk-KUF	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61665	II-14M	AFL/Privolzhsk-KUF	rgd	1958/59	soc 28sep86 as life-time expired
6 34 21 06	CCCP-L1675	II-14M	AFL/West Sib.-Ovn	mfd	09jan57	in MGA document as an II-14M; still as such by jan59
	CCCP-61675	II-14M	AFL/West Sib.-OVB	rgd	1958/59	in natural metal c/s with two blue cheatlines; converted to an II-14FKM; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; opb 6 LO Novosibirskogo OAO from 08jun66; w/o 05apr77 on a training flight from Novosibirsk-Severnoy 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 snow-covered swampy bush-land near Penyok village (91 km from Tolmachovo airport, in the Chulym district of the Novosibirsk region), all 6 crew killed; t/t 29,251 hours 39 minutes and 21,779 cycles; soc 11jul77
6 34 21 07	CCCP-L1668	II-14P	AFL/Kazakhstan	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted
	CCCP-61668	II-14P	AFL/Kazakhstan-ALA	trf	jun57	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61668	II-14M	AFL/Kazakhstan-AXX	rgd	1958/59	soc 27oct72 as life-time expired
6 34 21 08	"03" blue	II-14P	KGB/Border Guards	AER	1982	equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; with observation blister on the port side; l/n AER 24mar84
6 34 21 10	CCCP-L1677	II-14M	AFL/West Sib.-OVB	rgd	unknown	in document nov56; in MGA document as II-14M
	CCCP-61677	II-14M	AFL/Krasnoyarsk-KJA	trf	09may58	photo in original polar c/s; soc 26jun79 as life-time expired
6 34 22 01	CCCP-L1669	II-14P	AFL/Ukraine-LWO	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
	CCCP-61669	II-14M	AFL/Ukraine-LWO	rgd	1958/59	
	CCCP-61669	II-14M	AFL/Ukraine-DNK	trf	1963	
6 34 22 02	CCCP-L1672	II-14P	AFL/Northern-ARH	rgd	unknown	in document mar59; first II-14 overhauled by ARZ-410 03jun64; soc 26jan76 as life-time expired
	CCCP-61672	II-14P	AFL/Northern-ARH	rgd	1958/59	in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61672	II-14P	AFL/Arkhangel.-ARH	trf	01jan73	f/n LED 27may70
6 34 22 03	CCCP-L1673	II-14P	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration
	CCCP-61673	II-14P	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
	CCCP-61673	II-14P	Aeroflot/KShVLP	trf	12dec61	Kirovograd Advanced Flying Training College; soc 26sep73 as life-time expired
6 34 22 06	CCCP-L1678	II-14P	AFL/Mosk. AG SPVIs	rgd	unknown	18 pax configuration; in document 20dec57
	CCCP-61678	II-14P	AFL/Mosk. AG SPVIs	rgd	1958/59	converted in 1966 to II-14LIK-2, patrol version, with "Groza-40" weather radar
	CCCP-61678	II-14P	AFL/Ukraine-SIP	trf	26mar79	soc 02mar87 as life-time expired
6 34 22 08	CCCP-L1680	II-14M	AFL/Ukraine-IEV	rgd	unknown	in MGA document as II-14M; photo as such
	CCCP-61680	II-14M	AFL/Ukraine-IEV	rgd	1958/59	
	CCCP-61680	II-14M	Kharkov Avia.	trf	25dec59	trf 25dec59 to the Kharkov Aviation Institute
6 34 22 09	CCCP-L1681	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in document nov56; in MGA document as II-14M
	CCCP-L1681	II-14M	AFL/Far East-KHV	trf	16jan57	
	CCCP-61681	II-14RR	AFL/Far East-UUS	rgd	1958/59	ocean fishery reconnaissance aircraft by 27jul70; soc 18jul80 as life-time expired

7 34 23 01	CCCP-L1686 CCCP-61686 CCCP-61686 CCCP-61686 CCCP-61686	II-14P II-14P II-14P II-14P II-14P	AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/West Sib.-OVb	rgd rgd trf trf trf	unknown 1959 13apr60 dec67 22feb73	in document 20dec57 as II-14P, 18 pax configuration f/n MRV 07nov62 in natural metal c/s with two blue cheatlines; soc 21nov75 as life-time expired; broken up at Novosibirsk-Severnoy in MGA document as II-14M
7 34 23 02	CCCP-L1689 CCCP-L1689 CCCP-L1690	II-14M II-14M II-14M	AFL/Uzbekistan-TAS AFL/Tajikistan-DYU Aeroflot/TATU	rgd trf trf	unknown 21jul58 27jan59	Troitsk Technical Aviation College; photo exists at Troitsk; soc 25mar61 as for 'display' in MGA document as II-14M
7 34 23 03	CCCP-L1690 CCCP-L1690 CCCP-61690 CCCP-61690 CCCP-61690 CCCP-61690	II-14M II-14M II-14M II-14M II-14M II-14LR	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/West Sib.-OMS AFL/Far East-UUS	rgd trf rgd trf trf OMS trf	unknown jun57 1958/59 jan64 late77 01jan80	f/n UUS 1984; t/t 34,779 hours 15,343 cycles as of 10feb87; soc 25mar87 as amortisation period expired; scrapped at UUS in 1987 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/ 2,564 hours; soc 27oct58 in document 20dec57 as II-14P, 18 pax configuration converted to II-14M date unknown
7 34 23 04	CCCP-L1692	II-14P	AFL/Kyrgyzstan	mfd	18jan57	on charge as of 01aug61; f/n MRV 26jul62; l/n LED 29jul70 soc 26oct76 as life-time expired in MGA document as II-14M
7 34 23 05	CCCP-L1694 CCCP-61694 CCCP-61694 CCCP-61694	II-14P II-14M II-14M II-14M	AFL/Azerbaijan-BAK AFL/Azerbaijan-BAK AFL/Lithuania-VNO AFL/Kazakhstan	rgd rgd trf trf	unknown 1958/59 unknown 28dec74	in document 1959 converted to II-14RR soc 31dec86 as life-time expired; reported scrapped at UUS 1986 in MGA document as II-14M
7 34 23 06	CCCP-L1697 CCCP-L1697 CCCP-61697 CCCP-61697 CCCP-61697 CCCP-61697	II-14M II-14M II-14M II-14RR II-14RR II-14RR	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Far East-UUS	rgd trf rgd trf trf trf	unknown jun56 1958/59 jan64 22may79	in document 1959 converted to II-14RR soc 31dec86 as life-time expired; reported scrapped at UUS 1986 in MGA document as II-14M
7 34 23 07	CCCP-L1588 CCCP-L1588 CCCP-91588 CCCP-91588	II-14M II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA	rgd trf rgd trf	unknown jun57 1958/59 jan64	photo; operated jul59/1964 soc 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 oct21 Ulyanovsk Advanced Flying Training College; in document 20dec57 as II-14P, 18 pax configuration; under repair at ARZ-400 jun58 Ulyanovsk Advanced Flying Training College Kirovograd Advanced Flying Training College soc 07sep73 as life-time expired in MGA document as II-14M
7 34 23 08	CCCP-L1699 CCCP-61699 CCCP-61699 CCCP-61699	II-14P II-14P II-14P II-14P	Aeroflot/UShVLP Aeroflot/UShVLP Aeroflot/KShVLP AFL/Yakutiya	rgd trf trf trf	unknown 1958/59 06jan62 17jan71	photo SVX 1964; soc 30may74 as life-time expired in MGA document as II-14M; overhauled at AERB-243 nov58
7 34 23 09	CCCP-L1585 CCCP-L1585 CCCP-91585 CCCP-91585 CCCP-91585	II-14M II-14M II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Kazakhstan	rgd trf rgd trf rgd	unknown jun56 1958/59 jan64 unknown jun57	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
7 34 23 10	CCCP-L1586 CCCP-L1586 CCCP-91586 CCCP-91586 CCCP-91586	II-14M II-14M II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Kazakhstan	rgd trf rgd trf rgd	unknown jun57 1958/59 jan64 unknown 03mar58	in documents 01apr59/jul59; photo, with Stag emblem on tail soc 31oct73 as worn out in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
7 34 24 01	CCCP-L1587 CCCP-L1587 CCCP-91587 CCCP-91587 CCCP-91587	II-14M II-14M II-14M II-14M II-14M	AFL/Ukraine-IEV AFL/Sykytyvkar-SCW AFL/Sykytyvkar-SCW AFL/Komi-SCW AFL/Georgia-TBS	rgd trf rgd trf rgd	unknown 03mar58 1958/59 15feb66 unknown 1958/59	month difficult to read in MGA document month difficult to read in MGA document soc 30jan78 as life-time expired in MGA document as II-14M
7 34 24 02	CCCP-91590 CCCP-91590 CCCP-91590 CCCP-91590	II-14M II-14M II-14M II-14M	AFL/Georgia-TBS AFL/Georgia-TBS AFL/Azerbaijan-BAK AFL/Azerbaijan-ASF	rgd trf trf trf	unknown 1958/59 15feb59 1962	in documents 10sep59/15apr64 in natural metal c/s with two blue cheatlines; operated both passenger and cargo flights; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s, photo exists; soc 11feb83 as life-time expired; broken up at Novosibirsk-Severnoy in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
7 34 24 03	CCCP-91591 CCCP-91591 CCCP-91591 CCCP-91591	II-14M II-14M II-14M II-14M	AFL/Azerbaijan-BAK AFL/Arkhangel.-ARB AFL/Turkmenis.-ASB AFL/Turkmenis.-ASB	rgd trf rgd trf	unknown 06oct73 unknown 1958/59	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
7 34 24 04	CCCP-L1592 CCCP-L1592 CCCP-91592	II-14M II-14M II-14M	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	rgd trf rgd	unknown jul58 unknown	in documents 10sep59/15apr64 in natural metal c/s with two blue cheatlines; operated both passenger and cargo flights; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s, photo exists; soc 11feb83 as life-time expired; broken up at Novosibirsk-Severnoy in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
7 34 24 05	CCCP-L1593 CCCP-91593 CCCP-91593	II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/West Sib.-OVb	rgd trf trf	unknown 1958/59 06nov65	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M date unknown
7 34 24 06	CCCP-L1594 CCCP-91594 CCCP-91594 CCCP-91594	II-14P II-14M II-14M II-14M	AFL/Georgia-TBS AFL/Georgia-TBS AFL/East Siberia AFL/Georgia-TBS	rgd trf trf trf	unknown 1958/59 20nov61 08may62	in MGA document as II-14M
7 34 24 07	CCCP-L1599 CCCP-L1599 CCCP-91599 CCCP-91599	II-14M II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf rgd trf	unknown jun57 1958/59 jan64	in document 22apr60 soc 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 II-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; soc 31oct57 in MGA document as II-14M and c/n given as 7342409 c/n in document mar59 as 6342409; soc 24dec75 as life-time expired in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M and in document apr58 as such; f/n MRV 01aug60 in documents jan60/dec64; soc 27oct7. (year not available in MGA document) in MGA document as II-14M
7 34 24 08	CCCP-L2071	II-14M	AFL/Ukraine-IEV	mfd	11feb57	trf 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 in MGA document as II-14M
7 34 24 09	CCCP-L1595 CCCP-91595	II-14M II-14M	AFL/East Sib.-IKT AFL/Yakutiya-YKS	rgd trf	unknown 20jan59	in MGA document as II-14M
7 34 24 10	CCCP-L2074	II-14P	AFL/Turkmenis.-ASB	rgd	unknown	in document 20dec57 as II-14P, 18 pax configuration; converted to II-14M and in document apr58 as such; f/n MRV 01aug60 in documents jan60/dec64; soc 27oct7. (year not available in MGA document) in MGA document as II-14M
7 34 25 01	CCCP-52074 CCCP-L1596 CCCP-91596 TZ-ABH	II-14M II-14M II-14M II-14M	AFL/Turkmenis.-ASB AFL/Latvia AFL/Latvia Air Mali	rgd rgd rgd i/s	unknown 1958/59 unknown unknown 03oct61	in MGA document as II-14M
7 34 25 02	CCCP-L2067 CCCP-52067	II-14M II-14M	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	rgd rgd	unknown unknown	in MGA document as II-14M
7 34 25 03	CCCP-L2068 CCCP-52068	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1958/59	in document 29jul67; soc 30jan78 as life-time expired in MGA document as II-14M
7 34 25 04	CCCP-L2077 CCCP-L2077 CCCP-52077 CCCP-52077	II-14M II-14M II-14M II-14M	AFL/Uzbekistan-TAS AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-UKK	rgd trf rgd trf	unknown 22jul58 1958/59 unknown	in document apr58; in MGA document as II-14M in document may59 in document jan66; soc 24dec74 as life-time expired rgd 15dec65
7 34 25 05	CCCP-79162 CCCP-79162	II-14P II-14P	MAP Tashkent APO MAP Moscow	mfd trf	17may57 27mar79	damaged Djezkazgan 20dec83 but repaired; canx 30jan89; seen Myachkovo sep91/sep94 in good condition; gone by aug95 in MGA document as II-14M
7 34 25 06	CCCP-L2092 CCCP-L2092 CCCP-52092 CCCP-52092	II-14M II-14M II-14M II-14M	AFL/Kazakhstan AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	rgd trf rgd trf	unknown jun57 1958/59 jan64	photo; in documents jul59/dec67; soc 18jan85 as life-time expired in MGA document as II-14M
7 34 25 07	CCCP-L2023 CCCP-52023 CCCP-52023	II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/West Sib.-OVb	rgd rgd trf	unknown 1958/59 21jan68	in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 17apr80 as life-time expired; broken up at Novosibirsk-Severnoy in documents mar59/apr59; in MGA document as II-14M in document 28mar62; soc 30sep75 as life-time expired in MGA document as II-14M; photo exists Nadezhda, in natural metal c/s with two blue cheatlines in document 01apr59; photo exists, in natural metal c/s with two blue cheatlines soc 08sep75 in MGA document as II-14M
7 34 25 08	CCCP-L2006 CCCP-52006	II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF	rgd rgd	unknown 1958/59	in MGA document as II-14M
7 34 25 09	CCCP-L2083 CCCP-52083 CCCP-52083	II-14M II-14M II-14M	AFL/Sykytyvkar-SCW AFL/Sykytyvkar-SCW AFL/Komi-SCW	rgd rgd trf	unknown 1958/59 15sep66	in MGA document as II-14M
7 34 25 10	CCCP-L2085 CCCP-52085	II-14M II-14M	AFL/Krasnoyarsk-KJA AFL/Krasnoyarsk-KJA	rgd rgd	unknown 1958/59	in MGA document as II-14M
7 34 26 01	CCCP-L2087 CCCP-52087 CCCP-52087	II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Yakutiya-YKS	mfd r/r trf	22mar57 01aug59 07jan62	soc 29aug77 as life-time expired toc sep57; in MGA document as II-14M
7 34 26 02	CCCP-L2093 CCCP-52093	II-14M II-14M	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	unknown 1958/59	in MGA document as II-14M
7 34 26 03	CCCP-L2008	II-14M	AFL/Turkmenis.-ASB	rgd	unknown	in MGA document as II-14M; dbr, details unknown, 07nov58; soc 20nov58
7 34 26 04	CCCP-L2012	II-14M	AFL/Latvia-RSC	rgd	unknown	photo RSC 1957, in natural metal c/s with two blue cheatlines

	CCCP-L2012	II-14M	AFL/Kazakhstan-ALA	trf	21oct58	in document jan59
	CCCP-52012	II-14M	AFL/Kazakhstan-ALA	rgd	1958/59	in documents oct59/dec61
7 34 26 05	CCCP-52012	II-14M	AFL/Kazakhstan-BXJ	trf	jan64	in documents oct59/dec61; soc 28may66 as life-time expired
	CCCP-L2014	II-14M	AFL/Tajikistan-DYU	rgd	unknown	in MGA document as II-14M
	CCCP-52014	II-14M	AFL/Tajikistan-DYU	rgd	unknown	in document 21dec71
7 34 26 06	CCCP-52014	II-14M	AFL/Arkhangel.-ARH	trf	1958/59	soc 28mar77 as life-time expired
	CCCP-L2030	II-14P	AFL/N.Kavkaz-ROV	rgd	unknown	
	CCCP-52030	II-14P	AFL/N.Kavkaz-ROV	rgd	1958/59	in documents feb59/13jan63
	CCCP-52030	II-14P	AFL/N.Kavkaz-VOG	trf	feb67	
	CCCP-52030	II-14P	AFL/N.Kavkaz-MRV	trf	mar67	
	CCCP-52030	II-14P	AFL/Uzbekistan-TAS	trf	14may68	
7 34 26 07	CCCP-52030	II-14P	AFL/Kazakhstan	trf	06feb70	soc 17sep84 as life-time expired
	CCCP-L2031	II-14P	AFL/Tajikistan-DYU	rgd	unknown	toc 1957; also reported as AFL/Lithuania-VNO, but not mentioned as such in MGA document
	CCCP-52031	II-14P	AFL/Tajikistan-DYU	rgd	1958/59	operated pax flight DYU-MRV 21mar60
	CCCP-52031	II-14P	AFL/Estonia	trf	28feb61	
	CCCP-52031	II-14P	AFL/Estonia-TLL	trf	feb66	
	CCCP-52031	II-14P	AFL/Latvia-RIX	trf	12jul73	
7 34 26 08	CCCP-52031	II-14P	AFL/East Siberia	trf	27feb76	soc 27oct77
	CCCP-L2033	II-14P	AFL/Krasnoyarsk.-KJA	rgd	unknown	
	CCCP-52033	II-14P	AFL/Krasnoyarsk.-KJA	rgd	1958/59	soc 16aug77 as life-time expired
7 34 26 09	CCCP-L2049	II-14P	AFL/Uzbekistan-TAS	rgd	unknown	
	CCCP-52049	II-14P	AFL/Uzbekistan-TAS	rgd	1958/59	
	CCCP-52049	II-14P	AFL/Moscow SPIMVL	trf	01mar69	soc 16oct81 as worn out
7 34 26 10	CCCP-L2050	II-14P	AFL/Krasnoyarsk	rgd	unknown	
	CCCP-52050	II-14P	AFL/Krasnoyarsk	rgd	1958/59	trf oct61 to Cuba
7 34 27 01	CCCP-L1566	II-14M	AFL/Ukraine-IEV	rgd	unknown	version not mentioned as II-14M in MGA document, see next line
	CCCP-91566	II-14M	AFL/Ukraine-IEV	rgd	1958/59	
	CCCP-91566	II-14M	AFL/Ukraine-DNK	trf	1960	
	CCCP-91566	II-14M	AFL/Ukraine-SIP	trf	27jul64	
	CCCP-91566	II-14M	AFL/Ukraine-KHC	trf	1976	still in service in 1986; 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 sep09/15mar16; no soc details given in MGA document
7 34 27 02	CCCP-L2072	II-14M	AFL/Magadan-GDX	rgd	unknown	in MGA document as II-14M
	CCCP-52072	II-14M	AFL/Magadan-GDX	rgd	1958/59	flight on KHV-OHO route 19sep58
	CCCP-52072	II-14M	AFL/Kazakhstan	trf	01mar73	converted to II-14FKM; f/n TAS 28apr84; directorate not mentioned in MGA document; soc 28may87 as amortisation period expired; was preserved in the suburbs of Almaty and seen apr93, identity confirmed from a photo taken whilst overflying in a Mi-8
7 34 27 03	CCCP-L1567	II-14M	AFL/Syktvykar-SCW	rgd	unknown	in MGA document as II-14M
	CCCP-91567	II-14M	AFL/Syktvykar-VKT	rgd	1958/59	in document 01apr59
	CCCP-91567	II-14M	AFL/Komi-SCW	trf	15feb67	f/n SCW 31dec73; soc 13aug74 as life-time expired
7 34 27 04	CCCP-L1570	II-14M	AFL/Privolzhsk-KUF	rgd	unknown	in 18 passenger configuration; opb 66 AO
	CCCP-91570	II-14M	AFL/Privolzhsk-KUF	rgd	14may58	opb 66 AO
	CCCP-91570	II-14M	AFL/Magadan-GDX	trf	01feb64	dbf 30dec71 on landing at Baranikha (Chukotka) when overran the runway and suffered substantial damage, no casualties; soc 30may72
7 34 27 05	CCCP-L1572	II-14P	AFL/Latvia-RSC	toc	01nov57	
	CCCP-91572	II-14P	AFL/Latvia-RSC	rgd	1959	soc 30mar76 as life-time expired
7 34 27 06	CCCP-L1575	II-14M	AFL/N.Kavkaz-ROV	mfd	1957	in documents sep57/oct59; in MGA document as II-14M, photo as such
	CCCP-91575	II-14M	AFL/N.Kavkaz-ROV	rgd	1958/59	in document jan60
	CCCP-91575	II-14M	AFL/Northern-LED	trf	02jul62	opb 1 LOAO, given as jan63 in another document; converted to II-14FKM by ARZ-407 in 1979
	CCCP-91575	II-14FKM	AFL/Northern-RVH	trf	05jan82	opb 2 LOAO; f/n nov85; soc 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	II-14M	AFL/Ukraine-IEV	rgd	unknown	in MGA document as II-14M
	CCCP-91573	II-14M	AFL/Ukraine-IEV	rgd	1958/59	
	CCCP-91573	II-14M	AFL/Ukraine-DNK	trf	1961	
	CCCP-91573	II-14M	AFL/Ukraine-IEV	trf	1970	soc 28jun83 as overhaul was not possible due to lack of spares
7 34 27 08	CCCP-L1578	II-14M	AFL/East Sib.-IKT	rgd	unknown	in MGA document as II-14M
	CCCP-91578	II-14M	AFL/East Sib.-IKT	rgd	1959	f/n NMA 1960 and Irkutsk apr61; soc 31jan75 as life-time expired
7 34 27 09	CCCP-L1579	II-14M	AFL/East Sib.-IKT	rgd	unknown	in MGA document as II-14M; photo exists ULN, in natural metal c/s with two blue cheatlines
	CCCP-91579	II-14M	AFL/East Sib.-IKT	rgd	1959	soc 14jan77 as life-time expired
7 34 27 10	CCCP-L1584	II-14M	AFL/East Sib.-IKT	rgd	unknown	in MGA document as II-14M
	CCCP-91584	II-14M	AFL/East Sib.-IKT	rgd	1959	photo Vakurov 1975; soc 28mar76 as life-time expired
7 34 28 01	CCCP-L1597	II-14M	AFL/N.Kavkaz-ROV	rgd	unknown	in document may58; in MGA document as II-14M; f/n MRV 03feb60
	CCCP-91597	II-14M	AFL/N.Kavkaz-ROV	rgd	1958/59	
	CCCP-91597	II-14M	AFL/Northern-LED	trf	unknown	on charge as of 01jan68; f/n LED 22apr72; opb 1 LOAO; converted to II-14FKM by ARZ-407 in 1971
	CCCP-91597	II-14FKM	AFL/Leningrad-RVH	trf	05jan82	opb 2 LOAO; soc 30jun87 as amortisation period expired
7 34 28 02	CCCP-L1598	II-14M	AFL/Krasnoyarsk.-KJA	rgd	unknown	under repair at ARZ-400 jun58/jul58; in MGA document as II-14M
	CCCP-91598	II-14M	AFL/Krasnoyarsk.-KJA	rgd	jul58	converted to II-14LIK-1
	CCCP-91598	II-14M	AFL/Ukraine	trf	23jan76	soc 16oct84 as overhaul was not possible due to lack of spares
7 34 28 03	CCCP-L2054	II-14M	AFL/Lithuania	rgd	unknown	in MGA document as II-14M
	CCCP-52054	II-14M	AFL/Lithuania	rgd	unknown	in document nov74
	CCCP-52054	II-14M	AFL/Kazakhstan	trf	12dec74	soc 18may76 as life-time expired
7 34 28 04	CCCP-L2056	II-14M	AFL/Ukraine-IEV	mfd	21may57	in document feb58; in MGA document as II-14M
	CCCP-52056	II-14M	AFL/Northern-LED	trf	04sep59	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 Bagdarin (near Ulan-Ude) when deviated from the approach pattern in difficult weather conditions (low clouds and rain), crashed into the slope of a mountain near the Chinakan River (28 km from Bagdarin airport) and burnt out, all 5 crew and 6 passengers (3 of them illegal) killed; t/t 16,396 hours 20 minutes and 9,689 cycles; soc 08sep75
7 34 28 05	CCCP-L2061	II-14M	AFL/Privolzhsk-KUF	rgd	1957	in the MGA document as an II-14M; opb 66 AO as of 05may58; mentioned in documents jan58/mar59
	CCCP-52061	II-14M	AFL/Privolzhsk-RTW	rgd	14may58	opb 66 AO
	CCCP-52061	II-14LK-1	AFL/Privolzhsk-RTW			converted 01apr59
	CCCP-52061	II-14M	AFL/Privolzhsk-KZN			obviously deconverted; opb Kazanski OAO; leased to the KamAZ truck factory apr71/nov73 (based on a decree dated 15mar71), being based at Begishevo; in natural metal c/s with two thin cheatlines
7 34 28 06	CCCP-52061	II-14M	AFL/Central Region	trf	18jun75	soc 27oct75 as worn out
	CCCP-L2069	II-14M	AFL/West Sib.-Ovn	rgd	unknown	in MGA document as II-14M
	CCCP-52069	II-14M	AFL/West Sib.-OVb	rgd	1959	in document 15jul70; in natural metal c/s with two blue cheatlines; repainted in 1977 at ARZ-407 in standard Aeroflot 'blue' c/s; soc 17jan83 as life-time expired; broken up at Novosibirsk-Severnny
7 34 28 07	CCCP-L2070	II-14M	AFL/Ukraine	rgd	unknown	in MGA document as II-14M
	CCCP-52070	II-14M	AFL/Ukraine	rgd	unknown	
	CCCP-52070	II-14M	AFL/Mosk. AG SPIVS	trf	unknown	on charge as of 01sep59
	CCCP-52070	II-14M	AFL/Central Region	BKA	early78	directorate not mentioned in MGA document; soc 21jul87 as amortisation period expired; seen Myachkovo 26sep91, partly broken up, gone by aug92
7 34 28 08	CCCP-L2095	II-14M	AFL/Turkmenis.-ASB	rgd	unknown	in documents sep57/apr58; in MGA document as II-14M
	CCCP-52095	II-14M	AFL/Turkmenis.-ASB	rgd	1958/59	in documents jan60/dec61; photo ASB 1974; soc 18nov76 as life-time expired
7 34 28 09	CCCP-L2073	II-14M	AFL/Yakutiya-YKS	rgd	unknown	in MGA document as II-14M
	CCCP-52073	II-14M	AFL/Yakutiya-Nyu	trf	1966	
	CCCP-52073	II-14M	AFL/Yakutiya-Mirny	trf	12apr71	in Mirny oao documents 05feb72; soc 28feb78 as life-time expired
7 34 28 10	CCCP-L2075	II-14M	AFL/Northern-LED	rgd	unknown	in MGA document as II-14M
	CCCP-52075	II-14M	AFL/Northern-LED	rgd	unknown	f/n LHR 16apr65; in AFL/Northern-LED fleet 1971-1976; photo exists; soc 30dec76 as life-time expired; a later photo exists, taken in 1977, with dark blue tail and two blue cheatlines with 'II-14' on the tail, preserved at Skorohodova street, Leningrad; wings were removed and was later used as a children's classroom; gone by circa 1982
7 34 29 01	CCCP-L2076	II-14M	AFL/Turkmenis.-ASB	rgd	unknown	in document apr58; in MGA document as II-14M
	CCCP-52076	II-14M	AFL/Turkmenis.-ASB	rgd	1958/59	in documents jan60/dec64; soc 29apr73 as worn out
7 34 29 02	CCCP-L2080	II-14M	AFL/Tajikistan-DYU	rgd	1957	in MGA document as II-14M
	CCCP-52080	II-14M	AFL/Tajikistan-DYU	rgd	1958/59	
	CCCP-52080	II-14M	AFL/Uzbekistan-TAS	trf	10mar60	
	CCCP-52080	II-14M	AFL/Tajikistan-DYU	trf	30dec65	
7 34 29 03	CCCP-52080	II-14M	AFL/Arkhangel.-ARH	trf	01jul74	soc 27oct75 as life-time expired
	CCCP-L2088	II-14M	AFL/Tajikistan-DYU	rgd	1957	in MGA document as II-14M
	CCCP-52088	II-14M	AFL/Tajikistan-DYU	rgd	1958/59	
	CCCP-52088	II-14M	AFL/N.Kavkaz-ROV	toc	20apr60	in document 31jan62
	CCCP-52088	II-14M	AFL/N.Kavkaz-MRV	trf	17jun66	photo exists, taken at ODS
	CCCP-52088	II-14M	AFL/East Siberia	trf	08mar73	soc 26jan76 as life-time expired
7 34 29 04	CCCP-L2090	II-14M	AFL/Turkmenis.-ASB	rgd	unknown	in document mar59; in MGA document as II-14M
	CCCP-52090	II-14M	AFL/Turkmenis.-ASB	rgd	1958/59	f/n MRV 02jul75; soc 30apr76 as life-time expired
7 34 29 05	CCCP-L2091	II-14M	AFL/Syktvykar-SCW	mfd	12jul57	in MGA document as II-14M
	CCCP-52091(1)	II-14M	AFL/Syktvykar-SCW	rgd	1959	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; soc 31dec60; see also c/n 147001249
7 34 29 06	CCCP-L2094	II-14M	AFL/Northern-LED	rgd	unknown	in MGA document as II-14M
	CCCP-52094	II-14M	AFL/Northern-LED	rgd	1958/59	f/n MRV 20apr61

7 34 29 07	CCCP-52094 CCCP-L2096 CCCP-L2096	II-14M II-14M II-14M	AFL/Mosk. AG SPiVS AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	trf mfd trf	unknown 21jun57 1958	on charge as of 01aug65; soc 09apr74 as amortisation period expired in MGA document as II-14M opb 231 OAO; w/o 07dec58 on a flight from Voronezh to Stalingrad when the captain made two approaches in conditions (night, fog, snow fall) which were below his personal minima, 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; soc 25dec58 in MGA document as II-14M f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired f/n MRV 06jul60; in MGA document as II-14M
7 34 29 08	CCCP-L2097	II-14M	AFL/Privolzhsk-KUF	rgd	unknown	in MGA document as II-14M
7 34 29 09	CCCP-52097 CCCP-L2098 CCCP-52098 CCCP-52098	II-14M II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Latvia AFL/Latvia AFL/Moscow SPiMVL	rgd rgd toc rgd	1958/59 01nov57 1959 20may65	f/n MRV 08dec60; in documents jan65/jan73; l/n feb73; soc 28feb75 as life-time expired f/n MRV 06jul60; in MGA document as II-14M soc 22feb74 as life-time expired in documents sep57/jan60; in MGA document as II-14M
7 34 29 10	CCCP-L2099 CCCP-52099 CCCP-52099 CCCP-52099 CCCP-52099	II-14M II-14M II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	mfd rgd trf trf trf	1957 1958/59 jul62 31jan73 08mar73	in documents sep57/jan60; in MGA document as II-14M in documents may60/14feb64; photo exists soc 28feb75 as life-time expired in MGA document as II-14M
7 34 30 01	CCCP-L1500 CCCP-91500 CCCP-91500	II-14M II-14M II-14FKM	AFL/Northern-LED AFL/Northern-LED AFL/Leningrad-RVH	mfd rgd trf	1957 1958/59 05jan82	in MGA document as II-14M f/n RVH 1959; converted to II-14FKM by ARZ-407 in 1979 opb 2 L0AO; soc 26nov86 as amortisation period expired; scrapped at Rzhnevka, remains (fuselage) in 'polar' c/s seen 07apr91 in documents 1957/oct60; in MGA document as II-14M in documents oct60/dec64
7 34 30 02	CCCP-L1503 CCCP-91503 CCCP-91503 CCCP-91503 CCCP-91503	II-14M II-14M II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-ULV AFL/West Sib.-OVV AFL/Krasnoyarsk.-IAA	rgd rgd trf trf trf	unknown 1958/59 jan65 16apr65 07jan79	in documents 1957/oct60; in MGA document as II-14M in documents oct60/dec64 in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s photo Svetlogorsk 1985; soc 20aug87 as amortisation period expired; l/n IAA 11jun94, derelict in accident report of Li-2T CCCP-16139 15nov63 f/n MRV 14feb64; l/n MRV 27jul66
7 34 30 03	CCCP-L1505 CCCP-91505 CCCP-91505 CCCP-91505	II-14M II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/Uzbekistan-TAS AFL/Northern-LED	rgd trf trf rgd	1958/59 jan67 24feb73 1957	in documents 1957/oct59; in MGA document as II-14M in document jan60; l/n LED 06jul70; soc 04apr75 as life-time expired, t/t 34,687 hours f/n MRV 05jan60; in MGA document as II-14M
7 34 30 04	CCCP-L1506 CCCP-91506 CCCP-L1507 CCCP-91507 CCCP-91507	II-14M II-14M II-14M II-14M II-14M	AFL/Northern-LED AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/West Sib.-OVV AFL/Kazakhstan-ALA	mfd rgd rgd trf rgd	1957 1958/59 unknown 1958/59 22aug65	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M
7 34 30 05	CCCP-L1507 CCCP-91507 CCCP-91507 CCCP-91507	II-14M II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/West Sib.-OVV AFL/Kazakhstan-ALA	rgd rgd trf rgd	unknown 1958/59 22aug65 unknown	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M
7 34 30 06	CCCP-L1508 CCCP-91508 CCCP-L1511 CCCP-91511 CCCP-91511 CCCP-91511	II-14M II-14M II-14M II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-AKX AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Privolzhsk-KZN AFL/West Sib.-OVV	rgd rgd mfd rgd trf trf	unknown 1958/59 15jul57 unknown 01jan60 15nov63	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; photo exists in 'standard' Aeroflot c/s; soc 20aug87 as amortisation period expired; broken up at Novosibirsk-Severyn
7 34 30 08	CCCP-L1509 CCCP-91509 CCCP-91509 CCCP-91509	II-14M II-14M II-14M II-14M	AFL/Ukraine-SIP AFL/Ukraine-SIP AFL/Ukraine-IEV AFL/Krasnoyarsk	rgd rgd trf trf	unknown 1958/59 1961 26mar84	in MGA document as II-14M photo exists in 'polar' c/s; soc 20aug87 as amortisation period expired in documents 1957/may59; in MGA document as II-14M in documents may59/jan64
7 34 30 09	CCCP-L1521 CCCP-91521 CCCP-91521 CCCP-91521	II-14M II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Uzbekistan-TAS	rgd rgd trf trf	unknown 1958/59 jan64 1958	in documents 1957/may59; in MGA document as II-14M in documents may59/jan64 soc 27jan86 as life-time expired cargo version
7 34 30 10	CCCP-L1462 CCCP-61790 CCCP-61790	II-14G II-14G II-14G	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Moscow SPiMVL	BMA trf trf	1958 27jul58 31jul63	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M
7 34 31 01	CCCP-L1463 CCCP-61728 CCCP-61728 CCCP-61728 CCCP-61728	II-14G II-14G II-14G II-14G II-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Magadan-GDX AFL/Turkmenis.-ASB AFL/Arkhangel.-ARH	rgd rgd trf trf trf	unknown unknown 29jan63 dec75 01feb78	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; photo exists in 'standard' Aeroflot c/s; soc 20aug87 as amortisation period expired; broken up at Novosibirsk-Severyn
7 34 31 02	CCCP-L1465 CCCP-61728 CCCP-61728 CCCP-61728 CCCP-L1465 CCCP-L1465 CCCP-L1465 CCCP-41808	II-14G II-14G II-14G II-14G II-14G II-14G II-14G II-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Magadan-GDX AFL/Turkmenis.-ASB AFL/Arkhangel.-ARH AFL/GosNII GVF AFL/Moscow SPiMVL AFL/GosNII GVF AFL/International	rgd rgd trf trf trf rgd trf trf trf	unknown unknown 29jan63 dec75 01feb78 unknown 12feb58 may58 01jun70	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; photo exists in 'standard' Aeroflot c/s; soc 20aug87 as amortisation period expired; broken up at Novosibirsk-Severyn
7 34 31 03	CCCP-L1525 CCCP-91525 CCCP-L1527 CCCP-91527	II-14M II-14M II-14M II-14M	AFL/International AFL/Centr.Reg.-BKA AFL/International AFL/International	trf trf rgd rgd	06jun75 unknown 1959 22jul57 unknown	later sat wfu at "Druzhnaya" polar station until wrecked by a hurricane; soc date not mentioned in MGA document in MGA document as II-14M soc 30nov74 as life-time expired in MGA document as II-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 Krasnoy (10.5 km north-west of the airport), but most crew members lost consciousness due to the toxic black smoke, the aircraft hit tree tops, came down in the forest and burnt out, 3 of the 5 crew killed and the other 2 seriously injured (the flight lasted 7 minutes and 24 seconds); t/t 18,872 hours and 9,299 cycles; soc 06feb70 in document 1958; in MGA document as II-14M
7 34 31 05	CCCP-L1530 CCCP-91530 CCCP-91530 CCCP-91530	II-14M II-14M II-14M II-14M	AFL/Sykytykvar-SCW AFL/Sykytykvar-SCW AFL/Komi-SCW AFL/Privolzhsk-KUF	trf rgd trf rgd	unknown jul58 15feb66 unknown	in document 1958; in MGA document as II-14M soc 24dec74 as life-time expired in MGA document as II-14M converted to II-14RRR date unknown on charge as of 01feb64
7 34 31 06	CCCP-L1553 CCCP-91553 CCCP-91553 CCCP-91553 CCCP-91553	II-14M II-14M II-14M II-14RR II-14RR	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Magadan-GDX AFL/Krasnoyarsk AFL/N.Kavkaz-ROV	rgd rgd trf trf mfd	unknown unknown 01apr75 07aug57 06apr60	operated until 21dec59; in MGA document as II-14M opb 77 ATO at ROV by 10jun60 when crashed 10jun60 on the leg from Sochi to Kutaisi of a flight from Rostov-na-Donu to Tbilisi (the first flight of an aircraft of this directorate on this route) when deviated from the prescribed flight path to the north by 17 km, crashed at a height of 1,200 metres into a wooded slope of cloud-covered Mount Rech (1,436 metres) near Tkvarcheli (51 km east of Sukhumi-Babushery airport) and burnt out, all 6 crew and 25 passengers killed; wreck found 11jun60; t/t 5,423 hours; soc 30jun60 cargo version cargo version; in natural metal c/s with two blue cheatlines; soc 28may75 as life-time expired; broken up at Novosibirsk-Severyn; see c/n 147001617 in MGA document as II-14M
7 34 31 07	CCCP-L1571 CCCP-91571 CCCP-91571	II-14M II-14M II-14M	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV	mfd trf rgd	07aug57 06apr60 1958/59	operated until 21dec59; in MGA document as II-14M opb 77 ATO at ROV by 10jun60 when crashed 10jun60 on the leg from Sochi to Kutaisi of a flight from Rostov-na-Donu to Tbilisi (the first flight of an aircraft of this directorate on this route) when deviated from the prescribed flight path to the north by 17 km, crashed at a height of 1,200 metres into a wooded slope of cloud-covered Mount Rech (1,436 metres) near Tkvarcheli (51 km east of Sukhumi-Babushery airport) and burnt out, all 6 crew and 25 passengers killed; wreck found 11jun60; t/t 5,423 hours; soc 30jun60 cargo version cargo version; in natural metal c/s with two blue cheatlines; soc 28may75 as life-time expired; broken up at Novosibirsk-Severyn; see c/n 147001617 in MGA document as II-14M
7 34 31 09	CCCP-L1466 CCCP-61784(1)	II-14G II-14G	AFL/West Sib.-OVV AFL/West Sib.-OVV	rgd rgd	unknown 1959	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; photo exists in 'standard' Aeroflot c/s; soc 20aug87 as amortisation period expired; broken up at Novosibirsk-Severyn
7 34 31 10	CCCP-L1589 CCCP-91589 CCCP-91589 CCCP-91589	II-14M II-14M II-14M II-14M	AFL/Privolzhsk-KUF AFL/Privolzhsk-KUF AFL/Privolzhsk-RTW AFL/Privolzhsk-PEZ	rgd rgd trf trf	unknown 1958/59 1961 unknown	photo exists; soc 16oct81 in MGA document as II-14M f/n LED 22apr72; soc 13aug74 as life-time expired in MGA document as II-14M in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s; damaged Nizhnevartovsk 13may81 when starboard main gear collapsed during taxiing, repaired; photo exists in 'standard' Aeroflot c/s; soc 20aug87 as amortisation period expired; broken up at Novosibirsk-Severyn
7 34 32 01	CCCP-L1539 CCCP-91539 CCCP-91539 CCCP-91539	II-14M II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Magadan AFL/Arkhangel.-ARH	rgd rgd trf trf	unknown 1958/59 15jan64 15mar75	in document jan64; soc 28feb75 as life-time expired in documents may57/jun59; in MGA document as II-14M in document jul59 soc 22sep78 as life-time expired in documents 09jan57/oct59; in MGA document as II-14M
7 34 32 02	CCCP-L1523 CCCP-91523 CCCP-91523 CU-F925 CU-T925	II-14M II-14M II-14M II-14M II-14FKM	AFL/N.Kavkaz-ROV AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ Cubana Aerocaribbean	mfd rgd trf trf HAV	03aug57 1958/59 jan64 26mar82 sep84	in documents 09jan57/oct59; in MGA document as II-14M soc 01jun73 to Cuba soc 01jun73 to Cuba converted to II-14FKM with Groza-40 radar (nose cone housing from a Yak-40), seen SCU sep89 as such; initially with dark brown cheatline, orange tail logo; later repainted with red cheatline/blue trim and red tail logo; seen HAV sep91; l/n HAV 14dec93; repainted by dec95 in all-white c/s with orange tail logo; seen SCU 25jul99 operational; l/n SCU oct99, stored; fate ? in MGA document as II-14M photo exists at Ust-Nera; soc 29jul77 as life-time expired in MGA document as II-14M
7 34 32 03	CCCP-L2009 CCCP-52009	II-14M II-14M	AFL/Yakutiya AFL/Yakutiya	mfd rgd	12aug57 unknown	in MGA document as II-14M photo exists at Ust-Nera; soc 29jul77 as life-time expired in MGA document as II-14M
7 34 32 05	CCCP-L2013 CCCP-52013 CCCP-52013 CCCP-52013	II-14M II-14M II-14M II-14M	AFL/Armenia AFL/Armenia AFL/Far East-KHV AFL/N.Kavkaz-KRR	rgd rgd trf trf	unknown 1958/59 31mar62 unknown	in MGA document as II-14M photo exists at Ust-Nera; soc 29jul77 as life-time expired in MGA document as II-14M in document may64; directorate not mentioned in MGA document; soc 30apr77 cargo version; in documents 1957/may59 cargo version cargo version
7 34 32 06	CCCP-L1469 CCCP-61739 CCCP-61739 CCCP-61739	II-14G II-14G II-14G II-14G	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-ROV AFL/Ukraine-SIP AFL/Ukraine-KHC	toc rgd trf trf	09oct57 1958/59 28mar75 1976	in document jan59; in MGA document as II-14M cargo version cargo version cargo version; f/n MRV 17nov76; converted to II-14LIK-2; soc 25mar87 as life-time expired in document jan59; in MGA document as II-14M
7 34 32 07	CCCP-L2015 CCCP-52015 CCCP-52015 CCCP-52015	II-14M II-14M II-14M II-14M	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ AFL/Ukraine-SIP	rgd rgd trf mfd	unknown 1958/59 jan64 18mar57	in document jan59; in MGA document as II-14M cargo version cargo version in document jan59; in MGA document as II-14M
7 34 32 08	CCCP-L2018	II-14M	AFL/Ukraine-SIP	mfd	18mar57	in document 22apr60; soc 20may71, trf to AFL/GosNII in MGA document and accident report as an II-14M; possibly toc 22aug57

	CCCP-52018	Il-14M	AFL/Ukraine-SIP	rgd	1958/59	opb 84 LO Simferopolskogo OAO; w/o 23jun69 on the leg from Moscow-Bykovo to Chernigov of a flight from Moscow-Bykovo to Simferopol when the crew left the prescribed altitude of 2,700 metres due to heavy turbulence (despite ATC's denial of this request) and climbed to some 2,900 metres, collided with An-12 c/n 402503 of the Soviet Air Force and crashed on the outskirts of Troitsa village (Yukhnov district of the Kaluga region), all 5 crew and 19 passengers killed; t/t 24,653 hours; soc 22dec69 on charge as of 01oct57; in MGA document as Il-14M
7 34 32 09	CCCP-L2020 CCCP-52020	Il-14M Il-14M	AFL/Ukraine-HRK AFL/Ukraine-HRK	toc rgd	unknown 1958/59	
7 34 32 10	CCCP-52020 CCCP-L2029 CCCP-52029	Il-14M Il-14M Il-14M	AFL/Ukraine-IEV AFL/Northern-LED AFL/Northern-LED	trf mfd trf	1962 1957 1958/59	in document 18nov64; converted to Il-14LIK-1; photo exists; soc 28jun83 as life-time expired 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. Vovyeikov (replaced Il-14 CCCP-52056 which had crashed); mentioned in an incident report at LED 16dec87; soc 25dec87 as amortisation period expired
7 34 33 01	CCCP-L1475 CCCP-61785(1)	Il-14G Il-14G	AFL/West Sib.-OVV AFL/West Sib.-OVV	toc rgd	15oct57 1959	cargo version cargo version; in natural metal c/s with two blue cheatlines; soc 31jan75 as life-time expired; broken up at Novosibirsk-Severnoy; see c/n 8343805 in MGA document as Il-14M
7 34 33 02	CCCP-L2034 CCCP-52034 CCCP-52034 CCCP-52034	Il-14M Il-14M Il-14M Il-14LR	AFL/Magadan-GDX AFL/Magadan-GDX AFL/Polar AFL/Yakutiya-Niy	toc rgd trf trf	28sep57 1958/59 17jul67 01oct70	ice-reconnaissance aircraft; soc 19jan81 as life-time expired ice-reconnaissance aircraft; soc 19jan81 as life-time expired in MGA document as Il-14M
7 34 33 03	CCCP-L2037 CCCP-52037 CCCP-52037	Il-14M Il-14M Il-14M	AFL/Lithuania-VNO AFL/Lithuania-VNO AFL/Kazakhstan	rgd rgd trf	unknown 1959 14dec74	
7 34 33 04	CCCP-L2039 CCCP-52039 CCCP-52039 CCCP-52039	Il-14M Il-14M Il-14M Il-14M	AFL/Armenia AFL/Armenia AFL/N.Kavkaz-ROV AFL/Uzbekistan-TAS	rgd rgd trf trf	unknown 1958/59 28mar64 06jan73	soc 20oct80 as life-time expired in MGA document as Il-14M; photo RSC apr58, in natural metal c/s with two blue cheatlines
7 34 33 05	CCCP-L2040 CCCP-52040 CCCP-52040	Il-14M Il-14M Il-14M	AFL/Latvia-RSC AFL/Latvia-RSC AFL/Moscow SPIMVL	toc rgd trf	01nov57 1959 17oct65	
7 34 33 06	CCCP-L1476 CCCP-91495 CCCP-91495	Il-14G Il-14G Il-14G	AFL/Kazakhstan AFL/Kazakhstan AFL/Kyrgyzstan-FRU	mfd rgd trf	10oct57 1958/59 31oct58	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; soc 14aug72; the wreck was still there 1983 in MGA document as Il-14M
7 34 33 08	CCCP-L2044 CCCP-52044	Il-14M Il-14M	AFL/Armenia AFL/Armenia	toc rgd	31dec57 unknown	in white/natural metal c/s with 'lightning-bolt' cheatline; later dumped at Falkenberg, l/n 06jun93, c/n reported as 3309
7 34 33 09	"03" red	Il-14M	Soviet Air Force	SXF	1969	
7 34 34 04	CCCP-L1479 CCCP-61735	Il-14G Il-14G	AFL/Magadan-GDX AFL/Magadan-GDX	toc rgd	18nov57 1958/59	cargo version cargo version; photo exists in 'polar' c/s; soc 19jul85 as life-time expired
7 34 34 06	CCCP-06150	Il-14M	MAP Kuibyshev	rgd	06may82	navais calibration aircraft; equipped with a non-standard high performance de-icing system so was probably based in the Far North before; in standard blue Aeroflot c/s; f/n Gostomel 20aug88; canx 13dec88; preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University, N53.239926 E50.361987), seen apr93/oct23 in fleet list 18mar58
7 34 34 07	CCCP-N444 CCCP-04192 CCCP-04192 CCCP-04192 CCCP-04192	Il-14M Il-14M Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Yakutiya-Niy AFL/Yakutiya	rgd rgd trf trf trf	unknown 1958/59 10feb60 01oct70 15mar72	in document 22nov61 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; soc 03jul73
7 34 34 08	"21" red 01146	Il-14T Il-14T	Soviet Air Force Rossiya	rgd Mya	unknown 03jun92	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 on the register as FLA-01146; marked '41085' in cockpit, probably the call-sign; l/n 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 01146	Il-14T Il-14T	Rossiya 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 reverted to its old registration for display; became a restaurant "Runway 34" at ZRH (N47.440128 E8.5578639); l/n may23
7 34 34 09	CCCP-61760	Il-14M	AFL/Far East-KHV	mfd	28oct57	on charge as of 01jul76; damaged Nikolayevsk-na-Amure/Bogorodskoye 31mar8 when port main gear unit collapsed on landing, repaired; soc 25dec87 as amortisation period expired
7 34 34 10	CCCP-L1481 CCCP-91496 CCCP-91496 CCCP-91496	Il-14G Il-14G Il-14G Il-14G	AFL/Kazakhstan AFL/Latvia AFL/Magadan-GDX AFL/East Siberia	mfd trf trf trf	01nov57 23oct58 unknown 24dec75	cargo version; toc 06nov57 cargo version cargo version; on charge as of 01feb63 cargo version; photo exists in 'polar' c/s, operated by the Magadan CAD; damaged Kirensk 24mar81 when force-landed after engine failure collapsing the nose gear; repaired !; soc 17apr84
7 34 35 04	CCCP-L1484 CCCP-91497 CCCP-91497 CCCP-91497	Il-14G Il-14G Il-14G Il-14G	AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA AFL/Kazakhstan-BXJ	toc rgd trf trf	15nov57 1958/59 jan64 27feb78	cargo version cargo version cargo version cargo version; soc 27aug85 as life-time expired; f/n BXJ 23apr93, derelict, still present oct94
7 34 35 06	CCCP-N445 CCCP-04193 CCCP-04193 CCCP-04193	Il-14M Il-14M Il-14M Il-14M	Polyarnaya Aviats. Polyarnaya Aviats. AFL/Polar AFL/Central Region	mfd rgd trf trf	15nov57 1958/59 10feb60 21oct70	in fleet list 18mar58 24 pax configuration 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 02jan79; w/o 02jan79 (while working for the 24th SAE in Antarctica) on a flight from Ice Station Molodyozhnaya to Ice Station Mawson when stalled on take-off due to wind shear at a height of 70-80 metres, crashed on a glacier 1,000 metres behind the runway threshold and broke up, 4 of the 5 crew killed and all 9 passengers (including 24th SAE chief S.Ye. Korotkevich) seriously injured; the first fatal accident in Soviet Antarctic aviation; t/t 19,494 hours 8 minutes and 12,705 cycles; soc 27sep79
7 34 35 08	CCCP-L1490 CCCP-61730 CCCP-61730 CCCP-61730	Il-14G Il-14G Il-14G Il-14G	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Tajikistan-DYU AFL/East Siberia	toc rgd trf trf	06dec57 1958/59 29apr59 29apr79	cargo version cargo version; registration already in document mar59 cargo version; f/n Spenberg 07feb76 cargo version; soc 19nov87 as life-time expired
7 34 35 09	CCCP-61730 "02" red	Il-14G Il-14M	AFL/East Siberia Soviet Air Force	trf rgd	29apr79 unknown	opb BVVAUL at Balashov; in white c/s with thin red (faded to brown) cheatline and grey undersides, colour of code completely faded; ferried from Balashov to a field near Ivankovo-Lenino (Alatyr district of Chuvashia) 12aug86 and preserved in the settlement (N54.720546 E46.685669) since, l/n aug20 converted to flying laboratory; last four only of c/n confirmed
7 34 35 34	not known	Il-14	Soviet Navy		1963	
7 34 36 03	CCCP-L1491 CCCP-61750 CCCP-61738	Il-14G Il-14G Il-14RR	AFL/Far East AFL/Far East-KHV AFL/Far East-KHV	toc rgd mfd	11jan58 1958/59 30dec57	cargo version cargo version; in document jan59; l/n KHV 11apr73, photo exists; soc 30nov77 as life-time expired toc 03jun80; f/n UUS 1984; t/t 14,259 hours 3,504 cycles as of 26nov86; scrapped at UUS in 1987; soc 25dec87
7 34 36 06	CCCP-27210	Il-14	MAP Gorki APO	rgd	29nov65	f/n IEV sep76 just small 'Aeroflot' titles on the nose; canx 1979
7 34 36 08	CCCP-L1492 CCCP-91489 CCCP-91489 CCCP-91489	Il-14G Il-14G Il-14G Il-14G	AFL/Privolzhsk-RTW AFL/Privolzhsk-RTW AFL/Privolzhsk-RTW AFL/Arkhangel.-ARH	toc rgd rgd trf	10jan58 1958/59 1958/59 27feb78	cargo version cargo version cargo version cargo version; soc 18jan82
7 34 36 09	CCCP-L2058 CCCP-52058	Il-14M Il-14M	AFL/Syktvykar-SCW AFL/Syktvykar-SCW	mfd rgd	30nov57 1958/59	opb Syktvykarskaya otdelnaya aviagruppa; toc 12dec57; in MGA document as Il-14M opb Syktvykarskaya otdelnaya aviagruppa; opb 75 LO; in document 01apr59; w/o 16feb66 on a flight from Vorkuta to Syktvykar when the right engine failed (due to a design fault of the engine) one hour into the flight and caught fire, the crew tried an emergency landing but the fire spread rapidly and the engine separated from the wing at a height of some 100 metres, the aircraft went out of control, dived into a frozen swamp near the Bolshaya Vyatkinska river 40 km north of Pechora and burnt out, all 8 crew and 18 passengers killed; t/t 17,157 hours; soc 01apr66
7 34 36 10	CCCP-L2059 CCCP-52059	Il-14M Il-14M	AFL/Armenia AFL/Armenia	toc rgd	07jan58 1958/59	in MGA document as Il-14M trf oct61 to Cuba
7 34 37 01	CCCP-L1493 CCCP-91477 CCCP-91477	Il-14G Il-14G Il-14G	AFL/Ukraine-DNK AFL/Ukraine-DNK AFL/Yakutiya-YKS	toc rgd trf	11jan58 1959 06feb73	cargo version cargo version; in document mar59 converted to fire patrol version by the ATB at Yakutsk jun73; photo exists in old 'polar' c/s with observation blister starboard side (as per Il-14T)
7 34 37 02	CCCP-91477 CCCP-L1494 CCCP-61726 CCCP-61726	Il-14G Il-14G Il-14G Il-14G	AFL/Yakutiya-ADH Aeroflot/USHVLP Aeroflot/USHVLP AFL/Far East-KHV	trf toc rgd trf	01mar74 25jan58 1958/59 09jun59	probably trf to AFL/East Siberia-IKT, date unknown; f/n UKX nov77; soc 11sep80 as life-time expired cargo version; Ulyanovsk Advanced Flying Training College cargo version; Ulyanovsk Advanced Flying Training College cargo version; soc 19mar80 as life-time expired; photo OHH 1960s in natural metal c/s with two blue cheatlines, l/n UUS 1984
8 34 37 03	CCCP-61761	Il-14	AFL/Far East	toc	unknown	on charge as of 01jul76; c/n in Soviet register and MGA document as such; soc 02feb88 as life-time expired; f/n UKK 30aug90

7 34 37 04	CCCP-61762	Il-14P	AFL/Yakutiya	toc	19apr76	still in service 20sep86; photo 1989 in 'polar' c/s; soc 14mar89 as amortisation period expired; was preserved at a square at Mys Shmidtka from 1989, but destroyed by arson during the same year
8 34 37 08	CCCP-61768	Il-14	AFL/Far East	toc	02jul80	still in service 20sep86; soc 21jul87 as life-time expired; see c/n 7343301 photo; c/n checked OSF 09jul00; was reportedly to be restored to flying condition in 2000; still present aug12/jun21, w/ in poor condition (N55.512736 E37.494541)
8 34 38 05	not known	Il-14	Soviet Air Force	no reports		
8 34 38 07	CCCP-61785(2)	Il-14	AFL/Magadan	toc	10oct80	opb 203 ae (military unit 55115) at Kurchatov-Plankton; in natural metal c/s, code may have been blue (or red); c/n difficult to read on the black and white photo served with various MAP factories
	"07" yellow	Il-14T	Soviet Air Force	Via	aug86	
8 34 38 08	? "06"	Il-14T	Soviet Air Force	ph.	1971	not in the MGA document as such
8 34 38 09	CCCP-06103	Il-14	MAP Kirzhach	rgd	27may58	opb Kolyimo-Indigirski OAO; photo in 'polar' c/s; was the last Il-14 overhauled by ARZ-407 at Minsk; later repainted into standard c/s; dbr 06jul89 on an ice-reconnaissance mission from Mys Shmidtka over the Sea of Chukotka when both engines failed successively 4 minutes after take-off while the aircraft was flying at a height of some 100 metres, the aircraft made a forced landing in Akatan Lagoon and came to rest 200 metres from the shore in 0.5 metres of water, all 5 crew and 4 passengers escaped basically unhurt; t/t 17,992 hours and 6,989 cycles; soc 29dec89; after this accident the investigation board recommended withdrawing all Il-14s from use; see c/n 147001434
8 34 39 01	CCCP-06103	Il-14	MAP Moskovski OAO	trf	15nov77	
	not known	Il-14T	Soviet Air Force	mfd	05apr58	see c/n 6341804
	CCCP-61788(2)	Il-14T	AFL/West Siberia	toc	apr60	
	CCCP-61788(2)	Il-14T	AFL/Yakutiya	trf	16oct80	converted to Il-14FK; in 'polar' c/s; damaged at Molodyozhnaya polar station (Antarctica) 07nov87 when ran off the runway while taxiing out for take-off, collapsing its nose gear and crushing its fuselage nose; repaired with the forward fuselage of Il-14T CCCP-04180 (see comment there); l/n on board M/V "Kapitan Myshevski" in Antwerp harbour 14may88; soc 27dec90 as amortisation period expired
8 34 39 03	not known	Il-14T	Soviet Air Force	mfd	31oct58	taken at ULN with the c/n visible but not 100% clear on the tail; the prefix MONGOL was initially only worn on the wings; initially with 6 cabin windows, later converted with 8 cabin windows and additional seating seen preserved Ulan Bator (N47.853783 E106.75780) jun79/sep10; seen apr14/may17 parked in front of the MIAT Cargo building (landside), fuselage in good condition but with some dents and broken windows; l/n 16jul19 in better condition
	CCCP-41834(2)	Il-14T	AFL/Arkhangel.-ARH	toc	17may80	
	CCCP-41834(2)	Il-14T	AFL/Central Region	trf	20aug86	at ARZ-407 as Flying laboratory with two radomes at bottom of fuselage, the nature of trials is unknown
8 34 39 05	? 104	Il-14M	MIAT Mongolia		photo	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
	MONGOL-104	Il-14M	MIAT Mongolia	ULN	jul71	
8 34 39 06	"06"	Il-14T	Soviet Air Force	ph.	1974	restoration has started 1993 and was first flown again may94
8 34 40 01	not known	Il-14T	Soviet Air Force	mfd	apr58	
	CCCP-48106	Il-14T	MOMS Nizhni Tagil	rgd	20nov69	still present 16apr97 and flying at Zhukovski aug97 with various sponsor titles; l/n Pushkin 24may99/05aug01 parked at 20 ARZ rework; repair completed jun02
	RA-02299	Il-14T	Yuzhny Ekspres	KRR	15jul94	in excellent condition with VIP interior, leather seats and TV/Video; SVO based; seen Myachkovo (N55.563477 E37.975100) may12/jul15, stored; seen Novosibirsk-Mochishche jul16, dismantled, reported to be restored to flying condition; photo 2017, forward fuselage stripped of paint; l/n may23 as such
	FLARF02299	Il-14T	Yuzhny Ekspres	VKO	14mar96	
	FLARF02299	Il-14T	white c/s, n/t	Mya	11aug02	i/s 29may58; was possibly a flying laboratory
8 34 40 02	CCCP-.....	Il-14	MAP Irkutsk MSZ	mfd	25may58	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
	CCCP-29120	Il-14	MAP MSZ Sukhoi	rgd	19nov65	
	CCCP-29120	Il-14	MAP MSZ Sukhoi	trf	unknown	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 03	CCCP-64456	Il-14	MAP Tbilisi APO	mfd	1958	without observation blister; the last Il-14 built ?; canx 20sep88; preserved at the Tashkent Factory No. 34 museum since 05may90; l/n dec19; relocated by apr20 (N41.29815 E69.33029); l/n may22
8 34 40 04	CCCP-27212	Il-14T	MAP Tashkent APO	rgd	15dec65	

80 Il-14Ps built by VEB Flugzeugwerke Dresden (Factory No. 803) at Dresden from 1955 to 1959

The construction number gives the type (14), the factory code (803) and the production sequence number. The construction number plate is on the outside of the aircraft, on the port side of the nose. The Dresden-built Il-14s only have the shorter 21.31 m fuselage.

14 803 001	DDR-AVF not known	Il-14P	FW Dresden, n/t	rgd	10oct55	first Il-14 from German production; 18 pax configuration; f/f 11oct55
	DM-ZZB (1)	Il-14P	FW Dresden, n/t	rgd	26jun56	displayed at Leipzig Trade Fair 1957 (or 1958) without any markings apart from German flag and 'DDR' on fin
	DM-SAZ	Il-14P	Interflug	rgd	06jul61	used to test the stabilizer of the Baade 152 jetliner; carried '3. Parteikonferenz' titles 11oct56
	DDR-SAZ	Il-14P	Interflug	f/n	1996	converted to calibration aircraft in late 1962; photo exists in full Deutsche Lufthansa c/s with red nose; wfu 28feb67; canx 28feb67; was preserved as restaurant 'Waldperle' at Langenbernsdorf since 1969
	DM-ZZB (1)	Il-14P	Deutsche Lufthansa	rgd	ju199	still preserved at Langenbernsdorf with this fake registration, l/n may98
14 803 002	DM-ZZC 411	Il-14P	FW Dresden, n/t	f/f	24aug56	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 17jun22
		Il-14P	East German AF	toc	29apr57	rgd 23aug56, test-flight reg; 18 pax configuration
14 803 003	DM-ZZD DM-UAA	Il-14P	FW Dresden, n/t	rgd	28sep56	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
		Il-14P	East German AF	toc	20dec56	test-flight reg; f/f 29sep56; 18 pax configuration
	437 not known	Il-14P	East German AF	rgd	11mar57	rgd 22dec56; delivered initially to Preschen and later to Dessau; carried '3. Parteikonferenz' titles; canx 11mar57
	DM-ZZG DM-UAB 400	Il-14P(T)	Egyptian Air Force	sld	1965	with call-sign DM-VAG from 03jan57 and canx 24mar57; soc oct63
		Il-14P(T)	FW Dresden, n/t	rgd	22nov56	fate unknown
		Il-14P(T)	East German AF	rgd	22dec56	test-flight reg; f/f 27dec56; 18 pax configuration; Il-14P(T) cargo interior without large cargo door
		Il-14P(T)	East German AF	rgd	11mar57	toc 07feb57; d/d 11mar57 to Dessau; canx 11mar57
14 803 005	DM-SFK DM-SAA DM-SAA 491	Il-14P	Deutsche Lufthansa	rgd	07mar57	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 Vokerode power station, all 7 crew killed; canx 09nov60
	not known	Il-14P	Deutsche Lufthansa	rgd	04jul57	rgd for Leipzig Trade Fair
	no reg	Il-14P	Interflug	trf	dec58	canx 21jan61
	421	Il-14P(T)	FW Dresden, n/t	rgd	21jan61	converted to Il-14P(T) in 1963
14 803 006	no reg	Il-14P(T)	Egyptian Air Force	sld	1965	shot down on delivery to Egypt by friendly fire
	421	Il-14P(T)	FW Dresden, n/t	f/f	16may57	d/d 07jun57 to Dessau; 18 pax configuration; Il-14P(T) cargo interior without large cargo door
		Il-14P(T)	East German AF	toc	07jun57	rgd 21nov58 with call-sign DM-VAI; converted to cargo Il-14P(T) 1963; photo SXF 1970, in bare metal/silver c/s; canx 24mar77; soc 04apr80; broken up at DRS
14 803 007	no reg 445	Il-14P	FW Dresden, n/t	f/f	16jul57	d/d 09aug57 to Dessau; 18 pax configuration
		Il-14P	East German AF	i/s	08jun57	rgd 21nov58 with call-sign DM-VAI; converted in 1959 to a training aircraft for navigators and radio operators; canx 24mar77
	1151	Il-14P	Egyptian Air Force	sld	1966	c/n not confirmed, but likely; photo in camouflage c/s with astrodome and two antennas on top of rear fuselage before the tail
14 803 008	DM-SAB DM-SAB	Il-14P	Deutsche Lufthansa	rgd	26aug57	26 pax configuration
		Il-14P	Interflug	trf	'59/63	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 jan23
14 803 009	DM-SAC DM-SAC	Il-14P	Deutsche Lufthansa	rgd	17sep57	26 pax configuration
	SP-LNG	Il-14P	Interflug	trf	'59/63	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	LOT	d/d	04oct57	26 pax configuration; rgd 08oct57
		Il-14P	Z.R.Li L.K.	trf	1970 ?	f/n WAW jun77; used for calibration from 1969 until probably late 1989
		Il-14P	Inst. Lotnictwa	r/r	15aug90	date not 100 % confirmed; CoFA expired 03oct91; stored at Warsaw, seen 1990/1992
		Il-14P	Avia Mark, n/t	rgd	03sep91	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; for sale on the web 23nov12 for € 35,700; transported by road nov17 to, see next line
	'DM-SAD' (2)	Il-14P	Interflug		feb18	was preserved at Technikpark Grimmen, in these fake c/s until 04feb21 when moved to Prora and now preserved in the Oldtimer Museum-Rügen; l/n jul23; see c/n 14803011
14 803 011	DM-SAD (1)	Il-14P	Deutsche Lufthansa	rgd	03oct57	26 pax configuration; converted to 32 pax configuration in 1964; see c/n 14803010
	DM-SAD (1)	Il-14P	Interflug	trf	1959/63	photo; canx 31dec64
	not known	Il-14P	Egyptian Air Force	sld	31dec64	fate unknown
14 803 012	SP-LNH	Il-14P	LOT	d/d	02nov57	26 pax configuration; rgd 09nov57; converted to 32 pax configuration in 1964; f/n AMS 01oct62, in new c/s; l/n PRG aug67; canx 21jul72
	CCCP-52082	Il-14P	AFL/Arkhangel.-ARH	toc	unknown	on charge as of 01jan73; still in service in 1986
	CCCP-52082	Il-14P	AFL/Central Region	trf	29may..	year not clear in MGA document possibly 1988; soc 31may90
14 803 013	SP-LNI	Il-14P	LOT	d/d	09nov57	26 pax configuration; rgd 14nov57; converted to 32 pax configuration in 1964; canx 20apr73
	CCCP-52063	Il-14P	AFL/West Siberia	toc	14jan73	see canx data above; in natural metal c/s with two blue cheatlines; repainted in 1976 at ARZ-407 in standard Aeroflot 'blue' c/s
	CCCP-52063	Il-14P	AFL/Krasnoyarsk	trf	29dec78	repainted in 1981 at ARZ-407 in 'polar' c/s; still in service 20sep86; soc 28sep89 as life-time expired; photo Igarka late 1980s in 'polar' c/s; remains seen Igarka 11jun94
14 803 014	SP-LNK	Il-14P	LOT	d/d	21nov57	26 pax configuration; rgd 26nov57; f/n DRS 06mar61; l/n AMS 05oct63; converted to 32 pax configuration in 1964; canx 21jul72

14 803 015	CCCP-13321 DM-SAE	II-14P II-14P	MAP Tbilisi APO Deutsche Lufthansa	rgd d/d	21mar73 21nov57	canx 26feb85 rgd 23nov57	
14 803 016	DM-SAE DM-SAF DM-SAF	II-14P II-14P II-14P	Interflug Deutsche Lufthansa Interflug	trf f/f trf	'59/63 26nov57 '59/63	converted to 32 pax configuration in 1964; canx 19jan66; transferred to Syrian Air Force, serial unknown batch 6; in 26 passenger configuration; rgd 10dec57; h/o 18dec57 converted to 32 passenger configuration in 1964; dbr 17nov67 on an emergency landing at Leipzig; canx 17nov67; was preserved near the Ice Stadium on Peissnitzinsel island at Halle in 1968/91; transported to Pulspforte (near Zerbst) in summer 1991, seen there may95; arrived at Technikmuseum "Hugo Junkers" at Dessau-Alten 10sep99	
14 803 017	DM-SAF	II-14P	Deutsche Lufthansa	ph.	24apr00	rebuilt by and preserved in Technikmuseum "Hugo Junkers" at Dessau-Alten (N51.836078 E12.208696), f/n on display 24apr00, l/n oct22	
14 803 018	SP-LNL CCCP-52084 CCCP-52084	II-14P II-14P II-14P	LOT AFL/Arkhangel.-ARH AFL/Ukraine-KHC	d/d toc trf	17dec57 10jan73 04may75	26 pax configuration; rgd 19dec57; converted to 32 pax configuration in 1964; canx 21jul72	converted to Il-14LIK-1; in an incident report at Belgorod 05may87; l/n DNK 07jan88; soc 29mar88 as life-time expired
14 803 019	DM-SAG DM-SAG	II-14P II-14P	Deutsche Lufthansa Interflug	d/d trf	18dec57 20feb73 30dec57	26 pax configuration; rgd 27dec57; converted to 32 pax configuration in 1964; canx 21jul72	canx 19jan66; transferred to Syrian Air Force, serial unknown
14 803 020	DM-SAH DM-SAH	II-14P II-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	II-14P	FW Dresden, n/t	d/d	06feb58	canx 05oct69 or '70 and preserved in Dessau Zoo, scrapped 1988	to Dessau; according to CoFA issued by FWD, the wings were built by Avia 1; 24/28 pax configuration, II-14P(T) cargo interior without large cargo door
14 803 022	401 not known 403 426	II-14P II-14P(T) II-14P(T)	East German AF Egyptian Air Force East German AF	i/s sld mfd rgd	06feb58 1965 28dec57 21nov58	rgd 21nov58 with call-sign DM-VAK; in natural metal c/s; collided on the ground with II-14P '444' at Dessau-Alten 27jun61; wfu dec64	d/d 18mar58 to Dessau; 24/28 pax configuration, II-14P(T) cargo interior without large cargo door with call-sign DM-VAL; in natural metal c/s; damaged 27aug69 when landed wheels-up at SXF, but repaired; canx 24mar77; wfu 01dec80 and flew this day to Szolnok
14 803 023	DM-SAI DM-SAI	II-14P II-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	II-14P II-14P	Deutsche Lufthansa Interflug	d/d trf	18mar58 1959	rgd 10oct58	in DLH c/s, small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964; canx 27dec65; transferred to Syrian Air Force, serial unknown
14 803 025	475	II-14P	East German AF	i/s	14mar58	pax/salon; rgd 28aug58 call-sign DM-VAC; in natural metal c/s; opb STS-29 at Marxwalde; trf 31mar65, opb TFS-27 at Dresden; canx 19oct81; broken up at DRS oct81	
14 803 026	DM-SAL DM-SAL	II-14P II-14P	Deutsche Lufthansa Interflug	rgd LEJ	04mar58 1963	26 pax configuration; d/d 26mar58	i/s 1963; in basic DLH c/s with small 'Interflug' titles on nose only; converted to 34 pax configuration in 1964
14 803 027	DM-SAL 485 DM-SAT 485	II-14P II-14P II-14P II-14P	Deutsche Lufthansa East German AF EGAF/IFL c/s, n/t East German AF	rgd rgd rgd ret d/d	29apr81 17sep90 may00 28aug58 20aug65 13may77 08apr58	converted to navajds calibration aircraft; last service 06mar84; last flight 15mar84 (to Dresden), as last active II-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
14 803 028	'DM-ZZB' (2) DM-SAL 485 DM-SAT 485 HA-MAD	II-14P II-14P II-14P II-14P II-14P II-14P	3. Parteikonferenz Deutsche Lufthansa East German AF EGAF/IFL c/s, n/t East German AF MALÉV	DRS DRS rgd rgd ret d/d	17sep90 may00 28aug58 20aug65 13may77 08apr58	photo SXF aug78, in dark/light brown camouflage; canx 01dec80; broken up at DRS 27feb81	preserved at Elbe-Flugzeugwerke Dresden (N51.130162 E13.773077) in original colours, l/n 28feb18
14 803 029	CCCP-41863(2) CCCP-41863(2) CCCP-41863(2) CCCP-41863(2)	II-14P II-14P II-14P II-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/West Sib.-TOF AFL/Yakutiya	toc trf trf trf	unknown 20jan72 unknown 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; photo exists at Budapest without titles, probably just before delivery to the Soviet Union; sold to the Soviet Union may70; flown to the Soviet Union 03jun70, the same day as the registration was cancelled	on charge as of 01jan71; see c/n 146000701
14 803 030	HA-MAE	II-14P	MALÉV	mfd	01apr58	26 pax configuration; CoFA issued 28mar58; converted to 28 pax configuration 20apr61 and to 36 pax configuration 28apr64; converted to II-14P(T) 18mar66; seen LGW 22jul66; wfu may70; sold to the Soviet Union may70 and flown there 05jun70, the same day as the registration was cancelled	converted to II-14LR ice-reconnaissance aircraft
14 803 031	CCCP-61663(2) CCCP-61663(2) CCCP-61663(2)	II-14P(T) II-14LR II-14LR	AFL/Yakutiya-Niy AFL/Yakutiya-YKS AFL/Yakutiya-MJZ	toc trf trf	11sep70 1971 unknown	in Mirny oao documents 05feb72; in 'polar' c/s; soc 30dec88 as amortisation period expired; seen CYX jul92/sep03, partly broken up; fuselage transported to Yakutsk in 2005 and assembled with the wings of CCPC-41863(2), with a view to being displayed as a composite aircraft, seen as such YKS 15jun06/jun08; seen jun09 dismantled and l/n may20 (N62.09988 E129.76458) and in poor condition	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
14 803 032	CCCP-61650(2) CCCP-61650(2) CCCP-61650(2) CCCP-61650(2)	II-14P II-14P II-14P II-14P	AFL/Uzbekistan AFL/Kazakhstan AFL/Krasnoyarsk AFL/Centr.Reg.-Mya	toc trf trf trf	29oct70 25jan72 09feb83 30jun86	photo; converted to a Geophysical Survey aircraft in 'polar' c/s; f/n 1990 in Antarctica; soc 27dec90 as amortisation period expired	
14 803 033	433	II-14P	East German AF	i/s	13jun58	24/28 pax configuration; II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-VAM canx 24mar77; converted to II-14P(T) in 1963; soc 29feb80; broken up DRS 23jun80	
14 803 034	444	II-14P	East German AF	i/s	26jun58	24/28 pax configuration; II-14P(T) cargo interior without large cargo door; rgd 21nov58 with call-sign DM-VAN; in dark green c/s; collided on the ground with II-14P '401' at Dessau-Alten 27jun61; canx 24mar77; aircraft soc 08nov79; broken up DRS 05may80	
14 803 035	HA-MAH	II-14P	MALÉV	d/d	29may58	26 pax configuration; CoFA issued 30may58; converted to 28 pax configuration 25apr59, 32 pax configuration 30may59 and 36 pax configuration 23may61; dbr when burned out in hangar fire at Ferihegy 17feb64; t/t 4,680 hrs	
14 803 036	HA-MAI	II-14P	MALÉV	mfd	mar58	d/d 16may58; 26 pax configuration; CoFA issued 16may58; photo Croydon 04oct58; converted to 28 pax configuration 08aug59, to 32 pax configuration 24jan61 and to 36 pax configuration 10may61; put up for sale by 29mar68; sold to the Soviet Union may70 with t/t 7,584 hours and flown there 29may70; canx 29may70	
14 803 037	CCCP-61689 CCCP-61689 CCCP-61689 RA-02254	II-14P II-14P II-14P II-14P	AFL/N.Kavkaz-KRR AFL/Yakutiya-YKS AFL/Yakutiya AFL/Yakutiya-YKS Aeroflot	d/d trf trf trf KRR	29may70 05nov70 1980 unknown 15jul94	c/n from Aeroflot maintenance document, mfd given there as 01oct61, which is not correct	c/n as such in MGA document
14 803 038	482	II-14S	East German AF	i/s	03jul58	carried out the last regular II-14 flight in the Soviet Union in spring 1991	in 'polar' c/s with Aeroflot titles, Russian flag; stored at KRR (N45.036991 E39.183841); l/n may16/nov21, in very faded colours, with rudder in poor condition and previous registration CCCP-61689 was first bleeding through and by nov21 no reg visible at all
14 803 039	007 3036 008 SP-LNZ 3037	II-14P II-14P II-14P II-14P II-14P	Polish Air Force Polish Air Force Polish Air Force LOT Polish Air Force	d/d f/f d/d rgd r/r	26jul58 1982 26jul58 14mar61 1982	rgd 28aug58 with call-sign DM-VAD canx 07jan83; to Bautzen 15dec82; seen preserved Finow (N52.832807 E13.676390) mar95; bare metal c/s since sep07; l/n aug23	26 pax configuration; seen WAW 08aug73
14 803 040	094 LZ-ILE	II-14P II-14P	TABSO/Balkan Bulgarian AF TABSO/Balkan	AMS SOF d/d	26nov63 04may83 07aug58	26 pax configuration; seen WAW 08aug73	26 pax configuration; II-14S
14 803 041	904	II-14P	East German AF	f/f	07aug58	canx 25sep62 as returned to Polish Air Force	canx 25sep62 as returned to Polish Air Force
14 803 042	DM-VAS 488	II-14P II-14P	East German AF East German AF	rgd r/r	21nov58 unknown	initially opb Transportfliegerschule at Dessau; trf to TS-24 at DRS 18sep64; soc 15apr81; scrapped at DRS 28apr81	batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 28aug58; h/o 28aug58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau
14 803 043	909	II-14P	East German AF	f/f	11aug58	initially opb Transportfliegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS oct63); last flight 04may81; soc 25may81; scrapped at DRS may81	
14 803 044	DM-VAO 409	II-14P II-14P	East German AF East German AF	rgd r/r	21nov58 unknown	initially opb Transportfliegerschule at Dessau; in natural metal c/s; trf to TS-24 in 1963 (relocated to DRS oct63); last flight 04may81; soc 25may81; scrapped at DRS may81	

14 803 043	915	II-14P	East German AF	f/f	21aug58	batch 9; version II; in 24/28 passenger configuration; East German rhombi painted on by 05sep58; h/o 09sep58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau
	DM-VAP	II-14P	East German AF	rgd	21nov58	just a call-sign, never painted on; canx unknown
	405	II-14P	East German AF	r/r	unknown	initially opb Transportfliegerschule at Dessau; trf to TS-24 in 1963 (relocated to DRS oct63)
	405	II-14P(T)	East German AF	rgd	20aug65	converted to a cargo aircraft in 1963
	DM-SAS	II-14P(T)	Interflug	ret	unknown	later opb TS-24 of the East German Air Force with this registration; canx 17may77
14 803 044	405	II-14P(T)	East German AF	ret	unknown	last flight 22apr81; soc 01may81; scrapped at DRS 08jul81
	917	II-14P	East German AF	f/f	03sep58	batch 9; version II; in 24 passenger configuration; East German rhombi painted on by 25sep58; h/o 26sep58 and ferried from DRS to Dessau the same day; opb Transportfliegerschule at Dessau
	DM-VAQ	II-14P	East German AF	rgd	21nov58	just a call-sign, never painted on; canx 24mar77
	416	II-14P	East German AF	r/r	unknown	initially opb Transportfliegerschule at Dessau; trf to TS-24 in 1963 (relocated to DRS oct63)
	416	II-14F	East German AF	h/o	07jan66	converted to an aerial photography aircraft by Flugzeugwerft Dresden starting 25jun66; last flight 12oct82 or 12nov82; soc 07jan83; scrapped at DRS jan83
14 803 045	921	II-14P	East German AF	f/f	17sep58	batch 9; version II; in 24 passenger configuration; in natural metal c/s; East German rhombi painted on by 09oct58; h/o 16oct58; ferried from DRS to Dessau 26oct58; opb Transportfliegerschule at Dessau
	DM-VAR	II-14P	East German AF	rgd	21nov58	just a call-sign, never painted on; canx 24mar77
	422	II-14P	East German AF	r/r	unknown	initially opb Transportfliegerschule at Dessau; trf to TS-24 in 1963 (relocated to DRS oct63)
	422	II-14F	East German AF	h/o	05feb66	converted to an aerial photography aircraft by Flugzeugwerft Dresden in 1965/66; in camo c/s; last flight 17dec82 (the last flight of an East German Air Force II-14)
	DDR-SAM (2)	II-14F	Interflug/FIF	h/o	07jan83	used by MFS and Mdl for anti-terrorist training until 1990; still present in 'Chlorbuna' c/s jun91/jun92; was partly destroyed by hooligans during 1992/93; transported to Gatow, reported as DDR-FAN, but no sightings as such; passed on to Deutsches Technikmuseum for restoration; stored at Gatow, seen 1994/jan01 (as DDR-SAM); moved to Berlin-Tempelhof by 2004 and stored in a dismantled state (still in 'Chlorbuna' c/s), seen in natural metal may08/2019; photo 30jul22, in natural metal c/s without registration, now assembled with engines, but missing the rudder; seen complete and on display may23 in natural metal c/s without registration; see c/n 14803075
14 803 046	DM-ZZX	II-14P	FW Dresden	f/f	08sep58	batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; ferried from DRS via SXF, VKO, SVX, OVB and IKT to PEK 04/10nov58; h/o at PEK 14nov58; rgd only 14nov58
	662	II-14P	Civ Avn Adm China	toc	1958	based at Shanghai by 1960 and by 1986; f/n SHA 23apr79; grounded in 1986 as life-time expired; scrapped at Shanghai
14 803 047	DM-ZZY	II-14P	FW Dresden	f/f	11sep58	batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; ferried from DRS via SXF, VKO, SVX, OVB and IKT to PEK 04/10nov58; h/o at PEK 14nov58; rgd only 14nov58
	664	II-14P	Civ Avn Adm China	toc	1958	f/n SHA 23apr79; based at Shanghai; grounded in 1986 as life-time expired; broken up at Shanghai
14 803 048	DM-ZZZ	II-14P	FW Dresden	rgd	31jul58	batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 29sep58; stored at DRS oct58/jul59; ferried from DRS via SXF, VKO, SVX, OVB, IKT, ULN to PEK 31jul59/07aug59; h/o at PEK 08aug59
	672	II-14P	Civ Avn Adm China	toc	1959	f/n RGN 16feb62; l/n CAN 01feb83; nearly out of hours by sep84, having been operational/based in Shanghai, and flown to Hunan as a gift for the Hunan Institute of Aviation; fate unknown
14 803 049	DM-ZZU	II-14P	FW Dresden	rgd	26jan58	batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 06oct58; stored at DRS nov58/dec58; ferried from DRS via SXF, VKO, SVX, OVB, IKT, ULN, PEK and WUH to HAN starting 26jan59; h/o at HAN 12feb59; probably opb Hang Khong Vietnam; fate unknown
	670	II-14P	Civ Avn Adm China	rgd	20jul58	was ordered by China but delivered to North Vietnam instead
14 803 050	DM-ZZV	II-14P	FW Dresden	rgd	20jul58	batch 9; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 09oct58; stored at DRS nov58/jul59; ferried from DRS via SXF, VKO, SVX, OVB, IKT, ULN to PEK 20/26jul59; h/o at PEK 27jul59
	666	II-14P	Civ Avn Adm China	rgd	1958/59	in natural metal c/s with two thin blue cheatlines; f/n SIA jun71; still in fleet list in 1982; was preserved in the Beijing Aeronautical Institute (renamed Beihang University in 2002), seen oct86/apr09 (dismantled by nov10), moved to the new Beijing Air and Space Museum (opened in 2012) within the university campus and displayed there without outer wings, seen may13/dec19
14 803 051	DM-ZZW	II-14P	FW Dresden	rgd	20jul58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 21oct58; stored at DRS nov58/jul59; ferried from DRS via SXF, VKO, SVX, OVB, IKT to PEK 20/26jul59; h/o at PEK 27jul59
	668	II-14P	Civ Avn Adm China	rgd	1958/59	f/n KMG 16apr79; l/n TYN 31oct86; broken up at Taiyuan in 1992
14 803 052	DM-ZZR	II-14P	FW Dresden	rgd	31jul58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 01nov58; stored at DRS nov58/jun59; ferried from DRS via SXF, VNO, VKO, SVX, OVB and IKT to PEK 31jul59/07aug59; h/o at PEK 08aug59
	674	II-14P	Civ Avn Adm China	rgd	1958/59	f/n CAN mar85; based at Shanghai and grounded in 1986 as life-time expired; donated for training purposes jan87; was displayed in a square within the city limits of Shanghai, photo 06feb93; sat wfu at Shanghai-Longhua, seen oct99/apr00; repainted in basic China Eastern c/s, marked 'SVS-002' (SVS means Shanghai Vocational School) and preserved at N31.173625 E121.45307, seen jun05/sep11
14 803 053	DM-ZZS	II-14P	FW Dresden	rgd	31jul58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; in natural metal c/s; f/f 13nov58; stored at DRS novdec58/jun59; ferried from DRS via SXF, VKO, SVX, OVB and IKT to PEK 31jul59/07aug59; h/o at PEK 08aug59
	676	II-14P	Civ Avn Adm China	rgd	1958/59	f/n PEK sep78; still in fleet list in 1982; probably wfu in 1988; preserved at the Chengdu Guanghan College (N30.946628 E104.32603), seen sep99/may18, in poor condition
14 803 054	DM-ZZL	II-14P(T)	FW Dresden	rgd	nov58	batch 10; version III/1; in 26 passenger/24 stretcher configuration; test-flight registration; f/f 27nov58; test-flown 03dec58
	009	II-14P(T)	Polish Air Force	DRS	15jan59	test-flown 15jan59; h/o 24feb59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNR (2)	II-14P(T)	LOT	rgd	19jun62	canx 25sep62 as returned to the Polish Air Force; see c/ns 14803055 and 14803069
	009	II-14P(T)	Polish Air Force	ret	25sep62	opb 36. SPLT at WAW
	47	II-14P(T)	Polish Air Force	rgd	jul63	opb 13. PLT at KRK; seen KRK 10aug73
	3054	II-14P(T)	Polish Air Force	r/r	1982	opb 13. PLT at KRK; l/n KRK 20jun89; soc 30oct89; preserved in "Muzeum Orla Bialego" at Skarzynska-Kamienna (N51.087230 E20.850527), seen apr92/mar21
14 803 055	010	II-14P(T)	Polish Air Force	f/f	10dec58	batch 10; version III/1; in 26 passenger/24 stretcher configuration; test-flight registration; did probably not carry Polish checkboards; test-flown 15jan59
	021	II-14P(T)	Polish Air Force	DRS	22jan59	test-flown 22jan59; h/o 24feb59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNR (3)	II-14P(T)	LOT	rgd	05jun63	see c/ns 14803054 and 14803069
	46	II-14P(T)	Polish Air Force	ret	30jul63	opb 13. PLT at KRK
	SP-LNW	II-14P(T)	LOT	rgd	04jun66	
	46	II-14P(T)	Polish Air Force	ret	15jul66	
	SP-LNW	II-14P(T)	LOT	rgd	10jun67	opb 13. PLT at KRK
	46	II-14P(T)	Polish Air Force	ret	17jul67	
	SP-LNW	II-14P(T)	LOT	rgd	06jun68	opb 13. PLT at KRK
	46	II-14P(T)	Polish Air Force	ret	12jul68	opb 13. PLT at KRK; f/n KRK 24feb76
	3055	II-14P(T)	Polish Air Force	r/r	1976	opb 13. PLT at KRK; soc 22oct84; probably scrapped
14 803 056	DM-ZZT	II-14P	FW Dresden	rgd	nov58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 18nov58; stored at DRS dec58/aug59; ferried from DRS via SXF, VKO, SVX, OVB, IKT, PEK, CGO, WUH and NNG to HAN 15/24sep59; h/o at HAN 26sep59; fate in North Vietnam unknown
14 803 057	DM-ZZN	II-14P	FW Dresden	rgd	nov58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; f/f 04dec58; stored at DRS dec58/aug59; ferried from DRS via SXF, VKO, SVX, OVB, IKT, PEK, CGO, WUH and NNG to HAN 15/24sep59; h/o at HAN 26sep59; fate in North Vietnam unknown
14 803 058	DM-ZZO	II-14P	FW Dresden	f/f	11dec58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight registration; stored at DRS dec58/oct59; test-flown 14dec59; rgd only 28dec59
	4217	II-14P	Chinese Air Force	DRS	28dec59	test-flown 28dec59 and h/o the same day; ferried from DRS via VNO to VKO 02jan60 (by 8 crew members, among them 2 Germans and 6 Chinese), the Chinese crew continued the ferry flight to China without the Germans then
14 803 059	DM-ZZP	II-14P	FW Dresden	f/f	22dec58	batch 10; version I/3; in 26 passenger configuration, with tropical equipment (air conditioning); test-flight and ferry registration; stored at DRS jan59/oct59; test-flown at DRS 30oct59 and 15dec59; rgd only 28dec59
	4219	II-14P	Chinese Air Force	DRS	24dec59	test-flown 24dec59; h/o 28dec59; ferried from DRS via VNO to SVO 02jan60 (by 7 crew members, among them 1 German and 6 Chinese), the Chinese crew continued the ferry flight to China without the German then
	30-59	II-14P	Albanian Air Force	trf	1971	opb Regiment 7594 at Tirana-Rinas; with red 'lightning bolt' cheatline; wfu by 1992 and stored at TIA, severely damaged by rebels mar97 and l/n oct02, serial not visible as the rudder had decayed away; broken up by apr03 and sent to the metallurgical plant at Elbasan to be melted down
14 803 060	DM-ZZQ	II-14P	FW Dresden	f/f	22jan59	batch 10; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rgd only 31dec59
	YR-ILN	II-14P	TAROM	DRS	14dec59	test-flown 14dec59; h/o at DRS 27feb60, but undertook more VOR/ILS test flights 29feb60/04mar60; ferried from DRS to OTP 07mar60; first CoFA issued 31mar60; f/n AMS 28jul61; canx 18jul78
	CCCP-41831(2)	II-14P	AFI/Arkhangel'sk	toc	27sep78	opb Arkhangel'ski OAO; dbr 15sep80 on a flight to Bereznik (Arkhangel'sk region) at night when the controls of the left engine broke on final approach, causing asymmetric power, the pilot attempted to go around, but the aircraft lost speed and height and crashed into trees near the airport, all 4 crew members and 4 of the 16 passengers were injured; t/t 18,003 hours 3 minutes and 17,977 cycles; soc 08jan81; see c/n 062 705105
14 803 061	DM-ZXA	II-14P	FW Dresden	f/f	22jan59	batch 11; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rgd only 31dec59
	YR-ILO	II-14P	TAROM	DRS	22dec59	test-flown 22dec59; h/o at DRS 03feb60, but undertook more VOR/ILS test flights 04/08feb60; ferried from DRS to OTP 10feb60; rgd 30apr60; photos at SCV jun65 and at VIE aug67; l/n BBU apr74; w/o 01mar76 when crashed on approach to Sibiu; canx 28jul77

14 803 062	DM-ZZM	II-14P	FW Dresden	f/f	28jan59	batch 11; version I/4; in 26/32 passenger configuration; test-flight registration; stored at DRS feb59/dec59; rgd only 31dec59; canx 02feb60
	YR-ILP	II-14P	TAROM	DRS	28dec59	test-flown 28dec59; h/o at DRS 02feb60; ferried from DRS to OTP 04feb60; rgd 04feb60; photo at CPH 26sep61; l/n BBU apr74; wfu 13nov75; canx 28jul77; scrapped
14 803 063	022	II-14P(T)	Polish Air Force	f/f	20feb59	batch 11; version III/1; in 18 passenger/24 stretcher configuration; was reportedly assigned the test-flight registration DM-ZXB; but never flew with it; Polish checkerboards were applied by 25mar59; h/o 26mar59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNO (1)	II-14P(T)	LOT	rgd	05jun61	see c/n 14803065
	022	II-14P(T)	Polish Air Force	ret	30nov61	opb 36. SPLT at WAW
	SP-LNP (2)	II-14P(T)	LOT	rgd	18jun62	see c/n 14803069 and 14803073
	022	II-14P(T)	Polish Air Force	ret	25sep62	opb 36. SPLT at WAW
	SP-LNT	II-14P(T)	LOT	rgd	04jun66	
	022	II-14P(T)	Polish Air Force	ret	15jul66	opb 36. SPLT at WAW; reportedly received the serial '010' in 1968, but see c/n 14803076
	3063	II-14P(T)	Polish Air Force	r/r	apr82	see c/n 14803065 and 14803073
	N163RR	II-14P(T)	Aviation Classics	MUC	14aug88	see c/n 14803065 and 14803073
14 803 064	YR-ILH	II-14P	TAROM	f/f	04apr59	the original application was made 22jul88, but no CoFR was issued; registration applied at MUC and Polish markings crudely overpainted in blue before the ferry flight to the USA; the registration was painted on in error as 'N1163RR' on the left side, air-to-air photos as such available; seen in bare metal c/s without rudder at Reno-Stead (N39.672661 W119.879351) oct89/sep12; sold by M. Tutten to Albert L. Redick II of Reno-Stead 24mar05; registration reserved 12jul05 and finally rgd 09aug05; canx 23jul14
	064 ?	II-14P	Romanian Air Force	trf	17apr74	batch 11; version I/4; in 26/30 passenger configuration; h/o 30may59; ferried from DRS via BUD to OTP 01jun59; rgd 11jun59; photo at DUS may67
	YR-ILH	II-14P	CIPA	no reports		CoFA re-issued 16may75; in TAROM c/s; canx 18jul78
	CCCP-41887(2)	II-14P	AFL/East Siberia	toc	10apr79	photo at Oka (Sayany) in 1979; soc 25dec87 as life-time expired; see CCCP-41887(1) with unknown c/n
14 803 065	023	II-14P(T)	Polish Air Force	f/f	11mar59	batch 11; version III/1; in 18 passenger/stretcher/cargo configuration; Polish checkerboards were applied by 25mar59; h/o 26mar59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNO (2)	II-14P(T)	LOT	rgd	14jun62	see c/n 14803063
	023	II-14P(T)	Polish Air Force	ret	25sep62	opb 36. SPLT at WAW
	SP-LNO (2)	II-14P(T)	LOT	rgd	01jun63	
	023	II-14P(T)	Polish Air Force	ret	30jul63	opb 36. SPLT at WAW; reportedly l/n SVO 17apr68, but was rather '41' by this date
	41	II-14P(T)	Polish Air Force	r/r	1967 ?	opb 55. PLT (later redesignated 13. PLT) at KRK; converted to a photo-survey aircraft in the mid-1970s
	3065	II-14P(T)	Polish Air Force	r/r	1982	opb 13. PLT at KRK; f/n KRK 02sep89; l/n operational KRK 23may93; soc 30nov95; sat wfu at KRK, seen apr98
	no serial	II-14P(T)	no titles			preserved (in bare metal c/s with only Polish checkerboard under the wing) in Luftfahrt und Technik Museumspark at Merseburg from summer 2004, l/n oct20; brought to euronova CAMPUS at Hürth near Cologne in summer 2021 (50°52'44"N 6°54'31"E); l/n 22jun22
14 803 066	YR-ILI	II-14P	TAROM	f/f	13apr59	batch 11; version I/4; in 26/30 passenger configuration; h/o 28may59; ferried from DRS via BUD to OTP 30may59; rgd 11jun59
	066 ?	II-14P	Romanian Air Force	trf	17apr74	
	YR-ILI	II-14P	CIPA	ret	29may75	in TAROM c/s; canx 18jul78
	CCCP-61778(2)	II-14P	AFL/East Siberia	toc	09sep78	opb Ulan-Udenski OAO; in standard 'blue' c/s; converted to an Il-14LIK-2; photo at Priargunsk in 1979; soc 22jun89 as life-time expired; see c/n 147001519
	RA-61778(2)	II-14P	AK im. Ekzupery	photo		sold to Mirninski Aeroklub im. Antuana de Sent-Ekzupery (Antoine de Saint-Exupéry) in 1993; ferried from Ulan-Ude to Mirny 02oct93; in full standard 'blue' Aeroflot c/s including titles
	RA-02117	II-14P	A.A. Poddubny	rgd	25apr94	on the FLA register; a plate in the cockpit showed '2117K', but that registration was never painted on externally; in basic 'blue' Aeroflot c/s with 'Sovjetski Soyuz' titles and a Soviet flag on the fin; made only two flights since its last overhaul at Novosibirsk 28dec99; last CoFA issued 25apr04; t/t 27,651 hours and 26,161 cycles; stored at RVH, seen jul04/jul08
	RA-0543G	II-14P	A.A. Poddubny	rgd	27nov07	in register as YeEVS.02.0153, but c/n plate checked; owned by Alexander Alexandrovich Poddubny of St. Petersburg; the old registration RA-02117 was still visible under the wing; in basic 'blue' Aeroflot c/s with 'Sovjetski Soyuz' titles and a Soviet flag on the fin; was stored at Rzhavka (which was closed in 2006); offered for sale sep10, for € 200,000; ferried from Rzhavka to Gorelovo 09nov11; stored at Gorelovo (N59.766501 E30.063551), l/n with registration nov11; registration painted out, f/n as such may12; new CoFR issued 16feb18; seen Gorelovo 31jul19, undergoing an engine test run; current on register 07apr20; seen Gorelovo 04jul20 running its engine; canx 04jun21; l/n Gorelovo 06apr23, stored
14 803 067	024 (1)	II-14P(T)	Polish Air Force	f/f	21apr59	batch 11; version III/1; in 18 passenger/24 stretcher configuration; was reportedly assigned the test-flight registration DM-ZXC, but never flew with it; Polish checkerboards were applied by 26jun59; h/o 30jun59; ferried from DRS to WAW 02jul59; opb 36. SPLT at WAW
	48	II-14P(T)	Polish Air Force	r/r	jul63	opb 13. PLT at KRK; f/n KRK 10aug73; converted to a photo-survey aircraft in the mid-1970s
	3067	II-14P(T)	Polish Air Force	r/r	1982	opb 13. PLT at KRK; f/n KRK 02sep89; still in service 02oct91; last flight in 1995 (from Babimost to KRK, the last flight of a Polish Il-14); soc 23sep97; sat wfu at KRK, seen apr98; fate unknown
14 803 068	DM-ZXD	II-14P	FW Dresden	f/f	04may59	batch 11; version I/4; in 26/30 passenger configuration; test-flight registration; test-flown 20may59
	YR-ILK	II-14P	TAROM	DRS	15jun59	test-flown 15jun59; h/o 19jun59; ferried from DRS via BUD to OTP 20jun59; rgd 02jul59; l/n BBU mid-apr74; see next line
	068 ?	II-14P	Romanian Air Force	trf	17apr74	
	YR-ILK	II-14P	CIPA	rgd	10may75	in TAROM c/s; canx 18jul78
	CCCP-41830(2)	II-14P	AFL/Arkhangelsk	toc	05apr79	opb Arkhangelski OAO; converted to IL-14LR, photo exists in 'polar' c/s with Groza-40 radar; whilst performing an ice reconnaissance flight 20jun87 in the Barents Sea, a temporary loss of orientation resulted in a violation of airspace over the territorial waters of Norway; soc 04jul88 as life-time expired; see c/n 14600811
14 803 069	025	II-14P(T)	Polish Air Force	f/f	30may59	batch 11; version III/1; in 18 passenger/24 stretcher configuration; Polish checkerboards were applied by 25jun59; h/o 30jun59; ferried from DRS to WAW 02jul59; opb 36. SPLT at WAW
	SP-LNR (1)	II-14P(T)	LOT	rgd	03jun61	see c/ns 14803054 and 14803055
	025	II-14P(T)	Polish Air Force	ret	30nov61	opb 36. SPLT at WAW
	SP-LNP (3)	II-14P(T)	LOT	rgd	03jun63	see c/n 14803063 and 14803073
	45	II-14P(T)	Polish Air Force	ret	30jul63	opb 55. PLT (later redesignated 13. PLT) at KRK
	SP-LNU	II-14P(T)	LOT	rgd	02jun66	
	45	II-14P(T)	Polish Air Force	ret	15jul66	opb 13. PLT at KRK
	SP-LNU	II-14P(T)	LOT	rgd	03jun68	
	45	II-14P(T)	Polish Air Force	ret	12jul68	opb 13. PLT at KRK; seen KRK 10aug73; reportedly converted to a photo-survey aircraft
	3069	II-14P(T)	Polish Air Force	r/r	1982	soc 01mar89; preserved in Lubuskie Muzeum Wojskowe at Drzonów already from 24jan89, l/n 01aug21
	YR-ILJ	II-14P	CIPA	f/f	15may59	batch 11; version I/4; in 26/30 passenger configuration; painted in TAROM c/s by 08jun59; h/o 20jun59 and ferried from DRS via BUD to OTP the same day; rgd 02jul59; seen ATH sep61; canx 14jul78
14 803 071	CCCP-41832(2)	II-14P(T)	AFL/East Siberia	toc	01jan78	see c/n 4340409
	026	II-14P(T)	Polish Air Force	f/f	22jun59	batch 12; version III/1; in 26 passenger/24 stretcher configuration; stored at DRS jul59/aug59; in natural metal c/s; Polish checkerboards were applied by 28aug59; h/o 01sep59; ferried from DRS to WAW 02sep59; opb 36. SPLT at WAW; dbr 03mar62 when collided with parachutist and made a forced landing at Szymany
14 803 072	YR-ILL	II-14P	TAROM	f/f	10jun59	batch 12; version I/4; in 26/30 passenger configuration; stored at DRS jul59; painted up by 04aug59; in white/natural metal c/s with 'lightning-bolt' cheatline; h/o 29aug59; ferried from DRS via BUD to OTP 31aug59; first CoFA issued 23sep59; rgd 28sep59; photo at BRU 09jun61; w/o 16jun63 on a charter flight from Munich to Constanta when smoke appeared from the right engine and the crew decided to make a precautionary landing at Arad, but power was subsequently lost during the descent, the fuel exploded, the wing broke off by the engine and the aircraft crashed in a field 3 km west of Békéssámsón (Békés County of Hungary) at 10:52 local time, all 4 crew members and 27 passengers were killed
14 803 073	027	II-14P(T)	Polish Air Force	f/f	04jul59	batch 12; version III/1; in 26 passenger/24 stretcher configuration; stored at DRS jul59/aug59; Polish checkerboards were applied by 28aug59; h/o 01sep59 and ferried from DRS to WAW the same day; opb 36. SPLT at WAW
	SP-LNP (1)	II-14P(T)	LOT	rgd	03jun61	see c/ns 14803063 and 14803069
	027	II-14P(T)	Polish Air Force	ret	30nov61	opb 36. SPLT at WAW
	SP-LNS	II-14P(T)	LOT	rgd	01jun66	
	027	II-14P(T)	Polish Air Force	ret	12aug66	opb 36. SPLT at WAW
	SP-LNS	II-14P(T)	LOT	rgd	08jun67	
	027	II-14P(T)	Polish Air Force	ret	17jul67	opb 36. SPLT at WAW
	024 (2)	II-14P(T)	Polish Air Force	r/r	mar69	see c/n 14803067
	49	II-14P(T)	Polish Air Force	SXF	aug80	c/n from a German photo site; opb 13. PLT at KRK
	3073	II-14P(T)	Polish Air Force	r/r	1982	opb 13. PLT at KRK; soc 31dec87; sat wfu at KRK, seen oct90/apr96 and gone by apr98; formed part of a restaurant at Lutetia on the Rzeszów to Sanok road (N49.819919 E21.874517), seen 2000/aug11;
14 803 074	DM-ZXE	II-14P	FW Dresden	f/f	18jul59	batch 12; version I/4; in 26/30 passenger configuration; test-flight registration; test-flown 08aug59
	YR-ILM	II-14P	TAROM	DRS	14sep59	test-flown 14sep59; h/o 24sep59; ferried from DRS via BUD to OTP 25sep59; rgd 22oct59; first CoFA issued 20nov59; l/n BBU mid-apr74; canx 14apr74
	074 ?	II-14P	Romanian Air Force	trf	17apr74	
	YR-ILM	II-14P	CIPA	trf	28apr75	in TAROM c/s; canx 18jul78
	CCCP-41833(2)	II-14P	AFL/East Siberia	toc	03nov78	soc 27feb88 as life-time expired; see c/n 6341803
14 803 075	DM-SAM (1)	II-14P(T)	Deutsche Lufthansa	f/f	28jul59	batch 12; version III/2; rgd 07aug59; h/o 13aug59 and ferried from DRS to SXF the same day
	DM-SAM (1)	II-14P(T)	Interflug	trf	aug63	canx 01jun64; ferried to Egypt 27jun64; see c/n 14803045
	not known	II-14P(T)	Egyptian Air Force	trf	1964	possibly SU-AOE or SU-AOF
14 803 076	DM-ZXF	II-14S	FW Dresden	f/f	14aug59	batch 12; version I/3; test-flight registration; ferried from DRS to LEJ for installation of a VIP cabin 19aug59
	010 (2)	II-14S	Polish Air Force	DRS	16nov59	VIP aircraft for 6-9 passengers; ferried from LEJ to DRS 16nov59; Polish checkerboards were applied by 23dec59; h/o 23dec59 and ferried from DRS to WAW the same day; initially opb 36. SPLT at WAW; overhauled by Flugzeugwerke Dresden jan61/apr61 (seen 25jan61); later opb 13. PLT at KRK; l/n KRK 24feb76; see c/n 14803055

	3076	Il-14S	Polish Air Force	r/r	apr82	opb 13. PLT at KRK; in natural metal c/s; soc 31dec87; ferried to SCN 02apr88, disassembled and transported by road to Hermeskeil; preserved in Flugausstellung L.+P. Junior at Hermeskeil, seen may88/1992
	no serial	Il-14S	Polish Air Force	ph.	19aug97	in natural metal c/s; preserved in Flugausstellung L.+P. Junior at Hermeskeil (N49.686006 E6.9619934), seen aug97/26jul20
14 803 077	DM-SAN (1)	Il-14P(T)	Deutsche Lufthansa	f/f	24aug59	batch 12; version III/2; in cargo/26 passenger configuration; painted up by 18sep59; rgd 18sep59; h/o 19sep59 and ferried from DRS to SXF the same day; see c/n 14803007
14 803 078	DM-SAN not known 001	Il-14P(T) Il-14P(T) Il-14S	Interflug Egyptian Air Force Polish Air Force	trf trf f/f	aug63 1965 16sep59	canx 31mar65; ferried to Egypt starting 31mar65 possibly SU-AOH
	3078	Il-14S	Polish Air Force	r/r	1982	batch 12; version IV/4; VIP aircraft for some 7 passengers; in white c/s with blue 'lightning-bolt' cheatline and light grey undersides; stored at DRS oct59; Polish checkerboards were applied by 05nov59; h/o 10nov59; ferried from DRS to WAW 12nov59; initially opb 36. SPLT at WAW; later opb 13. PLT at KRK; in SXF 08sep80
14 803 079	DM-SAO	Il-14P(T)	Deutsche Lufthansa	f/f	02sep59	opb 13. PLT at KRK; soc 31dec87; transported by road to Kraków-Rakowice aug89; preserved in Muzeum Lotnictwa Polskiego at Kraków (N50.077861 E19.991730), seen may91/may23 batch 12; version III/2; rgd 26sep59; painted up by 01oct59; h/o 02oct59 and ferried from DRS to SXF the same day; photo exists
14 803 080	DM-SAO not known 002	Il-14P(T) Il-14P(T) Il-14S	Interflug Egyptian Air Force Polish Air Force	trf trf f/f	aug63 jun64 22sep59	ferried to Egypt 27jun64; canx 01jul64 possibly SU-AOE or SU-AOF
	3080	Il-14S	Polish Air Force	r/r	1982	batch 12; version IV/4; VIP aircraft for some 7 passengers; stored at DRS oct59; in white c/s with 'lightning-bolt' cheatline and natural metal undersides; Polish checkerboards were applied by 05nov59; h/o 10nov59; ferried from DRS to WAW 12nov59; initially opb 36. SPLT at WAW; underwent maintenance with Flugzeugwerke Dresden 07apr61/26may61; seen SXF 01sep67; converted to a training aircraft ('flying classroom') for navigators in 1975; opb WOSL at Deblin
						opb 13. PLT at KRK; soc 17feb90; fate unknown

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

This list is in line number sequence and the line numbers are given in front of the six digit c/n.

The first digit of the c/n is the year of manufacture (1956/1960), next two digits are the batch number (batches 08, 09 and 10 are not used) which is followed by the digit 1 to distinguish a Soviet built aircraft. The final two digits indicate the number in the batch.

Avia Company used a/c code Av-14-18, Av-14-24, Av-14-32, Av-14-40, Av-14 Salon, Super Av-14, Av-14T, Av-14FG;

CSA used a/c code Av-14-32 (32 pax) as Il-14P and Av-14-32A (32-40 pax) as Il-14M.

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

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

22.31m for the Il-14M, Avia14-32A, Avia14(M), Avia14T, Super Avia14.

001	601101	V-18	Av-14(P)	Avia/VZLÚ	f/f	14aug56	18 pax configuration; photo, in Czechoslovak Air Force natural metal c/s with roundel on the fin and probe on the nose; undertook tests with VZLÚ from 04sep56
	OK-KAA	Av-14(P)	VZLÚ	rgd	12oct56	tests completed 20dec56; canx 15apr57	
	D-10	Av-14(P)	Czechoslovak AF	rgd	28may57	in the Czech civil register with this rgd and owner as MNO (Ministry of National Defence)	
	1101	Av-14(P)	Czechoslovak AF	r/r	1957	l/n 1982	
002	601102	not known	Av-14(P)	Avia	f/f	11sep56	18 pax configuration; used c/n 1102 as registration; to Soviet Union 16mar57
	CCCP-L1609	Av-14(P)	AFL/Georgia-TBS	toc	16mar57	in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document	
003	601103	CCCP-61609	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	in document 01oct59/1983; f/n TBS 1983 wfu; soc 30dec86 as life-time expired
	D-02	Av-14(P)	Czechoslovak AF	f/f	27sep56	18 pax configuration; toc 08jan57; rgd 30jan57 to Ministry of National Defence	
	1103	Av-14(P)	Czechoslovak AF	r/r	jul57	opb 2 spojlt VVO at Trenčin in 1966/67; converted by Aero Vodochody in 1968 to, see next line	
	1103	Av-14FG	Czechoslovak AF	r/r	jul57	in natural metal c/s with grey trim on the nose; opb FLS at Hradec Králové 17jul68/oct86; wfu oct86; ferried to UHE 22dec87 and preserved in Letecké muzeum v Kunovicích at Kunovice (N49.034297 E17.458304) since, l/n with serial jun08, seen without rudder and hence without serial aug13/sep16	
004	601104	L-07	Av-14(P)	Czechoslovak AF	d/d	jan57	18 pax configuration; in the Czech civil register with rgd 06feb57 to MNO (Ministry of National Defence)
	1104	Av-14(P)	Czechoslovak AF	r/r	jul57		
	OK-14	Av-14(P)	VZLÚ	trf	may68	test-bed for M601 turboprop engine, modification completed in sep69, f/f 15oct69 with engine mounted on the forward fuselage; remained as a test aircraft until 09jun81; f/n Kbely 30apr82; scrapped in 1985	
005	601105	OK-LZY	Av-14(P)	Czechoslovak AF	mfd	dec56	d/d apr57; 18 pax configuration; a/c with auxiliary fuel tanks; rgd 30jul57; canx 17apr68
	1105	Av-14(P)	Czechoslovak AF	r/r	1968	seen Sperenberg 29sep75; soc 1978	
006	601106	D-06	Av-14(P)	Czechoslovak AF	rgd	07jun57	on the Czech civil register with owner as MNO (Ministry of Defence)
	1106	Av-14(P)	Czechoslovak AF	trf	29aug57	18 pax configuration; converted to Avia-14FG jul68; based at Hradec Králové; f/n Sperenberg 31mar73; soc 1988; the aircraft was selected for 'Semtex' explosion tests feb90, with the airframe eventually destroyed	
007	601107	CCCP-L1610	Av-14(P)	AFL/GosNII GVF	d/d	dec56	in 18 passenger configuration; completed check trials in the Soviet Union 09may57
	CCCP-L1610	Av-14(P)	AFL/Ukraine	trf	20oct57	in a document 20dec57 as a cargo aircraft	
	CCCP-61610	Av-14(P)	AFL/Ukraine	rgd	17may58	opb 86 AO; dbr 23jan61 on the leg from Stalino (now Donetsk) to Dnepropetrovsk of a flight from Lugansk to Kiev when dropped below the glide path on final approach in poor visibility (low clouds and fog) due to bad crew resource management, touched down in a field 150 metres behind the inner marker and came to rest after 275 metres, suffering substantial damage, all 5 crew were slightly injured while all 29 passengers escaped unhurt; soc 24mar61	
008	602101	CCCP-L1611	Av-14(P)	Aeroflot/USHVLP	d/d	feb57	Ulyanovsk Advanced Flying Training College; 18 pax configuration
	CCCP-61611	Av-14(P)	Aeroflot/USHVLP	trf	unknown	Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft	
	CCCP-61611	Av-14(P)	AFL/Belarus-MHP	trf	19may59	in documents 23sep59/19sep67; converted to Avia-14T	
	CCCP-61611	Av-14T	AFL/Northern-LED	trf	17apr72	with t/t 24,618 hours after repairs by ARZ-407, opb 1 LOAO; converted to Avia-14FKM; f/n MMK 02feb81	
	CCCP-61611	Av-14FKM	AFL/Leningrad-RVH	trf	02feb82	opb 2 LOAO; l/n RVH jul87; soc 30apr87 as amortisation period expired; scrapped at Rzhnevka, remains seen apr91/may92; nose section still present feb10; the cabin of an Il-14 flight simulator preserved in the Civil Aviation Museum at St. Petersburg has a plate with '61611' on the instrument panel, suggesting some parts are from this aircraft	
009	602102	CCCP-L1612	Av-14(P)	AFL/Georgia-TBS	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown; dbr, details unknown, soc 03jun58
010	602103	CCCP-L1613	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
	CCCP-61613	Av-14(P)	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College	
	CCCP-61613	Av-14(P)	Aeroflot/KSHVLP	trf	06jan62	Kirovograd Advanced Flying Training College	
	CCCP-61613	Av-14(P)	Aeroflot/USHVLP	trf	29dec65	Ulyanovsk Advanced Flying Training College; soc 09apr74 as life-time expired	
011	602104	CCCP-L1614	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
	CCCP-61614	Av-14(P)	Aeroflot/USHVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College	
	CCCP-61614	Av-14(P)	AFL/Belarus-MHP	trf	07dec59		
	CCCP-61614	Av-14(P)	AFL/Yakutiya-YKS	trf	12oct60	f/n MRV 05jun62	
	CCCP-61614	Av-14(P)	AFL/Yakutiya-Nyu	trf	1967		
	CCCP-61614	Av-14(P)	AFL/Yakutiya-MJZ	trf	12apr71	in Mirny oao documents 05feb72; soc 23mar79 as life-time expired	
012	602105	CCCP-L1615	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; repaired jun58/jul58 at ARZ-400; Ulyanovsk Advanced Flying Training College
	CCCP-61615	Av-14(P)	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College	
	CCCP-61615	Av-14(P)	Aeroflot/KSHVLP	trf	10oct61	Kirovograd Advanced Flying Training College	
	CCCP-61615	Av-14(P)	AFL/Centr.Reg.-Mya	trf	21jan71	f/n VKO 03jun71; still in service 20sep86; soc 23may88 as life-time expired; l/n Myachkovo 26sep91 partly broken up, gone by aug92	
013	602106	CCCP-L1616	Av-14(P)	AFL/Azerbaijan-BAK	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
	CCCP-61616	Av-14(M)	AFL/Azerbaijan-BAK	rgd	unknown	soc 01jul75 as life-time expired	
	CCCP-61616	Av-14(M)	AFL/Yakutiya-YKS	trf	24dec61		
014	602107	CCCP-L1617	Av-14(P)	AFL/Georgia-TBS	mfd	23feb57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan59; converted to Avia-14(M) date unknown according to MGA document
	CCCP-61617	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	opb 112 LO; w/o 24aug63 on the leg from Kutaisi to Sukhumi of a flight from Tbilisi to Krasnodar when flew visually between cloud layers in heavy rain (ATC had not warned the crew of the difficult weather conditions although being aware of them), veered off course to the right by 13 km and crashed at a height of 900 metres into the wooded slope of a mountain 7 km north of Gerechkori (32 km north-west of Kutaisi airport) 8 minutes after take-off, all 5 crew and 27 passengers (among them 3 illegal ones) killed, wreck found 25aug63; t/t 11,682 hours; soc 19sep63	
015	602108	CCCP-L1618	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
	CCCP-61618	Av-14(P)	Aeroflot/USHVLP	rgd	unknown	Ulyanovsk Advanced Flying Training College	
	CCCP-61618	Av-14(P)	AFL/Belarus	trf	19may59		
	CCCP-61618	Av-14(P)	AFL/Magadan-GDX	trf	12oct60	opb 185 LO; photo GDX aug63, in natural metal c/s with two blue cheatlines; w/o 01jan66 on a flight from Magadan to Yelizovo when the right engine failed 2 hours into the flight, the pilot declined to make an emergency landing and decided to continue the flight to Yelizovo, the aircraft lost height and veered off course by 25-30 km to the left; in heavy snowfall and turbulence the aircraft crashed into Mt. Yurchik (2,059 metres, 60 km north-west of Petropavlovsk-Kamchatski), 10 metres below its summit, all 5 crew and 18 passengers killed; wreck found only 04jan66; t/t 12,368 hours and 11,356 cycles; soc 15feb66	
016	602109	CCCP-L2000	Av-14(P)	Aeroflot/USHVLP	d/d	early57	18 pax configuration; Ulyanovsk Advanced Flying Training College; in document 20dec57 as cargo aircraft
	CCCP-L2000	Av-14(P)	AFL/VAU	trf	29mar58	Higher Aviation College	
	CCCP-52000	Av-14(P)	AFL/VAU	rgd	unknown	Higher Aviation College; in document mar59; f/n LED 27jul70	
	CCCP-52000	Av-14(P)	Aeroflot/USHVLP	trf	23jan74	Ulyanovsk Advanced Flying Training College; soc 28may75 as life-time expired	
017	602110	CCCP-L2001	Av-14(P)	AFL/Belarus-MHP	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; l/n apr59; converted to Avia-14(M) date unknown
	CCCP-52001	Av-14(M)	AFL/Belarus-MHP	rgd	unknown	in documents may59/jan60	

018	602111	CCCP-52001	Av-14(M)	AFL/East Siberia	trf	05mar75	soc 30apr77 as life-time expired
		CCCP-L2002	Av-14(P)	AFL/Georgia-TBS	mfd	07mar57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52002	Av-14(M)	AFL/Georgia-TBS	rgd	1959	opb 112 LO; w/o 04apr70 on the leg from Rostov-na-Donu to Zaporozhye of a flight from Tbilisi to Zaporozhye when veered off course on finals at night (the crew had neglected several instructions and procedures), the pilot tried to go around but in a right turn the right wing hit the ground and the aircraft crashed in a field 2,500 metres from the runway threshold and 600 metres to the left of its extended centreline, 1 of the 5 crew and 6 of the 30 passengers killed; t/t 21,213 hours and 22,259 cycles; soc 12may70
019	602112	CCCP-L2003	Av-14(P)	AFL/Azerbaijan-ASF	mfd	23mar57	18 pax configuration; in document 20dec57 as cargo aircraft
		CCCP-52003	Av-14(P)	AFL/Azerbaijan-ASF	rgd	1958/59	opb 107 LO; w/o 13feb65 on the leg from Yevlakh to Nukha-Sheki of
		CCCP-52003	Av-14(P)	AFL/Azerbaijan-BAK	trf	oct61	opb 107 LO; w/o 13feb65 on the leg from Yevlakh to Nukha-Sheki of a flight from Baku to Belokany when flew too low and veered off course by 5 km, crashed at a height of 680 metres into the slope of an 821 metres high mountain 2 km NNW of Shirinbulak some 12 minutes after take-off, all 4 crew and 19 passengers killed; t/t 12,949 hours; soc 11mar65
020	602113	CCCP-L2004	Av-14(P)	Aeroflot/UShVLP	mfd	27feb57	18 pax configuration; in document 20dec57 as cargo aircraft
		CCCP-52004	Av-14(P)	Aeroflot/UShVLP	rgd	1958/59	Ulyanovsk Advanced Flying Training College
		CCCP-52004	Av-14(P)	AFL/Belarus-MHP	trf	19may59	
		CCCP-52004	Av-14(P)	AFL/Yakutiya-YKS	trf	18dec61	
021	702114	CCCP-52004	Av-14(P)	AFL/Yakutiya-ADH	trf	07feb74	l/n YKS 24apr76; soc 24apr78 as life-time expired
		CCCP-L2005	Av-14(P)	AFL/Moldova	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslovakian documents as 602114; converted to Avia-14(M) date unknown according to MGA document
022	702115	CCCP-52005	Av-14(M)	AFL/Moldova-KIV	rgd	1958/59	f/n MRV 05oct60 and 01mar61
		CCCP-52005	Av-14(M)	AFL/Yakutiya	trf	23jan73	soc 13feb74 as life-time expired
		CCCP-L2007	Av-14(P)	AFL/Moldova-KIV	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; c/n in Czechoslovakian documents as 602115; f/n MRV 04jun60
023	703101	CCCP-52007	Av-14(P)	AFL/Moldova-KIV	rgd	1958/59	in document 1968; f/n 04oct68; photo exists; soc 30may74 as life-time expired
		CCCP-L2010	Av-14(P)	AFL/Georgia-TBS	mfd	05may57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58
		CCCP-52010	Av-14(P)	AFL/Georgia-TBS	rgd	1958/59	opb 112 LO; w/o 10dec69 on a flight from Makhachkala to Astrakhan when collided with a flock of large migratory birds some 4 minutes into the flight while flying at a height of some 350-400 metres over the Caspian Sea, probably killing or disabling the crew, the aircraft crashed into the sea 3.5 km off the coast, all 5 crew and 13 passengers killed; wreck found 11dec69 at a depth of 10 metres; t/t 20,481 hours and 18,670 cycles; soc 12jan70
024	703102	CCCP-L2011	Av-14(P)	AFL/Georgia-TBS	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft
		CCCP-L2011	Av-14(P)	AFL/Sykytyvkar-SCW	trf	26feb58	converted to Avia-14(M) date unknown according to MGA document
		CCCP-52011	Av-14(M)	AFL/Sykytyvkar-SCW	rgd	1958/59	in document 01apr59
		CCCP-52011	Av-14(M)	AFL/Komi-SCW	trf	15feb66	in document jun75; soc 08sep75 as life-time expired
025	703103	CCCP-L2016	Av-14(P)	AFL/Estonia	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52016	Av-14(M)	AFL/Estonia	trf	unknown	18 pax configuration; in document mar59
026	703104	CCCP-52016	Av-14(M)	AFL/Arkhangel.-ARH	trf	05apr75	soc 13aug80 as life-time expired
		CCCP-L2017	Av-14(P)	AFL/Estonia	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52017	Av-14(M)	AFL/Estonia	rgd	unknown	cargo aircraft
		CCCP-52017	Av-14(M)	AFL/Magadan-GDX	trf	20jan63	
027	703105	CCCP-52017	Av-14(M)	AFL/Kazakhstan	trf	26jan73	soc 23feb82 as life-time expired; fuselage seen dec90 used as shelter for earthquake victims in Armenia
		CCCP-L2019	Av-14(P)	AFL/Georgia-TBS	d/d	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
		CCCP-52019	Av-14(M)	AFL/Georgia-TBS	trf	unknown	in document oct59; photo KRR 1960
		CCCP-52019	Av-14(M)	AFL/Yakutiya	trf	12mar74	soc 28apr79 as life-time expired
028	703106	CCCP-L2021	Av-14(P)	AFL/Georgia-TBS	d/d	early57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in documents jan58/may59; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52021	Av-14(M)	AFL/Georgia-SUI	rgd	unknown	in documents apr60/30jun66; soc 24aug72 as worn out
		CCCP-52021	Av-14(M)	AFL/Georgia-SUI	trf	1960	in documents apr60/30jun66; soc 24aug72 as worn out
029	703107	CCCP-L2022	Av-14(P)	AFL/Moldova	d/d	jun57	18 pax configuration; in document 20dec57 as cargo aircraft
		CCCP-L2022	Av-14(P)	AFL/Ukraine	trf	unknown	in documents jan58/dec58 as AFL/Ukraine see trf date from MGA document next line; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52022	Av-14(M)	AFL/Ukraine-IEV	trf	unknown	on charge as of 01oct60
		CCCP-52022	Av-14(M)	AFL/Moldova-KIV	trf	21jan61	f/n 16jul72; soc 27oct72 as life-time expired
030	703108	OK-LCZ	Av-14(P)	Omnipol	rgd	01jun57	in 24 passenger configuration; canx 12aug57
		SP-LNN	Av-14(P)	LOT	d/d	31jul57	rgd 05aug57; converted to an Avia-14(PT)
		SP-LNN	Av-14(PT)	LOT	AMS	19may66	canx 20apr73
		CCCP-52066	Av-14(PT)	AFL/Central Region	toc	05jun73	opb Myachkovski OAO, detached to Antarkticheski AO; initially in natural metal c/s with red cheatline and fin and small titles on the nose (the photo showing 'Antarktida' titles is retouched); unloaded from M/V 'Penzhina' onto the ice of the Weddell Sea near the Ice Station 'Druzhnaya-1' (Antarctic Peninsula) 15dec76; damaged when trying to take off from the ice after assembly when the nose gear collapsed during the take-off run, the nose was damaged and the propellers were bent; repaired on-site; based at the Ice Station 'Druzhnaya-1' during the 22nd to 25th Soviet Antarctic Expeditions; seen on board of a ship in Hamburg harbour 03jun82; repainted in standard 'polar' c/s in the Soviet Union and based at Ice Station 'Mirny' during the 32nd to 34th Soviet Antarctic Expeditions; f/n as such on a photo taken around 1986/88; w/o 26jan89 while being refuelled at the Ice Station 'Mirny' when caught fire (probably due to a discharge of static electricity) and burnt out, 3 aircraft technicians who were involved in the refuelling were killed; soc 13sep89
		OK-LCA	Av-14-24	CSA	rgd	18may57	Czechoslovak register gives as 22 seater; f/n LBG 29may57, before delivery to CSA, no titles; d/d 12jun57; i/s 14jun57; 24 pax configuration; converted to 32 pax configuration and then to Avia-14T in 1960, with reduced cabin windows on each side; photo SZG 18jun75; wfu mar77; sold to Soviet Union 13jun77; canx 22jul77
		CCCP-61793	Av-14T	AFL/Central Region	toc	26jul77	photo in 'polar' c/s; soc 25mar87 as amortisation period expired
032	703110	OK-LCB	Av-14-24	CSA	d/d	07jun57	rgd same date; i/s 09jun57; 24 pax configuration; converted to 32 pax configuration and then to Avia-14T in 1960, with reduced cabin windows on each side; photo in bare metal c/s with titles PRG may68; seen AMS 26apr69; repainted into 1974 CSA c/s; wfu mar77; transferred to Soviet Union 18may77; canx 22jul77
		OK-LCC	Av-14-24	CSA	rgd	11jun57	d/d 12jun57; i/s 20jun57; converted to 32 pax configuration; wfu 1966; canx 25may66; see fake 'OK-LCC'/c/n 913145
033	703111	OK-LCC	Av-14-24	CSA	rgd	11jun57	converted to Avia-14FG in 1967/1968; wfu 31may77; seen derelict Hradec Králové 1990/1992; wings only still present 17jul96; small pieces only seen Zruc Airpark 2005/2008
		3111	Av-14(P)	Czechoslovak AF	trf	1966	rgd same date; i/s 03jul57; converted to 32 pax configuration; last domestic service 31mar77 (flight OK476 to Kosice-Brno-Prague); wfu 31mar77; sold to Soviet Union 09jun77; canx 22jul77
034	703112	OK-LCD	Av-14-24	CSA	d/d	01jul57	photo exists in 'polar' c/s at ARZ-407; subsequent photo shows with 'Groza-40' weather radar; still in service in 1986; soc 28mar87 as amortisation period expired
		CCCP-61792	Av-14(P)	AFL/Arkhangel.-ARH	toc	06sep77	rgd same date; i/s 15jul57; damaged on landing at PRG 08nov57, but repaired; wfu 1960 and converted to calibrator
035	703113	CCCP-61794	Av-14T	AFL/East Siberia	toc	20jul77	black and white photo PRG 1965, with three cheatlines around the cabin windows, no titles; photo PRG 28jun68, in natural metal c/s with white top, red nose extending to under the cockpit area with a badge, red cheatline and a red band around the fuselage before the tail, with black trim; seen PRG 07aug74, in white/red c/s with natural metal undersides, 'CSSDL' titles and a badge below the cockpit; the last Czech Avia-14 in civil service; wfu jun77; sold to Soviet Union 08jun77; canx 23jun77
		OK-LCE	Av-14-24	CSA	d/d	31jul57	mentioned in an incident report; still in service in 1986; soc 06feb89 as amortisation period expired
		OK-LCE	Av-14(P)	Czech Civ Aerodr.	trf	aug60	seen VAR 10sep66; c/n not confirmed; airframe confirmed for Bulgaria
036	703114	CCCP-61759	Av-14(P)	AFL/Arkhangel.-ARH	toc	05aug77	18 pax configuration; in document 20dec57 as cargo aircraft
		LZ-ILM	Av-14(P)	Bul AF/Balkan c/s	d/d	1957	opb 104 AO Minskogo OAO (became 104 LO Minskogo OAO in 1964); damaged 27aug69 on a flight from Kiev to Minsk in poor weather at night when touched down late, could not brake duly on the wet runway, overran the runway by 350 metres and collided with a brick wall; repaired; converted to an Avia-14(M) according to the MGA listing, date unknown (but after 1969)
037	703115	CCCP-L2026	Av-14(P)	AFL/Kyrgyzstan	d/d	1957	in standard 'blue' c/s; soc 16may80 as life-time expired; shown on TV 22jun84; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen apr78/aug93; trf to the Oleg Antonov State Aviation Museum at Kiev, f/n there 16dec06
		CCCP-52026	Av-14(P)	AFL/Kyrgyzstan-FRU	rgd	1958/59	seen in the process of repainting 30jul08; preserved in these fake colours in Oleg Antonov State Aviation Museum at Kiev (N50.407080 E30.457902), seen aug08/sep21
038	704101	CCCP-L2028	Av-14(P)	AFL/Kyrgyzstan	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52028	Av-14(P)	AFL/Kyrgyzstan	rgd	unknown	photo
039	704102	CCCP-52028	Av-14(P)	AFL/Kazakhstan-AKX	trf	22jan60	soc 26oct76 as life-time expired
		CCCP-L2035	Av-14(P)	AFL/Moldova-KIV	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown
040	704103	CCCP-52035	Av-14(M)	AFL/Moldova-KIV	rgd	1958/59	photo in 'Samolet Il-14', 36 pax configuration; soc 30may74 as life-time expired
		CCCP-L2036	Av-14(P)	AFL/Belarus-MHP	rgd	unknown	in 18 passenger configuration; opb 104 AO Minskogo OAO; in an MGA document 20dec57 as a cargo aircraft
		CCCP-52036	Av-14(P)	AFL/Belarus-MHP	rgd	13may58	opb 104 AO Minskogo OAO (became 104 LO Minskogo OAO in 1964); damaged 27aug69 on a flight from Kiev to Minsk in poor weather at night when touched down late, could not brake duly on the wet runway, overran the runway by 350 metres and collided with a brick wall; repaired; converted to an Avia-14(M) according to the MGA listing, date unknown (but after 1969)
		CCCP-52036	Av-14(M)	AFL/East Siberia	trf	04mar75	in standard 'blue' c/s; soc 16may80 as life-time expired; shown on TV 22jun84; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen apr78/aug93; trf to the Oleg Antonov State Aviation Museum at Kiev, f/n there 16dec06
		CCCP-52036	Av-14(M)	Polyarnaya Aviats.	IEV	29aug08	seen in the process of repainting 30jul08; preserved in these fake colours in Oleg Antonov State Aviation Museum at Kiev (N50.407080 E30.457902), seen aug08/sep21
041	704104	CCCP-L2038	Av-14(P)	AFL/Georgia-TBS	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; mentioned again in document jan58; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52038	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	photo
042	704105	CCCP-52038	Av-14(M)	AFL/Georgia-SUI	trf	1960	soc 26oct76 as life-time expired
		CCCP-L2045	Av-14(P)	AFL/Kyrgyzstan	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52045	Av-14(M)	AFL/Kyrgyzstan-FRU	rgd	unknown	in document 23jun73

043	704106	CCCP-52045 CCCP-L2046	Av-14(M) Av-14(P)	AFL/Turkmenis.-ASB AFL/Azerbaijan-BAK	trf d/d	13may77 end57	soc 24apr78 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52046 CCCP-52046 CCCP-52046	Av-14(M) Av-14(M) Av-14(LIK-2)	AFL/Azerbaijan-BAK AFL/Northern-LED AFL/Ukraine	trf trf trf	20dec57 09sep73 08jul75	f/n mar69 with t/t 25,737 hours; in MGA document with trf date given as 24sep73; converted to Avia-14LIK-2 in MGA document with trf date given as 18aug75; soc 20jan84 as life-time expired
044	704107	CCCP-L2047 CCCP-52047 CCCP-52047	Av-14(P) Av-14(P) Av-14(P)	AFL/Moldova AFL/Moldova AFL/Far East-KHV	d/d rgd trf	end57 unknown unknown	18 pax configuration; in document 20dec57 as cargo aircraft f/n MRV 20nov61 on charge as of 01mar62; soc 29aug77 as life-time expired
045	704108	CCCP-L2051	Av-14(P)	Soviet MVD	toc	06sep57	18 pax configuration; see II-14T CCCP-52051 with unknown c/n and c/n 807107
046	704109	CCCP-L2052	Av-14(P)	AFL/Estonia	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52052 CCCP-52052 CCCP-52052 CCCP-52052	Av-14(M) Av-14(M) Av-14(LIK-2) Av-14(LIK-2)	AFL/Estonia AFL/Estonia-TLL AFL/Northern-VGD AFL/Central Region	rgd trf trf trf	unknown feb66 23jun67 25jun73	in documents mar59/20mar63; photo exists; converted to Avia-14LIK-2 in document as such by this date, but trf not mentioned in the MGA document reported seen in the Congo, date unknown
047	704110	CCCP-52052 CCCP-L2053 CCCP-52053 CCCP-52053	Av-14(LIK-2) Av-14(P) Av-14(P) Av-14(P)	AFL/Far East-KHV AFL/Georgia-TBS AFL/Georgia-TBS AFL/Yakutiya-YKS	trf mfd rgd trf	16dec77 21aug57 1958/58 07feb63	l/n Korf-Tilichiki 1977, active; photo exists; soc 26jun86 as life-time expired 18 pax configuration; in document 20dec57 as cargo aircraft opb 139 lo; damaged 06apr74 on landing at Ust'-Kuiga when the the flight engineer retracted the landing gear by mistake at the end of the landing run; repaired; soc 30nov78 as life-time expired
048	704111	CCCP-L2060	Av-14(P)	AFL/Moscow (MUTA)	d/d	end57	18 pax configuration; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52060 CCCP-52060 CCCP-52060 CCCP-52060	Av-14(M) Av-14(M) Av-14(M) Av-14(LIK-1)	AFL/Estonia-TLL AFL/Arkhangelsk AFL/Central Region AFL/Kazakhstan-UKK	trf trf trf trf	13sep58 19oct74 04may75 03aug77	f/n LED 01aug70 converted to II-14LIK-1; in 'polar' c/s soc 17apr86 as life-time expired; seen MHP 09sep87; still present late 1997, derelict
049	704112	CCCP-L2062	Av-14(P)	AFL/Azerbaijan-BAK	toc	05oct57	in 18 passenger configuration; in a document 20dec57 as a cargo aircraft; converted to an Avia-14(M) according to the MGA document, date unknown
		CCCP-52062	Av-14(M)	AFL/Azerbaijan-BAK	rgd	09may58	in the accident report still as an II-14P; opb 107 AO; dbr 09oct62 on a flight to Grozny when landed 800 metres late in poor weather, overran the runway and ended up in a ditch, no casualties; t/t 8,600 hours; soc 19apr63
050	704113	CCCP-L2064	Av-14(P)	AFL/Georgia-TBS	toc	12oct57	in 18 pax configuration; in a document 20dec57 as a cargo aircraft; in another document jan58 as an Avia-14(M), version as such in the MGA document; no new registration assigned yet as of 16jul58
		CCCP-52064	Av-14(M)	AFL/Georgia-TBS	rgd	1958/59	probably based at TBS; in documents jan61/dec67; soc 07sep73 after an accident on the ground, details unknown
051	704114	CCCP-L2025	Av-14(P)	AFL/Moscow (MUTA)	mfd	29aug57	18 pax configuration; toc 29oct57; in document 20dec57 as cargo aircraft; mentioned again in document jan59
		CCCP-52025 CCCP-52025	Av-14(P) Av-14(P)	AFL/Moscow (MUTA) AFL/Privolzhsk	rgd trf	unknown 12may59	opb 171 AO; w/o 30oct60 on the leg from Penza to Saratov of a cargo flight from Leningrad to Saratov when took off at night in freezing rain and fog, suffered from heavy icing and crashed in a field 2 km south-east of Penza airport (the engines were not working at the time of impact); all 5 crew killed; t/t 4,382 hours; soc 21nov60
052	704115	CCCP-L2024	Av-14(P)	AFL/Azerbaijan-BAK	mfd	01oct57	18 pax configuration; toc 13oct57; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document, but this seems unlikely as written off only eleven months after original manufacture
		CCCP-52024(1)	Av-14(P)	AFL/Azerbaijan-BAK	rgd	unknown	opb 107 LO; w/o 07nov58 on the leg from Sochi to Simferopol of a flight from Baku to Simferopol when deviated from the prescribed flight path to the south by 25 km in conditions of bad visibility and radio disturbances, entered clouds on approach to Simferopol, crashed at a height of 900 metres into Kharpuzyany Kayas cliff (950 metres) near Privyetnoye settlement (N44.833 E34.600) and burnt out, all 5 crew and 7 passengers killed; t/t 1,787 hours; soc 28nov58; see c/n 147001317
053	704116	CCCP-L2027	Av-14(P)	AFL/Ukraine-LWO	mfd	21oct57	18 pax configuration; toc 25oct57; in document 20dec57 as cargo aircraft; converted to Avia-14(M) date unknown according to MGA document
		CCCP-52027 CCCP-L2032 CCCP-52032	Av-14(M) Av-14(P) Av-14(P)	AFL/Ukraine-LWO AFL/Ukraine AFL/Ukraine	rgd toc rgd	1958/59 21nov57 1958 ?	in 18 pax configuration; in a document 20dec57 as a cargo aircraft opb 101 AO; w/o 16dec59 on a flight from Dnepropetrovsk to Moscow when took off in below-minima weather conditions (fog) at night, veered off the runway to the right during the take-off run, but failed to abort the take-off, collided with the truck-mounted RSP-4 landing radar 65 metres after lift-off, ripping off 3.5 metres of the right wing, and collided with the truck-mounted surveillance radar 145 metres further on and with the embankment of a trench after another 250 metres, all 5 crew and 6 passengers were injured; soc 31dec59
055	704118	CCCP-L2041 CCCP-52041 CCCP-52041 CCCP-52041	Av-14(P) Av-14(P) Av-14(P) Av-14(P)	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moldova-KIV AFL/Yakutiya	toc trf trf trf	02dec57 unknown 01jun59 04mar73	18 pax configuration 18 pax configuration; see II-14 CCCP-52042 with unknown c/n and c/n 705108 18 pax configuration; see II-14T CCCP-52043 with unknown c/n and c/n 806110
056	704119	CCCP-L2042	Av-14(P)	Soviet MVD	toc	11dec57	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document, but this seems unlikely as written off only nine months after original manufacture
057	704120	CCCP-L2043	Av-14(P)	Soviet MVD	toc	09dec57	opb 46 ae Estonskoi OAG; w/o 05sep58 on a flight from Leningrad to Tallinn when was hijacked some 30 minutes after take-off, the hijacker made use of home-made explosives and the cabin caught fire, the crew managed to make an emergency landing at Jõhvi (Estonia), but the fuselage burnt out, the hijacker was killed by the fire, but all 6 crew and the remaining 10 passengers escaped (the captain broke his back, though, while escaping via the astrodome); t/t 1,195 hours; soc 24oct58
058	705101	CCCP-L2048	Av-14(P)	AFL/Ukraine	mfd	30dec57	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document
		CCCP-L2048	Av-14(P)	AFL/Estonia	trf	21jan58	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document
059	705102	CCCP-L2057 CCCP-52057 CCCP-52057 CCCP-52057	Av-14(P) Av-14(M) Av-14(M) Av-14(M)	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Azerbaijan-BAK AFL/Turkmenis.-ASB	toc rgd trf trf	21jan58 1958/59 10dec59 15jan73	photo exists soc 17dec75 as life-time expired 18 pax configuration; toc 1958
060	705103	not known	Av-14(P)	Soviet MVD	d/d	end57	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document
061	705104	CCCP-L1312	Av-14(P)	AFL/Ukraine-LWO	mfd	18dec57	18 pax configuration; toc 16jan58; converted to Avia-14(M) date unknown according to MGA document
		CCCP-91478 CCCP-L5096	Av-14(M) Av-14(P)	AFL/Ukraine-LWO AFL/Moscow (MUTA)	rgd toc	1958/59 23jan58	18 pax configuration; converted to Avia-14(M) date unknown according to MGA document
062	705105	CCCP-41831(1) OK-BYU	Av-14(M) Av-14(P)	AFL/Privolzhsk-RTW CS-Gvt (LSFMV)	trf rgd	1959 28apr58	soc 30dec76 as life-time expired; photos exist, preserved in a park at M.Gorkogo, Perm; see c/n 14803060 salon aircraft, with auxiliary fuel tanks on end of wings; photo LHR 28apr66 as such; photo PRG early 1970s without auxiliary fuel tanks; canx 09aug73
		OK-MCD CCCP-41829	Av-14-32 Av-14(P)	CSA AFL/Far East	rgd toc	13dec73 unknown	in natural metal c/s with titles; wfu mar77; sold to Soviet Union 13may77; canx 22jul77 on charge as of 01oct77; converted to Avia-14(LR); f/n UUS 1984, in 'polar' c/s; photo at UUS in late 1980s; t/t 23,041 hours 8,211 cycles as of 31may90; soc 31may90 as amortisation period expired; l/n UUS 07jul94, derelict; scrapped at UUS in 1995
064	805107	CCCP-91606 CCCP-91606	Av-14(M) Av-14(M)	AFL/Belarus-MHP AFL/Northern-LED	toc trf	29may58 unknown	24 pax configuration; photo exists at KIV on charge as of 06nov63; opb 1 LOAO 1970/may82; f/n LED 23aug80 in 'polar' c/s; converted to Avia-14(FKM) (with a boom on its tail) by ARZ-407 in 1974 and seen as such FCO 28nov79
065	705108	CCCP-91606 OK-LCF OK-LCF	Av-14(FKM) Av-14-32A Av-14-32A	AFL/Leningrad-RVH Avia CSA	trf rgd d/d	05jan82 14sep57 05may58	opb 2 LOAO; l/n nov87; soc 17jun88 as amortisation period expired c/n from Czechoslovak register as such i/s 08may58; was hijacked by 4 men on a flight from Karlovy Vary to Prague 08jun70 and landed at Nuremberg (Bavaria); wfu jan75; sold to the Soviet Union 20jan75; canx 01jun75
		CCCP-52042(2)	Av-14-32A	AFL/Arkhangelsk	rgd	unknown	on charge as of 01apr75; soc 17apr84 as life-time expired; was preserved at Vologda from 20oct84, later scrapped; see II-14T CCCP-52042 with unknown c/n
066	805109	OK-MCG	Av-14-32A	CSA	d/d	31may58	rgd same date; i/s 02jun58; converted to 40 pax configuration; hijacked to VIE 08aug70; dbr by belly-landing at Karlovy Vary 01feb72; canx 22jun72; donated to Autoklub Zlutica (near Karlovy Vary); preserved until scrapped in mar82
067	805110	CCCP-91607 CCCP-91607	Av-14(M) Av-14(M)	AFL/Sykytykar-SCW AFL/Komi-SCW	toc trf	10jun58 15feb66	24 pax configuration; in document 01apr59 damaged at Ust'-Tsyliya dec76; soc 31may77 as life-time expired
068	805111	CCCP-91608 CCCP-91608 CCCP-91608	Av-14(M) Av-14(M) Av-14(M)	AFL/Latvia-RSC AFL/Lithuania-VNO AFL/Arkhangelsk	toc trf trf	01jun58 01jun60 08sep73	24 pax configuration soc 29apr74 as life-time expired
069	805112	CCCP-91609 CCCP-91609	Av-14(M) Av-14(M)	AFL/Latvia-RIX AFL/Kazakhstan-AKX	toc trf	01jun58 09jun60	24 pax configuration in document 1960; f/n MRV 26apr61; soc 16jul84 as life-time expired
070	805113	not known	Av-14(M)	to 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; was perhaps delivered as PK-MZK, on the basis that Czech CAA records show 10 II-14T aircraft (PK-MZA-MZJ) and 9 Avia Av-14T aircraft (PK-MZL-MZU excluding MZQ) were delivered as such
072	805115	not known	Av-14(M)	to Soviet Union	d/d	early58	24 pax configuration
073	805116	not known	Av-14(M)	to 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); f/n aug97; l/n 11sep21
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
		CCCP-61713	Av-14(M)	AFL/Yakutiya	trf	10mar75	photo exists in old 'polar' c/s (natural metal/red c/s); later repainted into standard 'polar' c/s; soc 31mar88 as amortisation period expired; f/n CYX 05jul92 partly broken up, in 'polar' c/s; l/n sep20
076	805119	OK-MCI	Av-14-32A	CSA	d/d	30mar58	rgd 02apr58; i/s 03apr58; named 'Vlastovka'; last service 05dec75; canx 17dec75; preserved at Prague-Kbelly aviation museum (N50.125295 E14.539694), seen 05aug20, all silver; seen 16sep20 silver and red colour retro scheme; l/n aug22
077	805120	OK-MCJ	Av-14-32A	CSA	d/d	30mar58	rgd 04apr58; i/s 07apr58; named 'Svit Gottwaldov'; canx 27nov61

		3X-GPE OK-MCJ	Av-14(M) Av-14-32A	Air Guinée CSA	rgd	02jan62	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	Av-14(M)	Czechoslovak AF	d/d	jul58	28 pax configuration; in the Czech civil register with rgd 18jul58 and owner as MNO (Ministry of National Defence)
		OK-MCA 6101	Av-14-28 Av-14(M)	CSA Czechoslovak AF	trf ret	07sep60 unknown	rgd 07sep60; version given as Il-14M in Czech register; canx 18apr61
079	806102	6102	Av-14(M)	Czechoslovak AF	d/d	03jun58	converted to Avia-14FG 1967/1868; wfu 1987; cockpit only remains in Dopravne Museum Presov, seen aug93/oct94
		OK-MCB 6102 6102	Av-14-28 Av-14(M) Av-14FG	CSA Czechoslovak AF Czech Air Force	trf ret trf	10sep60 unknown 01jan93	28 pax configuration; in the Czech civil register with rgd 18jul58 and owner as MNO (Ministry of National Defence), version given as Avia 14M rgd 14apr61; version from Czech register; canx 10oct61 converted to Avia-14FG 1967/1968; seen stored at Hradec Kralove jul91; photo BTS 04sep92 last flight 09apr94 (Pardubice-Kbely); t/t 6,935 hours and 10,073 cycles; preserved at Kbely (N50.124462 E14.540049) since 09apr94, l/n 30jul23
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 aug17
081	806104	OK-MCK	Av-14-32A	CSA	d/d	30mar58	rgd 24jun58; i/s 19jul58; named 'Strakonice'; seen AMS 15may62; converted to 40 pax configuration; wfu 12jan74; canx 31jan74; scrapped at PRG 1975
082	806105	OK-MCL	Av-14-32A	CSA	d/d	20mar58	rgd 21jun58; i/s 23jun58; named 'Trencin'; at AMS 30sep61; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 17feb75; canx 01jun75
		CCCP-52086	Av-14(M)	AFL/Komi-SCW	toc	04dec75	so 21jul83 as life-time expired; photo SCW 1990, preserved in a poor condition on a pedestal; removed during the spring of 1991
083	806106	OK-MCM	Av-14-32A	CSA	d/d	01jul58	rgd 01aug58; i/s 05aug58; seen LHR 30oct63; converted to 40 pax configuration; wfu dec74; canx 01jun75
		CCCP-52048 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; soc 27feb89 rgd 27aug58; i/s 01sep58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 24jan75; canx 01jun75
		CCCP-52078 OK-MCO OK-MCO 3X-GAG OK-MCO CCCP-41827	Av-14(M) Av-14-32A Av-14(M) Av-14(M) Av-14-32A Av-14(M)	AFL/East Siberia CSA Air Guinée Air Guinée CSA AFL/East Siberia	toc d/d d/d d/d toc	30jan76 27jun58 photo 06jan75 10jan78	so 31dec86 as life-time expired rgd 28jun58; i/s 01jul58; canx 28jul62 as to Guinea in full colours with titles; the photo was possibly taken at Abidjan and probably before it became 3X-CAG reported in Guinean register converted to 40 passenger configuration; wfu mar77; sold to the Soviet Union 16may77 opb Ulan-Udenski OAO; in post-1973 Aeroflot c/s with the red inscription 'Agitperelyot 60 let VSU GA' (agitation flight in commemoration of the 60th anniversary of the East Siberian directorate of Civil Aviation) on the nose; photo as such at Ust'-Kut around 1986; soc 06may88 as life-time expired; ferried to Slavyansk to serve as a source of spares for the restoration of Il-12T CCCP-73975, seen there 13jul88, still with the inscription; probably scrapped at Slavyansk
086	806109	OK-MCP	Av-14-32A	CSA	mfd	28jun58	rgd same date; d/d 30jun58; i/s 03jul58; f/n AMS 17oct59; l/n LBG 02jun69; wfu dec74; sold to Soviet Union 29jan75; canx 01jun75
		CCCP-52096	Av-14(M)	AFL/East 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
087	806110	OK-MCR	Av-14-32A	CSA	d/d	30jun58	rgd same date; i/s 03jul58; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 20jan75; canx 01jun75
		CCCP-52043(2) OK-MCS	Av-14-32A Av-14-32A	AFL/Arkhangel.-ARH CSA	toc d/d	unknown 18jul58	on charge as of 01apr75; photo; soc 20apr82 as worn out; see Il-14T CCCP-52043 with unknown c/n 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	OK-MCT	Av-14-32A	CSA	d/d	18jul58	damaged Ulan-Ude 03oct83 when undercarriage retracted accidentally during landing run, repaired; the accident report gives the c/n as '80611'; soc 18mar85 as life-time expired
090	806113	PK-MZL	Av-14T	Indonesian AF	d/d	jun58	rgd 19jul58; i/s 22jul58; w/o 10oct62 when crashed near Ujezd u Brna, mountain Stará hora on approach to Brno, 13 of the 42 occupants killed; canx 17oct62
091	806114	PK-MZM	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skvadron 2 or Skvadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
092	806115	PK-MZN	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skvadron 2 or Skvadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
093	806116	PK-MZO	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only, however also reported somewhere in Indonesia in 1987 !; opb Skvadron 2 or Skvadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
094	806117	PK-MZR	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skvadron 2 or Skvadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
095	806118	PK-MZP	Av-14T	Indonesian AF	d/d	jun58	details from Czech CAA, presumably delivery reg only; opb Skvadron 2 or Skvadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
096	807101	PK-MZS	Av-14T	Indonesian AF	d/d	jul58	details from Czech CAA, presumably delivery reg only; opb Skvadron 2 or Skvadron 17 at Halim-Perdanakusama (Jakarta); see T-414, T-416/T-418 and T-421 with unknown c/ns
097	807102	PK-MZT	Av-14T	Indonesian AF	d/d	jul58	paratroop version; details from Czech CAA, presumably delivery reg only; opb Skvadron or Skvadron 17 at Halim-Perdanakusama (Jakarta)
098	807103	PK-MZU	Av-14T	Indonesian AF	d/d	jul58	details from Czech CAA, presumably delivery reg only; opb Skvadron 2 or Skvadron 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
		CCCP-61664(2)	Av-14(M)	AFL/Yakutiya	toc	21oct75	opb Kolymo-Indigirski OAO; in 'polar' c/s; still in service in 1986; soc 29dec89 as life-time expired; t/t 33,831 hours; seen CYX 05jul92, wfu partly broken up; l/n sep03; see c/n 146001030
100	807105	OK-BYO OK-MCC	Av-14-32 Av-14-32A	CS-Gvt (LSFMV) CSA	rgd rgd	30jul58 24sep73	version from Czech register; salon aircraft; canx 05feb73 in natural metal c/s with titles, converted to 40 pax configuration; wfu 27mar77; transferred to Soviet Union 11may77; canx 22jul77
		CCCP-41828	Av-14(M)	AFL/East Siberia	toc	16sep77	photo exists and mentioned in an incident report as AFL/Arhangelsk, same aircraft ?; soc 01jul88 as life-time expired
101	807106	OK-MCV	Av-14-32A	CSA	d/d	29jul58	rgd same date; i/s 04aug58; named 'Lucenec'; converted to 40 pax configuration; damaged by fire at Brno aug72, flown to PRG and scrapped there, l/n PRG nov73, derelict; canx 10jan73
102	807107	OK-MCW	Av-14-32A	CSA	d/d	30aug58	rgd 04sep58; i/s 05sep58; named 'Olomouc'; converted to 40 pax configuration; wfu dec74; sold to Soviet Union 10feb75; canx 01jun75
		CCCP-52051(2) CCCP-52051(2) OK-MCX	Av-14(M) Av-14(M) Av-14-32A	AFL/Far East AFL/Kazakhstan-BXJ CSA	toc d/d	unknown end 80s 16sep58	on charge as of 01oct75; see Il-14T CCCP-52051 with unknown c/n directorate not mentioned in MGA document; soc 02mar87; f/n ALA 22apr93; seen dumped this date 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	trf d/d	03oct75 19sep58	so 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
		CCCP-61692	Av-14(M)	AFL/Kazakhstan-UKK	toc	10aug75	converted to Il-14LK-1; soc 05jul89 as amortisation period expired; preserved at Ust'-Kamenogorsk (Kazakhstan), in 'polar' c/s; seen apr93/aug99; moved and visible on GE (N50.019124 E82.516755); l/n oct12/apr16 in white c/s with blue cheatline and 'Aeroflot' titles
105	807110	OK-MCZ	Av-14-32A	CSA	d/d	29sep58	rgd 30sep58; i/s 07oct58; hit power cables on take-off Hostivice 02jan61; canx 14jan61
106	807111	CCCP-61741 CCCP-61741 CCCP-61741	Av-14(M) Av-14(M) Av-14(M)	AFL/Krasnoyarsk AFL/Magadan AFL/Far East	mfd trf trf	1958 13apr61 20may61	in 32 passenger configuration; toc 26feb59; f/n ABA 02jul60 dbr while taxiing to the apron at Khabarovsk when the fuselage suffered structural damage, date and details unknown; t/t 3,884 hours; soc 24oct61
107	807112	OK-MZS 9232	Av-14(M) Av-14(M)	Avia Chinese Navy	d/d	oct58 01aug02	Avia 14-40; transferred to China oct58, registration unknown c/n not confirmed, but the sole Avia-14-40 delivered in 1958 to China for which no details are known; displayed in the Navy museum at Qingdao (N36.05360 E120.323126), one of four aircraft delivered in 1958 to Chairman Mao as a gift from the leaders of the Soviet Union and later transferred to the Navy, used by the Commander of the Navy, Xiao Jinguang from 1960 and retired from service in 1991; in natural metal c/s; l/n jul22
		OK-MZU B-4209	Av-14(M) Av-14(M)	Avia Wuhan Airlines	d/d rgd	oct58 apr86	Avia 14-40; transferred to China nov58, registration unknown f/n Wuhan-Hankou 11oct88; in natural metal c/s with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; l/n Wuhan-Hankou 27nov91; w/o 08oct92, crashed near Dingxi on a pleasure flight from Lanzhou to Xian-Xianyang, the port engine failed 45 minutes into the flight, the crew attempted to return to Lanzhou but were not able to maintain altitude on one engine and hit a hillside, killing 5 of the 7 crew and 9 of the 28 passengers
109	807114	OK-MZU B-4209	Av-14(M) Av-14(M)	Avia Wuhan Airlines	d/d rgd	oct58 apr86	Avia 14-40; transferred to China nov58, registration unknown f/n Wuhan-Hankou 11oct88; in natural metal c/s with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; wfu dec91; l/n Wuhan-Hankou 02oct99
110	813101	3101	Av-14T	Czechoslovak AF	d/d	feb59	photo exists in natural metal c/s
111	813102	OK-MZV 605	Av-14T Av-14T	to China Civ Avn Adm China	d/d rgd	nov58 feb59	f/n CKG 06nov86; l/n CTU oct87; c/n 813105 reported in Chinese list, see this c/n !; fate unknown
112	813103	OK-MZW 607	Av-14T Av-14T	Avia Civ Avn Adm China	d/d rgd	nov58 nov58	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, wfu; l/n oct99
							f/n CKG 05nov86; l/n CKG oct87; fate unknown

114	813105	3105	Av-14T	Czechoslovak AF	d/d	feb59	see c/n 813102; photo in natural metal c/s
115	811101	CCCP-61742	Av-14(M)	AFL/Krasnoy.-KJA	d/d	feb59	32 pax configuration
		CCCP-61742	Av-14(M)	AFL/Magadan-GDX	trf	13apr61	
		CCCP-61742	Av-14(M)	AFL/Polar	trf	06jul69	
		CCCP-61742	Av-14(M)	AFL/Yakutiya-Niy	trf	01oct70	
		CCCP-61742	Av-14(M)	Aeroflot/USHVLP	trf	31dec72	Ulyanovsk Advanced Flying Training College
		CCCP-61742	Av-14(M)	AFL/Arkhangel.-ARH	trf	21mar75	soc 21jul83
116	813106	3106	Av-14T	Czechoslovak AF	d/d	mar59	photo exists in natural metal c/s
117	811102	CCCP-61743	Av-14(M)	AFL/Far East-KHV	d/d	mar59	toc 23apr59; 32 pax configuration; soc 28mar77 as life-time expired
118	813107	3107	Av-14T	Czechoslovak AF	d/d	mar59	photo exists in natural metal c/s, engines and many parts missing
119	813108	3108	Av-14T	Czechoslovak AF	d/d	mar59	delivered to Kbely Museum 12mar85; in natural metal c/s; seen preserved Kbely Museum (N50.125909 E14.536608) apr85/sep21
120	813109	3109	Av-14T	Czechoslovak AF	d/d	mar59	converted to Avia-14RT (ELINT aircraft) in 1961 at Kbely, with radio reconnaissance SRS type equipment stations; last flight Prostejov 29oct86; f/n Prostejov sep90, in natural metal c/s with fairings under the fuselage; soc oct86; preserved Bubovice (N49.972172 E14.175644) oct99/may22 transferred to China, registration unknown
121	913110	OK-MZC	Av-14T	Avia	rgd	23feb59	32 pax configuration
122	911103	CCCP-66751	Av-14(M)	MOM Vnuково	trf	15dec65	MOM 'Progress' Kuibyshev
		CCCP-66751	Av-14(M)	MOM Kuibyshev	trf	01oct79	canx 26jan90
123	913111	OK-MZE	Av-14(T)	MAP Moskovski OAO	trf	01oct79	transferred to China jan59, registration unknown
		B-4205	Av-14(T)	Avia	rgd	may86	last flight 20oct92; l/n stored CGO 1999; was later preserved near an amusement park and wrecked by fire apr03; scrapped in jun03
124	913112	not known	Av-14T	Avia	trf	22mar59	transferred to China jan59, registration unknown
125	911104	CCCP-61744	Av-14(M)	AFL/Far East-KHV	trf	22mar59	32 pax configuration; soc 14jan77 as life-time expired
126	913113	OK-MZA (1)	Av-14(M)	Avia	trf	22mar59	Avia-14-40; transferred to China mar59, registration unknown; see c/n 911107
127	911105	CCCP-61745	Av-14(M)	AFL/Far East	d/d	jun59	32 pax configuration; toc 08jul59; f/n UUS 04aug63, in natural metal c/s with two blue cheatlines; seen KHV 1965 as such; soc 20sep79 as life-time expired
128	913114	OK-53	Av-14T		d/d	1959	photo, in natural metal c/s with c/n on the tail; another black and white photo exists, with cheatline and flag on the fin
		3114	Av-14T	Czechoslovak AF	rgd	18may60	on the Czech civil register with this rgd and owner as MNO (Ministry of National Defence); canx 09sep60; f/n preserved at Hrabynne 02sep89, in natural metal c/s; l/n 16aug91; transported to Zruc Airpark, f/n jul95, with '3150' on the nose wheel door; l/n apr08; arrived 18sep09 at the Wattenheim (Golfparkale 2, Biblis, Hessen, Germany) golf course (N49.680606 E8.4032889), seen aug15, with 'Golf - absolute' on the tail; l/n jul22
129	911106	CCCP-61746	Av-14(M)	AFL/Far East-KHV	d/d	jun59	32 pax configuration; toc 06jul59; soc 28apr79 as life-time expired
130	913115	3115	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
131	913116	3116	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
132	911107	OK-MZA (2)	Av-14-32A	Omnipol	f/f	24mar59	rgd 09jun59; photo in special red colours with 'Avia 14' titles; f/n LBG jun59; canx 17mar71, see next line; see c/n 913113
		1107	Av-14(M)	Czechoslovak AF	trf	unknown	photo in special red colours with 'Avia 14' titles; was to be exported in 1971, but this did not happen; seen Prague-Kbely 08oct72; featured in the black and white 1973 film 'The High Blue Wall', in white c/s with grey undersides and (blue) 'lightning-bolt' cheatlines and additional fake serial 'D-05'; l/n Sperenberg 27sep76; soc 1978 and scrapped
133	913117	not known	Av-14T	to China	d/d	may59	
134	913118	not known	Av-14T	to China	d/d	may59	
135	912101	OK-MZF	Av-14(M)	Avia	rgd	may59	Avia-14-40F (photo mapping aircraft); transferred to China may59
		619	Av-14(M)	Civ Avn Adm China	trf	may59	f/n TYN 01nov86; l/n TYN oct87
		619	Av-14(M)	China General Avn	trf	may59	l/n NKG nov91, wfu; displayed in a park in Taiyuan in the mid 1990s, status by 1999 unknown
136	913119	not known	Av-14(M)	to China	d/d	may59	Avia-14-40
		B-4202	Av-14(M)	Zhongyuan Airlines	rgd	may86	still active as of apr92, before grounding of all II-14s dec92 in China; fate unknown
137	912102	OK-MZG	Av-14(M)	Avia	rgd	may59	Avia-14-40F (photo mapping aircraft); transferred to China may59
		621	Av-14(M)	Civ Avn Adm China	trf	may59	f/n TYN oct87
		621	Av-14(M)	China General Avn	trf	may59	seen Taiyuan nov93/may94, still in CAAC bare metal c/s; broken up 1996
138	913120	3120	Av-14T	Czechoslovak AF	d/d	1959	
139	912103	OK-MZH	Av-14(M)	Avia	rgd	jun59	Avia-14-40F (photo mapping aircraft); transferred to China jun59
		623	Av-14(M)	Civ Avn Adm China	trf	jun59	f/n HFE aug87
		623	Av-14(M)	China General Avn	trf	jun59	photo in full c/s; f/n TYN apr91; wfu TYN 1993; displayed in a park in Taiyuan in the mid 1990s, status by 1999 unknown
140	913121	not known	Av-14T	to China	d/d	jun59	
		B-4207	Av-14T	Zhongyuan Airlines	f/f	23jan86	for the airline as such; rgd given as may86 from Chinese register Book by C. Ballantine; wfu dec92; fate unknown
141	912104	OK-MZI	Av-14(M)	Avia	rgd	jun59	Avia-14-40F (photo mapping aircraft); transferred to China jun59
		625	Av-14(M)	Civ Avn Adm China	trf	jun59	l/n TYN 31oct86
		625	Av-14(M)	China General Avn	trf	jun59	in full c/s; seen dismantled Taiyuan 10nov93; moved to a park in Taiyuan for display on 11nov93, status by 1999 unknown
142	913122	OK-MZJ	Av-14T	Avia	rgd	1959	transferred to China jul59, registration unknown
143	911108	OK-NCA	Av-14-32A	CSA	rgd	04apr61	32 pax configuration, with auxiliary fuel tanks
		1108	Av-14(M)	Czechoslovak AF	ret	unknown	Isd 05apr61; canx 17oct61
		OK-OCK	Av-14(M)	MNO	rgd	14aug63	on the Czech civil register as such with owner as MNO (Ministry of National Defence); canx 14apr68
		1108	Av-14(M)	Czechoslovak AF	ret	unknown	soc 1983; seen Brno-Cernovice 1986/08aug90, in white c/s with grey undersides and blue 'lightning-bolt' cheatlines; moved to Vinohrady sep92; destroyed by a fire in 1992 and seen there burnt out by apr93
144	913123	CCCP-46239	Av-14T	MOM Moscow	mfd	jan66	rgd 06jan66; 32 pax configuration, in Czech documents as such
		CCCP-46239	Av-14T	MOMS Kuibyshev	trf	22apr71 ?	
		CCCP-13339	Av-14T	MOM Arsenyev MSZ	rgd	1977	canx 26jan90
145	911109	1109	Av-14(M)	Czechoslovak AF	rgd	09oct59	on the Czech civil register with owner as MNO (Ministry of Defence); salon aircraft; canx 13may60
		OK-BYQ (2)	Av-14-32	CS-Gvt (LSFMV)	rgd	23nov60	version from Czech register; salon aircraft; canx 17aug62; see next line; see c/n 4340508
		3X-KDA	Av-14(M)	Air Guinée	lsd	1961	l/n DKR 05nov62; c/n as such in letter from Guinean CAA 1989
		3X-SIG	Av-14(M)	Air Guinée	DKR	01dec62	c/n not confirmed
		3X-GAH	Av-14(M)	Air Guinée	r/r	unknown	seen DKR 22mar65; c/n from Guinean register
		1109	Av-14(M)	Czechoslovak AF	ret	1965	black and white photo exists, in white c/s with grey undersides and lightning-bolt (blue) cheatlines; soc 1984 and scrapped
146	913124	3124	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
147	911110	1110	Av-14(M)	Czechoslovak AF	rgd	09oct59	on the Czech civil register with owner as MNO (Ministry of Defence); canx 13may60
		OK-BYW	Av-14-32	CS-Gvt (LSFMV)	rgd	23dec60	version from Czech register; salon aircraft; photo Malmo-Bulltofta jul69; canx 05feb73
		OK-NCB	Av-14-32A	CSA	rgd	16mar73	photo, in basic ex Government c/s, no titles; wfu mar77; sold to Soviet Union 07jun77; canx 22jul77
		CCCP-41854	Av-14(M)	AFL/Far East	toc	29oct77	converted to Avia-14(RR); still in service 20sep86; t/t 24,696 hours 11,145 cycles as of 04jul89; soc 20jul89 as amortisation period expired; scrapped at UUS in 1990
148	913125	3125	Av-14T	Czechoslovak AF	mfd	24jun59	i/s 30jun59; soc 1973
149	913126	OK-NZJ	Av-14T	Avia	trf	25jan86	transferred to Soviet Union jul59, registration unknown
150	913127	OK-NZK	Av-14T	Avia	trf	25jan86	transferred to Soviet Union jul59, registration unknown
151	913128	OK-NZL	Av-14T	Avia	trf	25jan86	transferred to Soviet Union jul59, registration unknown
152	913129	MONGOL-111	Av-14T	MIAT Mongolia	d/d	sep59	transferred to Soviet Union aug59, registration unknown
		CCCP-61720	Av-14T	AFL/Arkhangel.-ARH	trf	19mar76	
		CCCP-61720	Av-14T	AFL/Centr.Reg.-Mya	trf	25jan86	photo in 'polar' c/s; still in service 20sep86; soc 17jan90
153	913130	3130	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
154	913131	3131	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
155	913132	3132	Av-14T	Czechoslovak AF	mfd	21aug59	converted at Kbely into a training aircraft (Ucebna 2 - classroom 2) to train upto six navigators flying the IL-28, with a small antenna (PPZ-1) from a housing above the nose and a pair of astrodomes on the top of the fuselage; could also carry eight training bombs; in natural metal c/s; soc 1984; seen preserved Presov in a park oct94/apr96; scrapped
156	913133	3133	Av-14T	Czechoslovak AF	d/d	1959	converted to Avia-14RT (ELINT aircraft) at Kbely, with radio reconnaissance SRS type equipment stations; soc oct87; seen preserved with Letecká Historická Společnost at Vyskov (N49.302359 E17.022993) in natural metal c/s with fairings under the fuselage, aug93/19aug20
157	913134	OK-NZM ?	Av-14T	Avia	rgd	1959	or OK-MZM ? transferred to Soviet Union sep59, registration unknown
158	913135	OK-NZN ?	Av-14T	Avia	rgd	1959	or OK-MZN ? transferred to Soviet Union sep59, registration unknown
159	913136	OK-NZO ?	Av-14T	Avia	rgd	1959	or OK-MZO ? transferred to Soviet Union oct59, registration unknown
160	913137	OK-NZP ?	Av-14T	Avia	rgd	1959	or OK-MZP ? transferred to Soviet Union late59, registration unknown
161	913138	OK-NZR ?	Av-14T	Avia	rgd	1959	transferred to Soviet Union oct59
		"01"	Av-14T	Soviet Air Force	w/o	date ?	at Sredny-Ostrov (Sergeya Kirova Islands (N79.534851 E91.005071))
162	913139	OK-NZS ?	Av-14T	Avia	rgd	1959	transferred to Soviet Union oct59, registration unknown
163	913140	OK-NZT ?	Av-14T	Avia	rgd	1959	transferred to Soviet Union oct59, registration unknown
164	913141	3141	Av-14T	Czechoslovak AF	d/d	1959	
165	913142	3142	Av-14T	Czechoslovak AF	mfd	17oct59	i/s 12nov59; converted at Kbely into a training aircraft (Ucebna 1 - classroom 1) to train upto six navigators flying the IL-28, with a PSBN-M radar installed inside a large nose cone and a pair of astrodomes on the top of the fuselage; i/s 15apr64; soc 1984
166	913143	3143	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s
167	913144	3144	Av-14T	Czechoslovak AF	d/d	1959	seen preserved at Prostejov sep90, in natural metal c/s; moved to Letecká Historická Společnost at Vyskov (N49.302975 E17.023053) 29jun91 and preserved there, l/n sep22
168	913145	3145	Av-14T	Czechoslovak AF	d/d	1959	seen preserved at OSR sep89/sep94, in natural metal c/s; moved 02aug98; to Frydek-Místek to be used as a bar in Bezručova street; moved again to Libhost dec99 for use as a pub, but eventually used as decoration in the backyard of a gas station, l/n 16jul03
		'OK-LCC'	Av-14T	ex CSA c/s			seen preserved at Zruc Airpark (N49.808821 E13.414128) in fake c/s and registration since jul03, l/n 14sep21; see real OK-LCC c/n 703111

169	913146	3146	Av-14T	Czechoslovak AF	d/d	1959	f/n preserved at Studenka 1990 in natural metal c/s, l/n 1993; preserved at Zruc Airpark (N49.808445 E13.416199) f/n oct93, l/n 14sep21
170	913147	3147	Av-14T	Czechoslovak AF	d/d	nov59	converted into a training aircraft in the early 1960s to train navigators; drawings exist with a larger nose cone and a pair of astrodomes on the top of the fuselage; could also carry eight training bombs; later de-converted; seen Prague-Kbely 08oct72; photo exists in natural metal c/s; soc 1982
171	913148	3148	Av-14T	Czechoslovak AF	d/d	1959	crashed into hill 22aug64 at Hurka, near Novy Jicin; photo exists in natural metal c/s
172	913149	3149	Av-14T	Czechoslovak AF	d/d	1959	crashed in fog into hills 30mar60 at Litencicka pahorkatina; photo exists in natural metal c/s
173	913150	3150	Av-14T	Czechoslovak AF	d/d	1959	photo exists in natural metal c/s, with auxiliary fuel tanks; based Brno-Cernovice sep73
174	913151	3151	Av-14T	Czechoslovak AF	d/d	1959	dbf after take-off from Brno Cernovice 12jun80; photo exists in natural metal c/s with auxiliary fuel tanks
175	913152	3152	Av-14T	Czechoslovak AF	d/d	1959	based Zatec oct69
176	913153	3153	Av-14T	Czechoslovak AF	d/d	1959	with auxiliary fuel tanks; was preserved at Presov; moved to Lemesany jun94 and was used as a bar, l/n apr96; moved to the Presov Dopravne museum (N49.017633 E21.271822), seen jun99/aug11, missing outer wings and rudder; moved to the Muzeum letectva Koice at Koice-Barca in jul14, photo as such dismantled; f/n 28aug14; l/n aug23
177	013154	3154	Av-14T	Czechoslovak AF	d/d	1960	f/n DRS may60; photo PRG aug76 in white c/s, blue cheatlines and grey undersides with auxiliary fuel tanks
178	013155	3155	Av-14T	Czechoslovak AF	d/d	1960	crashed 29sep73 on approach to Szentkiralyzabadja from Brno in fog, with a military delegation on board, descended below the glide slope and was unable to regain the correct height, hitting the ground at a cemetery located before the end of the runway, one crew member killed and two later died in hospital, ten passengers were injured
179	013156	3156	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tanks; photo Kbely 09sep90, seen Presov 20sep93, stored; moved to Podlipniky and seen there oct94/apr96, in use as a bar marked as 'OK-3156', l/n 24may05; photo aug06, again as just '3156' and being mounted on a small concrete plinth (N49.035457 E21.461662); l/n aug11; seen oct12 with 'Restauracia Lietadlo' titles; l/n aug23
180	013157	3157	Av-14T	Czechoslovak AF	d/d	1960	with salon interior and auxiliary fuel tanks; opb 1. dvlp at Mosnov; in natural metal c/s; f/n Pardubice aug68; preserved in Letecké muzeum v Kunovicích at Kunovice (N49.035462 E17.458352), seen 1988/jun16
181	013158	3158	Av-14T	Czechoslovak AF	d/d	1960	with auxiliary fuel tanks; photo Brno-Turany 15aug80 in natural metal c/s
182	013159	3159	Av-14T	Czechoslovak AF	d/d	1960	f/n preserved Zabreh 02sep89; l/n feb98 and scrapped there; parts of fuselage to Zruc Airpark may02, nose cone displayed attached to cockpit section from an Il-12; l/n mar07
183	013160	3160	Av-14T	Czechoslovak AF	d/d	feb60	converted to Avia-14RTR (ELINT Aircraft) at Kbely, with radio reconnaissance SRS and R-314 type equipment stations; photo OSR 1982, in natural metal c/s with many aerials on the top of the fuselage and fairings on the undersides; soc oct87; seen Hradec Králové sep90/sep93, derelict
184	013161	not known 31-61	Av-14(M) Av-14(M)	to China Albanian Air Force	d/d d/d	mar60 1971	Avia 14-40 wfu by 1992 at TIA; with red 'lightning bolt' cheatline; dbr by rebels TIA mar97; still present TIA oct02, serial not visible as rudder had decayed away; broken up by apr03, sent to Elbasan metallurgic furnace to be melted down
185	013162	not known B-4212	Av-14T Av-14T	to China Wuhan Airlines	d/d rgd	mar60 apr86	f/n Wuhan-Hankou 11oct88; in white c/s with blue 'lightning-bolt' cheatline, grey undersides with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; wfu nov92; broken up at Wuhan-Hankou early93
186	013163	not known OK-OZA	Av-14T	to China	d/d	mar60	transferred to China apr60, registration unknown
187	013164	not known	Av-14T	Avia	d/d	apr60	
188	013165	not known	Av-14T	to China	d/d	apr60	
189	013166	not known B-4206	Av-14T Av-14T	to China Zhongyuan Airlines	d/d rgd	apr60 may86	
190	013167	OK-OCA	Av-14T	CSA	d/d	14apr60	wfu dec92; fate unknown
191	013168	not known	Av-14T	to China	d/d	apr60	rgd 19apr60; used for postal services; Avia-14-32T, with reduced cabin windows on each side; crashed 11feb77 on approach to BTS in the district of Ivánka pri Dunaji, Senec, about 1,800 metres from runway 22, after striking trees; 2 of the 3 crew and both passengers were killed; canx 16may77
192	013169	not known B-4210	Av-14T Av-14T	to China Wuhan Airlines	d/d rgd	jun60 apr86	f/n Wuhan-Hankou 11oct88; in natural metal c/s with tail logo and 'Wuhan Air Lines' titles on the starboard side in English; wfu nov91; broken up Wuhan-Hankou early93
193	013170	not known	Av-14T	to China	d/d	jun60	
194	013171	not known	Av-14T	to China	d/d	jul60	
195	013172	not known B-4204	Av-14(M) Av-14(M)	to China Zhongyuan Airlines	d/d rgd	jul60 may86	Avia 14-40 wfu dec92; fate unknown
196	013173	OK-OZE	Av-14T	Avia	mfd	mar60	
		3X-BKE	Av-14T	Air Guinée	d/d	28aug60	seen DKR 26sep60
		3X-GAF	Av-14T	Air Guinée	r/r	1963?	
		3173	Av-14T	Czechoslovak AF	trf	1966	in natural metal c/s; seen preserved Nove Mesto Nad Metuje jun95; scrapped 1999
197	014101	LZ-ILF	S.AV-14	TABSO/Balkan	d/d	jun60	with auxiliary fuel tanks; f/n PRG apr61; l/n BUD 30jan64 in TABSO/Bulgarian Air Transport c/s; crashed Provadia, date unknown
198	014102	LZ-ILG	S.AV-14	TABSO/Balkan	d/d	jun60	with auxiliary fuel tanks; dbr Sofia during maintenance, date unknown
199	014103	not known	S.AV-14	Yemen	d/d	jun60	delivered via Soviet Union
200	014104	MONGOL-105	S.AV-14	MIAT Mongolia	d/d	jun60	photo with emblem behind nose, no titles; w/o 04aug63 when crashed into the side of Mount Otgon Tenger in Zavkhan Province, killing all on board
201	014105	OK-OZC	S.AV-14	Avia	mfd	1960	with auxiliary fuel tanks
		OK-OZC	S.AV-14	Air Guinée	photo		in flight
		3X-PDG	S.AV-14	Air Guinée	photo		
		3X-GAE	S.AV-14	Air Guinée	r/r	1963?	
		4105	S.AV-14	Czechoslovak AF	photo		in natural metal c/s with auxiliary fuel tanks; moved to the Soviet Union in 1968 after the Soviet Union invaded Czechoslovakia
202	014106	OK-OZD	S.AV-14	Avia	mfd	25jun60	with auxiliary fuel tanks
		3X-CKY	S.AV-14	Air Guinée	DKR	20jul60	l/n DKR 09apr63; photo with auxiliary fuel tanks
		3X-GAD	S.AV-14	Air Guinée	r/r	1963	returned to Czechoslovakia in 1964; photo PRG 26may65, without auxiliary fuel tanks
		4106	S.AV-14	Czechoslovak AF	trf	1966	seen Prague-Kbely 08oct72; soc 1983
203	015101	OK-OZB	Av-14S(M)	Avia	mfd	07jul60	with auxiliary fuel tanks
		3X-PRG	Av-14S(M)	Air Guinée	d/d	28jul60	seen DKR sep60
		3X-GPA	Av-14S(M)	Air Guinée	r/r	1961	returned to Czechoslovakia in 1964
		5101	Av-14S(M)	Czechoslovak AF	trf	1965	seen Prague-Kbely 08oct72; soc 28dec85; seen preserved at Trenčin aug91; l/n jul11; moved to Slavnicva airfield at Dubnica nad Vahom f/n sep11; l/n 15aug23

Il-14s with unknown c/ns include

---	CCCP-L476	Il-14	AFL/NII GVF ?	no	reports	used for trials on skis; same aircraft used for RATO trials at DME in early 1963 but registration used during these tests is unknown
---	CCCP-L1848	Il-14P	AFL/West Siberia	no	reports	in document 20dec57 as Il-14P, 18 pax configuration and again in document 11apr59 but not in the register or MGA documents !
---	CCCP-N813	Il-14P	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56; in natural metal c/s with two thin cheatlines; photo at MOW sep57; l/n MOW sep59
---	CCCP-N814	Il-14	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
---	CCCP-N823	Il-14	Polyarnaya Aviats.	rgd	unknown	opb 2-ya AE Moskovskogo OAO at Zakharkovo by 08jun56
---	CCCP-00061	Il-14T	Aeroflot c/s	Kjo	21sep86	had a large cargo door with an inset smaller door on the left side; probably operated by some branch of the armed forces (according to the crew not an MAP aircraft); in full post-1973 c/s, no c/n painted on; l/n Krasnoyarsk-Severnoy 22sep86; had possibly carried the code "61" or "061" before
---	CCCP-10585	Il-14	Aeroflot	ph.	nov58	
---	CCCP-29101	Il-14	Aeroflot	ALA	26mar86	
---	CCCP-29108	Il-14	MRP Solntsevo	rgd	06may58	on Soviet register without c/n !; avionics test-bed, trf to LNPO Leninetes possibly 03jan67
---	CCCP-33682	Il-14	Soviet AF/AFL c/s	CCU	19mar63	overall-white c/s with red cheatline
---	CCCP-37321	Il-14	Soviet AF/AFL c/s	MRV	19nov61	
---	CCCP-33692	Il-14P	Soviet Air Force	photo		salon; took Nikita Khrushchov to Riga in 1959; black and white photo exists with small 'lightning-bolt' cheatline, without the Soviet flag or Red star on the tail
---	CCCP-41887(1)	Il-14P	Soviet AF/AFL c/s	Spr	03jul71	see c/n 146000726
---	CCCP-48068	Il-14P	MOMS Neptun	STW	sep86	in Aeroflot c/s; seen many times at STW during 1984/86
---	CCCP-48073	Il-14	Aeroflot	VKO	06apr72	probably a MOM or MAP operated aircraft
---	CCCP-52008(1)	Il-14T	Soviet Air Force ?			version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; see c/n 146001121
---	CCCP-52042(1)	Il-14T	Soviet Air Force ?			version not confirmed, but likely; reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given; reported arrived in North Vietnam 05dec61 and took part in the airlift in support of the Pathet Lao forces in Laos; shot down by Meo tribesmen 17feb62; see c/n 705108
---	CCCP-52043(1)	Il-14T	Soviet Air Force ?	photo		reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; photo also exists VTE 1962 in grey c/s, no titles; see c/n 806110
---	CCCP-52051(1)	Il-14T	Soviet Air Force ?	photo		reported in the Royal Air Force journal dated jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, but photo also exists in Congo, in grey c/s, no titles; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; see c/n 807107

---	CCCP-52065(1)	Il-14T	Soviet Air Force ?	photo	reported in the Royal Air Force journal dated Jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, but photo also exists at Luluabourg in grey c/s, no titles; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; see c/n 4340509
---	CCCP-61781	Il-14	Aeroflot	photo	1973-standard polar c/s; probably an Air Force aircraft
---	CCCP-61796	Il-14T	Soviet Air Force ?	photo	according to US State Department documents participated in the airlift in Congo 1960; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos; photo exists, flying over the Plain of Jars
---	CCCP-61797	Il-14T	Soviet Air Force ?		version not confirmed, but likely; reported in the Royal Air Force journal dated Jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos
---	CCCP-61798	Il-14T	Soviet Air Force ?		version not confirmed, but likely; reported in the Royal Air Force journal dated Jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos
---	CCCP-61799	Il-14T	Soviet Air Force ?		version not confirmed, but likely; reported in the Royal Air Force journal dated Jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given, later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos
---	CCCP-61800	Il-14T	Soviet Air Force ?		version not confirmed, but likely; reported in the Royal Air Force journal dated Jan62 as having been at Luluabourg (now Kananga, DR Congo) 06sep60, only the last three of CCCP- serial given and also mentioned as participated in the airlift in Congo 1960 according to US State Department documents with the full serial given; later took part in the airlift from North Vietnam dec61 in support of the Pathet Lao forces in Laos
---	CCCP-67242	Il-14P	Soviet AF/AFL c/s	PRG	20aug68 landed at PRG in the evening of 20aug68 as an advance party to secure the Soviet occupation of the airfield
---	CCCP-71415	Il-14	Aeroflot		featured in the Soviet movie "Styuardessa" (The Stewardess) shot in 1967; fake registration ?
---	CCCP-91152	Il-14	Soviet Air Force	no	reports opb 37 osae at OVB in 1970s; '91152' on instrument panel, but this may have been just a call-sign; possibly this aircraft carried the code "02"
---	CCCP-91436	Il-14	Aeroflot	Spr	05jul82 as seen at Sperenberg probably an Air Force aircraft
---	not known	Il-14	not known	ph.	may02 preserved at Yenakiyevo town centre (N48.224669 E38.207731) in natural metal c/s with light blue/yellow fin, l/n may02 on Google Earth; scrapped
---	not known	Il-14M			photo converted from Il-14P; preserved in a park at Veliky Ustyug and in use as a cinema, in white c/s with dark blue cheatline, grey undersides and 'Cheburashka' titles, Aeroflot logo by the nose
---	not known	Il-14	AFL/Magadan-Anadyr	w/o	01sep69 on approach to Zaliv Kresta (Chukotka) when entered the wrong creek valley (which ended in a cul-de-sac) and crashed into mount Dumka near Zaliv Kresta airport, all crew and passengers killed; a wing is preserved at Mys Shmidta
---	"002" black	Il-14P	Soviet Air Force		photo VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; colour of code not confirmed; see also c/n 4340305
---	"004" black	Il-14P	Soviet Air Force	LHR	15mar56 VIP version (salon); photo in natural metal c/s with 1930s type Red Star on rudder; colour of code not confirmed; arrived from East Berlin with the Soviet Minister Mr. Malenkov and a delegation to study Britain's electrical power stations this date; see also c/n 4340405
---	"008" black	Il-14P	Soviet Air Force	CAI	19jun56 VIP version (salon); with a soviet delegation to see Egyptian President Gamal Abdel Nasser; in natural metal c/s with 1930s type Red Star on rudder, without the c/n on the tail; photo BEY date unknown, probably this is the same aircraft; seen again LHR 14/16aug56; see also c/n 4340302
---	"019" black	Il-14P	Soviet Air Force	LHR	13aug56 VIP version (salon); in natural metal c/s with 1930s type Red Star on rudder
---	"01" black	Il-14P	Soviet Air Force		photo in Germany, two-tone red star; VIP version (salon), as per standard Il-14P externally
---	"01" red	Il-14T	Soviet Air Force		06jan08 preserved at the Balashov Higher Aviation School (N51.538877 E43.190984); l/n apr16
---	"01" red	Il-14M	Soviet Air Force	ph.	1989 VIP version (salon); black and white; preserved at Lutsk (Vyshkiv) in white c/s, grey undersides with Red star on tail
---	"01" yellow	Il-14	Soviet Air Force		photo preserved at the Balashov Higher Aviation School (N51.530420 E43.200607)
---	"01" blue	Av-14T	Soviet Air Force	ph.	08sep13 preserved at Cape Schmidt, (N68.879530 W179.374260) in colours similar to Aeroflot with Red Stars, port wing damaged; visible on GE from 2003 onwards; still visible on image dated 07jul09
---	"01"	Av-14M	Soviet Air Force		photo black and white, with 'lightning-bolt' cheatline and Red star on the tail
---	"02" blue	Av-14T	KGB/Border Guards	ph.	1990 in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; hulk sat at Provideniya, l/n 1990; scrapped
---	"02" green	Il-14T	Soviet Air Force	no	reports was based at Vorkuta; equipped with a long aerial on the upper right-hand side of the fuselage, so was probably converted to a staff aircraft; in civil c/s; was preserved in the museum of National Glory at Begoml (Vitebsk region of Belarus) from 1991; moved to its new location (see below) jul04
---	"02" red	Il-14T	Soviet Air Force	ph.	07apr05 the colour of the code was changed in 2005; in white c/s with dark green undersides and thin red cheatline; preserved near the crossing of the roads from Minsk to Polotsk and from Begoml to Glubokoye at Begoml (N54.72947 E28.06549) from jul04, seen apr05/nov20
---	"02" red	Il-14	Soviet Air Force		04may97 preserved in town, Krupets (Ukraine)
---	"03" blue	Av-14T	Soviet Air Force	ph.	16aug07 in all-grey c/s, hulk sat at Provideniya (N64.381551 W173.232934)
---	"03"	Il-14T	Soviet Air Force		photo in all-grey c/s; preserved in the city of Dalnegorsk in the early 1980s, destroyed by fire and dismantled in the 1990s
---	"03"	Il-14TD	Soviet Air Force		photo in all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and two large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg
---	"04" red	Il-14T	Soviet Air Force	IEV	1978 black and white photos exist with 'lightning-bolt' cheatline, Red star on the fin; l/n Melitopol 19jun83
---	"04"	Il-14T	Soviet Air Force		photo in natural metal c/s with Red star on the fin, preserved Kurgan region
---	"04"	Il-14T	KGB/Border Guards		photo equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
---	"04"	Il-14TD	Soviet Air Force		photo in all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and two large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg; see c/n 147001821
---	"05"	Il-14TD	Soviet Air Force		photo in all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and two large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg; see c/n 147001823
---	"05" red	Il-14T	KGB/Border Guards		photo equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
---	"06" red	Il-14T	KGB/Border Guards		photo equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
---	"06"	Il-14P	Soviet Air Force	ph.	aug86 at Vladimir-Semyazino; colour of code probably yellow; black and white photo, in white c/s with lightning-bolt cheatline and natural metal undersides
---	"07" blue	Il-14T	Soviet Air Force	ph.	1991 fuselage only without rudder, located somewhere on the Southern Kuril Islands, in white c/s, natural metal undersides and lightning-bolt cheatline
---	"08"	Il-14T	Soviet Air Force	ph.	1974/76 black and white photo at Mikhailovskoye
---	"08" red	Il-14	Soviet Air Force	OSF	1982 opb 2 otae DA at Ostafyevo; in white/light grey c/s with 'lightning-bolt' cheatline; wfu in 1985
---	"09" red	Il-14	Soviet Air Force	WAW	18apr90 with Red Star on tail
---	"10" white	Il-14T	Soviet Air Force		13aug01 in camo c/s; preserved at a children's youth club near the main airport at Rostov-na-Donu, f/n aug01, l/n sep09 in a very bad condition; photos may10 being dismantled; moved to Chaltyr area (N47.292072 E39.474056) but photos show more or less scrapped
---	"10"	Il-14T	Soviet Air Force	ph.	1962 at Bataysk, in all-grey c/s
---	"11" red	Il-14T	Soviet Air Force	ph.	1962 at Primorsko-Atharsk, in all-grey c/s
---	"12" blue	Av-14T	KGB/Border Guards	ph.	08aug06 in basic 'blue' Aeroflot c/s, no titles; hulk moved from Provideniya airport to the former harbour of Plover (N64.36701 W173.3323) in the early 1990s, l/n aug06; scrapped in 2012, only part of the nose remained by sep12
---	"14"	Il-14P	KGB/Border Guards		photo black and white photo, in camouflage c/s
---	"15"	Il-14T	KGB/Border Guards		photo equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
---	"16"	Il-14M	KGB/Border Guards		photo equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles
---	"17" blue	Il-14T	Soviet Air Force		photo in natural metal c/s, opb 2 adon; line drawing exists, was despatched to Hungary in oct/nov56
---	"17" red	Il-14T	KGB/Border Guards	ph.	sep83 equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; based at Chomutovo and participated in the search for the remains of B747 HL7442 after it was shot down by a missile fired from a Su-15 01sep83
---	"20" red	Il-14P	KGB/Border Guards	Vkm	13apr10 preserved in fair condition; (N67.483893 E64.002238); equipped with radome for Groza-40 weather radar; in basic 'blue' Aeroflot c/s with red stripe on fin, no titles; l/n 10sep20
---	"51" blue	Il-14	Soviet Air Force	Kac	07jul96 seemed to still be operational
---	"62" red	Il-14M	Soviet Air Force	ph.	2022 at Arderma-2 Rogachevo (N71.61355 E52.45031); salon version, in faded c/s, derelict
---	"63"	Il-14P	Soviet Air Force	ph.	1970s black and white photo; in white c/s with lightning-bolt cheatline and natural metal undersides; opb 195 otap (Uvelski-Uprun)
---	"70" red	Il-14P	Soviet Navy		photo in white c/s with natural metal undersides and red lightning-bolt cheatline; preserved with YeARZ at Yevpatoriya (N45.215618 E33.390158) from 23feb88, seen may98/jan16
---	"94" blue	Il-14T	Soviet Air Force	f/f	22jun56 photo; Il-14T prototype; in all-grey c/s except rudder, with dorsal turret; completed OKB tests 15aug56 after 44 hours and 49 flights; trf to GK NII VVS for state trials 04sep56/30dec56
---	no code	Il-14TD	Soviet Air Force		photo in all-grey c/s, converted to an ELINT aircraft with two HF antennas on the top of the fuselage and four large radomes on the underside of the fuselage; opb oraz (independent reconnaissance aviation section) at Berlin-Schönefeld until 1960 and then to Sperenberg
---	not known	Il-14	KGB/Border Guards		photo opb otelny Sakhalinski pogrannichny aviapolk at UUS; w/o 12nov79 on a flight from Vladivostok to Yuzhno-Sakhalinsk when tried to land in a snowstorm at night, lost speed and crashed in a field near Novotroitskoye 1.5 km west of the threshold of runway 19, all 5 crew and 23 passengers killed
---	not known	Il-14	KGB/Border Guards	no	reports opb 21 oae at Magadan-56 (Sokol); w/o 26jul85 when crashed at a height of some 400 metres into a slope of Mt. Komendant in the Ola district of the Magadan region (at N59°43'14.39" E150°18'3.53") some 12 minutes after take-off, all 7 crew killed

---	not known	Il-14	KGB/Border Guards			opb 14 oae at Ozyorski; w/o 13jul67 on a training flight from Ozyorski, practising ILS approaches in poor visibility at dusk, when crashed into a hill after having gone around, all crew (pilot: Captain N. Shavsha) killed
---	not known	Il-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-14T	Soviet Air Force			version not confirmed; in all-grey c/s; in use as a Cafe at Vozdvizhenka, with 'Liner' titles
---	not known	Il-14M	Soviet Air Force	ph.	1980s	in white c/s, natural metal undersides and lightning-bolt cheatline; was preserved at the Dom ofitserov (Officers House) at Vinnitsa until 1990; scrapped
---	not known	Il-14	Aeroflot	ph.	24jul76	was preserved in a park at Neft'yekamsk from jul76, used as children's cinema "Sokol" (falcon); scrapped
---	not known	Il-14	Strat.Rocket Force	ph.	1984	opb ? ove 57 rd at Zhangji-Tobe/Solnechny (Kazakhstan); in civilian c/s with 'lightning-bolt' cheatline; was preserved in front of the Soviet Army Community Centre (DKSA) at Zhangji-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 Zhou 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 near Wuning County, Jiujiang 15nov69 on a flight from Wuhan-Hankou, after hitting Mount Taiping having deviated 7 km from the approach route whilst flying through the clouds at approximately 600 m, killing all 6 crew onboard; Mount Taiping was erroneously indicated on the aeronautical chart as 508 m, whereas the actual altitude was 841 m
---	632	Il-14	Civ Avn Adm China	rgd	1956	f/n Hanoi-Gia Lam 17nov56, in conjunction with Zhou Enlai's visit to Vietnam; w/o 05apr58 whilst on a passenger flight Chengdu-Xian-Taiyuan-Beijing, crashed 70 km from Xian, 5 crew and 9 passengers killed
---	640	Il-14P	Civ Avn Adm China	rgd	1956	f/n RGN 15mar64; no records available; photo exists; crashed PEK 05dec68
---	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
---	not known	Il-14	Civ Avn Adm China			crashed 26aug76 on landing at Chengdu, killing 12 passengers
---	B-4201	Av-14	Zhongyuan Airlines	rgd	may86	wfu dec92; fate unknown
---	B-4213	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4214	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4215	Il-14	Civ Avn Adm China			broken up CTU 1989
---	B-4219	Il-14P	Shanxi Air Lines	rgd	mar88	wfu oct91; f/n TYN 10nov93; l/n TYN 20sep94; scrapped; not c/n 147001211 as previously reported
---	3226	Il-14P	Chinese Air Force		photo	VIP version (salon); in natural metal c/s
---	3246	Il-14	Chinese Air Force	w/o	09feb62	opb 34th Division; crashed into a mountain during a night flight
---	3266	Il-14P	Chinese Air Force	TYN	oct87	in natural metal c/s with observation blister
---	3281	Il-14	Chinese Air Force	w/o	08apr73	opb 34th Division; hit trees whilst landing at the airport in Jiaying
---	3286	Il-14T	Chinese Air Force	SIA	08apr86	
---	4102	Il-14	Chinese Air Force	w/o	15dec60	opb 13th Division/39th Regiment; mentioned in documents this date, performing an emergency delivery of aid supplies, crashed on return from Changsha to Zhengzhou, 8 killed
---	4203	Il-14	Chinese Air Force	w/o	1957	opb 34th Division; hit trees on landing, location unknown
---	5051	Il-14T	Chinese Air Force	NKG	15oct88	l/n NKG nov91
---	5061	Il-14T	Chinese Air Force	NKG	15oct88	l/n NKG nov91
---	5415	Il-14M	Chinese Air Force	TYN	sep87	photo in natural metal c/s
---	5425	Il-14P	Chinese Air Force	TYN	31oct86	photo in natural metal c/s; l/n TYN oct87
---	5513	Il-14P	Chinese Air Force	TYN	31oct86	in natural metal c/s with light blue rudder; l/n TYN 06mar87
---	9212	Il-14T	Chinese Navy		photo	with 'China Navy Surveillance' titles on the nose
---	50736 ?	Il-14	Chinese Air Force	TV	dec00	serial ended 736; the aircraft was destroyed
---	34041	Il-14T	Chinese Air Force		photo	in natural metal c/s
---	50753	Il-14	Chinese Air Force	Shh	20apr86	
---	50755	Il-14	Chinese Air Force	Shh	20apr86	
---	50756	Il-14	Chinese Air Force	Shh	20apr86	
---	50757	Il-14	Chinese Air Force	Shh	20apr86	
---	not known	Il-14	Chinese Air Force	w/o	28jun70	opb 13th Division/39th Regiment; at Yichang, exact details unknown
---	CU-T321	Il-14P	Cubana	SCU	08mar80	VIP version (salon); photo proof exists in full Cubana c/s; l/n SCU 26mar80
---	CU-T814	Il-14	Cubana		photo	in full Cubana de Aviacion c/s; photo MZO 1976 in standard Cubana c/s; l/n KIN 09mar79
---	CU-T815	Il-14	Cubana	KIN	09mar79	
---	CU-T817	Il-14	Cubana			
---	CU-T818	Il-14M	Cubana	SXF	11jul67	photo HAV in full Cubana de Aviacion c/s
---	CU-T819	Il-14	Cubana			w/o 27mar62 on a flight from Santiago de Cuba to Havana when crashed into the Cayman Trough some 1.5 km off the coast shortly after take-off, all 4 crew members and 18 passengers were killed
---	CU-T820	Il-14	Cubana		02oct81	preserved in the Lenin Park at Havana, l/n jan96 and gone by nov97
---	CU-T821	Il-14M	Cubana		photo	in full Cubana de Aviacion c/s
---	CU-T822	Il-14	Cubana		photo	of the forward fuselage, in full Cubana de Aviacion c/s, with '822' on the nose-wheel door; see c/n 147001642
---	CU-T823	Il-14	Cubana	KIN	21jan71	
---	CU-T824	Il-14P	Cubana			VIP version (salon); reported to be the personal aircraft used by Raul Castro; was shot down 19jun65 by mistake by a Cuban SA-2 missile near Jaruco (65 km from Havana) killing all 5 crew
---	CU-T825	Il-14P	Cubana	ph.	1963	VIP version (salon); reported to be the personal aircraft used by Fidel Castro; seen 21nov97 preserved in the DAFAR museum (N23.068248 W82.458503) on the outskirts of Havana, l/n aug08
---	CU-F888	Il-14T	Cubana		photo	black and white photo exists, with small lightning-bolt cheatline
---	12-33	Il-14T	Cuban Air Force	SCU	1977	
---	12-49	Il-14	Cuban Air Force		photo	exists with passengers disembarking; in white c/s with grey undersides, thin cheatline
---	12-50	Il-14	Cuban Air Force	w/o	28dec68	near Jose Marti airport, Havana, killing all 6 on board; details from 'Aviacion en Cuba' facebook page
---	12-51	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date
---	12-52	Il-14T	Cuban Air Force		photo	at Havana-Ciudad Libertad, in white c/s with grey undersides, thin 'lightning-bolt' cheatline and radar housing on the underside of the fuselage; l/n HAV 04oct81; probably wfu this date
---	12-53	Il-14T	Cuban Air Force		photo	at Havana-Ciudad Libertad; in white c/s with grey undersides; thin 'lightning-bolt' cheatline; l/n SCU 15nov81, seen derelict this date
---	12-54	Il-14T	Cuban Air Force		photo	in white c/s with grey undersides, thin 'lightning-bolt' cheatline; weather research aircraft
---	12-55	Il-14T	Cuban Air Force	HAV	04oct81	probably wfu this date; photo in white c/s with grey undersides, thin 'lightning-bolt' cheatline
---	12-56	Il-14T	Cuban Air Force			existence reported
---	12-57	Il-14T	Cuban Air Force			existence reported
---	not known	Il-14	Ethiopian AF		photo	donated by the Soviet government to Ethiopian emperor Haile Selassie in 1959 or 1960; in civilian c/s with the emperor's coat-of-arms on the fin; serial not visible on photo
---	81	Il-14P	Bulgarian AF		photo	in natural metal c/s; involved in an accident on 19dec60 during a training flight at night, the aircraft took off from Dobroslavci (close to Sofia) and hit terrain after performing a low pass and crashed killing some on board
---	082	Il-14T	Bulgarian AF	VAR	20jun71	seen still active SXF 1975
---	82	Il-14T	Bulgarian AF	SXF	aug78	black and white photos exist in white c/s with grey undersides with 'lightning-bolt' cheatlines; later in natural metal c/s with black code; wfu in 1979; was preserved in the town of Bozhurishte; l/n 1995 and gone by 1999
---	085	Il-14T	Bulgarian AF	SOF	17mar75	
---	85	Il-14T	Bulgarian AF		photo	black and white photo, probably in dark green c/s
---	91	Il-14T	Bulgarian AF	PRG	02jul68	seen in natural metal c/s with black code SXF sep73; seen Dobroslavtsi 1991 in natural metal c/s with red code; l/n Dobroslavtsi sep96 as such
---	93	Il-14T	Bulgarian AF	BUD	07aug64	in natural metal c/s; seen SXF 07sep67; l/n ODS 1981 with red code; photo 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/sep16 as such
---	96	Il-14	Bulgarian AF	SOF	jul78	
---	97	Il-14T	Bulgarian AF	SXF	19sep69	photo in natural metal c/s with black code exists; photo also in dark green c/s with red code; preserved in the Bulgarian Air Force Museum at Plovdiv-Krumovo, (N42.067491 E24.843316), seen apr92/26jan20
---	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
---	102	Il-14M	MIAT Mongolia		photo	taken in 1961 at ULN, in natural metal c/s and 6 cabin windows; the prefix MONGOL was initially only worn on the wings
---	MONGOL-102	Il-14M	MIAT Mongolia		photo	with prefix and 8 cabin windows; possibly an Avia-14(M) ?
---	103	Il-14M	MIAT Mongolia		photo	taken at ULN; the prefix MONGOL was initially only on the wings
---	MONGOL-103	Il-14M	MIAT Mongolia		photo	initially with 6 cabin windows, later converted with 8 cabin windows and additional seating; l/n ULN 20jun79, stored
---	MONGOL-106	Il-14	MIAT Mongolia			existence surmised
---	MONGOL-107	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-108	Il-14	MIAT Mongolia			returned to Soviet Union

---	MONGOL-109	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-110	Il-14	MIAT Mongolia			returned to Soviet Union
---	MONGOL-112	Il-14	MIAT Mongolia			returned to Soviet Union
---	OK-51	Av-14T	VZLU	photo		in natural metal c/s with roundel on the fin; test registration used on different aircraft
---	OK-51	Av-14M(S)	VZLU	photo		in Putnam book; prototype of Avia-14M with auxiliary fuel tanks; test registration used on different aircraft
---	D-01	Av-14P	Czechoslovak AF			details from Czech forum; could also be an Il-14P, five of which were delivered to Czechoslovakia; re-registered with a four digit serial after Jul57
---	D-20	Av-14P	Czechoslovak AF	ph.	1957	in a magazine; in natural metal c/s; could also be an Il-14P, five of which were delivered to Czechoslovakia; re-registered with a four digit serial after Jul57
---	L-06	Il-14P	Czechoslovak AF		photo	black and white photo, in white c/s with grey undersides and 'lightning-bolt' cheatlines (probably blue); Salon aircraft, donated and delivered directly to the Czechoslovak Minister of Defence as a personal gift of the Soviet Minister of Defence; after the withdrawal of the Minister of Defence in 1956, this aircraft was soon after returned back to the Soviet Union; c/n given as 4340506 by Czech sources, but see this c/n late 1950s; operator not confirmed
---	509 ?	Il-14	Chosonminhang		photo	
---	701	Il-14	Chosonminhang			
---	704	Il-14	Chosonminhang			
---	706	Il-14	Chosonminhang			
---	707	Il-14	Chosonminhang			
---	709	Il-14	Chosonminhang			
---	BL541	Il-14	Indian Air Force	DEL	21jan68	sighting correct as serial BZ541 was a Bell 47 ?
---	BL559	Il-14	Indian Air Force	ph.	22dec66	
---	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 the museum in the company of IAF Caribou BM744 close to runway 27 of Indhira Gandhi Airport (N28.571157 E77.117006), l/n 29jan18
---	T-401	Il-14P	Indonesian AF	h/o	10may57	at Jakarta; VIP version (salon), used as a presidential aircraft; opb Skuadron 17 at Halim Perdanakusama (Jakarta); in natural metal c/s, named 'Dolak Martimbang' after a mountain in North Sumatra
---	T-402	Il-14	Indonesian AF	no	reports	existence surmised
---	T-403	Il-14T	Indonesian AF	photo		in all-grey c/s; see c/ns 148001909/12 and 1917/22
---	T-404	Il-14T	Indonesian AF	photo		named 'Binaja'; in all-grey c/s; see c/ns 148001909/12 and 1917/22
---	T-405	Il-14	Indonesian AF	no	reports	opb Skuadron 17 at Halim-Perdanakusama (Jakarta), used by state officials and named 'Merbabu'
---	T-406	Il-14	Indonesian AF	no	reports	existence surmised
---	T-407	Il-14	Indonesian AF	no	reports	existence surmised
---	T-408	Il-14	Indonesian AF	no	reports	existence surmised
---	T-409	Il-14T	Indonesian AF	photo		in all-grey c/s
---	T-410	Il-14	Indonesian AF	no	reports	existence surmised
---	T-411	Il-14T	Indonesian AF	ph.	jun58	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); in all grey c/s, with painted out PK- reg on tail, see c/ns 148001909/12 and 1917/22
---	T-412	Il-14	Indonesian AF	no	reports	existence surmised
---	T-413	Il-14	Indonesian AF	no	reports	existence surmised
---	T-414	Av-14(T)	Indonesian AF	ph.	jan09	according to Czech CAA records, nine Avia Av-14T and one Avia Av-14M were delivered to Indonesia; photos starboard side, however, show with window configuration identical to some Soviet built Il-14Ms; preserved at Abdulrachman Saleh AFB, Malang, Java since at least Jul00; l/n 2007; in all-grey c/s; 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'; photos show returned to natural metal c/s and by aug17 was in the process of being dismantled; moved by road 28oct17 to the Mandala museum at Yogyakarta for re-assembly and permanent exhibition; officially inaugurated 24apr18; seen 16jan19; l/n 05oct19, with 'AURI' titles and flag; see c/ns 806113-806118, 807101-807103
---	T-415	Il-14	Indonesian AF	no	reports	existence surmised
---	T-416	Av-14(T)	Indonesian AF	d/d	1958	according to Czech CAA records, nine Avia Av-14T and one Avia Av-14M were delivered to Indonesia; photo starboard side, however, show with window configuration identical to some Soviet built Il-14Ms; opb Skuadron 2 at Halim-Perdanakusama (Jakarta); in white c/s with grey undersides and black/white 'lightning-bolt' cheatlines, TNI-AU titles; see c/ns 806113-806118, 807101-807103
---	T-417	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	T-418	Av-14(T)	Indonesian AF	ph.	oct65	and 17oct68, according to Czech CAA records, nine Avia Av-14T and one Avia Av-14M were delivered to Indonesia; photos starboard side, however, show with window configuration identical to some Soviet built Il-14Ms; in white c/s with grey undersides and black/white 'lightning-bolt' cheatlines; see c/ns 806113-806118, 807101-807103
---	T-419	Il-14	Indonesian AF	no	reports	existence surmised
---	T-420	Il-14	Indonesian AF	no	reports	existence surmised
---	T-421	Av-14	Indonesian AF	d/d	1958	opb Skuadron 2 at Halim-Perdanakusama (Jakarta); photo exists; see c/ns 806113-806118, 807101-807103
---	not known	Il-14	Iraqi Air Force			in silver c/s; stored at Habbaniya (N33.371524 E43.560442) in derelict condition, no code/reg visible, f/n may03
---	01	Il-14	Polish Air Force	ph.	in 1959	later re-registered
---	43	Il-14	Polish Air Force	KRK	10aug73	later re-registered
---	030	Il-14	Polish Air Force	WAW	26jan73	later re-registered
---	SU-AIP	Il-14P	Egyptian Govern.	ph.	22may56	at Cairo-Almaza; VIP version (salon); in natural metal c/s, a gift from the Soviet Union and presented this day to President Abdel Nasser
---	SU-ANE	Il-14P	United Arab Airl.	PZU	jun62	at the old airport
---	SU-AOE	Il-14	Egyptian Air Force			
---	SU-AOF	Il-14	Egyptian Air Force			
---	SU-AOH	Il-14	Egyptian Air Force			
---	SU-BBF	Il-14	Egyptian Air Force	PRG	dec71	
---	SU-BBF	Il-14	Egyptian Air Force	CAI	20jul73	
---	SU-BBN	Il-14	Egyptian Air Force	WAW	02oct70	
---	SU-BBO	Il-14P	Egyptian Air Force	WAW	02oct70	l/n PRG sep72, in camo c/s with light blue undersides; probably a VEB-built aircraft
---	SU-BBT	Il-14	Egyptian Air Force	Cal	mar72	
---	SU-BBU	Il-14	Egyptian Air Force	Cal	mar72	
---	1092	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1094	Il-14	Egyptian Air Force	ph.	1967	of this aircraft after it crashed
---	1096	Il-14	Egyptian Air Force	PRG	aug66	photo
---	1097	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1101 (1)	Il-14P	Egyptian Air Force	ADJ	oct56	VIP version (salon); president Nasser's personal aircraft; in natural metal c/s with green/white roundel and flag on the fin, Golden Eagle coat of arms by the serial; w/o 29oct56 on a flight from Damascus to Cairo with senior officers and journalists on board when was intercepted 200 km south of Cyprus by Israeli Air Force "Meteor" NF Mk.13 '52' of 119 Tayeset (piloted by CPT Yoash Tsiddon and LT Elyashiv Brosh) and shot down over the Mediterranean Sea with the fighter's guns, all 7 crew and 16 passengers killed
---	1101 (2)	Il-14P	Egyptian Air Force		18aug63	VIP version (salon); photo Alexandria 18aug63, President Sallal of Yemen arrives for talks with President Nasser; in white c/s with grey undersides, Egyptian flag on the fin and United Arab Republic titles, Golden Eagle coat of arms behind the nose
---	'1101'	Il-14P	Egyptian Air Force		photo	preserved at Cairo-Almaza; in light grey c/s with Egyptian flag on the fin, no titles; serial worn is fake as this aircraft is not a salon, has 8 cabin windows suggesting it was a 32 seater passenger aircraft in the past; seen Jun12/Jul16
---	1102	Il-14	Egyptian Air Force	ph.	sep64	VIP aircraft; in natural metal c/s with 'lightning-bolt' cheatline and white tail
---	1103	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1106	Il-14	Egyptian Air Force	Cal	30oct84	l/n CAI sep87
---	1107	Il-14	Egyptian Air Force	Cal	06nov83	
---	1108	Il-14	Egyptian Air Force	Cal	aug75	
---	1113	Il-14P	Egyptian Air Force		photo	black and white photo, in camo c/s
---	1116	Il-14P	Egyptian Air Force			features in video footage, in natural metal c/s
---	1121	Il-14	Egyptian Air Force	ph.	09aug75	at Aswan; seen Cairo Almaza 06nov83 again 30oct84, stored
---	1122	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1124/SU-BBM	Il-14	Egyptian Air Force	Cal	20jul73	
---	1125/SU-BAE	Il-14T	Egyptian Air Force	CPH	24jun63	l/n CPH 26jun63
---	1128	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1131	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1132	Il-14T	Egyptian Air Force	ph.	nov67	opb 7 squadron; black and white photo exists in camo c/s
---	1133	Il-14	Egyptian Air Force	CPH	24jun63	
---	1133/SU-BEM	Il-14	Egyptian Air Force	Cal	mar72	
---	1134	Il-14T	Egyptian Air Force	Cal	02aug88	photo exists, in all grey c/s with a blue/white unknown emblem by the nose
---	1135	Il-14	Egyptian Air Force	Cal	02nov84	
---	1136	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1138	Il-14T	Egyptian Air Force			transferred to North Yemen Air Force
---	1140	Il-14T	Egyptian Air Force			opb 14 squadron; transferred to North Yemen Air Force before may63
---	1141	Il-14T	Egyptian Air Force			transferred to North Yemen Air Force
---	1142	Il-14T	Egyptian Air Force		photo	in Northern Congo, late 1960; in all-grey c/s with an overpainted SU- registration just visible on the fin
---	1146	Il-14T	Egyptian Air Force	ph.	1960s	opb 14 squadron; black and white photo exists with 'lightning-bolt' cheatline above the windows and white 'Pegasus' emblem by the nose; seen Cairo-Almaza 06nov83 and 30oct84, stored

---	1147	Il-14T	Egyptian Air Force	photo		dbr 05jun67 while attempting to take off from Jabel-Libni airfield; black and white photo exists with damage to the rudder and tail-plane, with 'lightning-bolt' cheatline above the windows and white 'Parachute' emblem by the nose
---	1148	Il-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (ex 14 squadron) with SU-NGI ? visible on top and below the wings; photos exist in grey c/s with very faded 'lightning-bolt' cheatline above the windows and white 'Pegasus' emblem by the nose; landed by mistake at Lawdar (then Aden Protectorate) 02dec63, the crew and at least three high-ranking Soviet officers were taken into custody; ferried, after some repairs, to RAF Khormaksar (now Aden IAP) jan64 by a crew of the Empire Test Pilot School from Farnborough; moved to the dump by 1966 and adorned with graffiti, among it '48 (F) SQDN'; I/n ADE 25oct67
---	1149	Il-14	Egyptian Air Force			transferred to North Yemen Air Force before may63
---	1161	Il-14	Egyptian Air Force	Cal	06nov83	and Cairo-Almaza 30oct84, stored
---	1200	Il-14	Egyptian Air Force	Cal	06nov83	
---	203	Il-14	Congolese Gvt	d/d	ju160	possibly TN-203, presidential aircraft
---	TN-104	Il-14	Congo Air Force	BZV	09nov71	
---	TN-225	Il-14	Congo Air Force			
---	TN-105	Il-14	Congo Air Force	NDJ	25apr75	reported in Trait d'Union (issue 44)
---	TN-109	Il-14	Congo Air Force	BZV	09nov71	
---	TN-226	Il-14	Congo Air Force			
---	TN-112	Il-14	Congo Air Force	BZV	09nov71	
---	TN-227	Il-14	Congo Air Force			
---	TN-117	Il-14	Congo Air Force	BZV	09nov71	
---	TN-228	Il-14	Congo Air Force			
---	TN-120	Il-14	Congo Air Force	BZV	09nov71	
---	TN-229	Il-14	Congo Air Force			
---	TN-215	Il-14T	Congo Air Force	BZV	oct81	photo in white c/s with red cheatlines and grey undersides; seen Brazzaville 15oct91 wfu; still present 31mar96
---	TN-240	Il-14T	Congo Air Force	BUD	mid70s	in dark green c/s with red cheatline
---	61022	Il-14	Congo Air Force	BZV	19oct71	one of two aircraft h/o this date; black and white video exists, five digit serial on the fuselage and under/on top of the wings, small Aeroflot titles by the nose, CCCP- prefix if worn is not visible in the video
---	no serial	Il-14P	Rep. Congolese Gvt	ph.	aug60	VIP version (salon); photo at Ndjili with 'Republique du Congo' titles, in white c/s with natural metal undersides and thin red 'lightning-bolt' cheatline and flag on the fin; returned to Soviet Union sep60 at BUS; no markings other than serial; Salon aircraft; carried Ho Chi Minh the North Vietnamese leader; also reported to have ferried a Government delegation 31oct57; opb 919th Transport Regiment; was a VIP aircraft until 1964 and then used to transport soldiers/combat equipment until 1975; became, see next line
---	58482	Il-14P	North Vietnam AF	ph.	aug57	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; I/n 02mar22; see VN-C516 with unknown c/n
---	VN-C482	Il-14P	Hãng Không Việt Nam	SGN	jan91	opb 919th Transport Regiment; w/o 07feb68 when crashed into a mountain near Tam Giang, all 5 crew killed
---	502	Il-14	North Vietnam AF			reported to have crashed this date, during a re-supply flight to Hue, one of four Il-14s that went missing during the Mau campaign in feb68
---	506	Il-14	North Vietnam AF	w/o	07feb68	opb 919th Transport Regiment; was known locally as a T-14 (modified Il-14) with an external bomb rack; diverted after being hit by enemy fire and dbr 07feb68 on landing Sao Vang, Th anh Hoa airport
---	512	Il-14	North Vietnam AF			opb 919th Transport Regiment; was known locally as a T-14 (modified Il-14) with an external bomb rack; dbr 07feb68 on landing at Tho Xuan, no casualties
---	514	Il-14	North Vietnam AF			opb 919th Transport Regiment; was known locally as a T-14 (modified Il-14) with an external bomb rack; 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		opb 919 regiment
---	62624	Il-14	North Vietnam AF	photo		see next line
---	82516	Il-14T	North Vietnam AF	mfd	1958	
---	VN-C516	Il-14T	Hãng Không Việt Nam	HAN	apr80	seen wfu Hanoi Gia-Lam jan91/nov09; I/n 10oct11, missing many parts and previous serial 82516 showing under the paint, restored in early 2012 and preserved at the Hanoi Military History Museum (N21.032028 E105.84021); f/n apr12
---	'C-482'	Il-14T	Hãng Không Việt Nam	ph.	jan13	preserved at the Hanoi Military History Museum with this fake serial; I/n 01mar22; not present dec23, all aircraft exhibits had been moved for subsequent display in a new museum; see VN-C482 with unknown c/n
---	XY-VIP	Il-14P	Burmese Government	d/d	13jan56	VIP version (salon)
---	YE-AAE	Il-14P	Yemen Government	d/d	16sep58	
---	YE-AAG	Il-14P	Yemen Airlines	rgd	sep58	photo with titles as such
---	YE-AAR	Il-14P	Yemen Government			
---	1138	Il-14T	Yemen Air Force	photo		originally transferred from Egyptian Air Force to North Yemen Air Force; became the Yemen Arab Republic Air Force from 20nov67; black and white photos exist, in all-grey c/s with an Egyptian flag on the tail ?
---	1141	Il-14T	Yemen Air Force			originally transferred from Egyptian Air Force to North Yemen Air Force; a black and white photo exists, with an Egyptian flag on the tail ?; became the Yemen Arab Republic Air Force from 20nov67
---	1140	Il-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (ex 14 squadron); black and white photo exists with 'lightning-bolt' cheatline above the windows, white top and white 'Pegasus' emblem by the nose
---	1148	Il-14T	North Yemen AF	ph.	may63	transferred from Egyptian Air Force (14 squadron) with SU-NGI ? visible on top and below the wings; landed by mistake at Lawdar (then Aden Protectorate) 02dec63, the crew and at least three high-ranking Soviet officers were taken into custody; ferried, after some repairs, to RAF Khormaksar (now Aden IAP) jan64 by a crew of the Empire Test Pilot School from Farnborough; moved to the dump by 1966 and adorned with graffiti, among it '48 (F) SQDN'; I/n ADE 25oct67
---	1149	Il-14	North Yemen AF	ph.	may63	transferred from Egyptian Air Force
---	200	Il-14T	Afghan Air Force			
---	201	Il-14T	Afghan Air Force			
---	202	Il-14T	Afghan Air Force			
---	203	Il-14T	Afghan Air Force			
---	205	Il-14T	Afghan Air Force			
---	206	Il-14T	Afghan Air Force	photo		at ARZ-407 before delivery, in light grey c/s; I/n feb06 at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul
---	207	Il-14T	Afghan Air Force	photo		preserved Kabul Museum, (N34.463724 E69.109615); in light grey c/s; I/n may04; photos exist derelict, without engines and tail
---	208	Il-14T	Afghan Air Force			
---	209	Il-14T	Afghan Air Force			
---	210	Il-14T	Afghan Air Force			
---	1114	Il-14P	Syrian Air Force		14apr66	at Flugzeugwerft Dresden
---	not known	Il-14	Guinea-Bissau AF	no	reports	two delivered by sea via Conakry in early 1971

Ilyushin Il-18 and variants

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

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

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

The life limit for the Il-18 was 35,000 hours and for civil airliners this was usually never extended but it has been for military and industrial operated aircraft in some cases. This system was applied very strictly in the old Soviet Union. The maximum hours were soon achieved by many Il-18s within a few years due to intensive use compared to many other types in the Soviet Union as. Average was some 2,000 + hours per year, some 6 hours per day, for civil operated aircraft. According to Ilyushin OKB sources, Il-18 production by variants was split as follows: Il-18 sans suffixe (the prototypes) batch 0; Il-18A batches 1 through 4 (c/ns 187000101 through 188000405); Il-18B batches 5 through 17 (c/ns 188000501 through 189001801); Il-18V batches 18 through 84 (c/ns 189001802 through 185008501); Il-18E and Il-18D mixed batches 85 through 92 (c/ns 185008502 through 186009205); Il-18D batches 93 through 113 (c/ns 186009301 through 189011304)

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

The Il-18V-26A was a special polar variant, featuring improvements in the engine oil system, extra cabin fuel tanks and additional navigation systems. The c/n of the Il-18 and family, is often painted on the tail and also to be noted on the forward underside of the wing, close to the fuselage. The construction number itself is straight-forward, commencing with 18 being the inhouse product code followed by one digit representing the year of manufacture, followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch. For the Il-38 construction number, it would seem that the system changed during production, with the first digit initially commencing 8, this being the in-house product code (stated as 08) followed by a single digit representing the year of manufacture, then by a pair of 00 (zeros), one of which indicated the factory code (number 30). Of the final five digits, the first three give the batch number and last two the number in the batch. After about twenty aircraft the explanation of the first four digits changed position, the second digit was now an 8 (the in-house product code) with the third digit the year of manufacture, the first and fourth digit a 0 (zero) and the remaining five digits as before.

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

564 Il-18 built by MMZ No. 30 "Znamya Truda" ('Banner of Labour') at Moscow-Khodynka from 1957 to 1968

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

18700 00 01	CCCP-L5811	Il-18	Ilyushin OKB	f/f	04jul57	from Moscow-Khodynka; c/n in documents as '1'; first prototype, with NK-4 engines; construction started sep56; presented to the Soviet leadership with Nikita Khrushchov jun57; named 'Moskva' along a proposal of Yekaterina Furtseva, the Secretary of the Moscow CPSU Committee; started taxi trials 01jul57; presented to the public at VKO 10jul57; took part in the air parade above Moscow-Tushino 20jul58; underwritten trials on unpaved runways 04/14mar63
18700 00 02	CCCP-75420	Il-18A	MAP Zhukovski	rgd	30apr66	canx 13dec66
	CCCP-L5812	Il-18	Ilyushin OKB	f/f	ju157	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-181	Ilyushin OKB	f/f	1961	the sole Il-181; 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 Khodynka in 1957, with 'lightning-bolt' cheatline and Red star on tail; used call-sign CCCP-33569, see further down
	CCCP-L5818	Il-18A	AFL/GosNII GVF	toc	jan58	75 pax configuration; rgd 03apr58
	CCCP-L5818	Il-18A	Ilyushin OKB	trf	18jun58	received AI-20 engines jul59
	CCCP-L5818	Il-18A	AFL/GosNII GVF	trf	11oct58	photo exists; with 'lightning-bolt' cheatline and a Soviet flag on the tail
	CCCP-33569	Il-18A	Soviet Air Force	WAW	14jul59	Ulyanovsk Advanced Flying Training College; photo 1964; trf as a ground instructional airframe to the Kiev Aviation Institute (KAI) 04sep65 with t/t 1,926 hours and 3,499 cycles, possibly delivered 01oct65; soc 28may66 and canx same date; seen in the renamed Kiev Institute of Civil Aviation (KIIGA) jun93/aug02; trf to the Oleg Antonov State Aviation Museum at Kiev (N50.406602 E30.457827), seen oct03/sep21
18700 01 02	CCCP-L5819	Il-18A	AFL/Moscow (MUTA)	mfd	02oct57	with AI-20 engines; in 75 pax configuration; toc 18jan58; rgd 27jan58; named 'Moskva' (painted on instead of 'Aeroflot' titles); registration used on a Yak-12R at the same time
	CCCP-75635	Il-18A	AFL/Moscow (MUTA)	rgd	09may58	the new registration was probably never painted on
18700 01 03	CCCP-L5820	Il-18A	AFL/Moscow (MUTA)	toc	23jan58	had probably still the old registration painted on; trf to the Kharkov Aviation Institute (KhAI) as a ground instructional airframe 06nov59; t/t 317 hours and 370 cycles
	CCCP-75636	Il-18A	AFL/Moscow (MUTA)	rgd	09may58	with AI-20 engines; in 75 pax configuration; rgd 31jan58; registration used on a Yak-12R at the same time
18700 01 04	CCCP-L5820	Il-18A	MAP Ilyushin OKB	trf	28jul58	the new registration was never painted on, see below
	"002" red	Il-18A	Soviet Air Force	toc	01feb58	had still the old registration painted on; new CoFR issued 14nov58, but the respective line in the post-1961 Soviet register was left blank; established several world records 14/17nov58, 19aug59, 25nov59 and 02feb60; soc 28may62 and trf to the Technical Aviation College at Krivoi Rog as a ground instructional airframe; t/t 542 hours and 433 cycles; a photo at Krivoi Rog (N47.934827 E33.321084) still shows the old registration CCCP-L5820
18700 01 05	not known	Il-18A	Soviet Air Force	mfd	26oct57	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
	CCCP-75748	Il-18A	AFL/Moscow (MUTA)	trf	01aug59	rgd 06aug59; 89 pax configuration; a photo shows a Soviet Air Force style red cheatline and black 'Aeroflot' titles
	CCCP-75748	Il-18A	AFL/Azerbaijan-BAK	trf	13nov62	f/n VKO 30jun70
18800 02 01	CCCP-75748	Il-18A	AFL/Moscow (MUTA)	trf	15feb63	soc 24sep73 as worn out; t/t 16,592 hours and 9,030 cycles
	CCCP-75748	Il-18A	AFL/Tajikistan-DYU	trf	30jun71	toc 18apr58; initially with NK-4 engines; 75 pax configuration
	CCCP-L5821	Il-18A	AFL/Moscow (MUTA)	mfd	31mar58	(p/ya 12 LII GKAT); received AI-20 engines sep59
18800 02 02	CCCP-75637	Il-18A	AFL/Moscow (MUTA)	rgd	08may58	test-bed, used as a 'tanker' for de-icing systems tests and later for tests of the equipment for the Il-20RT(SIP) missile tracking aircraft; t/t 4,237 hours and 3,929 cycles
	CCCP-75637	Il-18A	MAP Zhukovski	trf	27may58	toc 01aug58; initially with NK-4 engines; rgd 07aug58; 80 pax configuration, later converted to 89 pax configuration, date unknown
18800 02 03	CCCP-75637	Il-18LL	MAP LII Zhukovski	trf	31jan66	on charge as of 01aug60; f/n TAS 31aug60; l/n DYU 16apr72; soc 24sep73 as worn out; t/t 17,437 hours and 10,321 cycles; the fuselage (still in old Aeroflot c/s) remains in use as a store at DYU; f/n as such 22nov08 (N38.549152 E68.809986); l/n jan12
	CCCP-75638	Il-18A	AFL/Moscow (MUTA)	mfd	30apr58	rgd 11aug58; initially with NK-4 engines; toc 15aug58; f/n SVX nov58; received AI-20 engines 11nov59; 80 pax configuration, later converted to 89 pax configuration, date unknown
18800 02 04	CCCP-75638	Il-18A	AFL/Tajikistan-DYU	trf	jul60	l/n DYU jun73; soc 24sep73 as worn out; t/t 20,159 hours and 9,226 cycles
	CCCP-75639	Il-18A	AFL/Moscow (MUTA)	mfd	11apr68	with NK-4 engines (did not receive AI-20 engines later); rgd 11nov58; 75 pax configuration; trf to Kiev Aviation Institute (KAI) 03feb59, probably as a ground instructional airframe; t/t 213 hours and 137 cycles; soc only 25mar61
18800 02 05	CCCP-75641	Il-18A	AFL/Moscow (MUTA)	mfd	19jul58	toc 22aug58; initially with NK-4 engines; rgd 08dec58; 80 pax configuration, later converted to 89 pax configuration, date unknown; received AI-20 engines 02feb60
	CCCP-75641	Il-18A	AFL/Turkmenis.-ASB	trf	01feb60	soc 24sep73 as worn out and canx same date; t/t 16,952 hours and 9,445 cycles
18800 03 01	CCCP-75642	Il-18A	AFL/Moscow (MUTA)	mfd	02jul58	toc 28aug58; initially with NK-4 engines; rgd 11nov58; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75642	Il-18A	AFL/Tajikistan-DYU	trf	12may60	f/n DYU 01mar61; l/n AER 30jun70
18800 03 02	CCCP-75642	Il-18A	NII VVS	trf	unknown	transfer not mentioned in MGA document; in Aeroflot c/s; soc 24sep73 as worn out and canx same date; t/t 17,151 hours and 10,125 cycles; used as a ground instructional airframe by the Kryvyi Rih Aeronautical School, f/n jul96; seen may98 with outer wings, engines and tail missing; scrapped by apr99
	CCCP-75643	Il-18A	AFL/Moscow (MUTA)	mfd	jul58	in 75 passenger configuration; initially with NK-4 engines; toc 05sep58; rgd 11nov58; opb 63 AO
18800 03 03	CCCP-75643	Il-18A	NII VVS	trf	27aug59	in Aeroflot c/s; sold after modification to GK NII VVS 15nov60 (based on a decree of the Council of Ministers issued 18jun60)
	CCCP-75643	Il-18SL	MRP NPO "Leninets"	VKO	26jun65	in Aeroflot c/s; a test-bed for the Il-38's search radar; later converted to a test-bed for the GloNaSS satellite navigation system; seen LED 22jul70; arrived at Zavod No. 402 GA at Bykovo for its last overhaul sep87, with t/t 28,806 hours; canx 28jan88; sat wfu at Pushkin, seen 29may90/jun91; was preserved near the "32nd kilometre" railway station at Pushkin and used as a cinema and a café, seen 07sep92; scrapped in summer 1998
18800 03 04	CCCP-75644	Il-18A	AFL/Moscow (MUTA)	mfd	aug58	toc 01sep58; initially with NK-4 engines; f/n PRG oct58; rgd 11nov58; 75 pax configuration; was displayed at the VDNKh exhibition in Moscow from 27aug59 (officially trf to the VDNKh 08apr60) until 1965; soc 17aug65 and trf to the Yegoryevsk Technical Aviation College for use as a ground instructional airframe; t/t 295 hours and 171 cycles
	CCCP-75645	Il-18A	AFL/Moscow (MUTA)	mfd	30aug58	toc 08sep58; initially with NK-4 engines; rgd 19nov58; 75 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO dec58
18800 03 05	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; seen AER 30jun70; soc 24sep73 as worn out; t/t 16,054 hours and 6,187 cycles; used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA) at RSC, f/n 1983, without engines and already in poor condition, l/n sep94 (derelict by then); reportedly broken up in late 1994
18800 04 01	CCCP-75646	Il-18A	AFL/Moscow (MUTA)	mfd	12aug58	toc 01sep58; initially with NK-4 engines; rgd 11nov58; 80 pax configuration
	CCCP-75646	Il-18A	AFL/Kazakhstan-ALA	trf	30mar60	f/n ALA 01mar61; l/n Spenberg 18nov73 on a troop exchanging flight; soc 24nov73 as worn out; t/t 19,833 hours and 9,099 cycles; fuselage seen in the Moscow Technical University of Civil Aviation (MGTU GA) at SVO mar90/sep95
18800 04 02	CCCP-75647	Il-18A	Aeroflot/USHVLP	mfd	aug58	toc 06oct58; Ulyanovsk Advanced Flying Training College; initially with NK-4 engines; rgd 19nov58; 95 pax configuration
	CCCP-75647	Il-18A	LII GKAT	trf	06jan61	according to MGA document by a decree issued 06aug60
	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 underwritten trials in 1971/74; canx 26jul82; t/t 5,733 hours and 3,393 cycles; seen Zhukovski aug92/sep93, derelict

18800 04 02	CCCP-75648	Il-18A	Aeroflot/UShVLP	mfd	aug58	toc 06oct58; Ulyanovsk Advanced Flying Training College; initially with NK-4 engines; rgd 02dec58; 95 pax configuration; f/n VKO dec58; received AI-20 engines 10sep59
	CCCP-75648	Il-18A	AFL/Urals-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 and 255 cycles; soc 11jun60 and canx same date
18800 04 03	CCCP-75649 CCCP-75649	Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	08sep58 18oct58	toc 08oct58; initially with NK-4 engines; 80 pax configuration Ulyanovsk Advanced Flying Training College; rgd 02dec58; f/n BAK dec58; received AI-20 engines 12nov59
	CCCP-75649 CCCP-75649	Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/UShVLP	trf trf	28may64 20nov64	Ulyanovsk Advanced Flying Training College; soc 24sep73 as worn out and canx same date; t/t 7,374 hours and 17,816 cycles
18800 04 04	CCCP-75650 CCCP-75650	Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	sep58 unknown	toc 13oct58; initially with NK-4 engines; rgd 19nov58; 95 pax configuration Ulyanovsk Advanced Flying Training College; on charge as of 01sep59; received AI-20 engines 05sep59; soc 24sep73 as worn out; t/t 7,317 hours and 18,471 cycles
18800 04 05	CCCP-75651 CCCP-75651	Il-18A Il-18A	AFL/Moscow (MUTA) Aeroflot/UShVLP	mfd trf	18sep58 19dec60	initially with NK-4 engines; toc 09oct58; 95 pax configuration; rgd only 08feb59; received AI-20 engines dec60 Ulyanovsk Advanced Flying Training College; w/o 26dec60 on a training flight from Kuibyshev to Ulyanovsk-Baratayevka when the stabiliser was subject to icing while descending through clouds (due to inefficient de-icing system), extending the flaps fully to 40 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 120-150 metres, it crashed in a field 1,240 metres before the inner marker and caught fire, all 13 crew (5 instructors and 8 trainees) and 4 passengers killed; t/t 144 hours and 178 cycles; soc 14feb61 and canx same date
18800 05 01	not known	Il-18B		mfd	30sep58	registration CCCP-75652 possibly allocated, but did not appear in the MGA document; the line was left blank in the Soviet register with only a canx remark, but without a date; the first Il-18 powered by AI-20 turboprops
	CCCP-75473	Il-18B	Soviet AF/AFL c/s	rgd	20dec73	c/n confirmed; d/d reported as 02feb68; opb 223 LO at Chkalovskiy; f/n KBP 27nov70; third overhaul at Bykovo 1976; l/n Stendal 26oct77; t/t 5,733 hours and 3,393 cycles as of 01jan86; canx but date unknown
	"21"	Il-18B	Soviet Air Force	photo		c/n not confirmed; black and white photo exists, in basic Aeroflot c/s (adopted from summer 1973) with Red star on the fin, no titles
18800 05 02	CCCP-75653 CCCP-75653	Il-18B Il-18B	AFL/Moscow Aeroflot/UShVLP	toc trf	03dec58 07sep59	in 95 pax configuration; rgd 10feb59; opb Vnukovskoye PO Ulyanovsk Advanced Flying Training College; dbr in the early hours of 13aug61 on a training flight from Riga-Rumbula at night when diverted to Riga-Spilve (which was not cleared for Il-18 operations) as Rumbula had been closed due to fog, but suffered from poor crew resource management and poor communication between the crew and ATC, entered a layer of ground fog on finals, touched down 500 metres behind the runway threshold, bounced several times, finally touched down 250 metres before the far end of the runway, overran the runway, collided with obstacles, crossed the Bolderaishkoye shosse highway and came to rest in a meadow 200 metres from the river Daugava, all 8 crew escaped basically unhurt; soc 08sep61 and canx the same day; t/t 901 hours and 1,650 cycles
18800 05 03	CCCP-75654	Il-18B	AFL/Moscow (MUTA)	mfd	30oct58	toc 17nov58; rgd 24nov59; 95 pax configuration; opb 65 AO; w/o 17dec61 on a flight from Moscow to Sochi when probably the flight engineer accidentally extended the flaps to the full 40 degrees while cruising at an altitude of 8,000 metres (the lever was not protected against accidental actuation), the aircraft entered an uncontrollable dive and crashed with a pitch of 107 degrees on a snow-covered field 10 km east of Chebotovka village (Tarasovka district of the Rostov region), all 9 crew and 50 passengers killed; t/t 2,721 hours and 1,217 cycles; soc 06jun62 and in Soviet register as canx 06jun60, in error for 06jun62
18800 05 04	CCCP-75655	Il-18B	Aeroflot/UShVLP	mfd	21apr58	Ulyanovsk Advanced Flying Training College; on charge as of 01dec58; rgd 02dec58; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75655	Il-18B	AFL/GosNII GVF	trf	01oct60	Ulyanovsk Advanced Flying Training College
	CCCP-75655	Il-18B	Aeroflot/UShVLP	trf	31mar62	f/n DME 15sep74; l/n DME 13nov77; soc 30nov78 as life-time expired; t/t 34,561 hours and 10,871 cycles
	CCCP-75655	Il-18B	AFL/Moscow (MUTA)	trf	20feb65	Ulyanovsk Advanced Flying Training College; on charge as of 01dec58; rgd 09mar59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75656	Il-18B	Aeroflot/UShVLP	mfd	30sep58	f/n BAK jan66; l/n BAK 05jul71; soc 26oct76 due to its poor technical condition; t/t 24,222 hours and 13,890 cycles
18800 06 01	CCCP-75657	Il-18B	SibNIA	no	reports	canx 1959; t/t 20 hours and 15 cycles according to Ilyushin OKB document; not mentioned in the MGA document and line left blank in the Soviet register
18800 06 02	CCCP-75658 CCCP-75658 CCCP-75658	Il-18B Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Uzbekistan AFL/Ukraine-LWO	mfd trf trf	25mar58 25mar60 29nov7.	toc 22nov58; rgd 10feb59; 95 pax configuration, later converted to 89 pax configuration, date unknown unable to see last digit in MGA document; photo LWO 01jun75; soc 30nov78 as life-time expired; t/t 34,778 hours and 16,186 cycles; preserved in a park at Zaporozhye, f/n may98; l/n apr99
18800 06 03	CCCP-75659 CCCP-75659 CCCP-75659 CCCP-75659	Il-18B Il-18B Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF Aeroflot/UShVLP	mfd trf trf trf	25oct58 11nov59 apr72 23mar79	toc 09dec58; rgd 17feb59; 80 pax configuration f/n ALA 20mar61 Ulyanovsk Advanced Flying Training College; soc 22dec80 as life-time expired; t/t 33,695 hours and 14,630 cycles; preserved at UCK (N50.761291 E25.374666) Volyn region of Ukraine) since 1980, used as a children's cinema by 1988 and as a restaurant by 2002; later seen just parked in a car park in a housing estate in Lutsk feb10/oct20
18800 06 04	CCCP-75660	Il-18B	AFL/Northern-LED	toc	11dec58	initially with NK-4 engines; the first Il-18 based at LED; rgd 20dec58; mfd 29dec58, according to Ilyushin OKB document; 95 pax configuration
	CCCP-06187 CCCP-48093	Il-18B Il-18B	GKAT LII Zhukovski MAP LII Zhukovski	trf rgd	16aug60 11mar66	by decree issued 30jan60; CoFR renewal 12dec64 avionics test-bed with a large fairing under the rear fuselage; in pre-1973 Aeroflot c/s; see also An-32 c/n 0703
	CCCP-48093	Il-18B	MRP NPO "Leninets"	trf	unknown	in Aeroflot c/s; decommissioned in 1981; last flight to Gromovo; t/t 5,018 hours and 2,783 cycles; transported may83 and preserved in a pioneers' camp at Losevo (N60.683629 E30.055326) NW of St. Petersburg, l/n aug11; scrapped before 2012
18800 06 05	CCCP-75661 CCCP-75661	Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Azerbaijan-BAK	toc trf	12dec58 04sep59	in 80 passenger configuration; rgd 20dec58 opb 107 AO Bakinskogo OAO; f/n BAK apr62; severely damaged 20jul64 when suffered from hail and made a wheels-up landing; transferred to the Kiev Institute of Civil Aviation Engineers (KII GA), date unknown; canx 19aug65 and soc 28may66 as for 'display'; t/t 4,206 hours and 2,457 cycles; used as a ground instructional airframe by the KII GA, seen oct76; scrapped, date unknown; the rear section of the fuselage was retained at the KII GA, and moved to the Oleg Antonov State Aviation Museum at Kiev sep10, l/n oct19
18800 07 01	CCCP-75662	Il-18B	AFL/Moscow (MUTA)	mfd	25nov58	toc 28nov58; rgd 16dec58; 95 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 08jul59; l/n VNO 04oct72; soc 28dec77 as life-time expired; t/t 34,568 hours and 12,073 cycles
18800 07 02	CCCP-75663	Il-18B	AFL/Northern-LED	mfd	17nov58	toc 09dec58; rgd 20dec58; the second Il-18 based at LED; f/f to LED dec58; 80 pax configuration, later converted to 89 pax configuration; date unknown
	CCCP-75663	Il-18B	AFL/Northern-ARH	trf	05nov59	f/n LED 26mar60; l/n LED 22apr72; dbr 26aug72 on landing at Arkhangelsk-Talagi when encountered a layer of ground fog on final approach, the pilot lost visual contact with the ground but the decision to go around was taken too late so that the aircraft came down hard, left the runway and collided with obstacles, no casualties; t/t 20,488 hours and 9,326 cycles; soc 24jan73
18800 07 03	CCCP-75664	Il-18B	AFL/Azerbaijan-BAK	mfd	22sep58	rgd 22oct58; toc 08jan59; initially with NK-4 engines; 80 pax configuration, an NK-4 engine came off in flight 10jan59; later converted to 89 pax configuration, date unknown; opb 107 LO; ferried from Lkhovitsy to VKO 09jan59 and was to be ferried from VKO to Baku-Bina 10jan59, but sometime after take-off from VKO engine # 2 caught fire and eventually detached from the wing, but the crew managed to make an emergency landing at VKO; repaired; f/n VKO jan60; l/n BAK 26jun72; soc 26oct76 due to its poor technical condition; t/t 26,971 hours and 13,423 cycles
18800 07 04	CCCP-75665 CCCP-75665	Il-18B Il-18B	AFL/Moscow (MUTA) AFL/Kazakhstan-ALA	mfd trf	23dec58 30jan61	95 pax configuration; toc 08jan59; rgd 10feb59 opb 240 LO Alma-Atinskogo OAO; f/n ALA 01aug61; dbr 22nov66 on the leg from Alma-Ata to Semipalatinsk of a flight from Alma-Ata to Moscow when engine No. 3 failed (probably due to the ingestion of wet snow) during the take-off run at Alma-Ata in poor weather conditions, the aircraft veered off the snow-covered runway after 550 metres, broke up, came to rest after 1,400 metres and caught fire, 1 of the 8 crew and 2 of the 60 passengers killed and all survivors injured; t/t 8,407 hours and 4,440 cycles; soc 08dec66 and canx the same day
18800 07 05	CCCP-75666	Il-18B	Ilyushin OKB	mfd	30dec58	toc 05jan59; in Aeroflot c/s; 95 pax configuration; joint trials by GK NII VVS and AFL/GosNII GVF started 12jan59
	CCCP-75666 CCCP-75666 CCCP-75666 CCCP-75666 CCCP-75666	Il-18B Il-18B Il-18B Il-18D Il-18D	AFL/GosNII GVF Ilyushin OKB MAP Zhukovski Sov. Navy/AFL c/s Soviet AF/AFL c/s	trf trf rgd HEL rgd	07jun62 24aug62 26jan66 07oct72 13feb73	trf 28feb64 by decree to GU GVF, see next line f/n LBG 04jun70 Soviet Navy Commander's aircraft, had a modernized fuselage photo HEL 08nov73; arrived Zavod No. 402 GA at Bykovo 03jul81 for last overhaul with t/t 6,742 hours and 4,140 cycles; l/n Sperenberg 10feb82; opb mil. unit 35451 (Chita) according to Ilyushin OKB document; canx 1989
18800 08 01	CCCP-04330	Il-18B	Polyarnaya Aviats.	mfd	15dec58	rgd 23feb59; toc 13mar59; opb Moskovski AO; in basic pre-1973 Il-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') pennant on fin in lieu of Soviet flag; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-04330	Il-18B	AFL/Polar	trf	unknown	on charge as of 01jan60; repainted in standard pre-1973 c/s with additional small 'Polyarnaya Aviatsiya' titles below the windows; photo with c/n 0801 on tail and 'GUSMP' pennant on fin in lieu of Soviet flag; f/n SVO jun65
	CCCP-75479 CCCP-75479	Il-18B Il-18B	AFL/Moscow AFL/Ukraine-LWO	trf trf	06feb68 28feb73	f/n VKO 06apr72 soc 30nov78 as life-time-expired and canx same date; t/t 34,990 hours and 15,184 cycles
18800 08 02	CCCP-75668(1)	Il-18B	AFL/Moscow (MUTA)	mfd	30dec58	toc 13jan59; rgd 10feb59; 95 pax configuration

	CCCP-75668(1)	Il-18B	Aeroflot/UShVLP	trf	01apr59	Ulyanovsk Advanced Flying Training College; involved in an incident 10aug59, details unknown; trf to the Yegoryevsk technical school nov59; soc 25mar61 as for 'display' and canx same date; t/t 685 hours and 1,089 cycles; see c/n 183005704
18800 08 03	CCCP-75669	Il-18B	AFL/Moscow (MUTA)	mfd	22dec58	toc 13jan59; rgd 10feb59; first flight 22apr59 with passengers VKO-ALA; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75669	Il-18B	AFL/Azerbaijan-BAK	trf	06jun59	f/n VKO sep59; soc 14jan77 due to its poor technical condition; t/t 28,360 hours and 15,233 cycles; photo BAK 1981, fuselage only without tail section
18900 08 04	CCCP-75670	Il-18B	Aeroflot/UShVLP	mfd	30jan59	toc 27feb59; rgd 14apr59; Ulyanovsk Advanced Flying Training College; 80 pax configuration; soc 30nov74 as life-time expired; t/t 7,983 hours and 20,000 cycles; trf to G-4736 (SibNIA) according to Ilyushin document
18900 08 05	CCCP-75671	Il-18B	Aeroflot/UShVLP	mfd	26jan59	toc 16feb59; rgd 14apr59; Ulyanovsk Advanced Flying Training College; 80 pax configuration
	CCCP-75671	Il-18B	AFL/GosNII GVF	trf	unknown	on charge as of 01jul75; f/n SVO 19dec75; soc 30dec76 as life-time expired and canx same date; t/t 6,826 hours and 16,577 cycles; seen SVO 14apr78, wfu; l/n SVO sep91/apr97, derelict
18900 09 01	CCCP-75672	Il-18B	AFL/Moscow (MUTA)	mfd	feb59	toc 19apr59; rgd 15apr59; opb 65 AO; first passenger service 20apr59 (DME-ALA); dbr 22jun61 on a flight from Moscow-Vnukovo to Sochi when the generator of engine No. 3 failed and caused an engine fire, the aircraft made a forced landing wheels-up in a field of the "Stalin" kolkhoz (collective farm) near Bogoroditsk (Tula region), all 8 crew and 89 passengers escaped unhurt; t/t 2,299 hours and 818 cycles; the aircraft was provisionally repaired on-site and ferried to Riga where it was used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA); soc 03aug61
18900 09 02	CCCP-75673	Il-18B	Ilyushin OKB	f/f	26feb59	mfd 28feb59; in Aeroflot c/s; joint trials of the autopilot and other systems started 24mar59; toc 01apr59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LBG 11jun59
	CCCP-75673	Il-18B	AFL/GosNII GVF	trf	12apr60	CoFR renewal 27apr60
	CCCP-75673	Il-18B	AFL/Latvia	trf	05nov68	
18900 09 03	CCCP-75673	Il-18B	AFL/Ukraine-KBP	trf	21nov72	soc 17dec79 as life-time expired; t/t 25,052 hours and 13,297 cycles
	CCCP-75674	Il-18B	AFL/GosNII GVF	mfd	10feb59	toc 25mar59; rgd 14sep59; in Aeroflot c/s; first passenger service 20apr59 (MOW-AER); 95 pax configuration
	CCCP-75674	Il-18B	AFL/VAU	trf	03oct61	Higher Aviation College
	CCCP-75674	Il-18B	AFL/GosNII GVF	trf	30dec62	f/n SVO 24may68
	CCCP-75674	Il-18B	Aeroflot/UShVLP	trf	04mar71	Ulyanovsk Advanced Flying Training College
	CCCP-75674	Il-18B	AFL/GosNII GA	trf	15jun71	
	CCCP-75674	Il-18B	Aeroflot/UShVLP	trf	11jul74	Ulyanovsk Advanced Flying Training College; soc 25may79 as life-time expired; t/t 10,102 hours and 13,105 cycles; became a children's Cinema from 30may82 until 02sep87, was located at Penza (N53.192685 E45.028404) near the River Sura
18900 09 04	CCCP-75675	Il-18B	AFL/Moscow (MUTA)	mfd	04mar59	toc 04mar59; rgd 26mar59; 95 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75675	Il-18B	AFL/Azerbaijan-BAK	trf	06jun59	f/n VKO 01aug59
	CCCP-75675	Il-18B	AFL/Moscow (MUTA)	trf	13sep62	
18900 09 05	CCCP-75675	Il-18B	AFL/Azerbaijan-BAK	trf	01mar63	soc 14jan77 as worn out and canx same date; t/t 29,570 hours and 15,417 cycles
	CCCP-75676(1)	Il-18B	AFL/Moscow (MUTA)	mfd	mar59	95 pax configuration; toc 19apr59; f/f 20apr59; rgd 20may59; opb 63 AO; severely damaged 02sep59 on a flight from Moscow-Vnukovo to Sochi when entered a thunderstorm (which had not been forecast by the met office) with severe turbulence while flying at a height of 10,000 metres near Voronezh, was thrown up to 10,700 metres, then down to 7,000 metres and finally down to 2,800 metres, the airframe suffered structural damage and engines Nos. 1 and 4 flamed out, but the aircraft was able to return to Vnukovo and land there safely, some of the 9 crew and 56 passengers were injured; due to the structural damage it was decided to withdraw the aircraft from use; see c/n 185008605
	CCCP-75676(1)	Il-18B	AFL/VAU GVF	trf	17dec59	Higher Aviation College (at Leningrad); used as a ground instructional airframe only; soc 25mar61 as for 'display' and canx the same day; t/t 405 hours and 180 cycles
18900 10 01	CCCP-75749	Il-18B	AFL/Moscow (MUTA)	mfd	31mar59	toc 01aug59; rgd 06aug59; 89 pax configuration
	CCCP-75749	Il-18B	Soviet Govt/AFL c/s	trf	unknown	on charge as of 01oct59; opb 235 OAO; photo VIE 1959, with a Soviet Air Force style red/brown 'lightning-bolt' cheatline; in USAF documents 12sep59, used by the advance party for Khrushchov's visit to the United States
	CCCP-75749	Il-18B	AFL/Moscow (MUTA)	trf	12apr60	f/n CIA 19jul60; seen BUD 1961 still with a Soviet Air Force style red/brown 'lightning-bolt' cheatline; l/n VKO 02oct72, colours not reported
18900 10 02	CCCP-75749	Il-18B	AFL/Azerbaijan	trf	04jun76	soc 30nov77 as life-time expired; t/t 34,995 hours and 13,159 cycles
	CCCP-75677	Il-18B	AFL/Northern-LED	mfd	07mar59	toc 22may59; rgd 13jul59; 80 pax configuration; f/n LED 07mar60
	CCCP-75677	Il-18B	SibNIA	trf	23jun65	on the basis of a decree which had been issued 26jan65; canx only 14jan77; t/t 7,059 hours and 3,044 cycles
18900 10 03	CCCP-75678	Il-18B	AFL/Moscow (MUTA)	toc	24apr59	mfd 28apr59; rgd 20may59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 01aug59
	CCCP-75678	Il-18B	AFL/Azerbaijan-BAK	trf	04apr60	
	CCCP-75678	Il-18B	AFL/Ukraine-KBP	trf	30may72	soc 14jan77 as worn out and canx same date; t/t 28,405 hours and 15,827 cycles
18900 10 04	CCCP-75679	Il-18B	AFL/Northern-LED	mfd	23may59	toc 23may59; rgd 13jul59; 80 pax configuration, later converted to 100 pax configuration, date unknown; f/n LED apr61; l/n LED 24jan75; soc 27oct77 as life-time expired; t/t 34,997 hours and 13,846 cycles
18900 10 05	CCCP-75680	Il-18B	AFL/Kyrgyzstan-FRU	mfd	28mar59	rgd 02jun59; toc 02jun59; f/f to FRU 02jun59; first Il-18 in FRU; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LED 28sep72; soc 25oct78 as life-time expired; t/t 34,999 hours and 16,400 cycles; rear part of fuselage only seen FRU may95/sep04
18900 11 01	CCCP-75681	Il-18B	AFL/Moscow (MUTA)	mfd	04apr59	toc 06jun59; rgd 08aug59; 80 pax configuration; f/n VKO 13may61 on a test flight
	CCCP-75681	Il-18B	AFL/GosNII GVF	trf	26nov63	used to test the de Havilland QX-1120 propeller synchronization system; trf 22dec69 to G-4736 (SibNIA); became the 'leader' aircraft, the condition of the airframe was observed closely between overhauls and tested with heavy loads (cargo aircraft only); t/t 15,756 hours and 11,601 cycles
18900 11 02	CCCP-75682	Il-18B	AFL/Kazakhstan-ALA	mfd	05jun59	toc 09jun59; rgd 17jun59; 80 pax configuration; f/n ALA 17oct59; l/n AER 03jun71; soc 27sep77 as life-time expired; t/t 34,997 hours and 15,150 cycles
18900 11 03	CCCP-75683	Il-18B	AFL/Moscow (MUTA)	mfd	28apr59	toc 30may59; rgd 07jul59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 06jan60 on first flight with passengers Moscow-Krasnoyarsk; l/n VKO 23jun70
18900 11 04	CCCP-75683	Il-18B	AFL/Urals	trf	29may74	photo PEE sep77; soc 30nov77 as life-time expired; t/t 34,979 hours and 12,914 cycles
	CCCP-75684	Il-18B	AFL/Moscow (MUTA)	mfd	28may59	toc 30may59; rgd 09jun59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 23apr60, in old c/s
	CCCP-75684	Il-18B	AFL/West Sib.-OVV	trf	30jan72	soc 27oct77 as life-time expired; t/t 34,992 hours and 11,756 cycles
18900 11 05	CCCP-75685	Il-18B	AFL/Moscow (MUTA)	mfd	21may59	mfd also given as 30may59; toc 18jun59; rgd 08aug59; 80 pax configuration
	CCCP-75685	Il-18B	AFL/Kazakhstan-ALA	trf	16apr60	opb 240 LO; f/n VKO 05sep64; w/o 04jan65 (local time, according to Moscow time still 03jan65) on the leg from Semipalatinsk to Alma-Ata of a flight from Moscow to Alma-Ata when was guided by ATC to land at Alma-Ata in below-minima weather conditions (low clouds and fog), deviated from the glide path, failed to go around, crashed 75 metres from the runway threshold and 210 metres to the right of the runway's extended centre-line, collided with trees, broke up and caught fire, 3 of the 8 crew and 61 of the 95 passengers killed plus 17 passengers injured; t/t 6,802 hours; soc 23jan65
18900 12 01	CCCP-75686	Il-18B	AFL/Moscow (MUTA)	mfd	may59	in 75 pax configuration; toc 10jun59; f/n LBG jun59; rgd 04jul59; opb Vnukovskoye PO
	CCCP-75768(1)	Il-18B	Aeroflot	LHR	14oct59	c/n confirmed, but registration not mentioned in the MGA document; operated the first Il-18 service from Moscow to London via Amsterdam (rather than via Copenhagen due to poor weather that day); see c/n 181003502
	CCCP-75686	Il-18B	AFL/Uzbekistan	trf	05jul60	opb Tashkentski OAO; dbr 10nov63 on the leg from Tashkent to Kuibyshev of a flight from Tashkent to Moscow when deviated from the approach pattern on finals in bad weather (low clouds and poor visibility), failed to go around and came down hard on the left main gear 14 metres before the runway threshold, damaging the left main gear and the left wing, the aircraft caught fire, came to rest after 600 metres and burnt out, all 5 (cockpit) crew and 70 passengers escaped unhurt; t/t 2,971 hours and 1,483 cycles; soc 29dec63 and canx the same day
18900 12 02	CCCP-75687	Il-18B	AFL/Azerbaijan-BAK	mfd	30jun59	toc 01aug59; rgd 21aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; opb 107 LO; f/n SVO 24may68; w/o 11may73 on the leg from Tashkent to Novosibirsk of a flight from Baku to Novosibirsk when started to disintegrate in mid-air and crashed in the steppe 84 km south of Semipalatinsk (N49.591667 E80.383333), the outer parts of the right wing and the left stabiliser as well as parts of the right stabiliser were found at a distance of some 3.5 km from the crash site, all 8 crew and 55 passengers killed, the cause of the accident was never established (possibly the aircraft had collided with some object in the air which damaged the wing or the empennage); t/t 21,663 hours and 11,787 cycles; soc 15aug73 and canx same date
18900 12 03	CCCP-75688	Il-18B	AFL/Moscow (MUTA)	mfd	03jul59	toc 07jul59; rgd 06oct59; 80 pax configuration; opb Vnukovski OAO; dbr 23dec65 on the leg from Krasnoyarsk to Magadan of a flight from Moscow to Magadan when the auto-pilot failed while the aircraft was flying at a height of 8,000 metres at night, the aircraft banked to the left, entered a dive and was recovered by the crew at a height of some 4,000 metres, the crew managed to land safely at Magadan, but the aircraft suffered structural damage during the dive with up to 3.8 g; trf to the Yegoryevsk technical school 14dec66; soc 16feb71 due to its poor technical condition; t/t 7,410 hours and 2,782 cycles
18900 12 04	CCCP-75689	Il-18B	AFL/Kazakhstan-ALA	mfd	30jun59	toc 04jul59; rgd 11sep59; 80 pax configuration; f/n ALA 10dec62
	CCCP-75689	Il-18B	AFL/Azerbaijan-BAK	trf	unknown	on charge as of 01jul76; soc 29jul77 as life-time expired; t/t 34,991 hours and 15,345 cycles; was preserved as the "Ilyusha" cinema in front of the "Kosmos" cinema in the Gagarin Park at Simferopol from 13apr78, sold to a businessman for 3,000 Hryvna in 1997, l/n 29apr99 and broken up jun99/apr00
18900 12 05	CCCP-75690	Il-18B	AFL/Kyrgyzstan-FRU	mfd	30jun59	toc 03jul59; rgd 14jul59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n FRU 01mar61; damaged 08mar65 on a flight from Tashkent to Frunze when had to go around due to poor weather at Frunze and the crew forgot to extend the landing gear on the second (or third) approach so that the aircraft made a belly-landing, all crew and passengers escaped unhurt; repaired; soc 25oct78 as life-time expired; t/t 35,000 hours and 16,056 cycles; l/n FRU 09may95, rear part of the fuselage only
18900 13 01	CCCP-75691	Il-18B	AFL/Kazakhstan-ALA	mfd	25jul59	toc 25jul59; rgd 11sep59; 80 pax configuration; f/n VKO jan60; l/n DME 07oct76; soc 27oct77 as life-time expired; t/t 34,999 hours and 14,898 cycles
18900 13 02	CCCP-75710	Il-18V	AFL/Uzbekistan-TAS	f/f	10dec59	Il-18V prototype with AI-20K engines and re-configured cabin; toc 12mar60; rgd 22apr60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n DME summer 1967 at the Air show; soc 30nov77 as life-time expired; canx 24oct78; t/t 34,862 hours and 12,983 cycles
18900 13 03	CCCP-75693	Il-18B	AFL/Kyrgyzstan-FRU	mfd	02jul59	toc 30jul59; rgd 12aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; the rear outer fuselage was damaged by a motor vehicle at SVX 19jan60, repaired; f/n FRU 26feb73
	CCCP-75693	Il-18B	AFL/Azerbaijan-BAK	trf	04jun76	f/n AER 16jun76; soc 24apr78 as life-time expired; t/t 34,854 hours and 16,068 cycles

18900 13 04	CCCP-75694	II-18B	AFL/Moscow (MUTA)	mfd	30jul59	toc 01aug59; f/n VKO 17aug59; rgd 05sep59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75694	II-18B	AFL/Latvia-RSC	trf	unknown	on charge as of 01jul60; l/n RIX 13sep68
	CCCP-75694	II-18B	Aeroflot/USHVLP	trf	07may75	Ulyanovsk Advanced Flying Training College; soc 30nov77 as life-time expired; t/t 28,324 hours and 19,367 cycles
18900 13 05	CCCP-75695	II-18B	AFL/Northern-LED	mfd	06jul59	toc 01aug59; rgd 08aug59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LED 06jul70; l/n DYU may73; soc 07sep73 for research in order to increase the assigned resource life of the II-18; t/t 24,266 hours and 9,899 cycles
18900 14 01	202 B-202	II-18B II-18B	Civ Avn Adm China Civ Avn Adm China	mfd CAN	nov59 20dec80	d/d 21nov59; first export II-18, exported to China by Aviaexport 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; t/t 1,075 hours and 1,104 cycles from OKB document dated 01jan86 (overhaul history not given)
18900 14 02	CCCP-75699	II-18B	AFL/Moscow (MUTA)	mfd	31aug59	the first II-18 with AI-20 series 2 turboprops; toc 09sep59; rgd 26sep59; 80 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75699	II-18B	AFL/Urals-SVX	trf	09apr60	opb 1-y Sverdlovski OAO; dbr 11nov69 on a flight from Sverdlovsk (now Yekaterinburg) to Tashkent when the crew committed errors in handling trim tabs and auto-pilot, the aircraft entered a dive while flying at a height of 8,400 metres and was recovered by the crew at a height of some 6,600 metres, the crew managed to land safely, but the aircraft suffered structural damage during the dive with up to 2.7 g; the fuselage was used in the rebuild of c/n 184007203; soc 20may71 due to its poor technical condition; t/t 14,719 hours and 6,790 cycles
18900 14 03	CCCP-75696	II-18B	Soviet Gvt/AFL c/s	rgd	16sep59	salon configuration; mfd 30sep59; toc 17oct59; in USAF documents 17nov59, routed YHZ-MEX; opb 235 OAO
	CCCP-75696	II-18B	AFL/Urals-SVX	trf	25jun60	converted to 89 pax configuration, date unknown; f/n VKO 04oct72
	CCCP-75696	II-18B	AFL/Urals-PEE	trf	1973	soc 27jul78 as life-time expired; t/t 34,864 hours and 15,384 cycles
18900 14 04	CCCP-75697	II-18B	AFL/Turkmenis.-ASB	mfd	sep59	toc 10sep59; f/n VKO 30sep59; rgd 25oct59; 80 pax configuration, later converted to 89 pax configuration, date unknown; l/n VKO 04oct72; soc 27feb79 as life-time expired; t/t 32,819 hours and 16,500 cycles
18900 14 05	CCCP-75698	II-18B	AFL/Kazakhstan-ALA	rgd	17sep59	mfd 30sep59; toc 05oct59; 80 pax configuration; appeared in the Soviet movie "Desyat' shagov k vostoku" (Ten Steps to the East) which was shot in 1960; f/n ALA 05dec62; l/n DME 04oct72
	CCCP-75698	II-18B	AFL/Azerbaijan-BAK	trf	unknown	on charge as of 01jul76; soc 31may77 as life-time expired; t/t 34,986 hours and 15,023 cycles; was preserved on Budesti Hill in Park kultury i otdykha im. Borisa Glavana at Kishinyov-Chekany (now Chisinau-Ciocana) probably from apr78, damaged by arson probably in late 1978, repaired in spring 1979 (the registration on the tail was probably painted out in the process), damaged by arson again (perhaps in 1981/82), further damaged by a storm 09jun84; broken up in 1984
18900 15 01	CCCP-75700	II-18B	AFL/Urals-SVX	f/f	09sep59	mfd 10sep59; toc 07oct59; rgd 09dec59; the first II-18 based at SVX; 80 pax configuration, later converted to 89 pax configuration, date unknown; l/n OVB 20mar72; soc 22may78 as life-time expired; t/t 33,746 hours and 14,870 cycles; was used as a cinema at the corner of ul. Moskovskaya and ul. Gruzovaya (near the Zavod im. Medvedyeva factory) at Oryol (decision to put it up there taken 03jul78); photo jun80, in good condition; broken up 1985
18900 15 02	CCCP-75701	II-18B	AFL/Moscow (MUTA)	mfd	30sep59	toc 17oct59; rgd 24nov59; 80 pax configuration, photo RBA 03dec59; later converted to 89 pax configuration, date unknown
	CCCP-75701	II-18B	AFL/Turkmenis.-ASB	trf	11may60	f/n AER 06jul70; soc 20jan78 as life-time expired; t/t 31,266 hours and 15,499 cycles
18900 15 03	CCCP-75702	II-18B	AFL/Moscow (MUTA)	mfd	30sep59	toc 20oct59; rgd 03nov59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n LHR 08nov59; l/n DME summer 1967 at the Air show
18900 15 04	CCCP-75702 (1)	II-18B II-18B	AFL/Magadan Civ Avn Adm China	trf no	10may71 reports	soc 16oct79 as life-time expired; t/t 35,000 hours and 13,209 cycles
	B-200	II-18B	Civ Avn Adm China	photo	mar75	c/n not confirmed, but mentioned in a document that the second II-18 delivered in 1959 was used by Zhou Enlai as 208; c/n also confirmed as exported to China by Aviaexport; see c/n 184007601 and 185008701; see also c/n 187009703 with this same fake registration
	B-240	II-18B	Civ Avn Adm China	CZX	ph.	c/n not confirmed, photo as such; mentioned in documents having visited CGK 12apr63 along with II-18 230, also visited Vietnam, Birma and Cambodia with Liu Shaoqi on board
	B-240	II-18B	Civ Avn Adm China	ph.	sep85	c/n not confirmed, c/n 184007604 from the Chinese register Book by C. Ballantine, but this is incorrect; serial given as '18900' and operator as China, with t/t 1,466 hours and 698 cycles from Ilyushin OKB document dated 01jan86 (overhaul history not given); the given serial may just be part of the c/n, as export aircraft were only shown with five letters/digits of the registration in the OKB document as per the five digit Soviet aircraft; B-240 was mentioned in Chinese documents as wfu at a military airfield in Shaanxi, transported by road in 1994 to Pengzhou, Chengdu; see c/n 185008604 and details next line
	240	II-18B	Civ Avn Adm China			c/n not confirmed; preserved Pengzhou, Chengdu from 1994 and moved by road 21jun03 to become an exhibit at the Huaminglou memorial to Liu Shaoqi, Hunan province (N28.039626 E112.640541) from 02sep03; 240 was Liu Shaoqi's personal aircraft and documents confirm this is the actual aircraft that he used and was originally delivered in 1959; photos show it is an II-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	II-18B	AFL/Latvia-RSC	mfd	03sep59	mfd also given as 30oct59; toc 13apr60; rgd 28apr60; 80 pax configuration; opb 1-y Rizhski OAO
	CCCP-75703	II-18B	MRP NPO "Leninets"	trf	30mar62	in Aeroflot c/s; f/n RIX may65
	CCCP-75703	II-18B	MRP Solnechnoye	trf	03jan67	II-38 radar test-bed; in Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo for last overhaul 20may85 with them, t/t only 7,232 hours and 7,322 hours and 4,004 cycles from OKB document dated 01jan86; f/n SVO 08apr91; l/n DME 20jul91, active
	RA-75703	II-18B	NPO "Vzlyot"	BJA	06may94	in basic Aeroflot c/s, no titles; stored with BASCO at Bykovo, seen aug02/jun03, RA- prefix faded with CCCP-bleeding though; canx but date unknown; gone by jul04, broken up ?
18900 16 01	206	II-18B	Civ Avn Adm China	photo		c/n and serial confirmed in Ilyushin OKB document; c/n given by CAAC as 0601, see this c/n; c/n confirmed as exported to China by Aviaexport; first II-18 to fly into Lhasa in 1959; Vice Premier Chen Yi visited Afghanistan 17aug60 using this aircraft
	B-206	II-18B	Civ Avn Adm China	rgd	1974	photo exists with Deng Xiaopeng disembarking; photo KWL 1984; wfu TSN apr84; t/t 2,365 hours and 768 cycles from OKB document dated 01jan86 (last overhaul 1965); l/n CTU 02nov86
18900 16 02	204	II-18B	Civ Avn Adm China	CGK	10sep60	c/n and serial confirmed in Ilyushin OKB document; according to CAAC website, took a delegation to Indonesia 10aug60-08sep60; operated new route Beijing-Chengdu-Lhasa 01/03mar65; photos exist
	B-204	II-18B	Civ Avn Adm China	rgd	1974	w/o Shenyang 27feb77 on a flight Lanzhou-Xi'Ean-Zhengzhou-Beijing-Shenyang after hitting power lines on landing; t/t 921 hours and 753 cycles from OKB document dated 01jan86 (overhaul history not given)
18900 16 03	CCCP-75704	II-18B	AFL/Turkmenis.-ASB	mfd	15oct59	toc 23nov59; rgd 17dec59; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n ASB oct60; soc 23mar79 as life-time expired; t/t 34,344 hours and 16,422 cycles
18900 16 04	OK-NAA	II-18B	CSA	mfd	05nov59	d/d 08jan60; rgd 28jan60 and first service PRG-BTS this date; named 'Piest'any'; seen AMS 29jul61; tail damaged by CSA Tu-134A OK-CFD on landing PRG 02jan77, repaired; hijacked on a flight from PRG-BRQ 10may78 and diverted to FRA, where the three hijackers surrendered; withdrawn from service 28feb79; trf 08mar79 to the Kbely Museum and stored on the airfield (N50.124206 E14.539251); t/t 24,542 hours and 19,999 cycles; canx 20apr79; l/n Kbely 19sep21, to be restored as an exhibit for display
18900 16 05	OK-NAB	II-18B	CSA	mfd	09nov59	d/d 08jan60; named 'Kosice'; painted in KLM colours with water paint for a film for one day in the 1960s; crashed on approach to BTS 28jul76 after two engines caught fire, missed the runway and crashed into a lake, all 76 occupants killed; canx 16may77; t/t 22,079 hours and 18,453 cycles
18900 17 01	230 (1)	II-18B	Civ Avn Adm China	CGK	12apr63	c/n only confirmed as exported to China, with t/t 1,915 hours and 1,770 cycles from Ilyushin OKB document dated 01jan86 (last overhaul 1966); serial for this c/n not confirmed; mentioned in Chinese documents as having visited along with II-18B 240, CGK this date; operator not confirmed; see c/n 181003602 and 184007605
18900 17 02	CCCP-75705	II-18B	Soviet Gvt/AFL c/s	mfd	29dec59	toc 29dec59; rgd 20jan60; opb 235 AOOD at VKO; 80 pax configuration; f/n DKR jun60; w/o 17aug60 on a flight from Cairo to Moscow (Vnuukovo), when engine # 4 caught fire due to a design/production deficiency, the crew decided to make an emergency landing at Kiev-Boryspil but the engine fell off the right wing and the wing was destroyed by the explosion of the adjacent fuel tanks, the aircraft went out of control, crashed on the edge of a forest near Tarasovichi (41 km north of Kiev-Zhuliany airport) and exploded, all 7 crew and 27 passengers (among them Uganda National Congress leader John Muhliema Kalekezi) killed; t/t 407 hours and 117 cycles (t/t of the engines was only 217 hours); canx 03dec60; soc 09dec60
18900 17 03	CCCP-75706	II-18B	Soviet Gvt/AFL c/s	mfd	13nov59	toc 31dec59; rgd 20jan60; opb 235 LO; 80 pax configuration; f/n LHR 07aug60
	CCCP-75706	II-18B	Aeroflot/USHVLP	trf	27jan61	Ulyanovsk Advanced Flying Training College; soc 27oct75 as life-time expired; t/t 8,994 hours and 19,995 cycles
18900 17 04	CCCP-75707	II-18B	Soviet Gvt/AFL c/s	mfd	22dec59	toc 25jan60; rgd 03feb60; opb 235 LO; 80 pax configuration; f/n DKR jun60
	CCCP-75707	II-18B	AFL/Moscow (MUTA)	trf	15may61	
	CCCP-75707	II-18B	AFL/Turkmenis.-ASB	trf	22jan72	f/n DME summer77; soc 23mar79 as life-time expired; t/t 34,858 hours and 14,439 cycles
18900 17 05	CCCP-75708	II-18B	Soviet Gvt/AFL c/s	mfd	26dec59	toc 23jan60; rgd 03feb60; opb 235 OAO at VKO; 80 pax configuration, photo CCU 02nar60; later converted to 89 pax configuration, date unknown; l/n CAI 23jul61, with Yuri Gagarin aboard
	CCCP-75708	II-18B	AFL/Polar	trf	12oct61	
	CCCP-75708	II-18B	AFL/Moscow-VKO	trf	11jan68	opb 65 LO; w/o 26aug69 on the leg from Sochi to Moscow-Vnuukovo (at night) of a flight from Sochi to Norilsk when the crew forgot to lower the undercarriage due to haste and non-observance of the flight manual, the aircraft landed wheels-up and slid over the runway for 1,180 metres before coming to a stand-still, debris of the propeller blades punctured the fuselage, damaging the hydraulics system and the electrical system, some 50 litres of AMG-10 fluid leaked under high pressure from the hydraulics system into the forward cargo hold and were incinerated by a short circuit in the electrical system, the fire spread rapidly, but the crew acted in an uncoordinated way and erratically so that the evacuation of the passengers took no less than three minutes, the fire brigade arrived only after some 15 to 20 minutes both passenger cabins had almost burnt out by then, all 7 crew escaped but 16 of the 94 passengers (among them 10 women and 4 children) killed; t/t 12,023 hours and 4,367 cycles; soc 25dec69
18900 18 01	CCCP-75709	II-18B	AFL/Tajikistan-DYU	mfd	10dec59	toc 21feb60; rgd 14apr60; 89 pax configuration; f/n DYU 26sep72
	CCCP-75709	II-18B	Aeroflot/USHVLP	trf	03mar79	Ulyanovsk Advanced Flying Training College; soc 18jan80 as life-time expired; t/t 33,222 hours and 16,998 cycles
18900 18 02	CCCP-75711(1)	II-18V	AFL/Urals-SVX	mfd	13feb60	toc 15feb60; rgd 01apr60; 78 pax configuration, later converted to 89 pax configuration, date unknown
	CCCP-75711(1)	II-18V	AFL/Moscow (MUTA)	trf	24mar60	
	CCCP-75711(1)	II-18V	AFL/Urals-SVX	trf	28oct61	f/n AER 06jul70; soc 30nov77 as life-time expired; t/t 34,998 hours and 15,185 cycles; l/n SVO 01sep81 wfu; see c/n 185008503

18000 18 03	CCCP-75712	Il-18V	AFL/Tajikistan-DYU	mfd	12feb60	toc 25feb60; rgd 14apr60; c/n given as 189001803 in MGA document; 78 pax configuration, later converted to 89 pax configuration, date unknown; opb 186 LO; f/n DYU 24aug60; w/o 24feb73 on the leg from Dushanbe to Leninabad at dawn of a flight from Dushanbe to Moscow when suddenly banked steeply to the left and entered a left spin from which recovery was impossible, exceeded the maximum allowed airspeed, broke up in mid-air at a height of some 2,200 metres and crashed in a field 8.4 km south-east of Buston (38 km north-west of Leninabad airport, E40.453333, E69.380556), all 8 crew and 71 passengers killed, the cause of the accident could not be established; t/t 20,404 hours and 9,590 cycles; soc 18jul73 and canx same date
18000 18 04	CCCP-75713(1) CCCP-75713(1)	Il-18V Il-18V	AFL/GosNII GVF MRP Zhukovski	f/f trf	28jan60 07sep67	mfd 10feb60; toc 15feb60; rgd 03sep60; 84 pax configuration; see c/n 186009403 on the basis of a decree issued 31jul67; canx 17apr74; t/t 1,553 hours and 765 cycles
18900 18 05	CCCP-75714	Il-18V	AFL/Moscow (MUTA)	mfd	22feb60	toc 25mar60; rgd 13apr60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 09jun60; l/n VKO 14nov77
18000 19 01	CCCP-75714 CCCP-75715	Il-18V Il-18V	AFL/Kazakhstan AFL/Moscow (MUTA)	trf mfd	07jun78 07mar60	soc 17dec79 as life-time expired; t/t 34,998 hours and 12,579 cycles
18000 19 02	CCCP-75715 CCCP-75716	Il-18V Il-18V	AFL/Krasnoyarsk-KJA Soviet Gvt/AFL c/s	trf mfd	12sep61 10mar60	photo KJA 1970; l/n DME feb73; soc 30jun77 as life-time expired; t/t 34,990 hours and 11,041 cycles
	CCCP-75716 CCCP-75716	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Polar	trf trf	05apr63 26dec63	toc 11mar60; salon configuration; opb 235 OAO at VKO; rgd 21apr60; f/n PIK 29apr62; was reportedly the personal aircraft of Soviet leader Nikita Khrushchov, photos exist of him with this aircraft in the background
	CCCP-75716 CCCP-75716	Il-18V Il-18V	AFL/GosNII GA AFL/International	trf trf	24sep70 16nov70	converted to a meteorological research aircraft by Factory No. 30 in 1963; carried large 'Aeroflot' and small 'Polyarnaya Aviatsiya' titles; mentioned in a document 25aug64
	CCCP-75716 CCCP-75716	Il-18V Il-18V	AFL/GosNII GA Aeroflot/UshVLP	trf trf	06apr76 24may77	transfer to be confirmed, mentioned neither in MGA document nor in register
18000 19 03	HA-MOA	Il-18V	MALÉV	mfd	22feb60	opb 63 LO on behalf of GosNII GA; the belly-pod was removed mar74 and transferred to CCCP-75598 in 1977
18000 19 04	CCCP-75717	Il-18V	Soviet Gvt/AFL c/s	mfd	31mar60	Ulyanovsk Advanced Flying Training College; last flight 14mar79 (to Zavod No. 402 GA at Bykovo); soc 17apr80 as life-time expired; t/t 9,665 hours and 5,453 cycles; broken up
	CCCP-75717 CCCP-75717	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Latvia-RIX	trf trf	11jan62 11jun74	mfd 26feb60 according to Ilyushin OKB document; d/d 01apr60; CofA issued 02may60; 89 pax configuration; seen AMS 29mar61; converted to 105 pax configuration oct68; used as a cargo aircraft from nov77; converted to Il-18Gr 12may80; t/t 32,692 hours and 15,671 cycles from OKB document dated 01jan86 (last overhaul 1980); last flight and wfu 16feb87; t/t 37,197 hours; in original c/s since oct91 and to Ferihegy (later Ferenc Liszt) Airport Museum (N47.426452 E19.261188) since jun92; the museum was renamed Aeropark in nov14; l/n oct22
18000 19 05	DM-STA DM-STA DDR-STA	Il-18V Il-18V Il-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	05mar60 01sep63 22jul81	mfd also given as 18apr60; toc 15apr60 according to MGA document; salon configuration; first Il-18 with AI-20 series 3 engines; rgd 16may60; opb 235 OAO; carried cosmonaut Yuri Gagarin to VKO 14apr61; photo exists in formation with four Mig-17 fighters; later reportedly transferred to Soviet Air Force and used as personal aircraft of the commander of the Far Eastern military district, but see next lines!
	DM-STA	Il-18V	Deutsche Lufthansa	LEJ	13sep09	converted to 100 pax configuration, date unknown
18000 20 01	DM-STB DM-STB DDR-STB	Il-18V Il-18V Il-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	mar60 01sep63 08sep81	converted to 100 pax configuration, date unknown
18000 20 02	HA-MOD	Il-18V	MALÉV	mfd	15mar60	dbf 28aug75 on landing at Chelyabinsk when one of the main landing gears did not lower (because a cable bond had not been secured so that the wheel well doors did not open), part of one wing together with one engine were ripped off during the landing run, no casualties; soc 28sep76; t/t 25,037 hours and 9,553 cycles
18000 20 03	CCCP-75431	Il-18V	MRP Zhukovski	mfd	17oct60	rgd 28apr60; photo DRS aug60
	CCCP-75431	Il-18V	MPR "Vzlyot"	rgd	20mar91	l/n SXF 30apr80
	RA-75431 RA-75431 RA-75431	Il-18Gr Il-18Gr Il-18Gr	Rep Guinea-Bissau MPR "Vzlyot" EIF Air	MLA SHJ trf	16dec92 05mar93 23aug94	arrived Zavod No. 402 GA at Bykovo for last overhaul 05apr85 with t/t 32,005 hours; t/t 32,809 hours and 18,895 cycles from OKB document dated 01jan86 (last overhaul 1985); canx 26sep88; preserved at Leipzig airport seen mar90/jun09; in the process of being repainted 30aug09
	9Q-CHB	Il-18Gr	Comp. Afriq. d'Avn	rgd	19oct00	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/aug22
18000 20 04	CCCP-75719 3X-NZE (1) CCCP-75719	Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) Air Guinée AFL/Turkmenis.-ASB	toc lsd trf	11may60 1960 01jun62	rgd 02apr60
18000 20 05	CCCP-75718 CCCP-75718	Il-18V Il-18V	AFL/Moscow (MUTA) Aeroflot/UshVLP AFL/Moscow (MUTA)	mfd trf trf	30apr60 05apr62 28may64	seen BUD 05oct65; l/n LGW 15jun80
18000 21 01	OK-OAC	Il-18V	CSA	mfd	26may60	arrived Zavod No. 402 GA at Bykovo for last overhaul 25oct85 with t/t 29,883 hours; t/t 31,774 hours and 19,018 cycles from OKB document dated 01jan86 (last overhaul 1985); wfu 18oct87; canx 05nov87; seen SXF apr90, stored; was preserved at Finow, seen in 1992; moved to SXF aug93; was preserved in Aeropark Diepensee, seen 1994/jun98; moved on a trailer to Leipzig-Plagwitz in summer 1999; preserved on the roof of the "Da Capo" company at Karl-Heine-Strasse, (N51.328927 E12.326689) seen may00/oct22
18000 21 02	OK-OAD	Il-18V	CSA	d/d	31may60	d/d 02apr60; rgd 24may60, rather than as HA-MOB, because of the English word 'mob'; f/n LGW 04jul60; crashed on approach to Le Bourget 23nov62 in thick fog, the aircraft stalled and the starboard wing impacted the ground first and then flipped over, all 8 crew and 13 passengers were killed, the likely cause of the accident was probably due to icing of the wing; t/t 1,138 hours and 633 cycles (overhaul history not given)
18000 21 03	CCCP-04356	Il-18V	Polyarnaya Aviats.	mfd	31may60	rgd 16may66; f/n LED 02oct72; 'Aeroflot' titles; transferred to the State Geophysical Observatory late 1972 or early 1973, converted to geophysical survey aircraft, photo exists with red cheatline; arrived Zavod No. 402 GA at Bykovo jul85 for last overhaul with them; t/t 11,818 hours
	CCCP-04356 CCCP-04356 CCCP-75422 CCCP-75720	Il-18V Il-18V Il-18V Il-18V	AFL/Polar AFL/VAU AFL/Moscow-DME AFL/Northern-LED	trf trf trf mfd	1960 sep63 14apr66 14jun60	f/n ZIA 11aug92 in modified Aeroflot polar c/s with red cheatline but white tail, survey equipment removed; c/n checked; converted to Il-18Gr
	CCCP-75720	Il-18V	AFL/Azerbaijan-BAK	trf	unknown	returned this day after lease
18000 21 04	CCCP-75721	Il-18V	AFL/Moscow (MUTA)	mfd	20jun60	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
	CCCP-75721 CCCP-75722	Il-18V Il-18V	AFL/Krasnoyarsk AFL/Moscow (MUTA)	trf mfd	11jan77 30jun60	acquired by CAA 09sep00; in light grey c/s with red cheatline and fin, 'Il-18B' painted on nose; f/n FIH 15mar01; l/n intact FIH 23sep07; seen FIH 04mar08, minus rear fuselage, being broken up
18000 22 01	CCCP-75722 CCCP-75722	Il-18V Il-18V	Aeroflot/UshVLP AFL/Latvia Aeroflot/UshVLP	trf trf trf	16mar62 18apr67 05apr74	rgd 25may60; 78 pax configuration, later converted to 89 pax configuration, date unknown
18000 22 02	DM-STC DM-STC DDR-STC	Il-18V Il-18V Il-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	16jul60 01sep63 06oct81	returned the same year; see c/n 181003704
	OK-018	Il-18V	VZLÚ	rgd	30nov87	f/n ASB 17jun62; l/n DME 13nov77; soc 17apr80 as life-time expired; t/t 34,517 hours and 16,179 cycles
18000 22 03	CCCP-75723	Il-18V	AFL/Moscow (MUTA)	mfd	23jul60	toc 10may60; rgd 25may60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n SVO 24aug60
	CCCP-75723	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	Ulyanovsk Advanced Flying Training College
18000 22 04	CCCP-75724	Il-18V	Soviet Gvt/AFL c/s	mfd	30jul60	soc 30jan78 as life-time expired; t/t 34,285 hours and 11,835 cycles; seen DME 24sep87, stored; seen mar90/sep95, dumped; an Il-18 fuselage was seen at the fuel depot at Domodedovo 20sep98, registration not visible, but probably the same aircraft
	CCCP-75724	Il-18V	AFL/Urals-SVX	trf	26jul62	d/d 31may60; rgd 18jun60; named 'Iiacské Kupele'; f/n AMS 05aug62; wfu PRG 30may80; t/t 24,856 hours and 20,957 cycles; canx 29dec81; destroyed during Semtex tests 19/20nov84
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	rgd 18jun60; crashed near Nürnberg 28mar61 on a flight from Prague to Conakry after the fuselage broke up during severe turbulence, all 8 crew and 44 passengers killed; canx 18apr61; t/t 413 hours and 242 cycles
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	toc 03jun60; rgd 10jun60; in basic pre-1973 Il-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') pennant on fin in lieu of Soviet flag; 89 pax configuration; in document 22jun60 as just delivered
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	in document may62
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	Higher Aviation College
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	rgd 18may66; soc 30nov78 as life-time expired; t/t 34,700 hours and 12,235 cycles
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	toc 15jun60; rgd 11aug60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n HEL 07aug68; l/n TAS apr73
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	on charge as of 01jul76; seen BKA 13nov77; soc 22sep78 as life-time expired; t/t 34,897 hours and 14,680 cycles
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	toc 23jun60; rgd 19jul60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n VKO 09jun60; l/n DME 27aug75
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	soc 30nov77 as life-time expired; t/t 34,964 hours and 10,483 cycles
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	rgd 19jul60; toc 27jul60; 78 pax configuration, later converted to 89 pax configuration, date unknown; f/n LHR 18aug60; l/n KRT oct60
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	Ulyanovsk Advanced Flying Training College
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	l/n RIX 27may69
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	Ulyanovsk Advanced Flying Training College; canx feb76; soc 18nov76 as life-time expired; t/t 21,292 hours and 19,998 cycles
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	rgd 16jul60
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	seen AMS 24jun78
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	seen SXF 22may82; t/t 31,583 hours and 18,627 cycles from OKB document dated 01jan86 (last overhaul 1979); photo AMS 08feb86; wfu 29jul87
	CCCP-75724	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	converted to Il-18LL test-bed; with a Walter M-602 turboprop, five bladed VJ-518 propellers (for the L-610) mounted on the number two engine, together with other required modifications to the airframe and associated measuring equipment installed; the conversion was completed may88; seen PRG 10may88; f/f 26may88 and flown 06jul88 with a working turboprop; initially in basic ex Interflug c/s, tail later repainted by aug88; with small 'VZLÚ PRAHA' titles and named 'Golden Rake', type painted as 'L IL-18'; last flight PRG-Kbely 08jun92; subsequently stored at Kbely; broken up jan96
18000 22 03	CCCP-75723	Il-18V	AFL/Moscow (MUTA)	mfd	23jul60	toc 23jul60; rgd 06aug60; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n BMA 1960
	CCCP-75723	Il-18V	AFL/Azerbaijan-BAK	trf	19sep61	seen DME 03oct72; soc 14jan77 due to its poor technical condition and canx same date; t/t 26,668 hours and 13,334 cycles
18000 22 04	CCCP-75724	Il-18V	Soviet Gvt/AFL c/s	mfd	30jul60	toc 03aug60; rgd 11aug60; opb 235 OAO; 84 pax configuration, later converted to 89 pax configuration, date unknown; f/n YHZ 05oct61
	CCCP-75724	Il-18V	AFL/Urals-SVX	trf	26jul62	f/n DME 27aug75

	CCCP-75724	Il-18V	AFL/Urals-PEE	trf	27apr76	f/n PEE 30jun76; soc 30nov77 as life-time expired; t/t 34,998 hours and 14,892 cycles; was reportedly preserved in a park at Perm, broken up before 1997
18000 22 05	CCCP-75725	Il-18V	AFL/Latvia-RSC	mfd	05aug60	toc 05aug60; rgd 12aug60; 84 pax configuration, later converted to 110 pax configuration, date unknown; last flight 27jan77 and the last Il-18 at RIX
	CCCP-75725	Il-18V	Aeroflot/USHVLP	trf	13apr77	Ulyanovsk Advanced Flying Training College; soc 22sep78 as life-time expired; t/t 29,087 hours and 19,097 cycles
18900 23 01	CCCP-75726	Il-18V	AFL/Moscow (MUTA)	mfd	25sep60	toc 25sep60; rgd 03oct60
	CCCP-75726	Il-18V	AFL/Kazakhstan-ALA	trf	31jan62	seen LED 11oct75; soc 27mar78 as life-time expired; t/t 34,570 hours and 15,109 cycles
18000 23 02	493	Il-18V	East German AF	mfd	aug60	salon version; i/s 28oct60; rgd 28oct62 with call-sign DM-VAX
	DM-STD	Il-18V	EGAF/DLH c/s	rgd	1964	
	DM-STD	Il-18V	Interflug	rgd	03sep64	
	DDR-STD	Il-18V	Interflug	rgd	01jul81	l/n SXF 30apr80 t/t 29,981 hours and 19,121 cycles from OKB document dated 01jan86 (last overhaul 1985); wfu 26oct86 at SXF; canx 24nov88; dismantled in 1991, fuselage only seen SXF 01sep91; moved by trailer to Harbke and used as restaurant '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 with 'hotelsuites.nl' on forward fuselage; f/n 30jul09, as such; l/n feb22
18000 23 03	CCCP-75727	Il-18V	AFL/GosNII GVF	mfd	13jan61	toc 25jan61; rgd 23mar61
	CCCP-75727	Il-18V	AFL/Moscow (MUTA)	trf	06jul61	f/n LHR 17apr67
	CCCP-75727	Il-18V	AFL/Kazakhstan-ALA	trf	13dec67	opb Alma-Atinski OAO; dbr 21jan71 on the leg from Karaganda to Rostov-na-Donu of a flight from Alma-Ata to Simferopol when probably the auto-pilot failed while the aircraft was flying at a height of 7,800 metres at night, the aircraft banked to the left, entered a spin and was recovered by the crew at a height of some 5,000 metres, the crew managed to land safely at Rostov-na-Donu, but the aircraft suffered structural damage during the dive with up to 3.5 g, no casualties; soc 29sep71 as worn out; t/t 16,808 hours and 6,215 cycles
18000 23 04	CCCP-75728	Il-18V	AFL/Moscow (MUTA)	mfd	29sep60	toc 01oct60; rgd 07oct60; 89 pax configuration; f/n AER 1960; l/n DME 03oct72
	CCCP-75728	Il-18V	AFL/Krasnoyarsk	trf	14jan77	soc 27oct77 as life-time expired; t/t 34,988 hours and 10,790 cycles
18000 23 05	CCCP-75729	Il-18V	AFL/Urals-SVX	mfd	21sep60	toc 30sep60; rgd 29oct60; 90 pax configuration; f/n SVX 23feb63
	CCCP-75729	Il-18V	AFL/Urals-CEK	trf	jan65	based on a decree dated 11jan65
	CCCP-75729	Il-18V	AFL/Urals-SVX	trf	early77	based on a decree dated 16feb77, for a period of one month
	CCCP-75729	Il-18V	AFL/Urals-CEK	trf	early77	l/n DME 1977; soc 30nov78 as life-time expired; t/t 34,915 hours and 16,139 cycles
18000 24 01	CCCP-75730	Il-18V	AFL/Moscow (MUTA)	mfd	30sep60	toc 22oct60; rgd 21nov60; 89 pax configuration; f/n VKO 24dec60; l/n DME 27aug75
	CCCP-75730	Il-18V	AFL/Krasnoyarsk	trf	12jan77	soc 28sep77 as life-time expired; t/t 33,976 hours and 10,480 cycles
18000 24 02	9G-AAI	Il-18V	Ghana Airways	mfd	18nov60	d/d 03dec60; f/n DKR 19jan61; returned to the Soviet Union jun63
	CCCP-75534	Il-18V	AFL/Polar	toc	31jan64	rgd 29feb64; 89 pax configuration; in fleet list 25aug64
	CCCP-75534	Il-18V	AFL/Moscow	trf	09feb68	
	CCCP-75534	Il-18V	AFL/Ukraine-LWO	trf	09jan73	soc 16oct79 as life-time expired; t/t 34,386 hours and 14,645 cycles
18000 24 03	SP-LSA	Il-18V	LOT	mfd	nov60	rgd 21apr61, according to other sources 23mar61; first service 24may61 Warsaw-Moscow; named 'Warszawa'; seen AMS 11apr62; converted 13mar/14apr76 to, see next line
	SP-LSA	Il-18Gr	LOT			with 'CARGO' titles; arrived Zavod No. 402 GA at Bykovo for last overhaul 15jan84 with t/t 25,709 hours; t/t 25,827 hours and 13,400 cycles from OKB document dated 01jan86 (last overhaul 1981)
	SP-LSA	Il-18Gr	Excel AI Ghana	OST	09mar87	Excelsior Airlines Ghana
	SP-LSA	Il-18Gr	LOT	WAW	oct88	last flight 20oct88; canx 16jun89; photos WAW 16apr90/11jul90 in basic LOT c/s without titles and engines missing, Excelsior Airlines Ghana titles still visible under paint; broken up at Warsaw
18000 24 04	SP-LSB	Il-18V	LOT	mfd	nov60	rgd 21apr61, according to other sources 23mar61; named 'Westerplatte'; f/n AMS 18apr62; arrived Zavod No. 402 GA at Bykovo for last overhaul 13mar86 with t/t 31,543 hours; last flight 02nov88; canx 24aug89; photo WAW 11jul90, engineless; broken up at Warsaw
18000 24 05	9G-AAJ	Il-18V	Ghana Airways	mfd	30nov60	d/d 03dec60; f/n DKR 21mar61; seen RAF Idris (now Tripoli IAP) Libya jun61; l/n SXF 1963 on a state visit; returned to the Soviet Union jun63
	CCCP-75535	Il-18V	AFL/Northern-LED	toc	unknown	on charge as of 01mar64; rgd 28mar64; 89 pax configuration; f/n LED 06jul70
	CCCP-75535	Il-18V	AFL/Arkhangel.-ARH	trf	01jan73	
	CCCP-75535	Il-18V	Hàng Không Vietnam	lsd	oct72	
	CCCP-75535	Il-18V	AFL/Kazakhstan-KGF	trf	20jul77	returned to the Soviet Union, see next line
18000 25 01	9G-AAK	Il-18V	Ghana Airways	DKR	21feb61	seen LED 1978 in 1973-standard Aeroflot c/s (photo proof exists); soc 18may81 as life-time expired; l/yushin OKB document also gives 1981 as life-time expired with t/t 34,266 hours and 15,450 cycles, but last flight 16feb84 Zavod No. 402 GA at Bykovo and scrapped according to BASCO document
	CCCP-75532	Il-18V	AFL/Uzbekistan-TAS	DKR	02dec63	returned to the Soviet Union jun63
18000 25 02	9G-AAL	Il-18V	Ghana Airways	DKR	06feb61	rgd 14jan64; 89 pax configuration; f/n TAS 12dec66; soc 30nov78 as life-time expired; t/t 34,998 hours and 13,267 cycles
	CCCP-75533	Il-18V	AFL/Uzbekistan-TAS	toc	06dec63	seen LGW 06jun61; l/n LHR jul62; returned to the Soviet Union jun63
18000 25 03	not known	Il-18V	AFL/GosNII GVF	mfd	1960	rgd 14jan64; 89 pax configuration; dbr 05jun70 on take-off from Samarkand when the crew had forgotten to unlock elevator and rudder, the aircraft was unable to lift off, overran the runway and suffered substantial damage, no casualties; soc 21jul70; t/t 12,632 hours and 4,699 cycles
18000 25 04	101 (1)	Il-18V	Polish Air Force	mfd	31dec60	relegated to static tests/secondary stress loads in 1961; canx
	SP-LSE	Il-18V	LOT	rgd	11sep65	d/d 02mar61; see c/n 185008305 and 185008503
18000 25 05	CCCP-75731	Il-18V	Soviet Gvt/AFL c/s	mfd	29dec60	named 'Lenino'; f/n AMS 19aug67; arrived Zavod No. 402 GA at Bykovo for last overhaul 26may86 with t/t 28,702 hours; wfu 28nov89; canx 29dec89; seen wfu WAW jan90; sold as scrap 28nov90; was preserved in the Ursynów area of Warsaw and was to become a café, seen in 1991; later moved near Poniatowski Bridge in downtown Warsaw where it was destroyed by vandalism 26sep95
	CCCP-75731	Il-18V	AFL/Armenia-EVN	trf	05apr61	toc 12jan61, in MGA document in error as 12jan60; rgd 06feb61; opb 235 OAO; 89 pax configuration; photo DEL 20feb61
	CCCP-75731	Il-18V	AFL/Urals-CEK	trf	05sep66	soc 19mar80 as life-time expired; t/t 34,710 hours and 15,176 cycles; photo exists, in use as a cinema in the district of Rovno
18100 26 01	CCCP-75732	Il-18V	AFL/Polar	toc	28jan61	rgd 06feb61; opb 247 LO; w/o 26feb63 on the leg from Anadyr to Magadan of a cargo flight from Zliv Shmidta to Magadan when engines # 1 and 2 failed, the crew opted for a forced landing on the ice of bay 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; soc 06may63
18100 26 02	CCCP-75733	Il-18V	AFL/Krasnoyarsk-KJA	mfd	31jan61	toc 24feb61; first Il-18 delivery to KJA, arrived 09feb61; rgd 16mar61; 89 pax configuration; soc 27dec78 as life-time expired; t/t 34,992 hours and 11,518 cycles
18100 26 03	CCCP-75734	Il-18V	AFL/Azerbaijan-BAK	mfd	31jan61	toc 07feb61; rgd 18feb61; 89 pax configuration; f/n oct73; soc 14jan77 due to its technical condition; t/t 27,424 hours and 13,642 cycles
18100 26 04	CCCP-75735	Il-18V	AFL/Kyrgyzstan-FRU	mfd	31jan61	toc 07feb61; rgd 02mar61; f/n jul68; canx 1978; t/t 34,999 hours and 16,067 cycles
18100 26 05	CCCP-75736	Il-18V	AFL/Moscow (MUTA)	mfd	20jan61	toc 06feb61; rgd 18feb61; 89 pax configuration
	CCCP-75736	Il-18V	AFL/Urals-SVX	trf	31jul63	
	CCCP-75736	Il-18V	AFL/Urals-CEK	trf	1975	
	CCCP-75736	Il-18V	AFL/Urals-SVX	trf	29nov78	
18100 27 01	102 (1)	Il-18V	Polish Air Force	mfd	28feb61	was converted to Il-18Gr 16sep78 with t/t 35,000 hours and 15,159 cycles; arrived Zavod No. 402 GA at Bykovo 15may80 for last overhaul; soc 16aug82 as life-time expired; t/t 40,000 hours and 16,866 cycles
	SP-LSH	Il-18V	LOT	rgd	16jul66	d/d 09mar61; see c/n 186008905
	SP-LSH	Il-18Gr	LOT	rgd	jun82	named 'Kolobrzeg'; f/n AMS 08apr67; converted jun82 to, see next line
18100 27 02	CCCP-75737	Il-18V	AFL/GosNII GVF	mfd	24mar61	t/t 27,333 hours and 16,174 cycles from OKB document dated 01jan86 (last overhaul 1985); wfu 30apr89; canx 22nov89; was preserved as a restaurant near Radomsko (on the E75 road south-bound), f/n 19jan90, l/n 1995; moved to Strumien, date unknown; preserved at Strumien, f/n 09aug97 with 'Air Natalia' titles; seen 16aug06 with 'Pepsi' titles, l/n mar12; seen aug13 painted in full Coca-Cola c/s, without registration; seen 26jul19; l/n 08feb20 still in Coca-Cola colours but now used to promote a car dealership; sold to Czechia end 2020 and will be preserved (not yet completely known for which reasons - if restaurant or just preserved) at Rohatce (N50.45953, E14.19908) north west from Prague and seen there 01feb21/16may21 still partly disassembled; l/n 17jun21, now all-white c/s still disassembled
	CCCP-75737	Il-18V	AFL/Northern-LED	trf	10jun61	toc 30mar61; 89 pax configuration
18100 27 03	CCCP-75738	Il-18V	AFL/Urals-SVX	mfd	28feb61	rgd 15aug61; f/n HEL 16sep72; seen Gross Dölln 13may75; canx 1977; last flight 12jul77 (to Monino); soc 29aug77 as life-time expired; t/t 34,966 hours and 13,716 cycles; preserved in the Russian Air Force museum at Monino (N55.831843 E38.179698) since 12jul77, seen sep09/feb17 in poor condition; moved nov17 and underwent repair and restoration; seen jul18; in full post 1973 Aeroflot c/s; l/n aug21
18100 27 04	CCCP-75739	Il-18V	AFL/Moscow (MUTA)	mfd	28feb61	toc 07mar61; rgd 28mar61; 100 pax configuration; f/n SVO 17jul70; soc 31may77 as life-time expired; t/t 35,000 hours and 14,585 cycles; was preserved in Park Engelsa at Sverdlovsk from 1977, f/n sep77, later destroyed by arson and scrapped
	CCCP-75739	Il-18V	AFL/International	trf	15feb64	toc 11apr61; rgd 05may61; 89 pax configuration
	CCCP-75739	Il-18V	AFL/Uzbekistan-TAS	trf	19dec65	
18100 27 05	CCCP-75740	Il-18V	Soviet Gvt/AFL c/s	mfd	28feb61	soc 27dec78 as life-time expired; t/t 34,979 hours and 13,148 cycles
	CCCP-75740	Il-18V	AFL/Turkmenis.-ASB	trf	10apr63	toc 03mar61; rgd 24mar61; salon configuration; opb 235 OAO; f/n PIK 15sep62
18100 28 01	CCCP-75741	Il-18V	AFL/Krasnoyarsk-KJA	mfd	28feb61	soc 27dec78 as life-time expired; t/t 34,861 hours and 16,482 cycles
18100 28 02	CCCP-75742	Il-18V	Soviet Gvt/AFL c/s	mfd	28feb61	toc 07mar61; rgd 28mar61; 89 pax configuration; f/n feb69; soc 27dec77 as life-time expired; t/t 34,705 hours and 12,348 cycles; was preserved in Park kultury i otdykha "Komsomolski" at Abakan from 1977 and used as a children's cinema; broken up in the mid-1990s
	CCCP-75742	Il-18V	AFL/Uzbekistan-TAS	trf	18apr63	toc 07mar61; rgd 24mar61; opb 235 OAO; 89 pax configuration; f/n DKR 04apr61; carried cosmonaut German Titov to Moscow 08aug61
	9G-AAX	Il-18V	Ghana Airways	mfd	mar61	soc 27oct77 as life-time expired; t/t 34,937 hours and 12,778 cycles
	CCCP-75426	Il-18V	AFL/Moscow	rgd	20jun66	f/n DKR 15may61; photo ADE 1963; CoFA expired 31dec63; returned to the Soviet Union
	CCCP-75426	Il-18V	AFL/West Sib.-OVV	trf	20sep67	toc 23jun66; 89 pax configuration
18100 28 04	9G-AAY	Il-18V	Ghana Airways	mfd	24mar61	f/n AER 30jun70; soc 17dec79 as life-time expired; t/t 34,552 hours and 12,336 cycles
	CCCP-75421	Il-18V	AFL/Krasnoyarsk-KJA	mfd	09jul66	f/n DKR 19may61; CoFA expired 14jun63; returned to the Soviet Union
18100 28 05	SP-LSC	Il-18V	LOT	toc	18mar61	rgd 19jul66; 89 pax configuration; soc 25may79 as life-time expired; t/t 34,979 hours and 10,23 cycles
						rgd 21apr61; according to other sources 23mar61; named 'Narwik'; f/n AMS 22dec61; converted 09feb76/27feb76 for use as cargo aircraft similar to Il-18Gr; seen NUE 03dec77 with 'Cargo' titles; t/t 27,603 and 13,962 cycles from OKB document dated 01jan86; canx 01jun88; sold to Balkan 17jun88

18100 29 01	LZ-BEI CCCP-75743	Il-18V Il-18V-26A	Balkan AFL/Polar	d/d mfd	18apr88 18apr61	wfu at Varna, seen sep97/jun99; broken up toc 13oct61; rgd given as 17mar61 in the register, but should probably be 17nov61 from the allocated sequence number; long-range polar version; carried additional 'Polymayaya Aviatsiya' below the cheatline; in document 22nov61 as just delivered; 80 pax configuration, later converted to 89 pax configuration, date unknown; f/n SVO 15dec61; took part in Antarctic expeditions 15dec61/02feb62 and 20nov63/11jan64; equipped with an "Igla" (Needle) sideways-looking radar in 1965/66 and undertook trials on behalf of LNPO "Leninets"; l/n SYD dec66
	CCCP-75743 CCCP-75743	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	trf trf	02feb68 27jan78	converted to a standard Il-18V; based at VKO; f/n VKO 02oct72 based at DME from 31aug76 soc 17dec79 as life-time expired; t/t 34,374 hours and 11,335 cycles; seen dumped at Zhukovsk 16aug92, c/n checked
18100 29 02	OK-PAE	Il-18V	CSA	f/f	22feb61	mfd mar61; 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 Chrudim) since 17mar82; l/n aug02, in good condition, no titles or registration; moved to Zruc Airpark (N49.808934 E13.414686) 09dec03, repainted into old CSA c/s including titles and registration, l/n oct22 d/d mar61; 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; t/t 11,015 hours and 6,914 cycles
18100 29 03	HA-MOC	Il-18V	MALÉV	mfd	mar61	rgd 25apr61; f/n AMS 01jul61; crashed after hitting power cables on approach to Casablanca 11jul61; canx 12jul61; t/t 211 hours and 126 cycles
18100 29 04	OK-PAF	Il-18V	CSA	d/d	22apr61	rgd 14apr61; on charge as of 01may61; in fleet list may62; 89 pax configuration; used in Antarctica in 1963
18100 29 05	CCCP-75744	Il-18V	AFL/Polar	mfd	26mar61	based at VKO; f/n VKO 06apr72; modernised to Il-18D standard in mid-1970s; l/n VKO 14nov77 arrived Zavod No. 402 GA at Bykovo for last overhaul 09jan79 with t/t 34,998 hours and 12,619 cycles; converted to Il-18Gr 22mar79; soc 13mar83 as life-time expired; canx mar83; t/t 39,929 hours and 14,272 cycles; 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
	CCCP-75744 CCCP-75744	Il-18V Il-18D	AFL/Moscow (MUTA) AFL/Krasnoyarsk-KJA	trf trf	14jun68 23jan78	first Il-18 with TG-16 APU; toc 04may61; rgd 13may61; 89 pax configuration; f/n LED 09jul70; soc 27oct77 as life-time expired; t/t 34,997 hours and 11,147 cycles
18100 30 01	CCCP-75745	Il-18V	AFL/Krasnoyarsk-KJA	mfd	18apr61	toc 06may61; rgd 13may61; 89 pax configuration
18100 30 02	CCCP-75746	Il-18V	AFL/Krasnoyarsk	mfd	28apr61	on charge as of 01jul76; soc 27oct77 as life-time expired; t/t 34,988 hours and 11,570 cycles
18100 30 03	CCCP-75746 CCCP-75746	Il-18V Il-18V	AFL/Azerbaijan AFL/Kazakhstan-ALA	trf mfd	unknown 30apr61	toc 07may61; rgd 20may61; f/n oct73; soc 27dec77 as life-time expired; t/t 34,998 hours and 15,487 cycles
18100 30 04	CCCP-75750	Il-18V	AFL/Latvia-RSC	mfd	28apr61	toc 07may61; rgd 13may61; 89 pax configuration
	CCCP-75750	Il-18V	AFL/Krasnoyarsk-KJA	trf	04sep63	soc 27dec78 as life-time expired; t/t 34,994 hours and 11,992 cycles
18100 30 05	CCCP-75751	Il-18V	AFL/Turkmenis.-ASB	mfd	29apr61	toc 08may61; rgd 15jun61; 89 pax configuration; f/n DME 04oct72; soc 30nov78 as life-time expired; t/t 34,996 hours and 15,987 cycles; was preserved in a park at Adler, seen aug84/27aug97; destroyed by fire jul99 and broken up
18100 30 05	CCCP-75751	Il-18V	AFL/Turkmenis.-ASB	mfd	29apr61	toc 08may61; rgd 15jun61; 89 pax configuration; f/n VKO 04oct72; soc 30nov78 as life-time expired; t/t 34,996 hours and 15,987 cycles; was preserved in a park at Adler, seen aug84/27aug97; destroyed by fire jul99 and broken up
18100 31 01	CCCP-75752	Il-18V	AFL/Kyrgyzstan	mfd	13apr61	f/f 18apr61; toc 09may61; rgd 14jun61; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo for overhaul 29may79 with t/t 34,994 hours and 16,097 cycles; converted to Il-18Gr 09jul79
	CCCP-75752	Il-18Gr	AFL/Magadan	trf	20jul79	soc 18mar83 as life-time expired; t/t 39,920 hours and 17,744 cycles
18100 31 02	CCCP-75753	Il-18V	AFL/Krasnoyarsk-KJA	mfd	11may61	toc 22may61; rgd 30jun61; 89 pax configuration; soc 27oct77 as life-time expired; t/t 34,994 hours and 10,825 cycles
18100 31 03	CCCP-75754	Il-18V	AFL/Armenia-EVN	mfd	13may61	toc 20may61; rgd 07jul61; 89 pax configuration; f/n EVN apr67; seen Gross Dölln 04nov75; soc 25may79 as life-time expired; t/t 34,990 hours and 15,310 cycles; fuselage used as a fire-trainer at AER; f/n 14may96, l/n jul07, partly broken up; by feb09 only the empty hull remained
18100 31 04	CCCP-75755	Il-18V	AFL/Tajikistan-DYU	mfd	may61	toc 21may61; rgd 07jul61; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo 16nov79 for last overhaul with t/t 34,992 hours and 15,627 cycles; converted to Il-18Gr 29jan80
	CCCP-75755	Il-18Gr	AFL/West Sib.-OVV	trf	18feb80	t/ 39,543 hours and 17,382 cycles from OKB document dated 01jan86; soc 20may89 as life-time expired
18100 31 05	CCCP-75755 OK-BYP OK-PAI	Il-18V Il-18V Il-18V	CS-Gvt (LSFMV) CSA	mfd trf	jun61 21jan77	d/d 11jun61; rgd 26jun61; salon version, with fewer Cabin windows; f/n LHR 09jul62; canx 28jan77 rgd 28jan77; with normal cabin window layout; arrived Zavod No. 402 GA at Bykovo 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 jul23
18100 32 01	CCCP-75756	Il-18V	AFL/Tajikistan-DYU	mfd	25may61	toc 04jun61; rgd 07jul61; 89 pax configuration; f/n LED 11oct75; soc 24jan79 as life-time expired; t/t 34,999 hours and 15,381 cycles
18100 32 02	CCCP-75757	Il-18V	AFL/Armenia-EVN	trf	17jun61	rgd 27jun61; crashed MRV 31dec61; soc 06feb62 and canx same date; t/t 593 hours and 200 cycles
18100 32 03	CCCP-75758	Il-18V	Soviet Gvt/AFL c/s	mfd	27may61	toc 31may61; rgd 14jun61; opb 235 OAO
	CCCP-75758	Il-18V	Aeroflot/USHVLP	trf	23mar62	Ulyanovsk Advanced Flying Training College
	CCCP-75758	Il-18V	AFL/Latvia	trf	21jun65	
	CCCP-75758	Il-18V	Aeroflot/USHVLP	trf	01aug66	Ulyanovsk Advanced Flying Training College
	CCCP-75758	Il-18V	AFL/Latvia	trf	19aug67	
	CCCP-75758	Il-18V	Aeroflot/USHVLP	trf	02nov67	Ulyanovsk Advanced Flying Training College; f/n LED 06jul70; soc 31aug76 as life-time expired; t/t 9,678 hours and 19,962 cycles
18100 32 04	CCCP-75759	Il-18V	AFL/Urals-SVX	mfd	15jun61	toc 26jun61; rgd 12jul61; 89 pax configuration; soc 30nov77 as life-time expired; t/t 34,913 hours and 14,363 cycles
18100 32 05	CCCP-75760	Il-18V	AFL/Latvia-RSC	mfd	27jun61	toc 30jul61; rgd 27jul61; 89 pax configuration
	CCCP-75760	Il-18V	AFL/Azerbaijan-BAK	trf	15aug64	soc 14jan77 due to its poor technical condition; t/t 27,899 hours and 14,457 cycles
18100 33 01	CCCP-75761	Il-18V	AFL/Uzbekistan-TAS	mfd	27jun61	toc 03jul61; rgd 18aug61; 89 pax configuration; f/n DME 19aug75; l/n AER 1977; soc 28feb78 as life-time expired; t/t 34,953 hours and 12,844 cycles
18100 33 02	CCCP-75762	Il-18V	AFL/Kazakhstan-ALA	mfd	29jun61	toc 06jul61; rgd 14jul61; f/n AER 30jun70; soc 27oct77 as life-time expired; t/t 34,998 hours and 15,401 cycles
18100 33 03	TZ-ABD	Il-18V	Air Mali	mfd	jul61	f/n LBG jun63 and 28mar64; rgd 08jan65 according to the CAA, CofA renewal this date ?; returned to the Soviet Union
	CCCP-75477	Il-18V	AFL/Moscow-DME	trf	27jul68	rgd 15aug68; 89 pax configuration; f/n SVO 29jul69
	CCCP-75477	Il-18V	AFL/Krasnoyarsk	trf	14jan77	soc as 26jun79 life-time expired; t/t 34,979 hours and 10,437 cycles
18100 33 04	TZ-ABE	Il-18V	Air Mali	mfd	jul61	f/n LBG may62; rgd 08jan65 according to the CAA, CofA renewal this date ?; l/n LBG jul74; w/o 11aug74 when ran out of fuel and crashed near Lingomin (Upper Volta); t/t 13,070 hours and 4,790 cycles
18100 33 05	9G-AAM CCCP-75424 CCCP-75424 CCCP-75424	Il-18V Il-18V Il-18V Il-18V	Ghana Airways AFL/Northern AFL/Arkhangelsk AFL/Magadan	mfd trf trf trf	23jul61 unknown 01mar73 04may77	d/d 1961; CofA expired 06jul64 on charge as of 01aug66; rgd 09sep66; 100 pax configuration; f/n LED 27may70
18100 34 01	CCCP-75763 CCCP-75763	Il-18V Il-18V	Soviet Gvt/AFL c/s Aeroflot/USHVLP	mfd trf	31aug61 03oct63	arrived Zavod No. 402 GA at Bykovo 14apr80; soc 22dec80 as life-time expired; t/t 34,209 hours and 14,630 cycles; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83; l/n 1986 toc 25sep61; rgd 04oct61; opb 235 OAO; salon configuration; f/n PIK 01nov62 Ulyanovsk Advanced Flying Training College; soc 16jun76 as life-time expired; t/t 9,204 hours and 19,998 cycles
18100 34 02	CCCP-75764	Il-18V	Soviet Gvt/AFL c/s	mfd	sep61	toc 09oct61; rgd 16oct61; opb 235 OAO; salon configuration; f/n SXF 28jun63 and again BEG 20aug63 with Nikita Khrushchev on board; l/n PIK 24nov63; trf 27dec63 to Algeria by decree issued 21dec63; canx 21dec64
	7T-VRA	Il-18V	Algerian Gvt	d/d	06jan64	photo CAI 10jul67; 'Republique Algerienne' titles with eight centre windows (salon aircraft); seen LHR 25may74 and SXF 04apr78; arrived Zavod No. 402 GA at Bykovo for last overhaul jun83; t/t 4,304 hours and 2,298 cycles from OKB document dated 01jan86 (with last overhaul given as 1979); canx 1989
18100 34 03	9G-AAN CCCP-75425	Il-18V Il-18V	Ghana Airways AFL/Urals-SVX	mfd trf	27jul61 06jul66	d/d 28sep62; photo LOS 14mar64; wfu jul64, returned to the Soviet Union in 1965 rgd 30jul66; 89 pax configuration; 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; soc 30may74 and canx same date
18100 34 04	CCCP-75765	Il-18V	AFL/Turkmenis.-ASB	trf	26jul61	rgd 02aug61; crashed on landing in a dust storm Ashkhabad 05mar63; soc 04apr63 and canx same date; t/t 1,959 hours and 1,049 cycles
18100 34 05	CCCP-75766(1)	Il-18V	MAP zavod # 30	mfd	jul61	line in Soviet register left blank as the aircraft crashed before it could delivered and registered; in full Aeroflot c/s; dbr 28jul61 on a pre-delivery test flight from Lkhovitsy-Tretyakovko with engine No. 2 shut down when engine No. 1 flamed out on finals to Tretyakovko and the propeller failed to feather so that drag became very asymmetric and the aircraft lost speed and banked to the left, as the crew failed to react in time the left wing touched the ground and the aircraft crash-landed in a field before the runway threshold, all crew escaped unhurt; a photo of the accident exists; t/t 15 hours 18 minutes and 8 cycles; see c/n 187009803
18100 35 01	CCCP-75767 CCCP-75767	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Armenia	mfd trf	29jul61 26jan62	in 100 passenger configuration; toc 02aug61; rgd 15sep61 initially opb 35 AE of Armyanskaya OAG GVF at EVN; trf to 113 LO of Yerevanski OAO sep65; trf to 279 LO of Yerevanski OAO oct67; repainted in standard 'blue' c/s; f/n Spenberg 12may75; l/n KBP 20aug75; arrived at Zavod No. 402 GA at Bykovo for its last overhaul nov77 and was partially modified to Il-18D standard; soc 26jun79 as life-time expired; last flight may81 to the grass strip at Stavropol-Grushovy; t/t 34,995 hours and 15,251 cycles; was preserved and used as the café "Liner" in Park Pobedy (Victory Park) at Stavropol from may81
	no reg	Il-18V	no titles	ph.	29aug09	preserved in Park Pobedy (Victory Park) at Stavropol (N45.024221 E41.923474); initially in basic 'blue' Aeroflot c/s, markings faded or scratched out, seen as such aug09/oct14; repainted in basic 'polar' Aeroflot c/s without any markings by 4 Komsomol members sep16, seen as such 03oct16/oct18; repainted in basic 'blue' Aeroflot c/s without any markings, seen as such feb23/dec23
18100 35 02	CCCP-75768(2) CCCP-75768(2)	Il-18V Il-18V	AFL/GosNII GVF AFL/Uzbekistan	trf trf	unknown 28aug64	on charge as of 01may61; rgd 12jun61; 89 pax configuration; see c/n 189001201

18100 35 03	CCCP-75768(2) CCCP-75769	II-18V II-18V	AFL/Azerbaijan AFL/Urals-SVX	trf mfd	04jun76 03jul61	soc 24jan79 as life-time expired; t/t 34,924 hours and 13,456 cycles toc 03aug61; rgd 15sep61; 89 pax configuration; f/n DME 03oct72
18100 35 04	CCCP-75769 CCCP-75770	II-18V II-18V	AFL/Azerbaijan-BAK AFL/Kazakhstan-ALA	trf mfd	07jun76 24aug61	soc 29aug77 as life-time expired; t/t 34,992 hours and 15,290 cycles toc unknown; rgd 07sep61; f/n DME 18dec64; l/n LED 11aug75; soc 27oct77 as life-time expired; t/t 34,098 hours and 14,997 cycles
18100 35 05	CCCP-75771 CCCP-75771	II-18V II-18V	AFL/Moscow (MUTA) AFL/Kyrgyzstan	mfd trf	31aug61 26feb62	toc 08sep61; rgd 18sep61; 89 pax configuration; f/n CPH 04nov61 transfer not mentioned in MGA document
18100 36 01	CCCP-75771 CCCP-75772	II-18V II-18V	AFL/Krasnoyarsk.-KJA AFL/GosNII GVF	trf toc	31jul62 16sep61	l/n DME 04oct72; soc 29aug77 as life-time expired; t/t 34,982 hours and 11,149 cycles rgd 18oct61; 89 pax configuration
18100 36 02	YR-IMA B-230 (2)	II-18V II-18V	AFL/Kyrgyzstan-FRU TAROM Civ Avn Adm China	trf mfd rgd	27jan62 10sep61 28mar85	f/n DME 18dec64 in Aeroflot c/s; soc 25oct78 as life-time expired; t/t 34,999 hours and 15,636 cycles d/d 14sep61; rgd 15sep61 leased from TAROM; see c/n 184007605; f/n SIA 04apr85, retained the Tarom red cheatline and 'A' still worn by the nose; t/t 34,287 hours and 16,047 cycles from OKB document date 01jan86 (last overhaul 1981)
18100 36 03	YR-IMA CCCP-75773	II-18V II-18V	TAROM AFL/Armenia-EVN	ret mfd	30mar87 24aug61	wfu 07aug91; canx 01feb96; l/n OTP 23sep98, used for fire training toc 03sep61; rgd 12sep61; 89 pax configuration; opb 279 LO; w/o 31dec70 on a flight from Leningrad-Shosseinoe (now Pulkovo) to Yerevan when took off with retracted flaps (the crew rushed home for the New Year and had not gone through the check-list and forgotten to extend the flaps) and crashed in a snowy field 5.3 km after lift-off, all 5 cockpit crew and 1 of the 78 passengers (a police officer who was probably in the cockpit) killed while all 3 cabin crew and 23 passengers were injured; t/t 13,760 hours and 6,733 cycles; soc 31aug71
18100 36 04	CCCP-75774 CCCP-75774	II-18V II-18V	AFL/Moscow (MUTA) AFL/Armenia-EVN	mfd trf	30aug61 27jun62	photos exist at Kiev-Borispol in aug74, laying on its belly, at the end of a flight from Yerevan, the starboard undercarriage failed to deploy and an emergency landing was eventually performed, causing damage to the underside of the aircraft and propellers; repaired; soc 25may79 as life-time expired; t/t 34,987 hours and 13,409 cycles; used as a café on a square at Yerevan (Armenia) since 1980, destroyed by explosives 01apr90, broken up toc 05sep61; rgd 15sep61; 89 pax configuration; f/n HEL 30jun67
18100 36 05	CCCP-75775 CCCP-75775 CCCP-75775	II-18V II-18V II-18V	AFL/Northern-LED AFL/Arkhangel.-ARH AFL/Uzbekistan-TAS	mfd trf trf	31aug61 01jan73 18nov77	soc 30nov78 as life-time expired; t/t 34,999 hours and 16,349 cycles rgd 29sep61; 89 pax configuration
18100 37 01	CCCP-75776 CCCP-75776	II-18V II-18V	AFL/Moscow (MUTA) AFL/Kyrgyzstan-FRU	trf toc	08sep61 05jul62	f/n Spenberg 14jun73; soc 30nov78 as life-time expired; t/t 35,000 hours and 15,992 cycles rgd 20oct61; force landed Paphos 24feb62 with all engines out and came to rest on belly, no one was injured and the crew were decorated; returned to the Soviet Union 11nov62 for repairs; t/t 85 hours and 68 cycles; trf to Omsk (Omskoye ATU - Omskoye aviatsionno-tekhnicheskoye uchilishche) 17aug65, as a ground instructional airframe, based upon a decree dated 27nov63; photo exists, forward fuselage only, still in Tarom c/s
18100 37 02	YR-IMB	II-18V	TAROM	mfd	oct61	d/d 1961; l/n DKR 16mar63 dbr Casablanca-Anfa 09jul67 on a flight from Conakry to Moscow with intermediate stops at Rabat and Prague; whilst in the descent to Rabat, the pilot was informed by ATC that it was not possible to land due to poor weather conditions and subsequently diverted to Casablanca-Anfa; the aircraft was too low on the final approach to runway 21 at Casablanca-Anfa and power had to be increased to gain altitude to avoid hitting a building, causing the aircraft to land very late, was unable to stop and overran the runway by 300 metres with the undercarriage being torn off in the process; 10 of the 95 passengers and 7 crew were injured; the Ilyushin OKB document gives the date of the accident as 08jun67, t/t 3,065 hours and 1,006 cycles; the wreck was still present Casablanca-Anfa 1992
18100 37 03	3X-KKN 3X-GAB	II-18V II-18V	Air Guinée Air Guinée	mfd r/r	02oct61	d/d 1961; see c/n 180002004; f/n DKR 16feb63
18100 37 04	3X-NZE (2) 3X-GAC CCCP-75428 CCCP-75428 CCCP-75428 3X-LBE (2)	II-18V II-18V II-18V II-18V II-18V II-18V	Air Guinée Air Guinée AFL/Uzbekistan-TAS AFL/Latvia-RIX AFL/Kazakhstan-KGF Air Guinée	mfd r/r toc trf trf mfd	25sep61 18jun67 18mar78 02mar83 12apr85	rgd 10oct66; 89 pax configuration d/d 1961; seen DKR 22dec62; photo SVO 1963, with coat of arms of the city of Labe, between the forward cabin windows; see 3X-LBE(1) II-18V with unknown c/n seen GVA 27nov67; l/n SVO 08oct77, wfu rgd 06apr78; f/n SVO apr79; arrived Zavod No. 402 GA at Bykovo 03aug81 for last overhaul with them
18100 37 05	3X-GAA CCCP-74299 CCCP-74299 CCCP-74299	II-18V II-18V II-18V II-18V	Air Guinée AFL/Krasnoyarsk AFL/West Siberia AFL/Moscow	r/r toc trf trf	18jun67 18mar78 02mar83 12apr85	t/t 31,319 hours and 10,894 cycles as of 20jul87 according to an incident report this date; seen DME 12apr91; soc 08oct91 as life-time expired and canx same date; l/n DME aug92/sep95, derelict toc 07oct61; rgd 18oct61; 89 pax configuration; f/n DME 03oct72; soc 27oct77 as life-time expired; t/t 34,997 hours and 11,382 cycles toc 21oct61; rgd 17nov61; 89 pax configuration; f/n SVO 04oct72; soc 27dec77 as life-time expired and canx same date; t/t 34,999 hours and 13,445 cycles toc 17oct61; rgd 22dec61; 89 pax configuration; soc 24jan79 as life-time expired; t/t 34,999 hours and 15,915 cycles
18100 38 01	CCCP-75777	II-18V	AFL/Krasnoyarsk.-KJA	mfd	27sep61	involved in a landing accident 07jan62, details unknown according to Ilyushin OKB document; t/t 35 hours and 25 cycles; not mentioned in the MGA document, or in the Soviet register with details of c/n 187009805 overwritten instead; see this c/n
18100 38 02	CCCP-75778	II-18V	AFL/Uzbekistan-TAS	mfd	30sep61	toc 22oct61; rgd 17nov61; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo 13mar80 to be scrapped according to BASCO files; soc 15dec80 as life-time expired; canx nov81; t/t 34,817 hours and 16,365 cycles; 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, seen in reasonable condition jun06, but littered with graffiti; seen apr09, in grey colours with blue cheatline; moved to Minsk-Borovaya airfield (N53.962291 E27.651338) f/n 07jun09, dismantled; seen in good condition and complete jun09/nov16
18100 38 03	CCCP-75779	II-18V	AFL/Tajikistan-DYU	mfd	09oct61	preserved with this fake registration, in grey colours with blue cheatline l/n jul15 preserved with its original registration and in standard Aeroflot 'blue' c/s; l/n jun19; trf to Lipki and seen there disassembled 01may21/20aug21
18100 38 04	CCCP-75780(1)	II-18V	LII Zhukovski	mfd	oct61	toc 24oct61; rgd 10nov61; 89 pax configuration; f/n in East Germany 09sep75; soc 14jan77 due to its poor technical condition; t/t 27,697 hours and 13,846 cycles; photo BAK 1981, fuselage only without tail section, last three digits of the registration only visible
18100 38 05	CCCP-75781	II-18V	AFL/Turkmenis.-ASB	mfd	28sep61	in 89 passenger configuration; toc 30ct61; rgd 17nov61; opb 128 LO Krasnoyarskogo OAO; soc 29aug77 as life-time expired; t/t 34,689 hours and 10,936 cycles; was preserved in TsPKIO im. Gorkogo (Gorki Park) at Krasnoyarsk from 1977 and used as the children's café "Karlson" (carried a respective sticker); damaged by arson in the winter of 1992 and scrapped 08jun92
18100 39 01	'CCCP-190979' CCCP-75781	II-18V II-18V	Aeroflot Aeroflot	Msb Msb	25jan10 18jun17	toc 04nov61; rgd 11dec61; 89 pax configuration until 26dec77; f/n TAS 12jun71 soc 28apr79 as life-time expired; t/t 34,990 hours and 16,048 cycles toc 30oct61; rgd 17nov61; f/n DME 03oct72; in service date as II-18Gr (cargo door) 04mar78, with t/t 34,998 hours and 14,867 cycles last flight 23dec81 to Zavod No. 402 GA at Bykovo and scrapped; soc 19may82 as life-time expired; t/t 39,966 hours and 16,430 cycles toc 14nov61; rgd 12jan62 arrived Zavod No. 402 GA at Bykovo sep83 for last overhaul with them; 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 was used for radar tests; reported for NPP-MIR, l/n Pushkin 25aug99; t/t 6,944 hours and 2,535 cycles as at 01oct89
18100 39 02	CCCP-75782	II-18V	AFL/Azerbaijan-BAK	mfd	16oct61	engineless/wfu; still present as such may06 toc 24feb63; rgd 26sep63; late toc and rgd; 90 pax configuration based on a decree dated 11jan65; f/n DME 30oct77
18100 39 03	CCCP-75783	II-18V	AFL/Krasnoyarsk.-KJA	mfd	28oct61	arrived Zavod No. 402 GA at Bykovo 07mar84 for last overhaul t/t 38,683 hours and 17,814 cycles as at 01jan86; soc 31dec86 as life-time expired toc 11dec61; rgd 22dec61; opb 235 OAO; 89 pax configuration; f/n CAI 29jan62; l/n PIK 12aug62 arrived Zavod No. 402 GA at Bykovo for last overhaul 16may79 with t/t 34,989 hours and 10,546 cycles; converted to II-18Gr 20jun79; soc 18mar83 as life-time expired; t/t 39,995 hours and 12,299 cycles toc 31dec61; rgd 13jan62; opb 235 OAO; 89 pax configuration; l/n PIK 12jun62 f/n LED 06jul70; l/n HEL 10aug74; soc 30jun77 as life-time expired; t/t 34,995 hours and 13,578 cycles toc 09dec61; rgd 22dec61; 89 pax configuration; f/n Grossenhan 05may75; soc 14jan77 due to its poor technical condition; t/t 28,071 hours and 14,269 cycles
18100 39 04	CCCP-75784 CCCP-75784 CCCP-75784 CCCP-75785	II-18V II-18V II-18V II-18V	AFL/Northern-LED AFL/Arkhangel.-ARH AFL/Kazakhstan-ALA AFL/Kazakhstan	mfd trf trf mfd	30ct61 01mar73 04feb78 28oct61	toc 10dec61; rgd 05jan62; 89 pax configuration; opb 1-y Krasnoyarski OAO; dbr 10sep69 during the landing run at Yakutsk when collided with a UAZ ambulance which tried to cross the runway without permission, all occupants of the aircraft escaped unhurt, but all 3 occupants of the ambulance were severely injured; unable to read soc date in MGA document; t/t 13,613 hours and 4,620 cycles toc 08dec61; rgd 22dec61; the first aircraft fitted with anti-collision lights as standard from this c/n onwards; f/n DME 10apr72; soc 27dec77 as life-time expired; t/t 34,999 hours and 15,192 cycles toc 23dec61; rgd 05jan62; 89 pax configuration; soc 27oct77 as life-time expired; t/t 34,997 hours and 11,670 cycles
18100 39 05	CCCP-75785 CCCP-75785	II-18Gr II-18V	AFL/Moscow AFL/Moscow (MUTA)	trf mfd	22sep78 04nov61	registration given as such in Ilyushin OKB document with mfd 23dec61, trf to the LII for trials of the "Polyot-1" avionics suite 1964/65 avionics test-bed; late rgd reported in register; photo exists with cylindrical pod under the forward fuselage; arrived Zavod No. 402 GA at Bykovo 30jun86 for last overhaul with them t/t 6,049 hours and 3,662 cycles as of 20jan92; l/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; soc 23nov01 as life-time expired and canx same date toc 30dec61; rgd 13jan62; 89 pax configuration; f/n HEL 18may74
18100 39 06	CCCP-75786 MRP NPO "Leninets"	II-18V II-18V	AFL/Moscow (MUTA) MRP NPO "Leninets"	mfd trf	04nov61 30mar63	
18100 40 01	RA-75786 75786 CCCP-75787 CCCP-75787 CCCP-75787 CCCP-75787 CCCP-75788	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	MRP NPO / AFL c/s AFL/Urals-SVX AFL/Urals-CEK AFL/Kazakhstan-KGF AFL/Turkmenis.-ASB Soviet Gvt/AFL c/s AFL/Krasnoyarsk.-KJA	Siv Pus mfd trf trf trf mfd trf	26oct94 05aug01 31mar62 06feb65 13jun82 03aug84 07dec61 02jun63	
18100 40 02	CCCP-75788	II-18V	AFL/Krasnoyarsk.-KJA	mfd	02jun63	
18100 40 03	CCCP-75789 CCCP-75789	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	mfd trf	14dec61 07may63	
18100 40 04	CCCP-75790	II-18V	AFL/Azerbaijan-BAK	mfd	30nov61	
18100 40 05	CCCP-75791	II-18V	AFL/Krasnoyarsk.-KJA	mfd	03nov61	
18100 41 01	CCCP-75792	II-18V	AFL/Kazakhstan-ALA	mfd	30nov61	
18100 41 02	CCCP-75793	II-18V	AFL/Krasnoyarsk.-KJA	mfd	13dec61	
18100 41 03	CCCP-75794	II-18V	LII Zhukovski	mfd	21dec61	
18100 41 04	CCCP-78732 RA-78732	II-18V II-18V	LII Zhukovski LII Zhukovski	rgd ZIA	26dec64 03sep93	
18100 41 05	CCCP-75797 CCCP-75797	II-18V II-18V	AFL/Northern-LED AFL/Latvia-RIX	mfd trf	18dec61 21dec74	

	CCCP-75797	Il-18V	AFL/Krasnoyarsk-KJA	trf	14jan76	converted to Il-18Gr 29nov78 with t/t 35,000 hours and 13,529 cycles; arrived Zavod No. 402 GA at Bykovo 23jun80 for last overhaul; soc 16aug82 as life-time expired; t/t 39,663 hours and 15,199 cycles
18100 41 05	DM-STF (1) DM-STF (1)	Il-18V Il-18V	Deutsche Lufthansa Interflug	mfd trf	19dec61 01sep63	rgd 13feb62 damaged by fire on overhaul, Zavod No. 402 GA at Bykovo 19jan67; canx 28feb67; repaired/upgraded and to Aeroflot, see next line
	CCCP-75475(1)	Il-18D	AFL/Krasnoyarsk-KJA	toc	24jan68	rgd 29feb68; 100 pax configuration; soc 16oct79 as life-time expired; t/t 34,992 hours and 11,171 cycles; see c/n 184007401
18100 42 01	OK-PAG	Il-18V	CSA	mfd	25dec61	d/d 04jan62; named 'Vysoké Tatry'; rgd 10jan62; f/n AMS 23mar63; wfu 21feb80; t/t 25,472 hours and 20,846 cycles; canx 15oct81; served as a restaurant near Slusovice from 25may82, l/n sep96; moved to the zoo at Lesna (near Slusovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001
18100 42 02	OK-PAH	Il-18V	CSA	mfd	28dec61	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	mfd	25dec61	f/n SVO 1970; with additional HF communications equipment, later opb 8 adon at Chkalovski; CoFR renewal 20dec73; arrived Zavod No. 402 GA at Bykovo for last overhaul oct86 with them, t/t 11,776 hours; in documents and registers with c/n as such; c/n painted on tail as '182004203' SOW 17sep90; l/n Demmin-Tutov 28jun93
18200 42 04	RA-75602 CCCP-75799 CCCP-75799 CCCP-75799 CCCP-75799	Il-18V Il-18V Il-18V Il-18V Il-18V	Russian AF/AFL c/s AFL/Moscow (MUTA) AFL/International AFL/Armenia AFL/West Siberia	CKL mfd trf trf trf	28aug95 12jan62 15feb64 24apr64 16jan78	last CorR renewal 28apr94; wfu 1998; canx 12mar01 reportedly as destroyed toc 24jan72; rgd 06feb62; 89 pax configuration; f/n DKR 11oct62 f/n DME 04oct72; l/n DME 14nov77 arrived Zavod No. 402 GA at Bykovo 25jun79 for last overhaul with t/t 34,992 hours; converted to Il-18Gr 25jul79
18200 42 05	CCCP-75799 CCCP-75800 75800 CCCP-75800 CCCP-75800 CCCP-75801	Il-18Gr Il-18V Il-18V Il-18V Il-18V Il-18V	AFL/Far East AFL/Moscow (MUTA) Air Guinée AFL/International AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf mfd DKR trf trf mfd	13aug79 12jan62 30mar63 15feb64 26aug64 17jan62	soc 22nov82 as life-time expired; t/t 40,000 hours and 16,264 cycles toc 24jan62; rgd 06feb62; 89 pax configuration and Abidjan 1964, leased for a short time seen DME 04oct72 and 27aug75; soc 30jan78 as life-time expired; t/t 34,442 hours and 9,795 cycles toc 24jan62; 89 pax configuration; rgd 06feb62; opb Domodedovski OAO; f/n oct73; dbr 12feb75 on a flight from Moscow to Krasnoyarsk-Severnoy when tried to land in below-minima weather conditions (poor visibility) and touched down 250 metres before the runway threshold, collapsing the nose and port main gear units and suffering damage to the left wing and fuselage, no casualties; t/t 27,440 hours and 7,976 cycles; soc 13aug76
18200 43 02	CCCP-75802 CCCP-75802	Il-18V Il-18V	AFL/Latvia AFL/Kazakhstan-ALA	mfd trf	jan62 06aug63	toc 09feb62; rgd 01mar62 f/n AER 06jul70; soc 25oct78 as life-time expired; t/t 34,997 hours and 16,153 cycles
18200 43 03	CCCP-75798	Il-18V	AFL/Uzbekistan-TAS	mfd	29jan62	toc 07feb62; rgd 20mar62; 89 pax configuration; opb 203 LO; w/o 06feb70 on a flight from Tashkent to Samarkand when ATC at Samarkand transmitted a wrong distance from the airport to the crew (31 km instead of 42-44 km) and the crew did not cross-check the distance, but started to descend through clouds while still flying over mountainous terrain, the aircraft crashed at a height of some 1,500 metres into the snow-covered slope of a mountain 32 km north-east of Samarkand airport and broke into 5 parts, 7 of the 8 crew and 85 of the 98 passengers killed and all surviving occupants injured; t/t 12,885 hours and 4,968 cycles; soc 10mar70 and canx same date
18200 43 04	CCCP-75803 75803 CCCP-75803 CCCP-75803	Il-18V Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) Air Guinée AFL/International AFL/Krasnoyarsk	mfd DKR trf trf	30jan62 30mar63 15feb64 17jan64	in 89 passenger configuration; toc 06feb62; rgd 01mar62 leased, returned to Aeroflot opb Krasnoyarski OAO; f/n DME 13nov77; arrived with Zavod No. 402 GA at Bykovo for its last overhaul 14may79, with t/t 34,994 hours; converted to an Il-18Gr 12jun79
	CCCP-75803	Il-18Gr	AFL/Krasnoyarsk			opb Krasnoyarski OAO; l/n operational Krasnoyarsk-Severnoy 19jan83; ferried to KJA and seen there parked on a taxiway 26feb83; soc 18mar83 as life-time expired; t/t 39,991 hours and 13,343 cycles; seen being disassembled on the apron at KJA 16/21jun83; was preserved in front of the terminal at Krasnoyarsk-Yemelyanovo from jun83, f/n 01jul83 and removed in late 1990 or early 1991; reportedly this aircraft was transported to Kedrovoy (formerly Krasnoyarsk-66), preserved there in a square and used as a café and video saloon, f/n 20aug91 (was not yet there 15jun91); damaged by arson and scrapped in 1994
18200 43 05	CCCP-75804 CCCP-75804	Il-18V Il-18V	GKPE NII'Leninets' MRP NPO "Leninets"	mfd trf	31jan62 10sep68	rgd 19jun62 in standard Aeroflot c/s; was used for radar tests and designated SI-18I, with Berkut radar and cylindrical pod under the fuselage and teardrop fairing on top of the fuselage; arrived Zavod No. 402 GA at Bykovo 22dec86 for last overhaul with them, t/t only 3,259 hours; f/n Pushkin 28may90; experimental equipment removed in 1993
	75804	Il-18V	Daallo Airlines	SHJ	07jul93	still with large external antenna pods and long nose, with green tail, logo on forward fuselage and nose cone, standard Aeroflot cheatline; l/n JIB sep93
	RA-75804 RA-75804 75804	Il-18V Il-18V Il-18V	MRP NPO / AFL c/s NPP "MIR" NPP "MIR"	Siv trf RAT	26oct94 24apr95 19nov04	f/n Pushkin 05aug01; canx 08dec03 with "RA-" totally faded; seen in service BKA aug05, prefix not visible; l/n Pushkin 07jul06/01jun08 in poor condition without engines; photo Pushkin 21may11, fuselage cut off forward of the wings; broken up toc 28feb62; Ulyanovsk Advanced Flying Training College; rgd 07apr62; 90 pax configuration f/n jun75; trf 29apr77 from CEK to SVX for 15 days, based on an order dated 25apr77; soc 30nov78 as life-time expired; t/t 28,709 hours and 16,497 cycles
18200 44 01	CCCP-75805 CCCP-75805	Il-18V Il-18V	Aeroflot/USHVLP AFL/Urals-CEK	mfd trf	09feb62 23mar67	rgd 24mar62; still in DLH c/s until may64, see next line f/n BUD 27jun64; l/n SXF 30apr80
18200 44 02	DM-STG DM-STG DDR-STG	Il-18V Il-18V Il-18V	Deutsche Lufthansa Interflug Interflug	mfd trf rgd	17feb62 01aug63 19aug81	t/t 31,262 hours and 18,168 cycles from an OKB document dated 01jan86 (last overhaul in 1985); wfu 09nov88; last flight 18nov88 (to Erfurt); canx 25nov88; was used as a rescue trainer at Erfurt airport (N50.977087 E10.951160), with 'Flughafen Erfurt Training' titles and no registration, seen jun06/oct18; repainted in full Interflug colours f/n 08aug19 again as DDR-STG; l/n dec21
18200 44 03	CCCP-75807	Il-18V	AFL/Azerbaijan-BAK	mfd	27feb62	toc 13mar62; rgd 29mar62; 89 pax configuration; seen Grossenhain 10nov75; soc 14jan77 due to its poor technical condition; t/t 27,845 hours and 13,622 cycles
18200 44 04	CCCP-75806	Il-18V	AFL/Kazakhstan-ALA	toc	12mar62	rgd 29mar62; f/n DME 19aug75; soc 30jan78 as life-time expired; t/t 34,999 hours and 15,133 cycles
18200 44 05	CCCP-75606	Il-18V	Soviet AF/AFL c/s	mfd	27feb62	rgd 20dec73; with additional HF communications equipment and later opb 223 osp at Chkalovski; f/n Spenberg 09may74; arrived Zavod No. 402 GA at Bykovo for last overhaul jan87 with them, t/t 11,820 hours; last CorR renewal 28apr94; f/n Pushkin 06jul94
18200 45 01	RA-75606 CCCP-75808 CCCP-75808	Il-18V Il-18V Il-18V	Russian AF/AFL c/s AFL/Northern-LED AFL/Arkhangel.-ARH	Pus trf mfd	24oct94 27mar62 01mar73	seen CKL 15aug96, c/n checked; wfu 1998; l/n CKL 05aug00; canx 12mar01 reportedly as destroyed toc 26apr62; rgd 19jun62; 89 pax configuration f/n HEL 31may67; soc 27dec78 as life-time expired; t/t 34,705 hours and 15,659 cycles with AFL/West Siberia, but transfer not mentioned in the MGA document
18200 45 02	CCCP-75809 CCCP-75809	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Urals-SVX	mfd trf	15mar62 15dec67	toc 22mar62; rgd 12jun62; 89 pax configuration f/n AER 30jun70; soc 30nov77 as life-time expired; t/t 34,999 hours and 13,482 cycles
18200 45 03	CCCP-75810	Il-18V	AFL/Moscow (MUTA)	mfd	24mar62	toc 23apr62; rgd 19jul62; 89 pax configuration; f/n VKO 1965; l/n DME 13nov77; converted to Il-18Gr 25jan79 with t/t 34,997 hours and 10,642 cycles; soc 23sep82 as life-time expired; t/t 39,809 hours and 12,122 cycles
18200 45 04	CCCP-75811 CCCP-75811 CCCP-75811	Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) MRP Solnechnoye MRP Zhukovski	mfd trf trf	24mar62 04sep64 03jan67	toc 24apr62; rgd 17jul62 on the basis of a decree issued 17jun64 operated as an Il-18REO avionics test-bed; arrived Zavod No. 402 GA at Bykovo 23aug84 for last overhaul with them, t/t 6,788 hours; l/n DME 04sep91 in Aeroflot c/s, no titles
	RA-75811 RA-75811 RA-75811 RA-75811 RA-75811	Il-18V Il-18V Il-18V Il-18V Il-18V	MRP Zhukovski Ilavia Elf Air no titles Grizodubova AvCo	SHJ ZIA MST VKO rgd	05mar93 11may96 04feb98 28jun02 24oct02	l/n SHJ 29dec01 l/n DME 25aug02 Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n ZIA 23aug03, no titles; l/n FJR 19apr04, with titles ?; canx 17mar04 as sold to Kyrgyzstan l/n RKT 15apr05; c/n checked 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	EX-028 UR-CEV	Il-18V Il-18V	blue/white, n/t Sevastopol Avia	FRU rgd	09sep04 17may05	photo at BKO 1962; seen LBG 19jun65; l/n ABJ 12sep69; returned to the Soviet Union in 1971 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 Abzelilov district of Bashkortostan 23 km north of Magnitogorsk airport, between Smelovski (Verkhneural'sk district of the Chelyabinsk region) and Pokrovka (Abzelilov 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; soc 19feb73 and canx same date
18200 46 01	LZ-BEL LZ-BEL LZ-BEL	Il-18V Il-18V Il-18V	TABSO Bulair Bulair	mfd rgd rgd	28mar62 jun68 03oct72	d/d 30mar62; seen LGW 02jun63 f/n LGW 27sep69; l/n SXF 1971 f/n LBG aug74; photo ZRH jun76; was destroyed by a fire in the Tashkent overhaul plant dec76; t/t 26,279 hours and 12,924 cycles
18200 46 02	CCCP-75812 CCCP-75812 CCCP-75812	Il-18V Il-18V Il-18V	AFL/Latvia AFL/Kazakhstan AFL/Far East	mfd trf trf	24apr62 06aug63 26apr70	toc 28apr62; rgd 12jun62 arrived Zavod No. 402 GA at Bykovo for last overhaul 05mar79; converted to Il-18Gr 15apr79 with t/t 34,998 hours and 14,609 cycles; soc 16aug82 as life-time expired; t/t 39,698 hours and 16,313 cycles; l/n KHV jul94/may95, derelict fuselage only
18200 46 03	LZ-BEK LZ-BEK	Il-18V Il-18V	TABSO Bulair	d/d trf	25apr62 1968	mfd 30apr62 from Ilyushin OKB document; seen LGW 16jun63; l/n MAN 10jun68, with Bulgarian Air Transport titles seen LGW jun69; photo GLA 1970

	LZ-BEK	Il-18V	Balkan	trf	1972	f/n MAN may72; seen LHR 21dec77; converted to Il-18Gr in 1980 with t/t 34,233 hours and 16,471 cycles; arrived Zavod No. 402 GA at Bykovo for last overhaul 12jan82; t/t 38,440 hours and 17,999 cycles from OKB document dated 01jan86; broken up Varna circa 1985, parts still seen during 1992
18200 46 04	CCCP-75813 CCCP-75813	Il-18V Il-18V	AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	mfd trf	24apr62 1973	toc 05may62; rgd 12jun62; f/n DME 1966 f/n DME 13nov77; soc 13feb80 as life-time expired; t/t 34,998 hours and 16,047 cycles; preserved in the backyard of the military commissariat at Merke, Zhambyl region of Kazakhstan (N42.872711 E73.189472), registration and Soviet flag painted out, f/n 2004; l/n may15
18200 46 05	CCCP-75814 CCCP-75814 CCCP-75814 CCCP-75814	Il-18V Il-18V Il-18V Il-18V	AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-PEE AFL/Urals-SVX	mfd trf trf trf	25apr62 sep64 jun72 27apr76	toc 29apr62; rgd 16jun62; 89 pax configuration f/n KBP 06apr72 f/n VKO 04oct72 soc 27feb79 as life-time expired; t/t 34,998 hours and 15,822 cycles
18200 47 01	CCCP-75815	Il-18V	AFL/Krasnoyarsk.-KJA	mfd	26apr62	toc 02may62; rgd 12jun62; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo 12apr79 for last overhaul with t/t 34,998 hours; converted to Il-18Gr 28may79; soc 25oct82 as life-time expired; t/t 39,982 hours and 13,228 cycles
18200 47 02	CCCP-75816 CCCP-75816 CCCP-75816 CCCP-75816	Il-18V Il-18V Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Far East AFL/Azerbaijan AFL/Krasnoyarsk	mfd trf trf trf	25apr62 10nov64 06jun76 09may79	toc 12may62; rgd 12jun62; opb 235 OAO; 89 pax configuration; f/n LHR 19apr64, in Aeroflot c/s arrived Zavod No. 402 GA at Bykovo 14feb79 for last overhaul soc 17dec79 as life-time expired; t/t 34,987 hours and 12,687 cycles
18200 47 03	CCCP-75817	Il-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	mfd trf	25may62 06feb78	toc 01jun62; rgd 12jun62; 89 pax configuration; f/n ASF 10jul70 arrived Zavod No. 402 GA at Bykovo for last overhaul 13mar79 with t/t 34,987 hours and 12,973 cycles; converted to Il-18Gr 25apr79; soc 25oct82 as life-time expired; t/t 39,990 hours and 14,270 cycles
18200 47 04	CCCP-75818 CCCP-75818 CCCP-75818	Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) AFL/International AFL/Uzbekistan-TAS	toc trf trf	23may62 15feb64 20jul64	rgd 12jun62; 89 pax configuration
18200 47 05	CCCP-75819 CCCP-75819 CCCP-75819 CCCP-75819	Il-18V Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Urals-SVX AFL/Urals-CEK AFL/GosNII GA	toc trf trf trf	05may62 17aug63 22jan69 18jul80	soc 30jan78 as life-time expired; t/t 34,999 hours and 13,445 cycles; seen AKX 14jul93, derelict mfd 10may62; rgd 19jun62; 90 pax configuration featured in the 1965 Soviet movie "Idu na grozu" (I'm going into the thunderstorm) arrived for last overhaul Zavod No. 402 GA at Bykovo may80 soc 21jun85 as life-time expired; t/t 34,993 hours and 16,060 cycles
18200 48 01	CCCP-75894 CCCP-75894	Il-18V Il-18V	Soviet AF/AFL c/s MRP NPO "Vzlyot"	mfd rgd	31may62 05jul85	rgd only 20dec73; opb 223 LO at Chkalovskiy; f/n Spenberg 27feb76; l/n Spenberg 11feb82 an avionics testbed aircraft equipped with a canoe shaped pod under the forward fuselage and smaller ventral fairing behind the wings; arrived at Bykovo for its last overhaul by Zavod No. 402 GA 27jul87; still carried the prefix 'CCCP-' 06jul93
	RA-75894 RA-75894	Il-18V Il-18V	MRP NPO "Vzlyot" AK Grizodubovoi	ZIA rgd	03sep93 28may02	in basic 'blue' Aeroflot c/s, no titles; still with fairings under the fuselage Aviakompaniya im. Grizodubovoi (Valentina Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union); in basic 'blue' Aeroflot c/s, no titles, still with fairings under the fuselage; f/n ZIA 09aug02; l/n ZIA 17aug05
	EX-059	Il-18V	Aquiline	PVG	24nov05	in turquoise c/s with light grey flying surfaces, no titles; canx 19mar09 at the owners request as 'to be scrapped'; still seen flying KMG 29mar09; l/n FJR 17oct09
	3X-GGU	Il-18V	Sky Guinée	rgd	09may11	c/n confirmed; in turquoise c/s with light grey flying surfaces, no titles; f/n DMB 02sep11, registration not visible on photo; l/n operational HGA 28mar12; offered for sale oct12; ferried to Jurmala-Tukums in autumn 2012; canx 28nov12; preserved in the Jurmala Airport Air Zoo of KS Avia (N56.944276 E23.214731) from late 2012, l/n 12jan20 (not yet repainted); seen 27apr22 c/s not reported; see II-76TD c/n 0023437093
18200 48 02	YR-IMC	Il-18V	TAROM	mfd	26may62	rgd 29may62; f/n LBG 10jun63; arrived Zavod No. 402 GA at Bykovo 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-LED	mfd	28may62	toc 05jun62; rgd 26jun62; 89 pax configuration; f/n LED 11jul70 seen HEL 02aug75; soc 30jan78 as life-time expired; t/t 35,000 hours and 13,901 cycles
18200 48 04	YR-IMD	Il-18V	TAROM	mfd	11may62	according to Moldovan register; mfd also given as 07jun62 according to Ilyushin OKB document; rgd 11jun62; seen LGW 07sep63; arrived Zavod No. 402 GA at Bykovo 24sep85 for last overhaul with them, t/t 31,578 hours; wfu 26jun91; t/t 34,123 hours and 14,957 cycles from OKB document date 01jan86; canx 04may98
	3D-ALQ EL-ADY (3) EX-7504 ER-1CMA ER-1CIB ER-1CM	Il-18V Il-18V Il-18V Il-18V Il-18V Il-18V	Air Cess, n/t Santa Cruz, n/t Star Airlines Star Airlines Star Airlines, n/t	SHJ SHJ SHJ rgd SHJ	may98 01dec98 19sep99 30dec99 07feb00	basic TAROM c/s c/n checked; rgd 24may99 according to Liberian register; l/n SHJ 29may99; see c/n 184007405 l/n SHJ 07dec99; c/n not checked but ex rgd EL-ADY under wings; ex-Santa Cruz c/s f/n DXB 30jan00; ex-Santa Cruz c/s; titles removed 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; seen SHJ 26jan04; no further reports until seen again FJR 16nov07; photo proof, stored at Hargeisa and visible on GE images dated 25nov09 until 08sep16; moved by mar17 and now in use as a restaurant just south west of the airport runway; repainted with various logos and advertising; l/n aug20
18200 48 05	CCCP-75820 CCCP-75820	Il-18V Il-18V	AFL/Moscow (MUTA) AFL/Tajikistan-DYU	toc trf	23jul62 14jul63	rgd 01aug62; 89 pax configuration; f/n PIK 28nov62 f/n DME 03oct72; l/n DME 13nov77; soc 24jan79 as life-time expired; t/t 34,999 hours and 16,182 cycles
18200 49 01	CCCP-75822 CCCP-75822 CCCP-75822	Il-18V Il-18V Il-18V	Soviet Gvt/AFL c/s AFL/Far East AFL/Krasnoyarsk	mfd trf trf	15jun62 26oct64 07mar7.	toc 23jun62; rgd 30jun62; opb 235 OAO; 89 pax configuration; f/n PPK may68
18200 49 02	CCCP-75823	Il-18V	Soviet Gvt/AFL c/s	mfd	18jun62	unable to read last digit of year in MGA document; arrived Zavod No. 402 GA at Bykovo for last overhaul 17mar81; soc 18oct83 as life-time expired; t/t 39,040 hours and 13,000 cycles rgd 30jun62; on charge as of 01dec64 according to MGA document, see next line; opb 235 OAO at VKO; 89 pax configuration; carried cosmonauts Andriyan Nikolayev and Pavel Popovich to Moscow 17aug62; f/n PIK 17oct63 with Valentina Tereshkova and Yuri Alexejewitsch Gagarin on board coming from New York to Brand air base in East Germany; l/n LHR 19apr64
	CCCP-75823	Il-18V	AFL/Far East-KHV	trf	03aug64	(19dec64 according to MGA document); 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); soc 29sep70; t/t 11,246 hours and 4,030 cycles rgd 14jul62
18200 49 03	CCCP-75824 CCCP-75824 CCCP-75824	Il-18V Il-18V Il-18V	AFL/Moscow (MUTA) AFL/International AFL/Far East	toc trf trf	29jun62 15feb64 25may64	dbr after landing short of the runway at Magadan, 03aug64, the landing gear collapsed; canx 01nov64; soc 02nov64; t/t 1,550 hours and 765 cycles
18200 49 04	CCCP-75825 CCCP-75825 CCCP-75825 CCCP-75825	Il-18V Il-18V Il-18V Il-18Gr	AFL/Moscow (MUTA) AFL/International AFL/Tajikistan-DYU MAP Kujibshyev MPO	mfd trf trf trf	28jun62 15feb64 11dec66 01apr82	toc 02jul62; rgd 14jul62; 89 pax configuration; f/n PIK 18jul62 f/n NIC 29feb64 arrived Zavod No. 402 GA at Bykovo 11aug80 for last overhaul with them; converted to Il-18Gr 30dec80 by decree issued 13feb82; rgd 10jun82; photo exists, date unknown in full Aeroflot colours with blue tail, no titles; t/t 34,993 hours and 15,745 cycles from OKB document dated 01jan86 (last overhaul 1980)
	RA-75825 RA-75825 EL-ALW	Il-18Gr Il-18Gr Il-18Gr	SP Air ex-Aeroflot c/s Santa Cruz Imp.	IST BKA SHJ	jun94 21may96 10oct97	c/n checked; in basic ex Aeroflot c/s; l/n IST 28aug94 no titles; l/n BKA 24aug97, c/n checked; canx 12oct97 as to United Arab Emirates version painted as 'IL-18B'; l/n SHJ 05apr99; according to Liberian register rgd 01apr99 !; c/n checked; named 'Swallow'
	EL-ALW EX-75825 EX-904	Il-18Gr Il-18Gr Il-18Gr	Phoenix Phoenix Phoenix c/s, n/t	SHJ SHJ SHJ	19sep99 29oct99 28dec01	l/n SHJ 25oct99; c/n not checked; in white c/s, red cheatline registration was applied this date; l/n SHJ 03nov01 l/n SHJ 05aug02; dbr when overshot at Nzaji, Angola, 15sep02 (S7.7201654 E21.346928); not in fleet list, according to JP-03
18200 49 05	CCCP-75826	Il-18V	AFL/Moscow (MUTA)	toc	03jul62	rgd 14jul62; opb Vnutkovskoye PO; trf to Cuba on the basis of a decree by the Council of Ministers dated 29sep62; canx 24jun63
	CU-T830	Il-18V	Cubana	d/d	jun63	left the Soviet Union Jun63 and arrived at Havana early jul63 after stop-overs at Belgrade, Algiers, Conakry (01jul63), Recife and Port of Spain; photo at MEX oct65; dbr 10jul66 on a flight from Havana to Santiago de Cuba when suffered a multiple engine failure and made a forced landing near Cienfuegos, suffering severe damage, 2 of the 93 occupants were killed and 2 injured; canx 23aug66; t/t 3,170 hours and 2,408 cycles
18200 50 01	CCCP-75827	Il-18V	AFL/Armenia-EVN	mfd	07jul62	on charge as of 01jul62; rgd 03aug62; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo for last overhaul 05may79 with t/t 34,993 hours and 15,162 cycles; converted to Il-18Gr 29may79
18200 50 02	CCCP-75827 CCCP-75828 CCCP-75828 CCCP-75828	Il-18Gr Il-18V Il-18V Il-18V	AFL/Magadan-GDX AFL/Moscow (MUTA) AFL/International AFL/Latvia	trf mfd trf trf	12jun79 18jul62 15feb64 06oct66	canx oct82; soc 22nov82 as life-time expired; t/t 39,993 hours and 16,873 cycles in 110 passenger configuration; toc 26jul62; rgd 01aug62; f/n PIK 28nov62; l/n PIK 02dec62
	CCCP-75828	Il-18Gr	AFL/Krasnoyarsk	trf	21may75	opb 62 LO Rizhskogo OAO opb 214 LO Krasnoyarskogo OAO; seen TAS 29oct77; arrived at Zavod No. 402 GA at Bykovo for its last overhaul 24jul79, with t/t 34,998 hours; converted to an Il-18Gr 21aug79
18200 50 03	CCCP-75829	Il-18V	AFL/Turkmenis.-ASB	mfd	jul62	opb 214 LO Krasnoyarskogo OAO; l/n operational Krasnoyarsk-Severnoy 31jan83; ferried to Achinsk for scrapping; soc 20may83 as life-time expired; t/t 39,879 hours and 17,528 cycles; the fuselage was seen on the slope of a ravine on the western edge of Achinsk airport 13oct90, while the remains of the wings rested near the maintenance workshops
18200 50 04	CCCP-75830 CCCP-75830	Il-18V Il-18V	AFL/Polar AFL/Moscow-VKO	mfd trf	25jul62 26jan68	toc 28jul62; rgd 16nov62; 89 pax configuration; f/n LED 09jul70; l/n DME 14nov77; soc 22sep78 as life-time expired; t/t 35,000 hours and 16,460 cycles toc 26jul62; rgd 11aug62; 89 pax configuration
18200 50 05	CCCP-75831	Il-18V	AFL/Tajikistan-DYU	toc	02aug62	based at VKO; f/n Spenberg 17may72; seen VKO 02oct72; arrived Zavod No. 402 GA at Bykovo for last overhaul 02mar79 with 34,994 hours and 12,515 cycles; converted to Il-18Gr 04apr79; soc 20dec82 as life-time expired; t/t 39,842 hours and 14,039 cycles
18200 51 01	DM-STE	Il-18V	East German AF	mfd	sep62	rgd 23aug62; 89 pax configuration; f/n SVO 30mar72; soc 24jan79 as life-time expired; t/t 34,990 hours and 16,047 cycles salon version; rgd 27sep62; registration not taken up, see below

	499	Il-18V	East German AF	ph.	1964	rgd 10oct62 with the call-sign DM-VAY; in civilian (probably basic Lufthansa) c/s; the released part of the photo only shows the tail with the serial
	DM-STE	Il-18V	Interflug	trf	03jun64	converted to passenger version; l/n SXF 30apr80
	DDR-STE	Il-18V	Interflug	rgd	01oct81	arrived with Zavod No. 402 GA at Bykovo for its last overhaul feb88, with t/t 30,947 hours; wfu 01nov89; canx 24nov89; flown to Borkheide and preserved there (N52.231265 E12.850210) as a memorial for German aviation pioneer Hans Grade, l/n sep22
18200 51 02	CCCP-75832	Il-18V	AFL/Northern-LED	mfd	01aug62	toc 08aug62; rgd 30aug62; 89 pax configuration; f/n HEL 25nov72; l/n HEL 03apr76; soc 31may77 as life-time expired; t/t 34,994 hours and 13,810 cycles
18200 51 03	CCCP-75833	Il-18V	AFL/Urals-SVX	mfd	18jul62	toc 15aug62; rgd 05sep62; 90 pax configuration
	CCCP-75833	Il-18V	AFL/Urals-CEK	trf	25jan65	based on a decree dated 11jan65; trf 29apr77 from CEK to SVX for 15 days, based on a decree dated 25apr77; converted to Il-18Gr 31jan79
18200 51 04	CCCP-75833	Il-18Gr	AFL/Far East-KHV	trf	19feb79	soc 29jun82 as life-time expired; t/t 39,810 hours and 17,146 cycles
	CCCP-75834	Il-18V	MAP Zhukovski	mfd	25jul62	122 pax configuration; became the Il-18E prototype, in Aeroflot c/s; trials completed 14nov64; rgd 26jan66, late rgd reported in register; f/n SVO 12jul68; underwent special trials at Norilsk 14/19feb74 in Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo for last overhaul 12jan87 with them, t/t only 2,532 hours; l/n ZIA 03sep93
	CCCP-75834	Il-18V	Ilyushin OKB	trf	15mar85	in Aeroflot c/s; l/n ZIA 07jul95
	RA-75834	Il-18V	Ilyushin OKB	ZIA	06may94	l/n ZIA 08jul98
	RA-75834	Il-18V	Ilavia	ZIA	jan96	f/n SHJ 21nov99; l/n DME 24oct01, operational
	RA-75834	Il-18V	Titan Aero	rgd	20oct99	l/n SHJ 24sep02
	RA-75834	Il-18V	ASK	DME	28aug02	rgd 28oct03 to Tital Aeri
	RA-75834	Il-18V	Tretyakovo Al	SHJ	04dec02	wfu at DME (N55.405331 E37.915091) and seen parked on the grass jun06/jun20
	RA-75834	Il-18V	AsTAir	RKT	14mar04	dismantled and transported by road may21 to the Air Base Recreation Centre at Kamyshin (N50.101166 E45.381232) on the Volgograd-Saratov Highway; in use as a conference/accommodation centre with Aviabaza Kamyshin titles
	RA-75834	Il-18V	Aviabaza Kamyshin		may21	toc 25aug62; rgd 05sep62; 89 pax configuration; featured in the 1963 Soviet movie 'Vystrel v tumanye'
18200 51 05	CCCP-75835	Il-18V	AFL/Moscow (MUTA)	mfd	20aug62	opb 235 OAO; f/n DME 04oct72
	CCCP-75835	Il-18V	AFL/International	trf	15mar64	f/n KBP 10aug75; last flight aug82 (to Zavod No. 402 GA at Bykovo) and broken up; soc 18oct83 as life-time expired; t/t 31,663 hours and 16,363 cycles
	CCCP-75835	Il-18V	AFL/Ukraine	trf	11mar67	rgd 24dec62; 89 pax configuration
	CCCP-75835	Il-18V	Soviet Gvt/AFL c/s	trf	28aug69	converted to Il-18Gr 18jan80
	CCCP-75835	Il-18V	AFL/Ukraine-KBP	trf	18may73	arrived Zavod No. 402 GA at Bykovo 26may81 for last overhaul with t/t 30,750 hours; last flight 26may81; soc 30dec82 as life-time expired; t/t 39,993 hours and 20,296 cycles
18200 52 01	CCCP-75842	Il-18V	AFL/GosNII GVF	toc	12oct62	toc 05sep62; rgd 20sep62; trf to Cuba 29sep62 according to MGA document; canx 12sep63
	CCCP-75842	Il-18V	AFL/Uzbekistan	trf	29jul64	photo SNN 1967; named 'Capitán Fernando Alvarez', photo as such BGI 16oct76; t/t 16,642 hours and 12,712 cycles as of 10oct77; seen HAV sep84, wfu
	CCCP-75842	Il-18Gr	AFL/Leningrad	trf	22feb80	toc 10sep62; rgd 14sep62; 89 pax configuration
18200 52 02	CCCP-75836	Il-18V	AFL/Moscow	mfd	30aug62	f/n LED 26mar72; soc 14jan77 due to its poor technical condition; t/t 27,618 hours and 13,752 cycles
	CU-7831	Il-18V	Cubana	d/d	1964	toc 26sep62; rgd 10oct62; 89 pax configuration
18200 52 03	CCCP-75837	Il-18V	AFL/Latvia	mfd	31aug62	arrived Zavod No. 402 GA at Bykovo 19jan79 for last overhaul; soc 16may80 as worn out; t/t 34,993 hours and 13,832 cycles; probably it was this aircraft that was preserved near to the young technicians station at Kurgan-Tyubé in the mid 1980s
	CCCP-75837	Il-18V	AFL/Azerbaijan-BAK	trf	10jul63	rgd 30nov62; 89 pax configuration; f/n LED 11aug75; soc 28feb78 as life-time expired; t/t 34,813 hours and 12,878 cycles
	CCCP-75838	Il-18V	AFL/Moscow	mfd	18swp62	toc 29sep62; rgd 24dec62; f/n VKO sep64; converted by OKB Ilyushin in 1964/65 to, see next line
	CCCP-75838	Il-18V	AFL/International	trf	15feb64	on the basis of a decree of the Council of Ministers issued 15may64; missile tracking aircraft (SIP) with special aerals and fairings; on charge of military unit 10703 (Naval Aviation Command) from 25feb65 and of military unit 63839-I (probably the Aviation Command of the Northern Fleet) at Safonovo from 25sep65; reportedly initially based at Lakhta and later at Ostrov-Veretye; eventually opb military unit 70053 (77 oplav dd) at Nikolayevka; arrived with Zavod No. 402 GA at Bykovo for overhaul jan88; converted back to standard configuration; rear cabin damaged by fire in early 1998; last overhaul (by 20 ARZ at Pushkin) completed 30sep98
	CCCP-75838	Il-18V	AFL/Far East	trf	25oct65	rgd 08feb99; in all-white c/s with titles; f/n ZIA 18aug99; l/n ZIA 15aug01, still with the non-standard tail cone, no c/n visible; w/o 19nov01 on a charter flight from Khatanga to DME when suddenly entered a steep dive while flying on autopilot at a height of 7,800 metres (probably a failure of the AT-2 trimming automate had caused an uncommanded elevator deflection), close to the ground the crew was able to recover from the dive, but height was not sufficient and the aircraft crashed in a snow-covered field between the villages of Zakharovka and Overkovo 15 km south-east of Kalayzin 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-75838	Il-18V	AFL/Tajikistan	trf	31may73	toc 08oct62; rgd 18nov62
18200 52 05	CCCP-75839	Il-18V	AFL/Uzbekistan-TAS	toc	22sep62	leased, returned to Aeroflot based at DME
18200 53 01	CCCP-75840	Il-18V	AFL/Moscow (MUTA)	mfd	25sep62	arrived Zavod No. 402 GA at Bykovo 12jan79 for last overhaul; soc 18jan80 as life-time expired; t/t 34,889 hours and 13,183 cycles
	CCCP-75840	Il-18RT	Sov. Navy/AFL c/s	trf	10feb65	toc 03oct62; rgd 16oct62; trf to Cuba 29sep62 according to MGA document; canx 29nov62
	RA-75840	Il-18V	IRS Aero	slid	02oct98	c/n originally reported as 182005501, but this c/n seems more likely; l/n SNN 16oct76; only the c/n is mentioned in the Ilyushin OKB document, as canx due to corrosion 15jun78 with t/t 15,134 hours and 11,637 cycles (last overhaul 1976)
18200 53 02	CCCP-75841	Il-18V	AFL/Moscow (MUTA)	mfd	27sep62	toc 15nov62; rgd 30nov62; was the first Il-18V-26A long-range polar version; later converted to a standard Il-18V; 89 pax configuration; seen DME 13nov77; soc 28feb78 as life-time expired; t/t 31,663 hours and 16,363 cycles; seen preserved as café 'Karlsson' in the centre of Nikolayev Ukraine (N46.953687 E32.034201) jul96/sep21
	CCCP-75841	Il-18V	AFL/International	trf	15feb64	toc 05nov62; rgd 23nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration
	75841	Il-18V	Air Guinée	DKR	20mar65	Higher Aviation College
	CCCP-75841	Il-18V	AFL/Moscow-DME	trf	14oct66	took part in Antarctic expeditions 20nov63/11jan64 and 24dec65/1966; later converted to a standard Il-18V
	CCCP-75841	Il-18V	AFL/Kazakhstan-ALA	trf	17jan68	arrived Zavod No. 402 GA at Bykovo for last overhaul 23apr80; converted to Il-18Gr 09jun80 with t/t 34,991 hours and 13,055 cycles
	CCCP-75841	Il-18V	AFL/Kazakhstan-KGF	trf	1973	soc 21jul83 as life-time expired; t/t 39,307 hours and 14,523 cycles
18200 53 03	CCCP-75843	Il-18V	AFL/Moscow (MUTA)	mfd	20sep62	toc 05nov62; rgd 29nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration; later converted to a standard Il-18V
	CU-7832	Il-18V	Cubana	MEX	mar67	f/n NIC 1964
18200 53 04	CCCP-75844	Il-18V-26A	AFL/Moscow (MUTA)	mfd	23oct62	l/n BKA 13nov77 (on overhaul)
18200 53 05	CCCP-75845	Il-18V-26A	AFL/Moscow (MUTA)	mfd	13oct62	arrived Zavod No. 402 GA at Bykovo for last overhaul 28jul81
	CCCP-75845	Il-18V-26A	AFL/VAU	trf	07feb63	soc 18oct84 as life-time expired; t/t 39,793 hours and 16,289 cycles
	CCCP-75845	Il-18V-26A	AFL/Polar	trf	23aug63	toc 12nov62; rgd 23nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration; later converted to a standard Il-18V
	CCCP-75845	Il-18V	AFL/Moscow	trf	24jan68	f/n oct73; converted to Il-18Gr 08aug79 with t/t 34,986 hours and 11,098 cycles
18200 54 01	CCCP-75845	Il-18Gr	AFL/West Sib.-OVB	trf	28jun80	soc 21jul89 as life-time expired; t/t 39,783 hours and 12,760 cycles; fuselage only seen GDX 08jul94/12may95 with c/n painted on; hulk removed by aug96
	CCCP-75846	Il-18V-26A	AFL/Moscow (MUTA)	mfd	04nov62	toc 12nov62; rgd 23nov62; delivered as Il-18V-26A long-range polar version; 89 pax configuration; later converted to a standard Il-18V
	CCCP-75846	Il-18V	AFL/International	trf	15feb64	f/n DME 19aug75; converted to Il-18Gr 14aug79; t/t 34,982 hours and 13,958 cycles
	CCCP-75846	Il-18V	AFL/Armenia	trf	11nov65	soc 23sep82 as life-time expired; t/t 39,789 hours and 15,524 cycles
	CCCP-75846	Il-18V	AFL/Uzbekistan	trf	24dec77	in 89 passenger configuration; toc 04dec62; rgd 24dec62; opb 128 LO Krasnoyarskogo OAO; f/n LED 12aug68; soc 27sep77 as life-time expired; t/t 34,316 hours and 10,785 cycles; was preserved in front of the cinema "Pobeda (victory)" at Krasnoyarsk-Zelyonaya Roshcha and used as the café "Morozhenoye (icecream)" from around 1977; scrapped
	CCCP-75846	Il-18V	AFL/Krasnoyarsk	trf	15sep81	toc 07dec62; rgd 25jan63; 89 pax configuration; f/n TAS 12jun71; soc 30nov77 as life-time expired; t/t 34,947 hours and 13,071 cycles; see c/n 185008503
	CCCP-75847	Il-18V-26A	AFL/Moscow (MUTA)	mfd	06nov62	toc 04dec62; rgd 07jan63
	CCCP-75847	Il-18V	AFL/International	trf	15feb64	by decree issued 17jun64; rgd 29mar67; arrived Zavod No. 402 GA at Bykovo for last overhaul 21feb85 with them; operated by NPO "Vzlyot", converted to missile guidance systems test-bed; t/t 6,185 hours and 2,688 cycles from OKB document dated 01jan86; CofR renewal 26dec91
	CCCP-75847	Il-18V	AFL/Krasnoyarsk	trf	25jun64	reconverted to standard by this date; in Aeroflot c/s
	CCCP-75847	Il-18Gr	AFL/Magadan	trf	18sep79	returned to Russia this date after lease; converted to Il-18Gr
18200 54 03	CCCP-75848	Il-18V-26A	AFL/Moscow (MUTA)	mfd	06nov62	in Aeroflot c/s, no titles; leased to IRS Aero 18jun99/29nov01; seen RKT 03mar02 with 'RA-' faded; l/n DME 27aug02
	CCCP-75848	Il-18V	AFL/International	trf	15feb64	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
	CCCP-75848	Il-18V	AFL/Uzbekistan	trf	21jan65	c/n checked; l/n RKT 24jun05
	CCCP-75848	Il-18Gr	AFL/Far East	trf	06nov81	c/n confirmed; offered for sale with t/t 14,493 hours; l/n RKT 24nov05
	CCCP-75849	Il-18V	AFL/Krasnoyarsk	mfd	14nov62	f/n MLE may07; in white c/s with blue/yellow/red cheatline and titles; arrived at FJR 27nov07 and parked; l/n as such FJR 25jul08; seen FJR sep08/apr09, wfu and without registration; scrapped and gone by 01jul09; canx 03feb10
18200 54 04	CCCP-75851	Il-18V	LII Zhukovski	ZIA	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	
18200 54 05	CCCP-75850(1)	Il-18V	AFL/Uzbekistan-TAS	mfd	30oct62	
18200 55 01	CCCP-75851	Il-18V	AFL/Northern-LED	mfd	28nov62	
	CCCP-75851	Il-18V	MRP Zhukovski	trf	19sep64	
	CCCP-75851	Il-18V	LII Zhukovski	ZIA	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	
	EX-026	Il-18Gr	Aeroflot c/s, n/t	DXB	15sep04	
	UR-CEY	Il-18Gr	Sevastopol Avia	RKT	02oct05	
	UR-CFR	Il-18Gr	ExpoAir	d/d	may07	

18200 55 02	CCCP-75852 CCCP-75852 CCCP-75852	II-18V II-18V II-18V	AFL/Northern-LED AFL/Latvia-RIX AFL/West Sib.-OVV	mfd trf trf	27nov62 29jun74 01aug75	toc 03dec62; rgd 07jan63; 89 pax configuration; f/n LED 27may70; l/n LED 29aug72 converted to II-18Gr 16jan79 with t/t 34,983 hours and 14,210 cycles; soc 19may82 as life-time expired; t/t 39,487 hours and 15,858 cycles
18200 55 03	CCCP-75853	II-18V	AFL/Kazakhstan-ALA	mfd	28nov62	toc 08dec62; rgd 24dec62; soc 30jan78 as life-time expired; t/t 34,276 hours and 14,618 cycles; seen AKX apr93/jan03, derelict
18200 55 04	CCCP-75854 CCCP-75854 CCCP-75854	II-18V II-18Gr II-18Gr	AFL/Armenia-EVN AFL/Uzbekistan-TAS AFL/Far East-KHV	mfd trf trf	29nov62 22mar79 21dec81	toc 11dec62; rgd 07jan63; 89 pax configuration; f/n may68; l/n DME 03oct72; converted to II-18Gr 07mar79 with t/t 34,860 hours and 14,809 cycles
18200 55 05	HA-MOE	II-18V	MALÉV	mfd	14nov62	soc 29jun82 as life-time expired; t/t 39,691 hours and 16,285 cycles; preserved Alabyan Street, Yerevan as a bar-cinema "Polet" in 1991; destroyed by arson in 1992
18200 56 01	CCCP-06160 CCCP-75423 CCCP-75423 RA-75423 RA-75423	II-18V II-18V II-18V II-18V II-18V	G.K. Electronic MRP Zhukovski LII Zhukovski LII Zhukovski IRS Aero	mfd rgd rgd ZIA rgd	14dec62 16may66 23jul92 03sep93 15jun00	rgd 07jan63; was a test aircraft environmental monitoring and research aircraft during the 1980s; arrived Zavod No. 402 GA at Bykovo 31jul85 with only 6,912 hours for last overhaul with them f/n ZIA 16aug92; c/n checked; in Aeroflot c/s l/n Pushkin 24may99 and 07aug99; in Aeroflot c/s, no titles f/n DME 15aug00; l/n DME 18aug02; reconverted to standard configuration, no c/n worn; last reported BKA 15sep02 in incident report (overran 60 m), t/t 10,058 hours and 3,176 cycles as of this date, was operated in combi configuration, although the airworthiness certificate listed it as a purely cargo aircraft, this and other violations (forged paperwork and spare parts of doubtful origin) eventually led the Russian CAA to withdraw IRS Aero's operating licence in early 2003; current on Russian register mar04; seen Zhukovski aug03/aug07, stored without markings in light grey c/s, no titles; canx 19mar09; f/n ZIA 19aug09; seen stored at Zhukovski aug11/dec16 d/d 06mar63; f/n LGW 25aug63; l/n CPH 13apr68 photo; seen DUS 1971; photo DUS apr72 l/n LGW 30jul72; w/o 03mar73 on a flight from Sofia to Moscow when suddenly descended below the glide-path on its second approach to Sheremetyevo and struck the ground, probably due to tail plane icing, all 8 crew and 17 passengers killed; t/t 16,735 hours and 7,675 cycles
18200 56 02	EX-603 LZ-BEM LZ-BEM LZ-BEM	II-18V II-18V II-18V II-18V	Trast Aero TABSO Bulair Balkan	rgd mfd trf trf	29dec07 18dec62 1968 1972	l/n LGW 30jul72; w/o 03mar73 on a flight from Sofia to Moscow when suddenly descended below the glide-path on its second approach to Sheremetyevo and struck the ground, probably due to tail plane icing, all 8 crew and 17 passengers killed; t/t 16,735 hours and 7,675 cycles
18200 56 03	CCCP-75856	II-18V	AFL/Northern-LED	mfd	20dec62	toc 14mar63; rgd 28mar63; 89 pax configuration; f/n LED 09jul70; l/n HEL 19apr75; soc 30jan78 as life-time expired; t/t 35,000 hours and 13,617 cycles
18200 56 04	CCCP-75857	II-18V	AFL/Urals-SVX	mfd	19dec62	toc 11mar63; rgd 11apr63; 89 pax configuration; soc 30jan78 as life-time expired; t/t 34,474 hours and 14,335 cycles; was used as a rescue trainer aircraft based on decree dated 25jul78; seen derelict SVX apr93/sep06, but not present aug07
18200 56 05	CCCP-75877	II-18V	AFL/Kazakhstan-ALA	mfd	23dec62	toc 14mar63; rgd 28mar63; 89 pax configuration; was in former East Germany 13nov75 for troop exchanging; soc 23aug78 as life-time expired; t/t 34,290 hours and 14,620 cycles
18200 57 01	CCCP-75878	II-18V	AFL/Krasnoyar.-KJA	mfd	22dec62	toc 14mar63; rgd 28mar63; 89 pax configuration; soc 30nov77 as life-time expired; t/t 34,789 hours and 10,531 cycles
18200 57 02	CCCP-75858	II-18V	AFL/Azerbaijan-BAK	mfd	16jan63	toc 23jan63; rgd 18feb63; c/n in MGA document as 183005702; 89 pax configuration; seen in East German 13nov75; soc 14jan77 due to its poor technical condition; t/t 27,896 hours and 13,526 cycles on charge as of 01feb63; rgd 18feb63; c/n in MGA document as 183005703; 89 pax configuration
18200 57 03	CCCP-75859 CCCP-75859	II-18V II-18V	AFL/Latvia AFL/Northern-LED	mfd trf	19jan63 01jun63	f/n LED 11jul70; l/n SXF 10apr76; soc 30jan78 as life-time expired; t/t 34,996 hours and 13,845 cycles; was preserved at Rzhhevka, remains seen 1991/2002
18300 57 04	CCCP-75668(2)	II-18V	Soviet AF/AFL c/s	mfd	1963	crashed into Mount Avala 19oct64 (near Belgrade) 600 m from the peak, on a flight from Sheremetyevo to Batajnica Air Base, all 11 crew and 22 passengers killed (including Chief of General Staff Beryuzov, 6 other high-ranking officers and 15 war veterans); t/t 525 hours and 377 cycles; see c/n 188000802
18300 57 05	CCCP-75860 CCCP-75860 CCCP-75860	II-18V II-18V II-18V	AFL/Uzbekistan Soviet AF/AFL c/s AFL/Krasnoyarsk	mfd trf trf	17jan63 04aug69 18feb72	toc 24jan63; rgd 05mar63; 89 pax configuration opb 235 OAO arrived Zavod No. 402 GA at Bykovo 06aug79 for last overhaul; converted to II-18Gr 12sep79 with t/t 34,997 hours and 11,472 cycles
18300 58 01	CCCP-75860 CCCP-75861	II-18Gr II-18V	AFL/West Siberia AFL/Krasnoyar.-KJA	trf mfd	02oct79 30jan63	soc 12nov82 as life-time expired; t/t 30,193 hours and 12,954 cycles toc 11feb63; rgd 22feb63; 89 pax configuration; soc 28feb78 as life-time expired; t/t 34,995 hours and 10,750 cycles
18300 58 02	CCCP-75862	II-18V	AFL/Azerbaijan-BAK	mfd	08feb63	toc 08feb63; rgd 18feb63; 89 pax configuration; soc 14jan77 due to its poor technical condition; t/t 27,033 hours and 13,056 cycles
18300 58 03	CCCP-75863	II-18V	AFL/Northern-LED	mfd	31jan63	toc 08feb63; rgd 22feb63; 89 pax configuration; f/n HEL 12jul67; soc 24apr78 as life-time expired; t/t 35,000 hours and 14,005 cycles
18300 58 04	CCCP-75864	II-18V	AFL/Kyrgyzstan-FRU	mfd	14feb63	toc 25feb63; rgd 09mar63; 89 pax configuration; f/n jun70; soc 25oct78 as life-time expired; t/t 35,000 hours and 15,399 cycles
18300 58 05	CCCP-75865	II-18V	AFL/Urals-SVX	mfd	feb63	toc 20feb63; rgd 05mar63; 89 pax configuration; f/n late77; converted to II-18Gr jun79 with t/t 34,975 hours and 14,839 cycles; arrived Zavod No. 402 GA at Bykovo 31jan80 for last overhaul; soc 19may82 as life-time expired; t/t 39,997 hours and 16,519 cycles
18300 59 01	CCCP-75866	II-18V	AFL/Krasnoyar.-KJA	mfd	26feb63	toc 02mar63; rgd 25mar63; opb 126 ATO; w/o 04apr63 on a flight from Moscow to Krasnoyarsk after the pitch control mechanism of propeller # 4 failed, creating so much drag that the aircraft went out of control, both props were feathered as the crew were unable to establish which one of the starboard props had caused the problem and regained control, but the design speed limit was exceeded and both outer ailerons were ripped off (they were later found some 11-12 km from the crash site), when breaking through the low clouds at 150-200 metres there was not enough height left to recover from the descent and the aircraft crashed at a speed of some 500-600 km/h on a snow-covered field 3.5 km south-west of Urakhcha (Rybnaya Sloboda district of Tatarstan) and exploded, all 8 crew and 59 passengers killed; t/t 154 hours and 68 cycles; soc 28apr64 and canx same date
18300 59 02	CCCP-75867	II-18V	AFL/Uzbekistan-TAS	mfd	16feb63	toc 02mar63; rgd 10apr63; 89 pax configuration; f/n DME 03oct72; soc 27oct77 as life-time expired; t/t 34,999 hours and 12,003 cycles
18300 59 03	CCCP-75868 CCCP-75868 CCCP-75868	II-18V II-18V II-18V	AFL/Armenia-EVN AFL/Magadan-GDX AFL/Urals-SVX	mfd trf trf	23feb63 16dec77 29oct79	toc 05mar63; rgd 25mar63; 89 pax configuration; f/n TAS 01apr68
18300 59 04	CCCP-75869	II-18V	AFL/Tajikistan-DYU	mfd	28feb63	converted to II-18Gr 21nov79 with t/t 34,986 hours and 14,972 cycles; arrived Zavod No. 402 GA at Bykovo mar83 for last overhaul with t/t 38,923 hours; soc 19may84 as life-time expired; t/t 40,000 hours and 17,059 cycles
18300 59 05	CCCP-75870 YE-AYE 4W-ABO CCCP-75427 LZ-BEU LZ-BFU LZ-BFU EX-75427 EX-75427 EX-75427	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	Soviet Gvt/AFL c/s Yemen Government Yemen Government Balkan Bulg. Flying Cargo Inter Tropic Al no titles Daallo Airlines Intal Air, n/t Daallo Airlines GR Avia AFL/Azerbaijan-BAK	mfd d/d r/r no d/d ATH SHJ SHJ DIR NBO FJR mfd	22mar63 24nov63 1971 reports 24sep84 10apr00 22sep00 11oct00 19oct00 23mar02 30sep05 01nov08 21mar63	toc 31mar63; rgd 15apr63; opb 235 OAO; 89 pax configuration; trf 09may64 as to Yemen and canx same date, see next line VIP aircraft; carried 'Yemen Arab Republic Aviation' titles; first overhaul carried out in 1968 VIP aircraft; carried 'Yemen Arab Republic Aviation' titles; f/n ORY 26feb72; was also opb Yemen Airways as and when required; second overhaul carried out at Bykovo in 1973; seen LHR 07jun74, now without fairing on the top of the fuselage by the tail; third overhaul carried out at Bykovo in 1976; seen LHR 11apr77 and 15mar78; fourth overhaul carried out in 1979; l/n SXF 03sep81, now with standard window configuration registration given as such in Ilyushin OKB document dated 01jan86 with operator as 'Bulgaria'; see next line arrived Zavod No. 402 GA at Bykovo may87 for last overhaul with them, t/t only 8,838 hours; l/n VAR jun99/jul99, engineless still in basic ex Balkan c/s; l/n SHJ 25sep00 with small 'Inter Tropic Airlines' titles and Honduran flag on the tail being repainted, see next line l/n SHJ 20feb02; c/n checked; leased from Phoenix l/n SHJ 15may05 l/n JIB 22aug06; offered for sale by Intal Air sep06, t/t 21,556 hours; l/n JIB 29sep08/FJR 08oct08, no titles c/n confirmed, in blue/green c/s, no titles; l/n FJR 17feb09/12dec09, being broken up toc 29mar63; rgd 15apr63; 89 pax configuration; soc 18may76 due to its poor technical condition; t/t 25,508 hours and 12,696 cycles; f/n aug77 toc 31mar63; rgd 15apr63; 89 pax configuration; soc 22may78 as life-time expired; t/t 34,997 hours and 12,870 cycles
18300 60 01	3X-GEZ CCCP-75871	II-18V II-18V	GR Avia AFL/Azerbaijan-BAK	FJR mfd	01nov08 21mar63	toc 01apr63; rgd 15apr63; opb 235 OAO; 89 pax configuration; f/n LHR jul64; carried cosmonauts Vladimir Komarov, Konstantin Feoktistov and Boris Yegorov to Moscow 19oct64
18300 60 02	CCCP-75872	II-18V	AFL/Uzbekistan-TAS	mfd	22mar63	soc 18jan82 as life-time expired; last flight jun83 to Zavod No. 402 GA at Bykovo and scrapped, according to BASCO document; t/t 34,743 hours and 10,780 cycles
18300 60 03	CCCP-75873 CCCP-75873	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Krasnoyar.-KJA	mfd trf	28mar63 27dec67	rgd 15apr63; mfd 24apr63 from Ilyushin OKB document; opb 235 OAO; 89 pax configuration; f/n LHR 01may64; l/n CAI 22nov64
18300 60 04	CCCP-75874 CCCP-75874 CCCP-75874 CCCP-75874	II-18V II-18V II-18V II-18V	AFL/Far East-KHV AFL/Northern-LED AFL/Far East-KHV AFL/Turkmenis.-ASB	trf trf trf trf	28feb66 22jun69 02mar70 02mar79	arrived Zavod No. 402 GA at Bykovo jun82 for last overhaul; soc 18oct84 as life-time expired; t/t 39,550 hours and 15,386 cycles; seen ASB (N37.967037 E58.366155) may96/oct18, dumped just outside of the airport, in good condition and complete; broken up and by jan17 just pieces remain
18300 60 05	CCCP-75875	II-18V	AFL/Krasnoyar.-KJA	mfd	15may63	toc 27may63; rgd 07jun63; 89 pax configuration; photo CEK 1974; soc 27mar78 as life-time expired; t/t 34,996 hours and 11,133 cycles

18300 61 01	CCCP-75876 CCCP-75876 CCCP-75876	II-18V II-18V II-18V	AFL/Armenia-EVN AFL/Azerbaijan-BAK AFL/Krasnoyarsk.-KJA	mfd trf trf	16apr63 unknown 11may79	toc 25apr63; rgd 18may63; 89 pax configuration; f/n EVN 12nov70; l/n DME 03oct72 on charge as of 01jul76 soc 16oct79 as life-time expired; t/t 34,987 hours and 15,696 cycles toc 25apr63; rgd 02may63; opb 235 OAO; 89 pax configuration; f/n DAR 1963
18300 61 02	CCCP-75879 CCCP-75879 CCCP-75879	II-18V II-18V II-18V	Soviet Gvt/AFL c/s AFL/Far East-KHV AFL/Azerbaijan-BAK	mfd trf trf	18apr63 08may68 06jun76	arrived Zavod No. 402 GA at Bykovo 22apr81 for last overhaul with t/t 34,368 hours; soc 18jan82 as life-time expired; t/t 34,993 hours and 13,353 cycles; seen preserved in Shymkent City, Kazakhstan.(N42.387246 E69.627812) oct05/nov06, but not visible on GE image dated jun08 rgd 08may63; opb 235 OAO; 89 pax configuration; f/n PIK 15sep63
18300 61 03	CCCP-75880 CCCP-75880	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Uzbekistan	toc trf	25apr63 31mar66	arrived Zavod No. 402 GA at Bykovo 27nov79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 13feb80 soc 20may83 as life-time expired; t/t 39,364 hours and 14,719 cycles first II-18 with a modified cabin for 110 (24+72+14) passengers; toc 06may63; rgd 05jun63; f/n LBG 16jun65; l/n SVO 09jul70
18300 61 04	CCCP-75880 CCCP-75881	II-18Gr II-18V	AFL/Kyrgyzstan AFL/Latvia-RSC	trf mfd	14mar80 24apr63	seen VKO 18nov77; soc 30nov78 as life-time expired; t/t 31,952 hours and 16,329 cycles rgd 12jun63; opb 235 OAO; 89 pax configuration
18300 61 05	CCCP-75881 CCCP-75882 CCCP-75882 CCCP-75882	II-18V II-18V II-18V II-18V	AFL/Moscow-DME Soviet Gvt/AFL c/s AFL/Kazakhstan AFL/Moscow	trf toc trf trf	10jun74 10may63 25oct66 18oct73	f/n DME 19aug75; converted to II-18Gr 21sep79 with t/t 35,000 hours and 15,597 cycles; soc 31jul83 as life-time expired; t/t 39,950 hours and 16,984 cycles toc 23may63; rgd 05jun63; opb 235 OAO; 89 pax configuration; photo exists at TLV before 1964 f/n TLV 17may72; l/n DME 03oct72; converted to II-18Gr 22mar80 with t/t 34,995 hours and 10,061 cycles
18300 62 01	CCCP-75883 CCCP-75883	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Moscow	mfd trf	15may63 18jan66	soc 23nov83 as life-time expired; t/t 38,416 hours and 11,301 cycles toc 06aug63; rgd 19aug63; 100 pax configuration, later converted to 110 pax configuration, date unknown; f/n VKO 30jun70; l/n VKO 14nov77; soc 19feb81 as life-time expired; t/t 34,996 hours and 14,859 cycles; seen ZIA 03sep93/21aug99, dumped; a photo shows with the tail plane removed and attached instead to the top of the fin with small struts !
18300 62 02	CCCP-75883 CCCP-75884	II-18Gr II-18V	AFL/Far East AFL/Moscow (MUTA)	trf mfd	31oct80 31jul63	toc 25may63; rgd 05jun63; 100 pax configuration, later converted to 110 pax configuration, date unknown; f/n VKO 02oct72 opb Krasnoyarski OAO; soc 27dec78 as life-time expired; t/t 29,002 hours and 16,497 cycles; last flight from KJA-NOZ; dismantled and later preserved at Gagarin Park, Novokuznetsk as a Cinema with forty seats; photo exists 1981 and may95; dismantled/scrapped in 2000 rgd 19jun63; toc 27jul63; 110 pax configuration; f/n BOJ sep69; l/n VKO 14nov77; arrived Zavod No. 402 GA at Bykovo 14jul81 for last overhaul with t/t 34,970 hours; soc 20dec83 as life-time expired; t/t 39,748 hours and 17,065 cycles
18300 62 03	CCCP-75885 CCCP-75885	II-18V II-18V	AFL/Latvia-RSC AFL/Krasnoyarsk.-KJA	mfd trf	22may63 21oct76	mfd given as 22may63 from Ilyushin OKB document; rgd 07jun63; l/n LGW 15jun63; l/n LGW 01sep84 was leased only for a short time; photo SIA sep85, retained the Tarom red cheatline and 'E' still worn by the nose; see c/n 184007605 arrived Zavod No. 402 GA at Bykovo 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 in basic TAROM c/s; not on the Liberian register 13jul01; the aircraft was destined for the Muzeul Aviatiei at Otopeni, however never made it and is presumed to have been broken up; t/t 32,218 hours and 14,597 cycles; see also An-26 c/n 8610
18300 62 04	CCCP-75886	II-18V	AFL/Moscow (MUTA)	mfd	25jun63	d/d 12jun63; CofA issued 04dec63; f/n AMS 19jan64; dbr when hit by truck during taxiing on cleared taxiway after landing at Otopeni 23nov77; t/t 20,717 hours and 11,968 cycles (last overhaul 1976) toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 06apr72; seen Sperenberg 19nov72; arrived Zavod No. 402 GA at Bykovo 17apr80 for last overhaul with 34,994 hours and 14,945 cycles; converted to II-18Gr 22may80; soc 20may83 as involved in an accident, details unknown, according to the MGA document, but given as life-time expired in 1983 according to the Ilyushin OKB document; t/t 38,059 hours and 15,839 cycles
18300 62 05	YR-IME B-232 (2) YR-IME 3D-AHO EL-AHO	II-18V II-18V II-18V II-18V II-18V	TAROM Civ Avn Adm China TAROM Southern Cross Air Cess, n/t	mfd lsd MAN SHJ	15may63 sep85 30nov85 1998 06may98	toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 30jun70; arrived Zavod No. 402 GA at Bykovo 02sep80 for last overhaul; l/n STW jun83; soc 21sep83 as life-time expired; t/t 39,555 hours and 16,975 cycles toc 26jun63; rgd 02jul63; 110 pax configuration; f/n AER 06jul70 soc 30jan78 as life-time expired; t/t 28,483 hours and 16,262 cycles toc 03jul63; rgd 31jul63; 110 pax configuration; f/n VKO 30jun70 transfer not mentioned in MGA document; converted to II-18Gr 19aug80 with t/t 34,976 hours and 14,810 cycles arrived Zavod No. 402 GA at Bykovo sep83 for last overhaul; soc 16nov84 as life-time expired; t/t 39,999 hours and 16,584 cycles
18300 63 01	HA-MOF	II-18V	MALÉV	mfd	07jun63	mfd 08jul63; rgd 31jul63; 110 pax configuration; f/n VKO 04oct72 arrived Zavod No. 402 GA at Bykovo 15aug79 for last overhaul; converted to II-18Gr 18sep79 with t/t 34,995 hours and 14,136 cycles soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72 f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 63 02	CCCP-75887	II-18V	AFL/Moscow (MUTA)	mfd	18jun63	toc 30nov63; rgd 14dec63; opb 235 OAO; 89 pax salon configuration f/n TAS 12jun71; arrived Zavod No. 402 GA at Bykovo 03jun80 for last overhaul; converted to II-18Gr 03jul80 with t/t 34,998 hours and 13,338 cycles l/n LED 04sep81; last flight 11apr83; soc 28jun83 as life-time expired; t/t 28,288 hours and 16,237 cycles toc 22aug63; rgd 10sep63; 110 pax configuration; f/n VKO 06apr72 soc 30jan78 as life-time expired; t/t 34,976 hours and 14,810 cycles toc 28aug63; rgd 10sep63; 110 pax configuration; f/n jun69 soc 30jan78 as life-time expired; t/t 30,957 hours and 16,498 cycles toc 28aug63; rgd 24sep63; 110 pax configuration, later converted to 89 pax configuration, date unknown arrived Zavod No. 402 GA at Bykovo for last overhaul 23jul79; converted to II-18Gr 29aug79 with t/t 34,992 hours and 12,766 cycles soc 17jan83 as life-time expired and canx same date; t/t 39,771 hours and 14,470 cycles toc 09sep63; rgd 23sep63; 89 pax configuration; f/n LHR 10apr66; soc 28feb78 as life-time expired; t/t 35,000 hours and 13,679 cycles toc 11feb64; rgd 22feb64; photo IKT 23jun65; opb 235 OAO; 90 pax configuration f/n Grossenhain 20nov71; seen DME 18aug75; arrived Zavod No. 402 GA at Bykovo for last overhaul 08oct80; soc 18jun84 as life-time expired; last flight 28jun84 (according to other sources 20oct84) to Volodga; t/t 39,999 hours and 13,332 cycles; preserved in the Tsiolkovski (or rather Mozhaiski ?) museum at Volodga-Zarechye (N59.283864 E39.933997) since 1984; l/n sep09/jun22 toc 08oct63; rgd 17oct63; 89 pax configuration; f/n VKO 31aug81; converted to II-18Gr 16feb79 with t/t 34,980 hours and 10,462 cycles; last flight date unknown, to Zavod No. 402 GA at Bykovo and scrapped; soc 23sep82 as life-time expired; t/t 39,398 hours and 11,972 cycles toc 27sep63; rgd 22oct63; f/n DME 04oct72 photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; converted to II-18Gr 23feb79 with t/t 34,995 hours and 15,100 cycles; soc 29jun82 as life-time expired; t/t 39,883 hours and 16,395 cycles f/n Sperenberg 29may71; opb 223 LO at Chkalovski; arrived Zavod No. 402 GA at Bykovo for last overhaul 20feb85 with them; t/t 10,112 hours and 6,141 cycles from OKB document dated 01jan86 (last overhaul 1979); l/n Demmin-Tutov 06jul93 latest CoFR 28apr94; l/n CKL 22aug05; photo feb06 in flight; featured in tender issued 04apr07 in basic Rossiya c/s with a '223 LO' badge, no titles; seen Voronezh-Pridacha 19may15; underwent overhaul at Pushkin (20 ARZ), seen as such 23jun16 in basic Rossiya c/s, no titles; l/n ZIA 15sep23 rgd 22oct63; on charge as of 01nov63; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo 22mar79 for last overhaul with t/t 34,998 hours and 14,633 cycles; converted to II-18Gr 08may79 soc 18mar83 as life-time expired; t/t 39,292 hours and 16,208 cycles static test airframe toc 02nov63; rgd 13nov63; dbr when landed 700 metres short of runway Karaganda, Kazakhstan 09jan68; soc 31may68; t/t 7,131 hours and 3,130 cycles toc 03nov63; rgd 29dec63; 89 pax configuration; opb 203 LO; f/n DME 03oct72; w/o 15feb79 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
18300 63 03	CCCP-75500	II-18V	AFL/Moscow (MUTA)	mfd	jun63	toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 30jun70; arrived Zavod No. 402 GA at Bykovo 02sep80 for last overhaul; l/n STW jun83; soc 21sep83 as life-time expired; t/t 39,555 hours and 16,975 cycles
18300 63 04	CCCP-75501 CCCP-75501 CCCP-75502 CCCP-75502	II-18V II-18V II-18V II-18V	AFL/Latvia-RSC AFL/West Sib.-OVV AFL/Moscow (MUTA) AFL/Far East	mfd trf mfd trf	20jun63 12aug76 28jun63 25mar75	arrived Zavod No. 402 GA at Bykovo sep83 for last overhaul; soc 16nov84 as life-time expired; t/t 39,999 hours and 16,584 cycles
18300 64 01	CCCP-75503 CCCP-75503	II-18V II-18V	AFL/Moscow (MUTA) AFL/Krasnoyarsk	toc trf	02jul63 28jan78	arrived Zavod No. 402 GA at Bykovo 15aug79 for last overhaul; converted to II-18Gr 18sep79 with t/t 34,995 hours and 14,136 cycles soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72 f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 64 02	CCCP-75503 CCCP-75504 CCCP-75504 CCCP-75504	II-18Gr II-18V II-18V II-18V	AFL/West Siberia AFL/Latvia-RSC AFL/Leningrad-LED AFL/Latvia-RSC	trf mfd trf mfd	09oct79 10jul63 21dec74 25jul63	toc 24jun63; rgd 04jul63; 110 pax configuration; f/n VKO 06apr72; seen Sperenberg 19nov72; arrived Zavod No. 402 GA at Bykovo 17apr80 for last overhaul with 34,994 hours and 14,945 cycles; converted to II-18Gr 22may80; soc 20may83 as involved in an accident, details unknown, according to the MGA document, but given as life-time expired in 1983 according to the Ilyushin OKB document; t/t 38,059 hours and 15,839 cycles
18300 64 03	CCCP-75505 CCCP-75505	II-18V II-18V	AFL/Latvia-RSC AFL/Uzbekistan-TAS	mfd trf	25jul63 04dec74	toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 64 04	CCCP-75506 CCCP-75506	II-18V II-18V	AFL/Moscow (MUTA) AFL/Armenia	mfd trf	31jul63 24apr71	arrived Zavod No. 402 GA at Bykovo sep83 for last overhaul; soc 16nov84 as life-time expired; t/t 39,999 hours and 16,584 cycles
18300 64 05	CCCP-75506 CCCP-75507 CCCP-75507	II-18Gr II-18V II-18V	AFL/Urals AFL/Urals AFL/GosNII GVF AFL/Moscow (MUTA)	trf mfd trf	13jul79 03aug63 19sep63	arrived Zavod No. 402 GA at Bykovo 15aug79 for last overhaul; converted to II-18Gr 18sep79 with t/t 34,995 hours and 14,136 cycles soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72 f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 65 01	CCCP-75508 CCCP-75508	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	mfd trf	30nov63 07jan67	toc 30nov63; rgd 14dec63; opb 235 OAO; 89 pax salon configuration f/n TAS 12jun71; arrived Zavod No. 402 GA at Bykovo 03jun80 for last overhaul; converted to II-18Gr 03jul80 with t/t 34,998 hours and 13,338 cycles l/n LED 04sep81; last flight 11apr83; soc 28jun83 as life-time expired; t/t 28,288 hours and 16,237 cycles toc 22aug63; rgd 10sep63; 110 pax configuration; f/n VKO 06apr72 soc 30jan78 as life-time expired; t/t 34,976 hours and 14,810 cycles toc 28aug63; rgd 10sep63; 110 pax configuration; f/n jun69 soc 30jan78 as life-time expired; t/t 30,957 hours and 16,498 cycles toc 28aug63; rgd 24sep63; 110 pax configuration, later converted to 89 pax configuration, date unknown arrived Zavod No. 402 GA at Bykovo for last overhaul 23jul79; converted to II-18Gr 29aug79 with t/t 34,992 hours and 12,766 cycles soc 17jan83 as life-time expired and canx same date; t/t 39,771 hours and 14,470 cycles toc 09sep63; rgd 23sep63; 89 pax configuration; f/n LHR 10apr66; soc 28feb78 as life-time expired; t/t 35,000 hours and 13,679 cycles toc 11feb64; rgd 22feb64; photo IKT 23jun65; opb 235 OAO; 90 pax configuration f/n Grossenhain 20nov71; seen DME 18aug75; arrived Zavod No. 402 GA at Bykovo for last overhaul 08oct80; soc 18jun84 as life-time expired; last flight 28jun84 (according to other sources 20oct84) to Volodga; t/t 39,999 hours and 13,332 cycles; preserved in the Tsiolkovski (or rather Mozhaiski ?) museum at Volodga-Zarechye (N59.283864 E39.933997) since 1984; l/n sep09/jun22 toc 08oct63; rgd 17oct63; 89 pax configuration; f/n VKO 31aug81; converted to II-18Gr 16feb79 with t/t 34,980 hours and 10,462 cycles; last flight date unknown, to Zavod No. 402 GA at Bykovo and scrapped; soc 23sep82 as life-time expired; t/t 39,398 hours and 11,972 cycles toc 27sep63; rgd 22oct63; f/n DME 04oct72 photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; converted to II-18Gr 23feb79 with t/t 34,995 hours and 15,100 cycles; soc 29jun82 as life-time expired; t/t 39,883 hours and 16,395 cycles f/n Sperenberg 29may71; opb 223 LO at Chkalovski; arrived Zavod No. 402 GA at Bykovo for last overhaul 20feb85 with them; t/t 10,112 hours and 6,141 cycles from OKB document dated 01jan86 (last overhaul 1979); l/n Demmin-Tutov 06jul93 latest CoFR 28apr94; l/n CKL 22aug05; photo feb06 in flight; featured in tender issued 04apr07 in basic Rossiya c/s with a '223 LO' badge, no titles; seen Voronezh-Pridacha 19may15; underwent overhaul at Pushkin (20 ARZ), seen as such 23jun16 in basic Rossiya c/s, no titles; l/n ZIA 15sep23 rgd 22oct63; on charge as of 01nov63; 89 pax configuration; arrived Zavod No. 402 GA at Bykovo 22mar79 for last overhaul with t/t 34,998 hours and 14,633 cycles; converted to II-18Gr 08may79 soc 18mar83 as life-time expired; t/t 39,292 hours and 16,208 cycles static test airframe toc 02nov63; rgd 13nov63; dbr when landed 700 metres short of runway Karaganda, Kazakhstan 09jan68; soc 31may68; t/t 7,131 hours and 3,130 cycles toc 03nov63; rgd 29dec63; 89 pax configuration; opb 203 LO; f/n DME 03oct72; w/o 15feb79 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
18300 65 02	CCCP-75508 CCCP-75509 CCCP-75509 CCCP-75509	II-18Gr II-18V II-18V II-18V	AFL/Leningrad AFL/Latvia-RSC AFL/West Sib.-OVV AFL/Latvia-RSC	trf mfd trf mfd	01aug80 15aug63 13aug76 17aug63	arrived Zavod No. 402 GA at Bykovo 15aug79 for last overhaul; converted to II-18Gr 18sep79 with t/t 34,995 hours and 14,136 cycles soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72 f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 65 03	CCCP-75510 CCCP-75510	II-18V II-18V	AFL/Latvia-RSC AFL/Leningrad-LED	mfd trf	28jun74 20aug63	arrived Zavod No. 402 GA at Bykovo 15aug79 for last overhaul; converted to II-18Gr 18sep79 with t/t 34,995 hours and 14,136 cycles soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72 f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110 pax configuration rgd 14oct63; opb 216 LO; f/n VKO 30jun70; w/o 01oct72 on a flight from Sochi-Adler to Moscow at night when ditched into the Black Sea shortly after take-off some 7-10 km off the coast, all 8 crew and 101 passengers killed; the wreck could not be recovered due to the depth (500 to 1,000 metres) and the difficult relief of the sea floor and the cause of the accident could not be established; t/t 15,718 hours and 7,899 cycles; soc 19feb73 and canx same date
18300 65 04	CCCP-75511 CCCP-75511	II-18V II-18V	AFL/Moscow (MUTA) AFL/West Siberia	mfd trf	25mar67	arrived Zavod No. 402 GA at Bykovo 15aug79 for last overhaul; converted to II-18Gr 18sep79 with t/t 34,995 hours and 14,136 cycles soc 22nov82 as life-time expired; t/t 39,538 hours and 15,659 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n VKO 02oct72 f/n LED 11oct75; soc 30jan78 as life-time expired; t/t 30,204 hours and 16,498 cycles toc 29jul63; rgd 09aug63; 110 pax configuration; f/n SVO 08jul70 soc 30nov77 as life-time expired; t/t 29,846 hours and 12,263 cycles first II-18 with AI-20K (AI-20 series 5) engines; toc 06aug63; rgd 19aug63; 110 pax configuration; later converted by ARZ-402 to 100 pax configuration, trials completed 16dec66 f/n Sperenberg 14may72; seen EVN 01jul72; arrived Zavod No. 402 GA at Bykovo 08may79 for last overhaul with t/t 34,998 hours; converted to II-18Gr 28jun79 soc 23sep82 as life-time expired; t/t 39,326 hours and 13,836 cycles toc 16aug63; 110

18300 67 04	CCCP-75521	Il-18V	AFL/Kazakhstan	toc	05nov63	south of the runway, hit a railway embankment, broke up and burnt out, 1 of the 6 crew and 76 of the 92 passengers killed and all survivors injured; t/t 29,443 hours 11 minutes and 10,817 cycles; soc 15mar77 rgd 20nov63; arrived Zavod No. 402 GA at Bykovo 16jun79 for last overhaul with t/t 34,998 hours and 15,202 cycles; converted to Il-18Gr 13jul79
18300 67 05	CCCP-75521	Il-18Gr	AFL/Magadan	trf	04aug79	soc 20may83 as life-time expired; t/t 39,993 hours and 16,842 cycles
	CCCP-75522	Il-18V	AFL/Uralis-SVX	mfd	17oct63	toc 04nov63; rgd 28nov63; 90 pax configuration
	CCCP-75522	Il-18V	AFL/Uralis-CEK	trf	25jan65	based on a decree dated 11jan65; was involved in an incident at Balandino 21aug69, made an emergency landing after the power supply failed at 200m and sustained some minor damage; repaired; f/n oct73
	CCCP-75522	Il-18V	AFL/Uralis-SVX	trf	unknown	based on a decree dated 30jan78; f/n DME aug79; converted to Il-18Gr 06nov80 with t/t 34,995 hours and 15,477 cycles; arrived Zavod No. 402 GA at Bykovo mar84 for last overhaul with t/t 38,828 hours; soc 27may85 as life-time expired; t/t 39,478 hours and 17,100 cycles; photo SVX apr86, missing tail, rear fuselage, outer wings and many other parts
18300 68 01	CCCP-75523	Il-18V	AFL/GosNII GVF	mfd	30dec63	rgd 15feb64; on charge as of 01mar64
	CCCP-75523	Il-18V	AFL/Far East	trf	18may64	photo UUS 1965
	CCCP-75523	Il-18V	AFL/VAU	trf	01apr66	Higher Aviation College; was converted to an Il-18USh navigator trainer (had two dorsal astro sextant blisters located in tandem on top of the forward fuselage and two staggered strake aeriels on top of the centre fuselage); testing was undertaken in early 1972
	CCCP-75523	Il-18V	OLAGA	trf	05jan73	transfer not mentioned in MGA document; f/n LED 11oct75; l/n LED 04sep81
	CCCP-75523	Il-18V	AFL/Central Region	trf	23jun83	converted back to standard Il-18V
	CCCP-75523	Il-18V	AFL/Moscow	trf	dec85	reported 23feb87 in an incident report with 22,102 hours and 15,036 cycles; arrived Zavod No. 402 GA at Bykovo feb88 for last overhaul; soc 13feb90 as life-time expired; canx 13nov91; l/n DME aug92/sep93 derelict
18300 68 02	CCCP-75524	Il-18V	AFL/Kazakhstan	toc	29nov63	rgd 11dec63; f/n DME 03oct72; converted to Il-18Gr 30jul79 with t/t 34,991 hours and 15,204 cycles
	CCCP-75524	Il-18Gr	AFL/Uralis	trf	17aug79	last flight feb83 to Zavod No. 402 GA at Bykovo and scrapped with t/t 39,258 hours; soc 23nov83 as life-time expired; t/t 40,010 hours and 16,947 cycles
18300 68 03	CCCP-75525	Il-18V	AFL/Northern-LED	mfd	22nov63	toc 04dec63; rgd 03jan64; 89 pax configuration; f/n HEL 08feb75; converted to Il-18Gr 30jul78 with t/t 34,996 hours and 13,717 cycles; arrived Zavod No. 402 GA at Bykovo 14sep79 for last overhaul, t/t 37,302 hours; soc 22nov82 as life-time expired; t/t 39,995 hours and 15,498 cycles; preserved in a park at Pereyaslav-Khmelnytsky near Kiev (N50.077239 E31.433648) 28may07, complete but dirty; scrapped around 2008/2009
18300 68 04	CCCP-75526	Il-18V	AFL/Moscow (MUTA)	toc	17dec63	rgd 14jan64; struck wires on a training flight from Domodedovo on 22apr68 and crashed; soc 22nov68; t/t 6,986 hours and 2,164 cycles
18300 68 05	CCCP-75527	Il-18V	AFL/Moscow (MUTA)	mfd	30nov63	toc 16dec63; rgd 14jan64; 110 pax configuration; f/n aug68; l/n DME 04oct72; arrived Zavod No. 402 GA at Bykovo for last overhaul 06mar81 with t/t 34,980 hours; canx 18aug83; soc 21sep83 as life-time expired; t/t 39,522 hours and 16,177 cycles; displayed in a park at Sergiyev Posad (formerly Zagorsk) since 1984 or 1985, used as a café; destroyed by arson and removed around 2004
18300 69 01	CCCP-75528	Il-18V	AFL/Moscow (MUTA)	mfd	23dec63	toc 03jan64; rgd 14jan64; trf to military unit 63839 15may64 according to MGA document; converted by OKB Ilyushin in 1964 to, see next line
	CCCP-75528	Il-18RT	Sov. Navy/AFL c/s	trf	28oct65	missile tracking aircraft (SIP) with special aeriels and fairings; based at Lakhta; arrived Zavod No. 402 GA at Bykovo for overhaul 29sep86; converted back to standard configuration, but retained the probe at the base of the fin and the fairings at the end of the tailplane
	RA-75528	Il-18V	Russ. Navy/AFL c/s	Sev	08aug06	still retained the probe at the base of the fin and the fairings at the end of the tailplane; opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit CKL jun07; l/n Severomorsk-1 04nov09; stored at Severomorsk-1 from 2012
18300 69 02	CCCP-75529	Il-18V	AFL/Moscow (MUTA)	mfd	24dec63	toc 04jan64; rgd 14jan64; 89 pax configuration; f/n DME 03oct72; arrived Zavod No. 402 GA at Bykovo for last overhaul 02sep79 with t/t 34,993 hours; converted to Il-18Gr 30oct80; t/t 35,130 hours and 10,690 cycles
18300 69 03	CCCP-75529	Il-18Gr	AFL/Far East	trf	08nov80	soc date unknown as life-time expired; canx 1983; t/t 39,853 hours and 12,359 cycles
	CCCP-75530	Il-18V	AFL/Northern	mfd	12dec63	mfd also given as 24dec63 in Ilyushin OKB document; rgd 15jan64; on charge as of 01feb64
	CCCP-75530	Il-18V	MMZ "Strela"	trf	19jan65	p/ya 2418 according to MGA document; f/n LHR 16jan66; arrived Zavod No. 402 GA at Bykovo may83 for last overhaul with them
	CCCP-75530	Il-18V	MAP Zhukovski	trf	15mar85	date of trf not confirmed; t/t 3,917 hours and 2,499 cycles as of 01jan86; l/n ZIA 03sep93; canx 24dec94 as to Bulgaria
	LZ-AZC	Il-18V	Air Zory	LJU	03dec93	in basic ex-Aeroflot c/s; l/n IST 22sep97
	LZ-AZC	Il-18V	Air Cess	SHJ	jul97	l/n SHJ 06feb98; seen SHJ 11mar98 with registration removed
	3D-SBC	Il-18V	Air Cess	SHJ	16mar98	l/n SHJ 04apr98; c/n checked
	3C-KKJ	Il-18V	Air Cess	SHJ	22nov98	l/n SHJ 20feb01; c/n checked
	3C-KKJ	Il-18V	Air Cess, n/t	SHJ	13mar01	photo CMB 01may02 with additional large red 'airlanka.org' titles on forward fuselage; l/n SHJ 05aug02, no titles
	UN-75003	Il-18V	IRBIS	SHJ	19aug02	c/n from JP-03; in basic Air Cess c/s, no titles; l/n JED 03jan08, reported operating for Jubba Airways; operator reported as Mega Aircompany FJR 23mar08
	UP-11803	Il-18V	Mega Aircompany	JIB	29jul08	c/n confirmed; in basic Air Cess c/s, no titles; seen JIB feb12; l/n BBO 15jun14 stored, still present oct20 according to Google Earth
18300 69 04	CCCP-75531	Il-18V	AFL/Krasnoyarsk-KJA	mfd	24dec63	toc 07jan64; rgd 21jan64; opb 128 LO 1-go Krasnoyarskogo OAO; w/o 02sep64 on the leg from Khabarovsk to Yuzhno-Sakhalinsk of a flight from Moscow to Yuzhno-Sakhalinsk when deviated from the approach pattern on a VFR approach at night, descended too early without being corrected by ATC and crashed at a height of 550 metres into the wooded slope of Mount Ufa (793 metres) near Pereval railway station (Kholmok district, 26 km north-west of Kholmokov airport), all 9 crew and 78 of the 84 passengers killed and all 6 survivors seriously injured; t/t 1,269 hours and 358 cycles; soc 24sep64 and canx the same day
18300 69 05	CCCP-75536	Il-18V	AFL/Uralis-SVX	mfd	25dec63	toc 04jan64; rgd 21jan64; 90 pax configuration; f/n LED 11aug75
	CCCP-75536	Il-18V	AFL/Uralis-CEK	trf	04mar66	based on a decree dated 30jan78
	CCCP-75536	Il-18V	AFL/Uralis-PEE	trf	unknown	on charge as of 01jan79, based on a decree dated 25oct78; soc arrived Zavod No. 402 GA at Bykovo oct79 for last overhaul with t/t 33,757 hours; soc 19jan81 as life-time expired; t/t 34,977 hours and 16,263 cycles
	CCCP-75536	Il-18V	AFL/Uralis-CEK	trf	dec78	toc 31jan64; rgd 22feb64; 89 pax configuration; f/n DME sep65; seen Spereberg 05may75; l/n TAS 29oct77; arrived Zavod No. 402 GA at Bykovo for last overhaul 15dec80
18400 70 01	CCCP-75537	Il-18V	AFL/Tajikistan-DYU	mfd	30dec63	soc 11feb83 as life-time expired; t/t 38,884 hours and 18,000 cycles
18400 70 02	CCCP-75537	Il-18V	AFL/Turkmenis.-ASB	trf	22feb81	toc 01apr64; rgd 07apr64
	CCCP-75538	Il-18V	AFL/International	mfd	25mar64	opb 120 LO; w/o 16nov67 when crashed after take-off from Sverdlovsk-Koltsovo; soc 12feb68; t/t 5,239 hours and 2,064 cycles
	CCCP-75538	Il-18V	AFL/Uralis-SVX	trf	14apr66	converted to Il-18Gr 27dec78 with t/t 34,880 hours and 14,137 cycles; arrived Zavod No. 402 GA at Bykovo for its last overhaul 18mar80; soc 23sep82 as life-time expired; t/t 39,992 hours and 15,736 cycles; on its last flight, landed in a field 5km from Vetluzhski and was dismantled; used for trials at the NPP "Polyot" test-site at Vetluzhski (N57.206869 E45.138451) seen nov06/may18
18400 70 03	CCCP-75539	Il-18V	AFL/Northern	mfd	31jan64	toc 05feb64; rgd 18apr64; 89 pax configuration
	CCCP-75539	Il-18V	AFL/Leningrad	trf	18feb78	photo PEE sep77
18400 70 04	CCCP-75540	Il-18V	AFL/Uralis-SVX	mfd	17jan64	based on decree dated 30jan78; arrived Zavod No. 402 GA at Bykovo for last overhaul 22may79 with t/t 30,909 hours; soc 18may81 as life-time expired; t/t 34,995 hours and 15,109 cycles; was preserved on a square in Saratov since nov81, destroyed by fire and finally scrapped in 1988
	CCCP-75540	Il-18V	AFL/Uralis-CEK	trf	1972	toc 10feb64; rgd 29feb64; 89 pax configuration; f/n TAS 01apr68; l/n Templin-Gross Dölln 05may75
	CCCP-75540	Il-18V	AFL/Uralis-PEE	trf	1975	arrived Zavod No. 402 GA at Bykovo 29jul80 for last overhaul; canx 21jun81; soc 23nov81 as life-time expired; t/t 32,417 hours and 14,955 cycles
	CCCP-75540	Il-18V	AFL/Uralis-SVX	trf	unknown	w/o 24nov66 on a flight from Bratislava to Prague when crashed into wooded ground in the mountains at 288 metres above sea level 8 km NNW of Bratislava, all 8 crew and 74 passengers killed; t/t 3,356 hours and 2,029 cycles (with no overhaul history) from OKB document
18400 70 05	CCCP-75541	Il-18V	AFL/Azerbaijan-BAK	mfd	30jan64	rgd 05apr64; named 'Tobruk'; f/n AMS 17apr64; arrived Zavod No. 402 GA at Bykovo for last overhaul 15jul86 with t/t 29,321; l/n WAW 11jul90; canx 21sep90; seen by the roadside near Podlaski 02jul93; was used as a restaurant near Wiklow (on road # 1 from Katowice to Lodz, just north of Kruzynna), in basic LOT c/s without titles; registration checked in cockpit; moved near to village of Koscielce, close to Czestochowa in 1999; seen aug07 on a site close to road # 1; l/n 06oct19; moved to Bauerówka Airpar Village (N50,0968492 E21,7250867) and seen there oct20 at Volista Lugova; l/n may22
	CCCP-75541	Il-18V	AFL/Kazakhstan-KGF	trf	21jul78	d/d 28mar64; CofA issued 01apr64; f/n AMS 07jun64; converted to Il-18Gr 1 in 1979; arrived Zavod No. 402 GA at Bykovo for last overhaul 13dec83 with t/t 32,399 hours; wfu 06dec88, handed over to MALEV educational centre and preserved at Ferihegy (later Ferenc Liszt) airport, l/n aug06; t/t 32,110 hours and 13,449 cycles from OKB document dated 01jan86 (last overhaul 1984)
18400 71 01	LZ-BEN	Il-18V	TABSO	d/d	30mar64	converted to Il-18Gr; l/n OTP 26sep95; repainted into new dark blue/white Tarom c/s; l/n MLA 04oct96
18400 71 02	SP-LSD	Il-18V	LOT	mfd	04apr64	in basic ex Tarom blue c/s; l/n IST may98
18400 71 03	HA-MOG	Il-18V	MALÉV	mfd	23mar64	in basic ex Tarom blue c/s; l/n ALA 29mar98; CofA expired 15apr98; canx 01jun98
	HA-MOH	Il-18V	MALÉV	mfd	23mar64	f/n IST 20jun98; in basic ex Tarom blue c/s; l/n DME 01jun01
18400 71 04	HA-MOH	Il-18V	MALÉV	mfd	23mar64	l/n DME jun03/nov03, stored; was leased from Air GVG Company
18400 71 05	YR-IMF B-234	Il-18V	TAROM	mfd	15feb64	
	YR-IMF	Il-18V	Civ Avn Adm China	lsd	28mar85	
	YR-IMF	Il-18V	TAROM	ret	21mar86	
	YR-IMF	Il-18Gr	Alfa Line, n/t	ALA	13nov97	
	YR-IMF	Il-18Gr	Air GVG Company	WAW	27feb98	
	UN-75111	Il-18Gr	Air GVG Company	rgd	04jun98	
	UN-75111	Il-18Gr	Tretyakovo Al	DME	29jun01	

	UN-75111	Il-18Gr	Aeroflot c/s, n/t	DME	30jun04	stored at DME since at least summer 2004, seen may09/jul13; missing engines and sitting on its tail 28apr14; l/n jul14; fuselage only by 29jul14; forward fuselage seen jan15 at the museum of national culture (N55.688151 E37.772459); l/n jul16
18400 72 01	CCCP-75543 CCCP-75543 CCCP-75543	Il-18V Il-18V Il-18V	AFL/GosNII GVF AFL/Far East AFL/Krasnoyarsk	mfd trf trf	30mar64 23jul64 31jan79	toc 08may64; 89 pax configuration rgd 11aug64; f/n LED 11aug75 arrived Zavod No. 402 GA at Bykovo 16feb81 for last overhaul; soc 18oct83 as life-time expired; t/t 38,992 hours and 13,837 cycles
18400 72 02	CCCP-75544	Il-18V	AFL/Moscow (MUTA)	mfd	29apr64	toc 09may64; rgd 17jun64; 89 pax configuration; demonstrated in India 25may65; f/n VKO 30jun70; l/n Sprenberg 17may72; arrived Zavod No. 402 GA at Bykovo for last overhaul 03mar80; converted to Il-18Gr 11apr80 with t/t 34,994 hours and 14,475 cycles; soc 20jan84 as life-time expired; t/t 39,630 hours and 15,984 cycles
18400 72 03	LZ-BER CCCP-74297	Il-18V Il-18V	TABSO AFL/Urals-SVX	mfd toc	28apr64 23apr71	f/n BQH 09may64; d/d quoted as 12jun64; photo DUS 23jul64; l/n LGW 05jul69 rgd 24jun71; damaged by fire at ARZ-402, date unknown; rebuild (using the fuselage of c/n 1402) completed 29mar71
	CCCP-74297 CCCP-74297	Il-18V Il-18V	AFL/Urals-PEE AFL/Urals-CEK	trf trf	unknown unknown	on charge as of 01jan79, based on a decree dated 25oct78; soc 13feb80 (Ilyushin OKB document gives 13mar80) as life-time expired; t/t 34,112 hours and 16,500 cycles
18400 72 04	CCCP-75545 CCCP-75545	Il-18V Il-18V	AFL/International AFL/Krasnoyarsk-KJA	mfd trf	26jun64 21apr67	toc 03jul64; rgd 04jul64; 100 pax configuration; f/n LHR 23jan66 seen VKO 02oct72; photo KIA jun73; arrived Zavod No. 402 GA at Bykovo 25nov80 with t/t 34,996 hours for last overhaul; soc 23nov83 as life-time expired; t/t 39,999 hours and 12,533 cycles
18400 72 05	CCCP-75546 CCCP-75546	Il-18V Il-18V	AFL/International AFL/Kazakhstan	mfd trf	18apr64 11apr66	toc 27apr64; rgd 06may64; f/n AER 30jun70 arrived Zavod No. 402 GA at Bykovo 29aug79 for last overhaul; converted to Il-18Gr 08oct79 with t/t 35,000 hours and 15,441 cycles
18400 73 01	CCCP-75546 YR-IMG	Il-18Gr Il-18V	AFL/Moscow-DME TAROM	trf mfd	30oct79 03apr64	soc 18aug83 as life-time expired; t/t 39,775 hours and 16,902 cycles mfd given as 27apr64 from Ilyushin OKB document; mfd given by Moldovan CAA as 03mar64; f/n LGW 20jun64; rgd 30apr64; t/t 29,026 hours and 12,532 cycles from OKB document dated 01jan86 (last overhaul 1984); l/n FRA 07sep89
	YR-IMG YR-IMG	Il-18V Il-18V	Cubana TAROM	SNN ret	02feb90 aug90	on lease to Cubana, with TAROM cheatline and Cubana tail c/s; l/n SNN 07aug90 photo ATH apr94, with TAROM titles and a white tail; l/n DUS 27sep94; repainted into new dark blue/white Tarom c/s in 1995; f/n DUS 09may95; l/n OTP 18sep95; CofA expired 15feb96; canx 30jul98
	ER-ICG	Il-18V	Renan	rgd	30jul98	f/n BUD 18apr01; l/n BUD 04may01; current on register 26dec05; stored SAH (N15.488308 E44.215607), photo confirmation feb05/dec09; canx 01feb06 as for sale
18400 73 02	CCCP-75547 CCCP-75547	Il-18V Il-18V	AFL/International AFL/Northern	mfd trf	28apr64 29nov66	toc 08may64; rgd 21may64; 89 pax configuration; photo THR 1967; seen HEL 06jun69 and 18jan75; l/n in East Germany 12may75; soc 17dec79 as life-time expired; t/t 34,921 hours and 13,293 cycles
18400 73 03	CCCP-75548 CCCP-75548	Il-18V Il-18V	AFL/International AFL/West Sib.-OVb	mfd trf	14may64 07may67	toc 23may64; rgd 17jun64; 89 pax configuration first Il-18 based at OVB; f/n dec69; photo AAQ 1978; converted to Il-18Gr 30sep79 with 34,990 hours and 12,837 cycles; arrived Zavod No. 402 GA at Bykovo 04may81? (given as 84 in BASCO document) for last overhaul; soc 22nov82 as life-time expired; t/t 39,958 hours and 14,469 cycles
18400 73 04	CCCP-75549	Il-18V	AFL/International	mfd	24jun64	toc 27jun64; rgd 20jul64; 89 pax configuration; Vladimir Kokkinaki made his last flight as a test pilot with this aircraft 01oct64
	CCCP-75549 CCCP-75549 CCCP-75549 CCCP-75549	Il-18V Il-18V Il-18V Il-18V	AFL/GosNII GA AFL/Far East AFL/Magadan AFL/Turkmenistan	trf trf trf trf	unknown 02may67 24jan79 26feb85	on charge as of 01dec65 f/n PPK may68 arrived Zavod No. 402 GA at Bykovo for last overhaul apr82 t/t 39,800 hours and 13,900 cycles from OKB document dated 01jan86; soc 27jan86 as life-time expired and canx same date
18400 73 05	DM-STH DM-STH DDR-STH	Il-18V Il-18V Il-18V	EGAF/Interflug c/s Interflug Interflug	mfd trf rgd	jun64 feb70 19aug81	rgd 12sep64 (mfd also reported as 08aug64 which seems late) l/n LGW 11oct80 arrived Zavod No. 402 GA at Bykovo for last overhaul 27dec86 with t/t 24,810 hours; wfu 29apr90; last flight 05may90 (to Augsburg); canx 11jun90; t/t 27,980 hours and 18,403 cycles; was preserved at Augsburg; moved to Hermeskeil (N49.684714 E6.9590455) in spring 1994 and preserved at Flugausstellung Junior since, l/n 31oct20
18400 74 01	497	Il-18V	East German AF	mfd	04jun64	mfd also given as 27jun64 from Ilyushin OKB document; rgd 06jul64; registered with call-sign DM-VAZ; photo exists, with old type antenna on top of fuselage and eight centre windows (salon aircraft)
	DM-STP DM-STP	Il-18V Il-18V	EGAF/Interflug c/s Interflug	PRG trf	02feb70 01apr70	see next line officially registered as such 02jul70; in full Interflug c/s; modernised to Il-18D before the late 1970s, with standard window configuration; l/n SXF 30apr80
	DDR-STP	Il-18D	Interflug	rgd	08sep81	arrived Zavod No. 402 GA at Bykovo sep83 for last overhaul with them, t/t 18,067 hours; calibration aircraft, in all-grey c/s; t/t 18,565 hours and 11,956 cycles from OKB document dated 01jan86 (last overhaul 1979)
	D-AOAO D-AOAO UR-75475(2) UR-75475(2) UR-75475(2)	Il-18D Il-18D Il-18D Il-18D Il-18D	Interflug BerLine BerLine Avialini. Ukrayiny Kryla	res SXF SXF LED SIP	03sep90 mar92 27jan93 16jun93 24jun99	rgd 03oct90; CofA and CoFR give version as Il-18D; in all-grey c/s; f/n SXF 03oct90; l/n SXF 24aug91 bill of sale dated 30oct92 to Kryla; canx jan93 see c/n 181004105 l/n LED 01dec98 in dark blue/white c/s with grey undersides and titles; with seen DXB 29jul99 additional 'I.F.A.G' titles SXF 19may01; l/n DUS sep01
	D2-FAM	Il-18D	Alada	HLA	13jan03	in dark blue/white c/s with grey undersides and red/blue/yellow vertical stripe on the forward fuselage; registration 3D-SEP visible under the paint (reg was known as a SE210); in fleet list dec01; l/n LAD 06feb03
18400 74 02	CCCP-75550 CCCP-75550 CCCP-75550	Il-18V Il-18V Il-18V	AFL/International AFL/Ukraine-KBP AFL/Ukraine-LWO	mfd trf trf	13jun64 15mar67 jul77	on charge as of 01jul64; rgd 01jul64; 89 pax configuration f/n KBP 06apr72; seen FRA 24jun73; l/n KBP 10aug75 arrived Zavod No. 402 GA at Bykovo 21may80 for last overhaul; converted to Il-18Gr 04aug80 with t/t 29,769 hours and 16,510 cycles
18400 74 03	CCCP-75550 CCCP-75551	Il-18Gr Il-18V	AFL/Far East AFL/Kyrgyzstan-FRU	trf toc	16dec80 22jun64	soc 18oct83 as life-time expired; t/t 32,538 hours and 17,583 cycles rgd 01jul64; f/n DME 27aug75; arrived Zavod No. 402 GA at Bykovo 17jul80 for last overhaul; converted to Il-18Gr 15sep80 with t/t 35,387 hours and 16,402 cycles; soc 27dec83 as life-time expired; canx 1983; t/t 39,617 hours and 17,768 cycles; seen FRU derelict, but complete, may95/nov04
18400 74 04	CCCP-75552	Il-18V	AFL/Latvia-RSC	toc	30jun64	rgd 20jul64; opb 62 OAO; dbr 27aug66 on the leg from Arkhangelsk-Talagi to Leningrad of a flight from Arkhangelsk to Riga when tried to take off with locked rudder, veered off the runway to the right and suffered substantial structural damage, 10 of the 114 passengers were injured while the others and all 7 crew escaped unhurt; t/t 3,042 hours and 2,297 cycles; soc 23sep66
18400 74 05	CCCP-75553	Il-18V	Soviet Gvt/AFL c/s	mfd	16jun64	opb 235 OAO; d/d 05jul64; toc 17jul64; rgd 30jul64; mfd given as 14dec64 in Ilyushin OKB document; damaged 24nov65 whilst parked when hit by c/n 183006003; soc 05feb68 as trf to German Democratic Republic and canx same date
	DM-STF (2) DDR-STF D-AOAO	Il-18V Il-18D Il-18D	Interflug Interflug Interflug	rgd rgd res	07mar67 21aug81 03sep90	see c/n 181004105; seen SXF 23mar69; modernised to Il-18D before the late 1970s; l/n SXF 30apr80 t/t 27,164 hours and 15,868 cycles from OKB document dated 01jan86 (last overhaul 1983) f/n SXF 02oct90; rgd 03oct90, CofA and CoFR give version as Il-18D; photo ZRH oct90 with additional 'Voivo' titles below the cheatline
	D-AOAO D-AOAO	Il-18D Il-18D	Tigerflug BerLine	FFD SXF	20jul91 11nov91	initially in full Interflug c/s, with 'Ber Line' titles; repainted with blue cheatline/white tail and titles on the tail; tail later repainted in multi blue/yellow c/s and titles on the fuselage; l/n SXF 05feb94; ceased operations 31mar94
	D-AOAO RA-75553	Il-18D Il-18D	German European Al Viola Avia Trans	SXF rgd	26may94 20dec95	l/n 14oct95; canx 13oct95 to Russia d/d ex SXF 22dec95 still with 'German European' titles, seen SOF apr/may96. as such; canx but date unknown
	LZ-AZO EL-ADY (1) T9-ABB T9-ABB T9-ABB EX-405 EX-405	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	European Al tit European Al tit European Al 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; opb Bio Air Company l/n SHJ 13feb00; carried additional 'Sudan Airways' titles from late 1999 l/n SHJ 03nov01 not seen anywhere between jan02 and mar03; l/n SHJ 27nov04
18400 75 01	CCCP-75554(1) CCCP-75554(1)	Il-18V Il-18V	AFL/Latvia-RSC AFL/Krasnoyarsk	mfd trf	14jun64 02dec76	basic Phoenix c/s; l/n ESB 21mar06; reported aug06 leased to BlueSky Aviation; reported sep06 for GaleX Guineé Air; l/n FRU sep14/dec23 (N43.051923 E74.480701) still with Anikay Air titles and without engines toc 18jul64; rgd 11sep64; 110 pax configuration; l/n SVO 13sep75; see c/n 185008404 f/n DME 13nov77; soc 28apr79 as life-time expired; t/t 29,951 hours and 16,499 cycles; was preserved at Sheremetyevo-1 terminal (N55.98217 E37.41193) from 23apr79 in honour of 20 years of Il-18 service, seen in the process of being dismantled may12/aug12; moved to Khimik and was to be preserved with the Lavochkin company, seen in the process of assembly sep12, engines, tail and outer wings still not assembled by jan13; scrapped may13; the main landing gear was transported to "Muzei avtomobilei i ekipazhei" at Lyubliano and was seen there as installation art (together with parts of An-2T c/n 1G236-35 and Il-14T c/n 148001908) nov14
18400 75 02	CCCP-75555	Il-18V	AFL/Turkmenistan	toc	30jul64	rgd 13aug64; 89 pax configuration; f/n 31mar67; seen DME 03oct72; converted to Il-18Gr 11aug80 with t/t 35,519 hours and 15,986 cycles
	CCCP-75555	Il-18Gr	AFL/Urals	trf	27aug80	arrived Zavod No. 402 GA at Bykovo for last overhaul sep83; soc 19jul85 as life-time expired; t/t 39,580 hours and 17,487 cycles
18400 75 03	CCCP-75556 CCCP-75556	Il-18V Il-18V	AFL/Latvia AFL/Leningrad	mfd trf	27may64 16dec74	toc 06aug64; rgd 11sep64; 110 pax configuration; f/n LED 06jul70 soc 27dec78 as life-time expired; t/t 30,490 hours and 16,439 cycles; preserved and in use as a cabin trainer Pulkovo since 12sep87, without wings; l/n oct94, fate unknown
18400 75 04	CCCP-75557 CCCP-75557	Il-18V Il-18V	AFL/International AFL/Latvia	mfd trf	18aug64 18nov67	in 110 passenger configuration; toc 20aug64; rgd 31aug64; f/n PRG aug66 initially opb 106 LO Rizhskogo OAO; trf to 280 LO Rizhskogo OAO jan68; was 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 propeller
	CCCP-75557	Il-18V	AFL/Krasnoyarsk	trf	01jul75	opb 128 LO Krasnoyarsk OAO; was involved in an incident while being towed at Krasnoyarsk-Severnoy 22feb77 when the right wing struck the tail unit of Il-14M CCCP-91519 c/n 147001406 which was undergoing maintenance; repaired; arrived with Zavod No. 402 GA at Bykovo for its last overhaul 08jun81;

							<p>soc 18oct83 as life-time expired; t/t 30,058 hours and 16,680 cycles; was preserved in Komsomolski Park opposite the "Iskra" TV factory at ul. Televizornaya at Krasnoyarsk from spring 1984, but was destroyed by arson some 2 or 3 weeks later</p> <p>mfd also given as 28aug84 from OKB document; toc 28aug64; rgd 19sep64; 110 pax configuration</p>
18400 75 05	CCCP-75558 CCCP-75558 CCCP-75558 CCCP-75558	II-18V II-18V II-18V II-18V	AFL/Moscow (MUTA) MRP Zhukovski Soviet Gvt/AFL c/s AFL/Kyrgyzstan-FRU	mfd trf trf trf	26aug64 01apr67 04aug69 18may72		<p>opb 235 OAO</p> <p>f/n DME 03oct72; opb 250 LO; w/o 30jan76 on a training flight from Frunze-Manas when the crew was practicing a simulated dual engine failure with engines # 3 and 4 shut down, on final approach the flaps were extended to 30 degrees too early so that the aircraft lost speed, banked to the right and deviated from the approach path, the instructor took the wrong decision to go around (with the flaps still extended to 30 degrees) and to restart engine # 3 at a height of some 50 metres and a speed of 220 km/h, the aircraft continued to lose speed, rolled, collided with trees with a 53 degrees right bank, broke up and caught fire, all 6 crew killed; t/t 17,652 hours 27 minutes and 7,623 cycles; soc 16mar76 and canx same date</p>
18400 76 01	208 (2)	II-18V	Civ Avn Adm China	d/d	1964		<p>f/n DAR 03jun65; l/n CAI 20jun65; c/n confirmed as exported to China by Aviaexport; see c/n 189001504 and 185008701; 208(3) was not built by the time 208(2) was seen; see also c/n 187009703 with the same fake registration</p>
	218 B-218	II-18V II-18V	Civ Avn Adm China Civ Avn Adm China	r/r SIA	1966 06apr85		<p>B- prefix added 1974</p> <p>c/n confirmed; t/t 848 hours and 544 cycles from OKB document dated 01jan86 (overhaul history not given); arrived Zavod No. 402 GA at Bykovo jan88 for last overhaul; old antenna removed from the top of the fuselage; photo PEK may89, as such; wfu 29jun90, l/n SIA 14nov91; to Lanzhou city 1998, see also B-212; c/n 184007702</p>
18400 76 02	210 B-210	II-18V II-18V	Civ Avn Adm China Civ Avn Adm China	d/d CTU	1964 02nov86		<p>c/n confirmed as exported to China by Aviaexport; photo exists; B- prefix added 1974</p> <p>t/t 11,859 hours and 4,419 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given); wfu 1988; seen TSN 09oct88; seen in the Tianjin technical School may94 (N39.111508 E117.34999); l/n oct21</p>
18400 76 03	CCCP-75564 CCCP-75564	II-18V II-18V	AFL/Uzbekistan AFL/Tajikistan	toc trf	26mar65 01jul73		<p>mfd 27mar65; rgd 18may65; 89 pax configuration; f/n TAS 12jun71</p> <p>arrived Zavod No. 402 GA at Bykovo 10jul80 for last overhaul; converted to II-18Gr 04sep80 with t/t 35,310 hours and 14,498 cycles</p>
18400 76 04	CCCP-75564 CCCP-75574	II-18Gr II-18V	AFL/Far East Aeroflot/UShVLP	trf mfd	18sep80 30apr65		<p>soc 18oct83 as life-time expired; t/t 39,737 hours and 16,050 cycles; seen KHV 07jul94/12may95, derelict</p> <p>toc 07may65; Ulyanovsk Advanced Flying Training College; rgd 31may65; soc 16jun76 as life-time expired; t/t 9,066 hours and 19,991 cycles</p>
18400 76 05	not known 232 (1)	II-18V II-18V	Civ Avn Adm China Civ Avn Adm China	mfd ph.	1964 1967		<p>c/n confirmed as exported to China by Aviaexport and delivered in the last quarter of 1964</p> <p>c/n not confirmed; photo of the rear of the aircraft only with serial on the fuselage, but see lines below; mentioned as one of three aircraft that participated in the visit of Premier Zhou Enlai to Africa in 1965; later used by Chairman Mao Tse-dong, flew Wuhan Hankou-Shanghai Honggiao 21jul67 after the Wuhan conflict; see c/n 183006205</p>
	50854	II-18V	Chinese Air Force	NAY	27oct86		<p>c/n not confirmed; c/n given as 184007805 in the Chinese register Book by C. Ballantine; photo with old antenna on top of the fuselage and eight centre windows on the port side (salon version); t/t 862 hours and 704 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given); a Chinese article written in 2020 about Chairman Mao Tse-dong and the Wuhan flight jul67 (some 53 years later), includes a photo of 50854, suggesting this was perhaps this same aircraft</p>
	B-230 (3)	II-18V	China United AI	SVO	may89		<p>c/n was checked and confirmed in Museum documents; without old antenna on top of the fuselage and with standard revised window configuration; preserved in the China Aviation Museum at Shahezhen AFB from mar96; the Museum claim Chairman Mao Tse-dong had used this aircraft in jul67 and is outfitted internally in salon configuration with a bed; c/n 7605 on engine intake covers; l/n jul02; see c/n 189001701 ? and 181003602</p>
	232 (1)	II-18V	Chinese Air Force		dec03		<p>repainted with its original period serial; preserved in the China Aviation Museum at Shahezhen AFB, Changping (N40.183353 E116.36004); l/n apr23</p>
18400 77 01	CCCP-75569 CCCP-75569 CCCP-75569	II-18V II-18V II-18Gr	AFL/International AFL/Krasnoyarsk AFL/Urals-CEK	mfd trf trf	30sep64 18nov67 28mar80		<p>rgd 29jan65; toc 29jan65; 90 pax configuration; f/n HEL 20apr67</p> <p>converted to II-18Gr 14mar80 with t/t 34,995 hours and 10,285 cycles</p> <p>arrived Zavod No. 402 GA at Bykovo for last overhaul apr82 (reported as AFL/Krasnoyarsk in BASCO document - see previous line); soc 18oct84 as life-time expired; t/t 39,724 hours and 11,962 cycles</p>
18400 77 02	212	II-18V	Civ Avn Adm China	BBU	17jul65		<p>c/n not confirmed, but c/n confirmed as exported to China by Aviaexport and delivered in the last quarter of 1964; with old antenna on top of the fuselage; also mentioned in documents that this aircraft was used as a backup aircraft for the visit of Premier Zhou Enlai and Vice Premier Chen Yi to Tanzania in jun65; l/n RGN 1973</p>
	B-212	II-18V	Civ Avn Adm China	SIA	04apr85		<p>c/n not confirmed; t/t 990 hours and 595 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given); arrived Zavod No. 402 GA at Bykovo sep87 for last overhaul, but only the c/n is mentioned in the document and no registration given; still in service SIA 09oct88, now without antenna on top of the fuselage; photo in an Amusement Park, Lanzhou (N36.085661 E103.624191) jun04/may13, preserved; no longer visible on GE image by apr14</p>
18400 77 03	CCCP-75559 CCCP-75559	II-18V II-18V	AFL/GosNII GA AFL/Northern-LED	mfd trf	15oct64 10mar67		<p>toc 24oct64; rgd 16jan65; the first II-18 with the cyclical de-icing system; 110 pax configuration</p> <p>opb 67 LO 1-go Leningradskogo OAO; f/n SXF 06sep69; l/n Spenberg 21may72; w/o 27apr74 on the leg from Leningrad to Zaporozhye of a flight from Leningrad to Krasnodar when engine # 4 suffered an uncontained failure some 2 minutes after take-off and caught fire, the crew tried to return to the airport but the right-hand flap was destroyed by the fire so that the aircraft banked to the right (as the left-hand flap was still deployed), lost height and crashed upside down in a field 2,480 metres before the runway threshold and 242 metres to the right of its extended centreline, all 7 crew and 102 passengers killed; t/t 18,358 hours and 7,501 cycles; soc 15jul74 and canx same date</p>
18400 77 04	CCCP-75560 CCCP-75560	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Urals-CEK	toc trf	05nov64 07jan67		<p>rgd 23nov64; opb 235 OAO; f/n PIK sep65</p> <p>dbt 24feb68, when overran the runway at Donetsk after an aborted take off; soc 26apr68; t/t 3,657 hours and 1,675 cycles</p>
18400 77 05	CCCP-75561	II-18V	AFL/Far East-KHV	mfd	30oct64		<p>toc 06nov64; rgd 23nov64; 89 pax configuration; f/n nov74; arrived Zavod No. 402 GA at Bykovo 09oct80 for last overhaul with t/t 34,999 hours</p>
18400 78 01	CCCP-75561 CCCP-75562 CCCP-75562 CCCP-75562 CCCP-75562 CCCP-75562 CCCP-75562 CCCP-75562 CU-11269 CU-11269	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	AFL/Kazakhstan-KGF Soviet Gvt/AFL c/s AFL/Far East-KHV AFL/Krasnoyarsk-KJA AFL/Kazakhstan-KGF AFL/Turkmenis.-ASB AFL/Krasnoyarsk-KJA Cubana Aerocaribbean	trf mfd trf trf trf trf trf trf d/d trf	15mar83 19nov64 01jul67 15mar79 14feb82 17aug84 20jan87 12jun87 1992		<p>toc 27dec83 as life-time expired; t/t 38,781 hours and 15,311 cycles</p> <p>toc 26nov64; rgd 30dec64; opb 235 OAO; 89 pax configuration</p>
	CCCP-75563	II-18V	Soviet Gvt/AFL c/s	mfd	30apr64		<p>transfer not mentioned in MGA document; f/n TAS 28apr84</p>
	18500 78 02	II-18V	AFL/Krasnoyarsk-KJA	trf	20jan87		<p>arrived Zavod No. 402 GA at Bykovo mar87 for last overhaul with t/t 38,357 hours; trf to Cuba 11jun87</p>
	18500 78 03	II-18D	AFL/GosNII GVF	mfd	31jul64		<p>in full c/s, with very small titles only; l/n SCU 17aug89</p> <p>seen HAV nov96/nov98, broken up nov99</p>
	18400 78 04	II-18V	AFL/Uzbekistan	toc	01dec64		<p>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; soc 19sep67 and canx same date</p>
	18400 78 05	II-18V	AFL/Kazakhstan-KGF	trf	11apr80		<p>f/t 31jul64; f/n LBG 11jun65; still with old antenna on top of the fuselage; toc 13aug65; first production II-18D, with AI-20M engines; 90 pax configuration</p>
	18400 79 01	II-18V	AFL/Kazakhstan-KGF	trf	02apr84		<p>completed check trials 30jun66; CoFR renewal 18apr67; l/n VKO 02oct72</p>
	18400 79 02	II-18V	AFL/Uzbekistan	trf	01dec64		<p>arrived Zavod No. 402 GA at Bykovo for last overhaul 18may81</p> <p>soc 16nov84 as life-time expired; t/t 39,998 hours and 17,083 cycles</p> <p>rgd 16jan65; 89 pax configuration; f/n TAS 06jul68; arrived Zavod No. 402 GA at Bykovo 03oct80 for last overhaul</p>
	18400 79 03	II-18V	AFL/Uzbekistan	trf	01dec64		<p>on charge as of 01apr81; soc 19apr83 as life-time expired; t/t 39,842 hours and 15,114 cycles</p> <p>d/d 03jan65; c/n confirmed as exported to China by Aviaexport</p> <p>with the old antenna on top of the fuselage; l/n NAY mar87; t/t 693 hours and 519 cycles for this c/n only from OKB document dated 01jan86 (overhaul history not given)</p>
	18400 79 04	II-18V	AFL/Uzbekistan	trf	03oct88		<p>c/n reported as checked in 1993; previously reported as c/n 184007605; 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 jan23</p>
	18400 79 05	II-18V	AFL/Uzbekistan	trf	03oct88		<p>rgd 17feb65; 89 pax configuration</p> <p>f/n SXF 03jan70</p>
	18400 79 06	II-18V	AFL/Uzbekistan	trf	03oct88		<p>seen DME 14nov77; arrived Zavod No. 402 GA at Bykovo 08aug80 for last overhaul; converted to II-18Gr 22oct80 with t/t 35,016 hours and 13,512 cycles</p> <p>soc 16jul84 as life-time expired; t/t 39,901 hours and 15,074 cycles</p>
	18400 79 07	II-18V	AFL/Uzbekistan	trf	03oct88		<p>toc 09jan65; rgd 20jan65</p> <p>arrived Zavod No. 402 GA at Bykovo for last overhaul 16nov79, soc 19may82 as life-time expired; t/t 34,997 hours and 15,414 cycles; 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</p>
	18400 79 08	II-18V	AFL/Uzbekistan	trf	03oct88		<p>toc 27jan65; rgd 04mar65; 90 pax configuration; f/n LED 11aug75; l/n TAS 13sep75; arrived Zavod No. 402 GA at Bykovo for its last overhaul 17sep79, with t/t 35,000 hours and 13,419 cycles; converted to II-18Gr 11nov79</p>
	18400 79 09	II-18V	AFL/Uzbekistan	trf	03oct88		<p>soc 17jan83 as life-time expired and canx same date; t/t 39,989 hours and 15,011 cycles; preserved on the territory of the "Dubki" children's camp in the Rakhol common near Dichnya (N51.68560 E35.76782), l/n nov21</p>
	18400 79 10	II-18V	AFL/Uzbekistan	trf	03oct88		<p>toc 10feb65; rgd 04mar65; 90 pax configuration; f/n TAS 01apr68; l/n TAS 29oct77; arrived Zavod No. 402 GA at Bykovo 19feb80 for last overhaul; converted to II-18Gr 02apr80 with t/t 34,994 hours and 13,444 cycles</p>
	18400 79 11	II-18Gr	AFL/Far East	trf	06nov81		<p>soc 20may83 as life-time expired; t/t 39,819 hours and 14,967 cycles</p>

18500 79 05	CCCP-75571 CCCP-75571	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	mfd trf	30jan65 27sep79	toc 11feb65; rgd 23feb65; 89 pax configuration; f/n DME 27aug75 arrived Zavod No. 402 GA at Bykovo 27aug81 for last overhaul; soc 19dec84 as life-time expired; t/t 39,801 hours and 14,175 cycles
18500 80 01	CCCP-75572	II-18D	AFL/GosNII GA	mfd	18mar65	toc 07dec65; powered by modified AI-20M engines; underwent trials 26jul/21sep65; trials with TG-16 APU completed 13apr66; first aircraft without antenna on top of the fuselage; completed check trials 30jun66; 89 pax configuration CoFR 15may67 renewal; f/n LED 11aug75
	CCCP-75572 CCCP-75572 CCCP-75572 CCCP-75572 CCCP-75572 CCCP-75572 CCCP-75573	II-18D II-18D II-18D II-18D II-18D II-18V II-18V	AFL/Far East-KHV AFL/Krasnoyarsk-KJA AFL/Kazakhstan-KGF AFL/Turkmenis.-ASB AFL/Krasnoyarsk-KJA AFL/Domododovo AFL/Far East AFL/Turkmenistan	toc trf trf trf trf trf mfd trf	26apr76 06mar79 04jun81 10aug84 07dec86 03jan89 16feb65 16mar84	arrived Zavod No. 402 GA at Bykovo for last overhaul 04dec86 with t/t 34,404 hours soc 11oct89 as life-time expired; canx 24oct89; l/n DME 15mar90 toc 28feb65; rgd 15mar65; 89 pax configuration arrived Zavod No. 402 GA at Bykovo 19oct84 for last overhaul and converted to ambulance configuration; used for Soviet Army Group in Afghanistan; soc 21sep85 as life-time expired; t/t 39,989 hours and 15,640 cycles
18500 80 03	CCCP-75591 RA-75591 RF-91821	II-18V II-18V II-18V	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd BAX Pus	04jun65 24jul00 12dec11	f/n DEL 28feb67; new CoFR issued 20dec73; l/n Spereberg 17dec78; opb 150 osap at Ulan-Ude-Vostochny in 1979/92; arrived Zavod No. 402 GA at Bykovo for its last overhaul there 18sep84; t/t 6,572 hours and 4,650 cycles as of 01jan86 c/n checked on photo; opb operativnaya gruppa VTA in the Far East in 1993/97; seen Ulan-Ude-Vostochny 25nov06; l/n Pushkin 29apr11, awaiting overhaul opb 390 otsap at SVX; in basic Aeroflot c/s, no titles; w/o 19dec16 on the leg from Kansk to Tiksi of a flight from Yekaterinburg to Tiksi during the polar night when deviated from the approach pattern and dropped below the glide path relying on a flawed approach scheme, the belly touched the summit of a snow-covered hill (392 metres) in the tundra 31 km north-west of Tiksi airport, the aircraft bounced and touched the ground again on the rear slope of the hill 1,250 metres further on, the fuselage broke into 3 parts, all 7 crew and 31 passengers injured (16 of them seriously)
18500 80 04	CCCP-75575	II-18V	AFL/Uzbekistan-TAS	mfd	20feb65	toc 03mar65; rgd 01apr65; 90 pax configuration; dbr 30oct76 on landing at Tashkent-Yuzhny with strong cross wind when veered off the runway due to pilot error and suffered considerable damage as the side security strip was in bad condition, all 8 crew and 89 passengers escaped unhurt; t/t 26,578 hours and 10,114 cycles; soc 28mar77
18500 80 05	CCCP-75576 CCCP-75576	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	mfd trf	27feb65 31dec79	toc 11mar65; rgd 01apr65; 90 pax configuration arrived Zavod No. 402 GA at Bykovo 06jul81 with t/t 34,996 hours for last overhaul; soc 20jan84 as life-time expired; t/t 39,623 hours and 13,446 cycles
18500 81 01	CCCP-75577	II-18V	AFL/Urals-CEK	mfd	18mar65	toc 26mar65; rgd 19may65; 90 pax configuration; f/n DME 1977; arrived Zavod No. 402 GA at Bykovo may79 for last overhaul with t/t 31,357 hours; soc 19jan81 as life-time expired; t/t 34,557 hours and 15,126 cycles
18500 81 02	CCCP-75578	II-18V	AFL/Armenia-EVN	mfd	19mar65	toc 28mar65; rgd 31may65; 89 pax configuration; 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; soc 31dec70; t/t 8,995 hours and 4,206 cycle toc 27mar65; rgd 18may65; 90 pax configuration; f/n DME 19aug75; l/n SKD 29oct77; arrived Zavod No. 402 GA at Bykovo 01oct79 for last overhaul; converted to II-18Gr 04jan80 with t/t 34,993 hours and 13,215 cycles
18500 81 03	CCCP-75579	II-18V	AFL/Uzbekistan	mfd	19mar65	soc 17jan83 and canx same date; t/t 39,992 hours and 14,763 cycles; 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	II-18V II-18V	TABSO Bulair	mfd trf	14mar65 1968	still with old antenna initially; f/n BQH 14may65; l/n BBU 25jun67 f/n ZRH apr69; l/n SOF oct71; 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; t/t 10,902 hours and 4,322 cycles
18500 81 05	LZ-BEP LZ-BEP	II-18V II-18V	TABSO Balkan	mfd trf	15may65 01apr68	still with old antenna initially; photo CPH 01sep65; l/n LHR 16mar68 renamed; seen LTN 05jul69, arrived Zavod No. 402 GA at Bykovo 13oct81 for last overhaul with t/t 33,103 hours; was operated as a Cargo aircraft MST jul83; dbr 16jun84 at Sanaa, touched down nose gear first and bounced four times, overran the end of the runway before coming to rest, all twelve passengers and six crew survived
18500 82 01	LZ-BEV LZ-BEV	II-18V II-18V	TABSO Balkan	mfd trf	29may65 01apr68	d/d 11jun65; still with old antenna initially; seen VIE 12jun67 renamed; seen LGW 01jun70; arrived Zavod No. 402 GA at Bykovo 23nov84 for last overhaul with t/t 37,824 hours; t/t 40,080 ? hours (probably incorrect as maximum airframe life was only 40,000 hours) and 18,343 cycles according to OKB document dated 01jan86; wfu SOF 17nov87, preserved in a playground Sofia, damaged by fire spring 1992; l/n aug92
18500 82 02	CCCP-75580	II-18V	AFL/Far East-KHV	mfd	28apr65	toc 07may65; rgd 02jun65; 90 pax configuration; f/n LED 12aug68; arrived Zavod No. 402 GA at Bykovo oct82 for last overhaul with t/t 34,859 hours; soc 19jul85 as life-time expired; t/t 38,507 hours and 15,808 cycles
18500 82 03	CCCP-75582 CCCP-75582	II-18V II-18V	AFL/Far East AFL/Krasnoyarsk	mfd trf	31may65 11jan80	toc 10jun65; rgd 28jun65 arrived Zavod No. 402 GA at Bykovo 13jan82 with t/t 34,995 hours for last overhaul; soc 19dec84 as life-time expired; t/t 39,993 hours and 14,016 cycles
18500 82 04	836 P-836	II-18V II-18V	Chosonminhang Chosonminhang	mfd SVO	17jun65 10jun83	f/n Hanoi-Gia Lam 10oct73; with eight centre windows (salon aircraft); l/n SXF 28apr82 with eight centre windows (salon aircraft); arrived Zavod No. 402 GA at Bykovo oct87 for last overhaul with them, t/t only 7,669 hours; l/n SXF 26may90; became Air Koryo 28mar92
	P-836	II-18V	Air Koryo	SXF	jan93	l/n PEK 17apr99; converted to II-18GrM by mar01; l/n PEK 16may09 operational; seen FNJ 14sep10; stored by aug12; l/n jun13 as such; seen sep13 without engines; not present sep15
18500 82 05	CCCP-75583	II-18V	AFL/Uzbekistan	mfd	31may65	rgd 26jun65; on charge as of 01jul65; 90 pax configuration; f/n TAS 01apr68; arrived Zavod No. 402 GA at Bykovo 31oct80 for last overhaul
18500 83 01	CCCP-75583 YR-1MH	II-18V II-18V	AFL/West Siberia TAROM	trf mfd	30jan81 02jul65	soc 18aug83 as life-time expired; t/t 39,999 hours and 14,988 cycles rgd 03jul65; still with old antenna initially; seen BSL 03jun67; t/t 29,971 hours and 12,823 cycles from OKB document dated 01jan86; crashed Carpathian Mountains 13aug91; cycles; not canx until 01feb96
18500 83 02	YR-1MI	II-18V	TAROM	mfd	05jul65	rgd 06jul65; still with old antenna initially; seen FRA 12mar66; crashed on a touch and go Otopeni 21apr77; t/t 22,603 hours and 9,889 cycles (last overhaul 1972); not canx until 13feb81 and soc after the accident (on the basis of a document dated 14dec82)
18500 83 03	CCCP-75584	II-18V	AFL/Krasnoyarsk-KJA	mfd	29jun65	toc 09jul65; rgd 26jul65; 90 pax configuration; f/n DME 03oct72; arrived Zavod No. 402 GA at Bykovo 24jul79 for last overhaul; converted to II-18Gr 05sep79 with t/t 34,990 hours and 11,145 cycles; soc 20may83 as life-time expired; t/t 39,990 hours and 12,813 cycles
18500 83 04	CCCP-75585 CCCP-75585	II-18V II-18V	AFL/International AFL/Far East-KHV	mfd trf	30jul65 18jul67	toc 20aug65; rgd 02sep65; 90 pax configuration arrived Zavod No. 402 GA at Bykovo 29oct80 for last overhaul with t/t 32,463 hours; soc 20dec82 as life-time expired; t/t 34,850 hours and 13,120 cycles
18500 83 05	101 (2) ? CCCP-75593 CCCP-75593 CCCP-75593	II-18V II-18V II-18V II-18V	Polish Air Force AFL/Polar AFL/Moscow-VKO AFL/Magadan-GDX	mfd toc trf trf	31jul65 15apr66 07feb68 28oct78	d/d 07aug65; leased until c/n 185008503 was delivered rgd 05may66; 89 pax configuration; f/n PER dec66
18500 84 01	CCCP-75586 CCCP-75586 CCCP-75586 CCCP-75586 CCCP-75587	II-18V II-18V II-18V II-18V II-18V	Soviet Gvt/AFL c/s AFL/Far East AFL/Krasnoyarsk AFL/Ukraine-LWO Soviet Gvt/AFL c/s AFL/West Sib.-OVV	toc trf trf trf mfd trf	18aug65 10aug67 10jan80 28sep83 30aug65 09aug67	arrived Zavod No. 402 GA at Bykovo 12jan81 for last overhaul with t/t 34,993 hours; soc 20jan84 as life-time expired; t/t 39,802 hours and 14,912 cycles rgd 13sep65; opb 235 OAO; 90 pax configuration; photo DEL 11jan66 f/n LED 11aug75 arrived Zavod No. 402 GA at Bykovo may82 for last overhaul soc 15feb85 as life-time expired; t/t 39,999 hours and 14,400 cycles
18500 84 02	CCCP-75587 CCCP-75587	II-18V II-18V	AFL/Ukraine-LWO AFL/West Sib.-OVV	mfd trf	30aug65 09aug67	toc 07sep65; rgd 21sep65; opb 235 OAO; 89 pax configuration arrived Zavod No. 402 GA at Bykovo 07jan80 for last overhaul; soc 19feb81 as life-time expired; t/t 34,998 hours and 13,522 cycles
18500 84 03	CCCP-75588 CCCP-75588	II-18V II-18V	AFL/International AFL/Ukraine-KBP	mfd trf	27aug63 05jun67	on charge as of 01oct65; rgd 29oct65; 89 pax configuration seen DME 06oct75; l/n VKO 18nov77; arrived Zavod No. 402 GA at Bykovo 25dec80 for last overhaul; soc 18mar83 as life-time expired; t/t 33,166 hours and 17,987 cycles
18500 84 04	DM-STI DM-STI DDR-STI D-AOAP D-AOAP	II-18V II-18V II-18D II-18D II-18D	EGAF/Interflug c/s Interflug Interflug Interflug BerLine	mfd trf rgd res SXF	03sep65 24jan74 15nov81 03sep90 oct91	mfd also given as 16oct65 from Ilyushin OKB document; rgd 26nov65 modernised to II-18D before the late 1970s; l/n SXF 30apr80 t/t 15,682 hours and 5,851 cycles from OKB document dated 01jan86 (last overhaul 1978) f/n SXF 02oct90; rgd 03oct90; CoFA and CoFR give version as II-18D; l/n SXF 24aug91 initially in basic ex Interflug c/s, with 'Ber Line' titles; repainted with blue cheatlne/white tail and titles on the tail; converted to II-18GrM (side cargo door), type certificate amended 02feb93 after installation; with 'Cargo' titles SXF nov93; l/n FRA 18mar94; ceased operations 31mar94 still only wearing 'Cargo' titles 14oct95; canx 13oct95 to Russia
	D-AOAP RA-75554(2) RA-75554(2)	II-18GrM II-18GrM II-18GrM	German European AL German European Al Ramaer	SXF rgd rgd	26may94 20dec95 16apr97	d/d ex SXF 23dec95 to Viola Avia Trans, see c/n 184007501, l/n SHJ 03apr97 l/n JNB 16dec97; dbr when it aborted take-off Johannesburg 17dec97, failed to become airborne due to overloading; t/t 18,766 hours, and 7,040 cycles; l/n JNB apr00, in the process of being scrapped with the cargo door to c/n 187010403; canx only 23nov01; version still given as II-18V in the Russian canx register, but this may in fact relate to c/n 184007501
18500 84 05	CCCP-75589 CCCP-75589	II-18V II-18V	AFL/International AFL/Urals-CEK	mfd trf	29oct65 19dec67	toc 31oct65; rgd 05nov65; 90 pax configuration arrived Zavod No. 402 GA at Bykovo 03apr81 for last overhaul with t/t 34,553 hours; soc 20jan84 as life-time expired; t/t 39,531 hours and 16,088 cycles
18500 85 01	CCCP-75590 CCCP-75590	II-18V II-18V	AFL/International AFL/West Siberia	mfd trf	16sep65 28oct67	toc 30oct65; rgd 05nov65; 89 pax configuration; f/n HEL 10jul67 arrived Zavod No. 402 GA at Bykovo 12aug81 for last overhaul; soc 16jul84 as life-time expired; t/t 39,992 hours and 14,229 cycles
18500 85 02	CCCP-75592	II-18E	AFL/International	f/f	30sep65	II-18E with AI-20M engines, for 122 pax; MGA document gives as 90 pax configuration; toc 07oct65; rgd 29nov65; completed check trials 15dec65
	CCCP-75592 CCCP-75592	II-18E II-18E	AFL/Far East AFL/Moscow	trf trf	29apr67 03apr86	arrived Zavod No. 402 GA at Bykovo for last overhaul apr86 with t/t 37,960 hours; soc 22oct87 as life-time expired
18500 85 03	101 (3) SP-LSK	II-18E II-18E	Polish Air Force LOT	mfd rgd	27dec65 06jan88	d/d 12jan66; f/n LHR apr69; seen LBG 12nov70; photo SVO 1985; arrived Zavod No. 402 GA at Bykovo for last overhaul aug86 with them, t/t only 7,267 hours; see c/n 180002504 and c/n 185008305 canx 21sep90; l/n WAW 23apr91

	75711(2) CCCP-75850(2)	II-18E II-18E	ex LOT c/s, n/t Avialini. Ukrayiny	WAW rgd	aug91 02dec91	see c/n 189001802, photo proof 11sep91 ex SP-LSK; l/n WAW 01oct91 f/n LWO 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) RA-75850(2) UR-75850(2) D2-FDY	II-18E II-18E II-18E II-18E	Aeroflot c/s, n/t ALAK Kryla Alada	DXB rgd SHJ HLA	25feb93 21sep94 mar97 03mar03	c/n checked f/n SHJ mar95; rgd to Kryla 20jul95; canx 09feb96 as to Ukraine l/n SHJ 17mar01 in fleet list dec01; l/n LAD 17mar07; seen LAD 08mar08, sitting on its tail; seen in the scrap compound 28mar09, no engines; no longer visible on GE by Jan13 toc 21oct65; rgd 28oct65; 90 pax configuration; f/n SXF 16jan71 f/n Templin-Gross Dölln 13may72 seen VKO 14nov77; arrived Zavod No. 402 GA at Bykovo 11may81 for last overhaul; soc 23nov83 as life-time expired; t/t 34,432 hours and 17,998 cycles c/n confirmed as exported to China by Aviaexport photo with old antenna on top of fuselage; t/t 455 hours and 337 cycles from OKB document dated 01jan86 (with no overhaul history); seen CTU 03nov86; l/n PEK 31oct87 rgd 25nov65; named 'Falaise'; f/n AMS 17mar67; arrived Zavod No. 402 GA at Bykovo for last overhaul jul87 with them, t/t 30,710 hours; sold to Balkan 12jul91; canx 24jul91 by 30jun92 it had a t/t of 34,268 hours and 20,089 cycles; l/n BUD 10nov97; seen stored at SOF without engines 29jan98 was in official register but probably not taken up f/n SHJ 02jul98; l/n SHJ 26nov98 l/n SHJ 05apr99; rgd 01apr99 according to Liberian register; ex SP-LSF and LZ-BEW checked in papers in green/white basic Santa Cruz c/s still in basic Santa Cruz c/s; l/n SHJ 25mar04 still in basic Santa Cruz c/s; l/n SHJ 27nov04 still in basic Santa Cruz c/s; l/n as such FJR 22nov05; seen DEL 10jun06 painted in all-gold c/s with blue cheatline, blue tail and engines, red emblem on tail, 'National Paints' titles on rear fuselage (right-hand side only); seen in Turkey 10dec06 reported opb Galaxy Air; l/n FJR 01dec08/17dec09; seen FRU sep12 in the same c/s, but without titles f/n FRU 16sep14; seen FRU 04may15, stored; l/n FRU oct18/sep23 derelict and was without engines by jan22
18500 85 04	CCCP-75594 CCCP-75594 CCCP-75594	II-18E II-18E II-18E	AFL/International AFL/Ukraine-KBP AFL/Ukraine-LWO	mfd trf trf	19oct65 27may67 02aug74	
18500 85 05	214 B-214	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	mfd KMG	19sep65 1979	
18500 86 01	SP-LSF LZ-BEW 3D-ALD EL-ALD EL-ALD EL-ALD EX-601 EX-601 EX-601	II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E	LOT Bulgarian Airlines Southern Cross ex LOT c/s, n/t Santa Cruz, n/t Phoenix Phoenix Phoenix, n/t Anikay Air	mfd VAR SOF SHJ SHJ SHJ SHJ SHJ SHJ	05oct65 aug91 1998 01jun98 26nov98 23jan01 20mar02 apr04 20dec04	
	EX-18007	II-18E	S. Group Internat.	rgd	22jul13	
18500 86 02	YR-IMZ (1) CCCP-75445 CCCP-75445	II-18D II-18D II-18D	Rom Gvt/TAROM c/s AFL/International AFL/Urals-SVX	mfd toc trf	30may65 06jun67 06jul68	
18500 86 03	SP-LSG SP-LSG LZ-BEZ LZ-BEZ LZ-BEZ EL-ADY (2) EL-ARK 3C-KKR 3C-KKR 3C-KKR 3C-KKR UN-75002 UP-11802	II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E II-18E	LOT LOT Balkan COMCO Balkan ex-LOT c/s Santa Cruz, n/t Santa Cruz, n/t Air Cess Damal Airlines no titles IRBIS, n/t Mega Aircompany	mfd LHR VAR OST SHJ SHJ rgd SHJ SHJ SHJ SHJ SHJ SHJ JED	08oct65 29sep77 jun92 30sep93 10dec94 mar98 26feb98 27mar99 05apr99 03nov01 may02 14sep02 dec08	also reported as 15may65; rgd 01dec65; named 'Monte Casino'; f/n AMS 07oct67; converted 06nov76/05dec76 for use as cargo aircraft similar to II-18Gr with additional 'Cargo' titles; t/t 26,286 hours and 15,651 cycles from OKB document dated 01jan86 (last overhaul 1985); l/n WAW 11jul90; sold to Balkan 19jul91; canx 24jul91 in basic LOT c/s with 'CARGO' titles; l/n BOU 05jul92 titles in red on forward fuselage, still in basic ex-LOT c/s with 'CARGO' titles; by 30jun92 it had a t/t of 32,006 hours and 18,455 cycles; still in basic ex-LOT c/s with 'CARGO' titles; l/n SOF 17apr95 c/n confirmed; with 'CARGO' titles, still in basic ex-LOT c/s; l/n SHJ apr98; see rgd next line c/n checked; f/n SHJ 06may98; l/n SHJ 16feb99 c/n checked l/n as such SHJ 26may01; in white c/s with grey undersides and small blue cheatline, all white tail; carried additional 'Damal Airlines' titles for a long time; l/n SHJ 15sep01, titles not reported l/n SHJ 30jan02 l/n SHJ 14aug02 c/n confirmed; in the same c/s as 3C-KKR; l/n FJR 25jul08/01nov08, parked since 27mar08; operator reported as Gulf Crystal no titles; opb Daallo Airlines in passenger configuration; l/n HGA 07jan10; broken on register by late 2011; was stored Berbera, Somalia, photo 2013, exists parked off the apron; current up c/n confirmed as exported to China by Aviaexport and NAY oct86; c/n not confirmed and given as 184007604 in the Chinese register Book by C. Ballantine; t/t 170 hours and 210 cycles from OKB document dated 01jan86 for this c/n only (with no overhaul history)
18500 86 04	not known 50850	II-18D II-18D	Chinese Air Force Chinese Air Force	NAY	04apr85	
18500 86 05	CCCP-75676(2) RA-75676(2) RA-75676(2) RF-75676(2) 208 (3)	II-18E II-18E II-18E II-18D	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Civ Avn Adm China	mfd rgd CKL CKL mfd	11dec65 28apr94 20aug10 may17 dec65	
18500 87 01	B-208	II-18D	Civ Avn Adm China	PEK	1985	
18500 87 02	not known 50855	II-18D II-18D	Chinese Air Force Chinese Air Force	mfd ph.	1965 1987	
18500 87 03	B-228 825 525	II-18D II-18E II-18E	China United AI Chosonminhang Chosonminhang	NAY mfd SXF	1988 dec65 07jul69	
18500 87 04	216 B-216	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	mfd CTU	19jan66 02dec82	
18500 87 05	CCCP-75595 CCCP-75595 CCCP-75595	II-18E II-18E II-18E	Soviet Gvt/AFL c/s AFL/Kazakhstan-ALA AFL/Kazakhstan-KGF	toc trf trf	15jan66 12aug67 1972	
18600 88 01	CCCP-75596	II-18E	AFL/Far East	mfd	19jan66	
18600 88 02	CCCP-75596 CCCP-75598 CCCP-75598	II-18E II-18D II-18DTs	AFL/Moscow-DME AFL/GosNII GA AFL/GosNII GA	trf mfd	01apr85 28feb66	
	RA-75598	II-18DTs	GosNII GA	SVO	19mar93	
	RA-75598 CU-T1546	II-18D II-18D	IRS Aero Aerocaribbean	lsd BKA	09apr97 08aug04	
18600 88 03	CCCP-75597	II-18E	AFL/Krasnoyarsk-KJA	mfd	22jan66	
18600 88 04	VN-B... ?	II-18D	Hàng Không Vietnam	mfd	29nov66	
18600 88 05	CCCP-75599 CCCP-75599 CCCP-75599	II-18E II-18E II-18E	AFL/Urals-SVX AFL/Urals-CEK	mfd mfd trf	30jan66 1972	
18600 89 01	CCCP-75400 CCCP-75400	II-18E II-18E	Soviet Gvt/AFL c/s AFL/West Sib.-OVb	mfd trf	10feb66 unknown	
18600 89 02	CCCP-75401 CCCP-75401 CCCP-75401	II-18D II-18D II-18D	AFL/International AFL/Urals-SVX AFL/Ukraine-LWO	mfd trf trf	29mar66 27mar68 26sep83	

18600 89 03	CCCP-75402 CCCP-75402 CCCP-75402	II-18E II-18E II-18E	Soviet Gvt/AFL c/s AFL/Latvia AFL/Magadan	mfd trf trf	29mar66 15nov67 14apr76	toc 12mar66; rgd 26mar66; opb 235 OAO; 110 pax configuration; f/n LHR mar66 reported in East Germany 04nov75 arrived Zavod No. 402 GA at Bykovo 20sep80 for last overhaul; soc 22nov82 as life-time expired; t/t 34,999 hours and 15,455 cycles
18600 89 04	LZ-BET LZ-BET LZ-BET	II-18D II-18D II-18D	TABSO Bulair Balkan	mfd SXF trf	21apr66 11may68 1972	d/d 24may66; trf to Bulair in 1968 seen LGW 28jun70 operated freight flight LGW 06nov77; wfu Sofia 1984 after a hard landing; t/t 34,468 hours and 15,925 cycles; seen in a poor condition without engines may92/apr96; broken up 1998
18600 89 05	102 (2) SP-LSI SP-LSI LZ-BEH LZ-ZAH LZ-ZAH EX-75905(2) EX-75905(2)	II-18E II-18E II-18Gr II-18Gr II-18Gr II-18Gr II-18Gr	Polish Air Force LOT LOT Balkan Bulgarian Airlines Phoenix Phoenix Phoenix c/s, n/t	d/d rgd photo SHJ SOF SHJ SHJ SHJ	08apr66 28mar75 photo nov91 dec99 10mar00 04oct00 15mar05	f/n LHR 21feb67; l/n LHR apr69; see c/n 181002701 f/n LHR 21jun75; arrived Zavod No. 402 GA at Bykovo for last overhaul 24jun86 with them, t/t 15,737 hours; l/n LGW 15may88; converted 06nov89/05dec89 to, see next line with 'Cargo' titles; canx 12jul91; sold to Balkan 19jul91 in basic ex LOT c/s, no titles; seen BSL 21jan92, with very small Bulgarian Airlines titles on the port side, 'Cargo' titles on starboard side; l/n AYT 15jun95, as such; seen SXF 20jul98 with additional larger Balkan titles in red; l/n active BUD 06nov98; seen SOF jun99, stored c/n from JP-01, not checked; in basic ex LOT c/s, still with very small Bulgarian Airlines titles; seen SHJ 26feb00, in the process of the paint being removed; l/n SHJ 05mar00 in full blue/red c/s with titles; l/n SHJ 30sep00, reg seen being removed this date confirmed in Daallo Airlines fleet list jan04 as lsf Phoenix; l/n SHJ 20feb05 opb Intal Air from 2005; 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; photo JIB 2018, fuselage supported by trestles with wings removed after the inboard engines; a subsequent photo 2018, shows the fuselage in sections
18600 90 01	CCCP-75403 CCCP-75403	II-18E II-18E	AFL/Far East AFL/Krasnoyarsk	mfd trf	25mar66 30dec85	rgd 28mar66; toc 08apr66; 100 pax configuration; opb Khabarovsk OAO; photo UUS 1966; arrived with Zavod No. 402 GA at Bykovo dec82 for its last overhaul ferried to KJA the same day; opb Krasnoyarski OAO; t/t 39,104 hours and 16,352 cycles from an OKB document dated 01jan86; soc 31dec86 as life-time expired
18600 90 02	LZ-BED LZ-BED LZ-BED	II-18D II-18D II-18D	TABSO Bulair Balkan	d/d trf w/o	24apr66 1968 18jan71	mfd 26apr66; f/n CPH 22jul66; l/n LGW 14may67 seen LGW 27jul69 on a flight from Paris to Zürich when approached Kloten airport in marginal weather conditions (RVR 1000 m), at the middle marker the aircraft was to the right of and below the glide-path, the crew tried to correct the problem, but the left wing struck the ground with the left wingtip and gear and the aircraft crashed in flames 700 m north of the airport, 7 of the 8 crew and 38 out of 39 passengers killed; t/t 8,197 hours and 2,986 cycles (last overhaul 1969)
18600 90 03	CCCP-75404 CCCP-75404	II-18E II-18E	Soviet Gvt/AFL c/s AFL/Krasnoyarsk.-KJA	mfd trf	29apr66 26nov67	toc 19may66; rgd 13jun66; opb 235 OAO; 100 pax configuration; f/n PIK 29jul66 arrived Zavod No. 402 GA at Bykovo 13nov80 for last overhaul; soc 28jun83 as life-time expired; t/t 39,801 hours and 11,986 cycles
18600 90 04	OK-BYZ OK-VAF	II-18D II-18D	CS-Gvt (LSFMV) CSA	d/d d/d	09may66 06dec77	rgd 13may66; mfd 08jun66 from Ilyushin OKB document; seen LGW 02may67; canx 16dec77 photo exists in basic ex-Czech Government c/s without titles; rgd 16dec77; arrived Zavod No. 402 GA at Bykovo 29jan86 for last overhaul with t/t 12,313 hours; wfu 19jan90; t/t 16,393 hours and 13,941 cycles; last flight 23jan90 to Nürnberg; canx 06feb90; was used for fire training at Nürnberg, seen 11may90 without registration and titles; destroyed during fire-fighting practice
18600 90 05	CCCP-75405	II-18E	AFL/Uzbekistan-TAS	mfd	21may66	toc 01jun66; rgd 14jul66; 90 pax configuration; opb 219 LO; f/n TAS 01apr68; w/o 24jun74 on the leg from Tashkent-Yuzhny to Sverdlovsk of a flight from Samarkand to Leningrad when engine # 4 failed during the take-off run due to bird strike, the captain decided to abort the take-off, but did not act decisively enough and was not aware that it takes the props some 10 to 12 seconds to change from take-off power to reverse thrust so he ordered the props to be feathered before reverse thrust was reached, the aircraft overran the runway and crossed two asphalt roads and the 15 metres wide canal Kara-Su before coming to a stand-still 555 metres behind the runway threshold, with its tail hovering over the canal, 2 of the 8 crew injured and 1 of the 106 passengers killed and 20 injured (2 of them severely, these and the killed one had not fastened their seat belts); t/t 19,030 hours and 6,427 cycles; soc 16jul74 and canx same date
18600 91 01	LZ-BEG	II-18E	TABSO	d/d	19may66	mfd 26may66 from Ilyushin OKB document; w/o 03sep68 on a flight from Dresden to Burgas when the crew tried to accomplish a visual approach in adverse weather conditions, descending below the clouds, and the aircraft flew into the ground near Karnobat, 5 of the 7 crew and 42 of the 82 passengers killed; t/t 3,374 hours and 1,604 cycles
18600 91 02	YR-IMJ ER-ICJ ER-ICJ EL-ALY ER-ICJ	II-18D II-18D II-18D II-18D	TAROM Renan Renan/Tavria Mac Renan/West Afr AS Renan	mfd rgd SIP KIV	22jun66 06oct97 24jun99 03apr03	rgd 25jun66; l/n OTP sep95; t/t 28,769 hours and 10,194 cycles from OKB document dated 01jan86 (last overhaul 1976); CoFA expired 03feb97; canx 06oct97 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 overshoot runway 29 during take-off at Luena, Angola 27jan04, coming to rest 100 metres past the end of the runway; canx 30mar05
18600 91 03	CCCP-75406	II-18E	AFL/Far East	mfd	31may66	toc 07jun66; rgd 22jun66; 100 pax configuration; photo UUS 1969; l/n DME 06oct75; arrived Zavod No. 402 GA at Bykovo apr85 for last overhaul with t/t 38,138 hours
18600 91 04	CCCP-75406 YR-IMK	II-18E II-18D	AFL/Moscow TAROM	trf mfd	24dec85 07jul66	soc 31dec86 as life-time expired; t/t 39,065 hours and 16,445 cycles rgd 09jul66; seen LGW 10jun67 and AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; t/t 13,672 hours and 5,124 cycles (last overhaul 1970); finally canx 28jul77
18600 91 05	CCCP-75407	II-18E	AFL/Azerbaijan-BAK	mfd	30jun66	rgd 20jul66; on charge as of 01aug66; 100 pax configuration; f/n sep75; soc 23aug78 as life-time expired; t/t 29,273 hours and 12,902 cycles; the last 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	toc 01jul66; rgd 25jul66; 100 pax configuration; photo EVN 1968; opb 279 LO; w/o 06mar76 on a flight from Moscow to Yerevan at night when suffered a failure of the 36 V electrical system while flying at a height of 7,800 metres (resulting in the loss of most instruments), the crew lost spatial orientation, the aircraft went out of control, crashed in a field 150 metres west of Verkhnyaya Khava village (50 km from Voronezh) and exploded, all 11 crew and 100 passengers killed; t/t 21,587 hours and 9,082 cycles; soc 30apr76
18600 92 02	DM-STK DDR-STK D-AOAR SP-FNB SP-FNB SP-FNW SP-FNW SP-FNW SP-FNW SP-FNW 3D-SBW 3C-KKK 3C-KKK UN-75004 UP-11804 S2-AGM UP-18496	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	Interflug Interflug Interflug Polnippon ex Polnippon c/s 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 WAW WAW WAW WAW SHJ SHJ SHJ SHJ SHJ SHJ	29jun66 12aug81 03oct90 18dec90 mar96 01mar96 27mar96 23sep96 jul97 12oct97 20nov97 29nov98 jun00 oct00 14sep02	rgd 12jul66; l/n SXF 30apr80 arrived Zavod No. 402 GA at Bykovo 02feb84 for last overhaul with them, t/t 24,532 hours; t/t 26,072 hours and 11,462 cycles from OKB document dated 01jan86 canx 21dec90 converted to II-18Gr; seen Warsaw 28dec90; named 'Agata' still with ex Interflug cheatline; seen WAW 10aug95 with additional Caritas Polska logo behind the cockpit; l/n WAW feb96 titles removed, canx date unknown photo as such WAW mar96 with titles and tail logo; l/n WAW aug96; leased from Polonia Airways ex Daallo Airlines with dark blue cheatline, titles and tail logo l/n SHJ 17nov97; canx 18nov97 l/n SHJ 01apr98; c/n checked l/n 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 ex Air Cess c/s, no titles; ceased operations by jul13; l/n ALA 01may14/26may15, stored; serial overpainted by dec15; l/n ALA 02jul16, with registration again and subsequently made operational at Wadi Seidna, Sudan, the registration is not visible in the photo, still in basic ex Air Cess c/s; registration worn by a Robinson 66 by jul18; saw next line flew Damascus-Khartoum this date, details from flight plan; the Kazakh authorities confirmed the operator and c/n to the United Nations panel of experts (mentioned in document S2019/914, as IL-18496), having previously denied its existence; an II-18 was still present Wadi Seidna (N15.4810693, E32.497659) jun18/apr22, probably stored, according to GE
18600 92 03	CCCP-75409 CCCP-75409 CCCP-75409 CCCP-75410	II-18E II-18E II-18E II-18D	AFL/Far East AFL/Krasnoyarsk AFL/West Siberia AFL/Urals-SVX	mfd trf trf mfd	27jul66 27oct80 31mar83 06aug66	toc 04aug66; rgd 17aug66; 100 pax configuration arrived Zavod No. 402 GA at Bykovo 02oct81 for last overhaul with t/t 34,865 hours soc 16jul84 as life-time expired; t/t 39,668 hours and 13,710 cycles toc 15aug66; rgd 05sep66; 100 pax configuration; Soviet Register and MGA document give version as II-18E, Ilyushin document gives version as II-18D; involved in an incident at Ksheftudinov 02jun69, smoke was seen coming from engine # 1 during the taxi after landing and was extinguished by a fire tender; f/n SVO 1970
18600 92 04	CCCP-75410 CCCP-75410 CCCP-75410	II-18D II-18D II-18D	AFL/Urals-CEK AFL/Urals-SVX AFL/Urals-CEK	trf trf trf	15aug73 1977 1979	l/n DME 13nov77; made an emergency landing at Ufa 17jan78 arrived Zavod No. 402 GA at Bykovo 20mar81 for last overhaul; soc 23nov83 as life-time expired; t/t 40,000 hours and 16,002 cycles
18600 92 05	CCCP-75411 RA-75411 RA-75411 RA-75411	II-18E II-18E II-18E II-18E	MRP NPO "Leninets" MRP-MIR NPP "MIR" Aeroflot c/s, n/t	mfd Siv trf RKT	26jul66 26oct94 24dec95 19apr01	rgd 12oct66; in Aeroflot c/s; f/n SVO 23aug79; arrived Zavod No. 402 GA at Bykovo 13feb87 for last overhaul with them, t/t only 2,147 hours; was an SI-18P for a while equipped with the Su-15TM fire control radar still in full in Aeroflot c/s; l/n VKO 22aug95 l/n VKO 13may96; l/n Pushkin 24may99 l/n RKT 23oct01; latest CoFR 06mar03; current on Russian register as NPP "MIR" feb04; offered for sale on the internet with t/t 12,665 hours and 4,081 cycles, for \$ 450,000; seen Pushkin 01jun08 in poor

18600 93 01	CCCP-75412 CCCP-75412 CCCP-75412 CCCP-75412	II-18D II-18D II-18D II-18D	Soviet Gvt/AFL c/s MAP Soviet Gvt/AFL c/s AFL/Moscow	mfd trf trf trf	oct66 31jan69 15sep69 20oct69	condition, without engines, just 'Aero' titles visible; l/n may11, as such; broken up 2011; still current on register apr16 toc 11oct66; rgd 25nov66; opb 235 OAO; f/n LHR 06feb67 and LGW 12feb67; l/n BUD 06sep57 opb 235 OAO arrived Zavod No. 402 GA at Bykovo 11dec83 for last overhaul with t/t 34,886 hours; l/n in service DME 01jul85; soc 19jul85 as life-time expired; t/t 39,195 hours and 12,335 cycles; remains in use as workman's hut DME apr92/sep97 toc 05sep66; rgd 07dec66; 100 pax configuration; f/n RGN 16mar67 arrived Zavod No. 402 GA at Bykovo may82 for last overhaul; soc 15feb85 as life-time expired; t/t 39,998 hours and 15,461 cycles mfd 20sep66 from Ilyushin OKB document; toc 02oct66; rgd 25nov66; opb 235 OAO at VKO; 89 pax configuration; f/n PIK 12feb69 l/n DME 13nov77 based on a decree dated 25oct78 dbr 10may79 on take-off from Sochi-Adler when did not accelerate beyond 220 km/h for 2-3 seconds due to changing wind, the crew aborted the take-off run 110 metres before the runway threshold although V1 had been reached, the aircraft overran the runway and collided with trees, 5 of the 7 crew and 10 of the 72 passengers injured; t/t 27,042 hours and 10,823 cycles; soc 22jun79 toc 06oct66; rgd 25nov66; opb 235 OAO; 100 pax configuration arrived Zavod No. 402 GA at Bykovo 27sep80 for last overhaul; soc 23sep82 as life-time expired; t/t 33,686 hours and 16,433 cycles toc 06oct66; rgd 07dec66; 100 pax configuration; f/n SVO 24may68 arrived Zavod No. 402 GA at Bykovo 17jul81 for last overhaul; soc 19dec84 as life-time expired; t/t 39,997 hours and 11,598 cycles toc 07oct66; rgd 06apr67; 100 pax configuration; arrived Zavod No. 402 GA at Bykovo 15jan81 for last overhaul with t/t 34,996 hours soc 18oct83 as life-time expired; t/t 39,719 hours and 11,985 cycles mfd 29sep66; seen LHR 26apr78; converted to II-18Gr in 1978 with t/t 18,731 hours and 8,494 cycles; aborted take-off at Luanda 26mar79 on a cargo flight, after the #2 engine failed, overran the runway and collided with the ILS localizer antenna, causing the aircraft to break up and catch fire, all 4 crew and 6 passengers were killed; t/t 19,771 hours and 8,892 cycles mfd also quoted as 15jul66; II-20 prototype, conversion by MMZ # 30 started 06may67; f/f 25mar68 from Khodynka late rgd; in Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo for last overhaul 23nov85 with them, t/t only 1,801 hours; f/n Pushkin 28may90; used as test-bed for the An-124 avionics; l/n LED apr91; converted to II-18D by 20 ARZ in late 1992 l/n SHJ 08may94, reported returned to Russia oct94 returned to NPP "MIR" ? seen LED late95 with large 'Olimpiada 2004' titles and blisters removed reported as RA- VKO 17apr02, canx 24feb04 as not airworthy with only 9,764 hours; presumably restored, seen again without prefix by oct04 and KHV 20nov05, but with RA- on the wings, now with MAD tail probe and normal nose cone; seen PKC 19aug18, with titles and without prefix; seen PES 20may21/28jun21; sold to new owners jul21; l/n jkl21, active; reported by Russian sources as delivered to Africa as TL-ARN, see next line
18600 93 02	CCCP-75413 CCCP-75413	II-18D II-18D	AFL/International AFL/Urals-SVX	mfd trf	05sep66 24may68	
18600 93 03	CCCP-75414 CCCP-75414 CCCP-75414 CCCP-75414	II-18D II-18D II-18D II-18D	Soviet Gvt/AFL c/s AFL/Urals-SVX AFL/Urals-CEK AFL/Urals-SVX	mfd trf trf trf	19sep66 07mar69 unknown 30nov78	
18600 93 04	CCCP-75415 CCCP-75415	II-18D II-18D	Soviet Gvt/AFL c/s AFL/Ukraine-KBP	mfd trf	29sep66 27jan68	
18600 93 05	CCCP-75416 CCCP-75416 CCCP-75416	II-18D II-18D II-18D	AFL/International AFL/Ukraine AFL/Krasnoyarsk	mfd trf trf	06oct66 07jun68 16dec68	
18600 94 01	CCCP-75417	II-18D	AFL/Krasnoyarsk-KJA	mfd	06oct66	
18600 94 02	CCCP-75417 DM-STL	II-18D II-18D	AFL/Kazakhstan-KGF Interflug	trf rgd	15mar81 09sep66	
18600 94 03	not known CCCP-75713(2) 75713(2) RA-75713(2) RA-75713(2) RA-75713(2) 75713(2)	II-18D II-20 II-18D II-18D II-18D II-18D	Soviet Air Force MRP NPO "Leninets" NPP "MIR" Daallo Airlines Aeroflot c/s, n/t NPP "MIR" NPP "MIR"	mfd rgd LED JIB Siv trf Pus	07oct66 24aug75 17sep93 sep93 26oct94 16jun95 07aug99	
	TL-KBR	II-18D	no titles	BGF	13oct21	
18600 94 04	CCCP-75418 CCCP-75418 CCCP-75418 CCCP-75419 CCCP-75419 CCCP-75419	II-18D II-18D II-18D II-18D II-18D II-18D	AFL/International AFL/Kazakhstan-KGF AFL/Ukraine-LWO AFL/International AFL/Tajikistan AFL/Krasnoyarsk	mfd trf trf mfd trf trf	11nov66 30apr68 04apr84 23nov66 12apr68 31dec79	
18600 95 01	CCCP-75432 CCCP-75432	II-18D II-18D	AFL/International AFL/Moscow-DME	mfd trf	30nov66 07jun68	
18600 95 02	CCCP-75433 CCCP-75433 CCCP-75433	II-18D II-18D II-18D	AFL/International AFL/Armenia AFL/Turkmenistan	mfd trf trf	25mar67 10jul69 12oct77	
18600 95 03	CCCP-75434	II-18D	Aeroflot/UshVLP	mfd	26mar67	
18600 95 04	CCCP-75435 CCCP-75435 CCCP-75435 CCCP-75436 CCCP-75436	II-18D II-18D II-18D II-18D II-18D	AFL/International AFL/Urals AFL/Moscow Soviet Gvt/AFL c/s AFL/West Sib.-OVb	mfd trf trf toc trf	26mar67 19jun69 30mar84 11jan67 20jan68	
18600 96 01	CCCP-75437 CCCP-75437 3X-GOD CCCP-75437	II-18D II-18D II-18D II-18D	AFL/International AFL/Ukraine-KBP Air Guinée AFL/Ukraine-KBP	mfd trf rgd SXF	26mar67 14may68 1968 23jan70	
18600 96 02	CCCP-75438 CCCP-75438 LZ-BEO	II-18D II-18D II-18D	AFL/International AFL/Kazakhstan Balkan	mfd trf AMS	26apr67 18aug68 14may77	
18600 96 03	CCCP-75439 CCCP-75439 CCCP-75439	II-18D II-18D II-18D	AFL/International AFL/Kyrgyzstan AFL/Magadan	toc trf trf	24apr67 23oct68 08apr80	
18700 96 04	CCCP-75440 CCCP-75440	II-18D II-18D	AFL/International AFL/Turkmenistan	mfd trf	26mar67 04dec74	
18700 96 05	220	II-18D	Civ Avn Adm China	mfd	05may67	
18700 97 01	B-220 CCCP-75441	II-18D II-18D	Civ Avn Adm China AFL/Moscow-VKO	PEK mfd	01nov86 28feb67	
18700 97 02	CCCP-75442 CCCP-75442 CCCP-75442 CCCP-75442	II-18D II-18D II-18D II-18D	AFL/Moscow AFL/International AFL/Moscow AFL/GosNII GA	mfd trf trf trf	28feb67 22jul70 06may71 05nov75	
	RA-75442 RA-75442 RA-75442	II-18DTs II-18D II-18D	GosNII GA Ramaer Ram Air	rgd lsd DME	25dec92 20jul97 07jul98	
	EX-75442 EX-75442 EX-75442 EX-75442 EX-75442 9Q-CAA	II-18D II-18D II-18D II-18D II-18D II-18D	Ram Air Phoenix Phoenix no titles Phoenix Comp. Afriq. d'Avn	SHJ LOS SHJ SHJ rgd	apr99 26oct99 28jul01 27jan03 04mar03 18apr03	
18700 97 03	not known 50852	II-18D II-18D	Chinese Air Force Chinese Air Force	mfd NAY	12may67 04apr85	
	B-224	II-18D	Civ Avn Adm China	SIA	09oct88	
	'208' (4)	II-18D	Civ Avn Adm China		02apr00	
18700 97 04	not known 50853	II-18D II-18D	Chinese Air Force China United AI	mfd PEK	21apr67 05jun88	

18700 97 05	OK-WAI	II-18D	CSA	mfd	22apr67	d/d 19may67; rgd same date; l/n AMS 02sep67; crashed after take-off near Gander 05sep67; canx 03oct67; t/t 477 hours and 144 cycles
18700 98 01	CCCP-75444 CCCP-75444	II-18D II-18D	Soviet Gvt/AFL c/s AFL/West Sib.-OVb	mfd trf	01apr67 28dec70	toc 07apr67; rgd 14apr67; opb 235 OAO; f/n PIK 16jun67 arrived Zavod No. 402 GA at Bykovo 27feb81 for last overhaul; soc 18aug83 as life-time expired; t/t 39,916 hours and 13,850 cycles rgd 16jun67; arrived Zavod No. 402 GA at Bykovo sep83 for last overhaul with them, t/t only 8,010 hours; see c/n 185008602
18700 98 02	YR-IMZ (2) YR-IMZ (2) YR-IMZ (2) YR-IMZ (2) YR-IMZ (2)	II-18D II-18D II-18D II-18D II-18D	Rom Gvt/TAROM c/s Rom Gvt/LAR c/s Rom Gvt/Romavia Kish Air Rom Gvt/Romavia	mfd BRU rgd lsd ATH	24may67 25may90 02apr90 feb93 oct93	l/n GBA jun90; see next line f/n ORY 04oct90 in basic ex TAROM c/s with white tail and Romavia logo behind the cockpit; l/n VIE 17apr94; converted dec94/mar95 to II-18GrM (side cargo door); in white c/s with cheatlines in the colours of the Romanian flag, Romavia logo on the fin; l/n RTM 10nov98 in all-white c/s, no titles; l/n DXB 09mar00; canx 25sep00 f/n DXB 09oct00; l/n BKK 21dec01 seen DXB 28jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02; l/n DXB 05aug02 l/n as such DXB 08mar03; seen CMB 15oct03, titles not noted in all-white c/s with titles; l/n SHJ 09oct04 in all-white c/s with titles; still in Romavia fleet list mar07 as leased to Expo Aviation; repainted with blue/red cheatline and tail logo by mar09; l/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; seen PKV 16mar16; l/n Pushkin 03oct16 still in basic ExpoAir/FitsAir c/s, no titles; seen UCT 25apr18; damaged on landing at Naryan-Mar 23nov18 on a flight from Syktyvkar after a runway excursion, sustaining damage to the fuselage and propellers of engine # 1; still parked NNM sep19/mar21; seen PES 20may21/21jul21, undergoing maintenance; seen PES 24sep21, active; l/n PES 09may22/18jul22 stored ? f/n AMS 06jun67; seen MAN 06oct68 and CPH 24may69, see next line until early 1970 ?; also with civil registration YU-AIB; seen FRA 07aug71 with just the civil registration; photo SXF 03sep73, with very small 'JAT' stickers above the entry doors; l/n CGN 26jun74, with revised tail colours and without stickers; wfu 1977
	YR-IMZ (2) 4R-EXD 4R-EXD 4R-EXD 4R-EXD 4R-EXD	II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM II-18GrM	Rom Gvt/Romavia Expo Aviation, n/t Expo Aviation Daallo Airlines Expo Aviation ExpoAir	OST rgd DXB DXB SHJ DXB	24mar99 28sep00 29dec01 01mar03 10dec03 14jan05	in all-white c/s with titles; still in Romavia fleet list mar07 as leased to Expo Aviation; repainted with blue/red cheatline and tail logo by mar09; l/n BOM 05apr13, active in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; seen PKV 16mar16; l/n Pushkin 03oct16 still in basic ExpoAir/FitsAir c/s, no titles; seen UCT 25apr18; damaged on landing at Naryan-Mar 23nov18 on a flight from Syktyvkar after a runway excursion, sustaining damage to the fuselage and propellers of engine # 1; still parked NNM sep19/mar21; seen PES 20may21/21jul21, undergoing maintenance; seen PES 24sep21, active; l/n PES 09may22/18jul22 stored ? f/n AMS 06jun67; seen MAN 06oct68 and CPH 24may69, see next line until early 1970 ?; also with civil registration YU-AIB; seen FRA 07aug71 with just the civil registration; photo SXF 03sep73, with very small 'JAT' stickers above the entry doors; l/n CGN 26jun74, with revised tail colours and without stickers; wfu 1977
	4R-EXD 54006	II-18GrM II-18GrM	FitsAir NPP "MIR"	CMB Iva	13aug13 19apr17	in same c/s with titles and additional www.fitsair.com titles on rear fuselage; ExpoAir became FitsAir from 23mar13; seen PKV 16mar16; l/n Pushkin 03oct16 still in basic ExpoAir/FitsAir c/s, no titles; seen UCT 25apr18; damaged on landing at Naryan-Mar 23nov18 on a flight from Syktyvkar after a runway excursion, sustaining damage to the fuselage and propellers of engine # 1; still parked NNM sep19/mar21; seen PES 20may21/21jul21, undergoing maintenance; seen PES 24sep21, active; l/n PES 09may22/18jul22 stored ? f/n AMS 06jun67; seen MAN 06oct68 and CPH 24may69, see next line until early 1970 ?; also with civil registration YU-AIB; seen FRA 07aug71 with just the civil registration; photo SXF 03sep73, with very small 'JAT' stickers above the entry doors; l/n CGN 26jun74, with revised tail colours and without stickers; wfu 1977
18700 98 03	YU-AIB 7502 YU-AIB CCCP-75766(2) 3X-GAX	II-18D II-18D II-18D II-18D II-18D	Yugoslav Govmmt. Yugoslav Air Force Yugoslav Govmmt. AFL/Krasnoyarsk Air Guinée	mfd trf LGW toc d/d	24apr67 1968 28apr70 unknown mar78	on charge as of 01apr77; see c/n 181003405 f/n SXF 29jul78; l/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea); soc in the third quarter of 1978; t/t 8,388 hours and 4,294 cycles 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 Zavod No. 402 GA at Bykovo for overhaul 19nov85 with t/t 6,418 hours; l/n Sprenberg 18jun93 opb 223 LO at Chkalovski in 1993/2001; l/n KRR 20sep94; canx 12mar01; not seen for 13 years 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
18700 98 04	CCCP-75498 RA-75498 RA-75498 RA-75498 RF-75336	II-18D II-18D II-18D II-18D II-18D	Soviet AF/AFL c/s Russian AF/AFL c/s Russ. Navy/AFL c/s Russian Navy Russian Navy	mfd Spr trf Pus VVO	19jul67 21jul93 unknown 24jul11 oct13	in basic Aeroflot c/s, no titles; opb 7062 AvB at Nikolayevka; l/n VVO 2020; seen OSF 28apr21 with 'VMF Rossii' titles; l/n active jan22 probably at Ostafyevo VIP aircraft (salon) with miniature civil registration YU-AIA, the personal aircraft of Prime Minister Josip Broz Tito; seen DEL 24jan68; l/n LHR 09mar70 l/n SXF 04jun76; wfu 1977 on charge as of 01apr77; rgd 14jul77; arrived Zavod No. 402 GA at Bykovo jul82 for last overhaul with t/t 17,293 hours; see c/n 181003804 trf to MAP 07apr83 on a decree issued 04mar83 and converted to II-22M-II CCCP-75919, c/n 2964009805; t/t 18,212 hours and 5,839 cycles f/n SXF 02jul67; c/n confirmed as exported to China by Aviaexport 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 l/n early85; c/n confirmed as exported to China by Aviaexport; c/n for this serial from the Chinese register Book by C. Ballantine; 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); l/n 14apr19
18700 98 05	YU-AIA 7501 73201 CCCP-75780(2) CCCP-75780(2)	II-18D II-18D II-18D II-18D II-18D	Yugoslav Govmmt. Yugoslav Air Force Yugoslav Air Force AFL/Krasnoyarsk AFL/West Siberia	mfd CAI YMX toc trf	30apr67 11aug67 23may70 unknown 01mar83	in basic Aeroflot c/s, no titles; opb 7062 AvB at Nikolayevka; l/n VVO 2020; seen OSF 28apr21 with 'VMF Rossii' titles; l/n active jan22 probably at Ostafyevo VIP aircraft (salon) with miniature civil registration YU-AIA, the personal aircraft of Prime Minister Josip Broz Tito; seen DEL 24jan68; l/n LHR 09mar70 l/n SXF 04jun76; wfu 1977 on charge as of 01apr77; rgd 14jul77; arrived Zavod No. 402 GA at Bykovo jul82 for last overhaul with t/t 17,293 hours; see c/n 181003804 trf to MAP 07apr83 on a decree issued 04mar83 and converted to II-22M-II CCCP-75919, c/n 2964009805; t/t 18,212 hours and 5,839 cycles f/n SXF 02jul67; c/n confirmed as exported to China by Aviaexport 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 l/n early85; c/n confirmed as exported to China by Aviaexport; c/n for this serial from the Chinese register Book by C. Ballantine; 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); l/n 14apr19
18700 99 01	222 B-222	II-18D II-18D	Civ Avn Adm China Civ Avn Adm China	mfd PEK	22may67 29oct86	mfd also given as 20may67 in an Ilyushin OKB document; rgd 22may67; f/n LGW 10jun67; t/t 29,406 hours and 9,729 cycles from an Ilyushin OKB document dated 01jan86; l/n in its old c/s ZRH may94; repainted in the 1990s 'blue' c/s; f/n PRG may97 canx 02jul98 in all-white c/s with titles; f/n BUD 11dec98; canx 15jun00 in white/light grey c/s with blue cheatline, with titles; l/n SHJ 24apr01 in white/light grey c/s with blue cheatline, with titles; l/n SIP 24jul04 initially in white/light grey c/s with blue cheatline, with titles; l/n as such DME 03jun06; repainted in white c/s with blue/yellow/red cheatline, no titles; f/n as such KIV 14jun07; seen without registration on overhaul at KIV jun07/nov08 in white c/s with blue/yellow/red cheatline, no titles; Grixona was renamed Sky Prim Air and registered to them 14dec13; l/n without cargo door KIV 19aug14; modified with a cargo door (as per II-18GrM); f/n as such KIV 30may15; canx 08jul15; see next line at Zintan; renamed Terra Avia SRL in 2016; continued to operate illegally in Libya for Khalifa Haftar's LNA; in white c/s with blue/yellow/red cheatline, no titles; owned by Space Cargo Inc (FZE); seen Zintan 01jan17; photo may17, location unknown, with registration removed/covered; seen may19, flying ammunition from Berina to Gharyan; seen operating for the Haftar Affiliated Forces (HAF) in Libya 27jul20 according to UN document dated 08mar21; registration still worn on top of the wing from another photo dated 29nov20 still in white c/s with blue/yellow/red cheatline, no titles and Libyan flag on the tail; seen MJI 27nov21; opb for the Haftar Affiliated Forces (HAF); l/n BEN 02nov23, with faded registration mfd also given as 27may67 from Ilyushin OKB document; rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; photo KIV 02aug76, with TAROM titles; arrived Zavod No. 402 GA at Bykovo may87 for last overhaul with them, t/t only 7,373 hours; photo exists 1990 still with TAROM titles initially in basic ex TAROM c/s, photo exists without Romavia badge; was probably leased to Kish Air before jun93; later with Romavia badge behind the cockpit; l/n DUS 04jun94, as such; seen CPH 24jul94 with additional large Romavia titles; l/n CPH 05aug95, as such; seen MLA 05sep96, repainted with the small blue/yellow/red cheatline (as per the Romanian flag); l/n MLA jun98, as such; seen BUD sep99, repainted in all-white c/s with grey undersides and Romavia titles; l/n PMI 25aug01 c/n from JP-03; in white/blue c/s with titles; seen FRU aug05; l/n FRU 23feb08 without engines, see next line f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09 c/n confirmed; in light blue c/s, subsequently became EX-18005 c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under the wings; l/n DMB 05oct10 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; in light blue c/s, with titles and tail logo; current on register 20dec13, operator given as Sky KG Airlines; seen MGQ 14may14; broken up at FRU sep15 toc 05jun67; rgd 30jun67; 100 pax configuration; f/n HEL 19jun67; seen HEL 21feb76; l/n LED 11may78 arrived Zavod No. 402 GA at Bykovo 14jul81 for last overhaul; soc 21aug84 as life-time expired; t/t 39,997 hours and 15,226 cycles toc 06jun67; rgd 16jun67; 100 pax configuration; f/n PRG 07sep70; seen SXF 28sep76; in post 1973 Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo 03sep81 for last overhaul; soc 18oct83 as life-time expired; t/t 35,939 hours and 17,785 cycles d/d 22jun67; CofA issued 14jun67; almost crashed on approach to Damascus on 23dec71 03:13 a.m. when 16 km from the airport the landing gear touched the ground and ran 65 metres on a hill which was later hit by CSA II-62 OK-DBF; although landed safely this was investigated as a crash; converted to II-18Gr 1978; t/t 28,259 hours and 11,860 cycles from OKB document dated 01jan86 (last overhaul 1984); last commercial flight 25jan89, last flight to Pápa on 29aug89; towed to Abda (N47.682805 E17.569737), near Győr to serve as a restaurant, l/n jun12; dismantled and moved by road 17nov14 to the Múzeum letectva Koalice at Koalice-Barca, Slovakia 17nov14, arrived at the Museum 18nov14; still dismantled by aug15; seen 10jul16, complete but missing outer wings; seen aug17, complete; l/n sep22 rgd 14jul67; opb 235 OAO; f/n PIK 18sep67; l/n LHR 12dec67 photo AAQ 1978; arrived Zavod No. 402 GA at Bykovo 08may84 for last overhaul with t/t 33,115 hours; trf to MAP 03apr85 by decree issued 28dec84 and converted to II-22 CCCP-75928 with the same c/n, for further details see II-22 section; t/t 37,409 hours and 11,593 cycles toc 07jul67; rgd 27jul67; opb 235 OAO; f/n PIK 12aug67 converted to, see next line ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot 'polar' c/s; t/t 35,121 hours and 13,105 cycles from OKB document dated 01jan86 (last overhaul 1984)
18700 99 02	50856 B-226 226	II-18D II-18D II-18D	Chinese Air Force China United AI Chinese Air Force	mfd nov92 07sep10	30may67 nov92 07sep10	mfd also given as 20may67 in an Ilyushin OKB document; rgd 22may67; f/n LGW 10jun67; t/t 29,406 hours and 9,729 cycles from an Ilyushin OKB document dated 01jan86; l/n in its old c/s ZRH may94; repainted in the 1990s 'blue' c/s; f/n PRG may97 canx 02jul98 in all-white c/s with titles; f/n BUD 11dec98; canx 15jun00 in white/light grey c/s with blue cheatline, with titles; l/n SHJ 24apr01 in white/light grey c/s with blue cheatline, with titles; l/n SIP 24jul04 initially in white/light grey c/s with blue cheatline, with titles; l/n as such DME 03jun06; repainted in white c/s with blue/yellow/red cheatline, no titles; f/n as such KIV 14jun07; seen without registration on overhaul at KIV jun07/nov08 in white c/s with blue/yellow/red cheatline, no titles; Grixona was renamed Sky Prim Air and registered to them 14dec13; l/n without cargo door KIV 19aug14; modified with a cargo door (as per II-18GrM); f/n as such KIV 30may15; canx 08jul15; see next line at Zintan; renamed Terra Avia SRL in 2016; continued to operate illegally in Libya for Khalifa Haftar's LNA; in white c/s with blue/yellow/red cheatline, no titles; owned by Space Cargo Inc (FZE); seen Zintan 01jan17; photo may17, location unknown, with registration removed/covered; seen may19, flying ammunition from Berina to Gharyan; seen operating for the Haftar Affiliated Forces (HAF) in Libya 27jul20 according to UN document dated 08mar21; registration still worn on top of the wing from another photo dated 29nov20 still in white c/s with blue/yellow/red cheatline, no titles and Libyan flag on the tail; seen MJI 27nov21; opb for the Haftar Affiliated Forces (HAF); l/n BEN 02nov23, with faded registration mfd also given as 27may67 from Ilyushin OKB document; rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; photo KIV 02aug76, with TAROM titles; arrived Zavod No. 402 GA at Bykovo may87 for last overhaul with them, t/t only 7,373 hours; photo exists 1990 still with TAROM titles initially in basic ex TAROM c/s, photo exists without Romavia badge; was probably leased to Kish Air before jun93; later with Romavia badge behind the cockpit; l/n DUS 04jun94, as such; seen CPH 24jul94 with additional large Romavia titles; l/n CPH 05aug95, as such; seen MLA 05sep96, repainted with the small blue/yellow/red cheatline (as per the Romanian flag); l/n MLA jun98, as such; seen BUD sep99, repainted in all-white c/s with grey undersides and Romavia titles; l/n PMI 25aug01 c/n from JP-03; in white/blue c/s with titles; seen FRU aug05; l/n FRU 23feb08 without engines, see next line f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09 c/n confirmed; in light blue c/s, subsequently became EX-18005 c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under the wings; l/n DMB 05oct10 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; in light blue c/s, with titles and tail logo; current on register 20dec13, operator given as Sky KG Airlines; seen MGQ 14may14; broken up at FRU sep15 toc 05jun67; rgd 30jun67; 100 pax configuration; f/n HEL 19jun67; seen HEL 21feb76; l/n LED 11may78 arrived Zavod No. 402 GA at Bykovo 14jul81 for last overhaul; soc 21aug84 as life-time expired; t/t 39,997 hours and 15,226 cycles toc 06jun67; rgd 16jun67; 100 pax configuration; f/n PRG 07sep70; seen SXF 28sep76; in post 1973 Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo 03sep81 for last overhaul; soc 18oct83 as life-time expired; t/t 35,939 hours and 17,785 cycles d/d 22jun67; CofA issued 14jun67; almost crashed on approach to Damascus on 23dec71 03:13 a.m. when 16 km from the airport the landing gear touched the ground and ran 65 metres on a hill which was later hit by CSA II-62 OK-DBF; although landed safely this was investigated as a crash; converted to II-18Gr 1978; t/t 28,259 hours and 11,860 cycles from OKB document dated 01jan86 (last overhaul 1984); last commercial flight 25jan89, last flight to Pápa on 29aug89; towed to Abda (N47.682805 E17.569737), near Győr to serve as a restaurant, l/n jun12; dismantled and moved by road 17nov14 to the Múzeum letectva Koalice at Koalice-Barca, Slovakia 17nov14, arrived at the Museum 18nov14; still dismantled by aug15; seen 10jul16, complete but missing outer wings; seen aug17, complete; l/n sep22 rgd 14jul67; opb 235 OAO; f/n PIK 18sep67; l/n LHR 12dec67 photo AAQ 1978; arrived Zavod No. 402 GA at Bykovo 08may84 for last overhaul with t/t 33,115 hours; trf to MAP 03apr85 by decree issued 28dec84 and converted to II-22 CCCP-75928 with the same c/n, for further details see II-22 section; t/t 37,409 hours and 11,593 cycles toc 07jul67; rgd 27jul67; opb 235 OAO; f/n PIK 12aug67 converted to, see next line ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot 'polar' c/s; t/t 35,121 hours and 13,105 cycles from OKB document dated 01jan86 (last overhaul 1984)
18700 99 03	YR-IML ER-ICL UR-TMD UR-TMD UR-CEO ER-ICS ER-ICS 5A-AND	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	TAROM Alfa Line Renan Tavriya-MAK Sevastopol Avia Sevastopol Avia Grixona Sky Prim Air SRL Space Cargo Inc.	mfd PRG rgd SHJ SHJ SIP KIV KIV KIV mfd	04may67 22jul97 02jul98 13feb01 mar02 30may05 27dec08 15sep16 02oct21	mfd also given as 20may67 in an Ilyushin OKB document; rgd 22may67; f/n LGW 10jun67; t/t 29,406 hours and 9,729 cycles from an Ilyushin OKB document dated 01jan86; l/n in its old c/s ZRH may94; repainted in the 1990s 'blue' c/s; f/n PRG may97 canx 02jul98 in all-white c/s with titles; f/n BUD 11dec98; canx 15jun00 in white/light grey c/s with blue cheatline, with titles; l/n SHJ 24apr01 in white/light grey c/s with blue cheatline, with titles; l/n SIP 24jul04 initially in white/light grey c/s with blue cheatline, with titles; l/n as such DME 03jun06; repainted in white c/s with blue/yellow/red cheatline, no titles; f/n as such KIV 14jun07; seen without registration on overhaul at KIV jun07/nov08 in white c/s with blue/yellow/red cheatline, no titles; Grixona was renamed Sky Prim Air and registered to them 14dec13; l/n without cargo door KIV 19aug14; modified with a cargo door (as per II-18GrM); f/n as such KIV 30may15; canx 08jul15; see next line at Zintan; renamed Terra Avia SRL in 2016; continued to operate illegally in Libya for Khalifa Haftar's LNA; in white c/s with blue/yellow/red cheatline, no titles; owned by Space Cargo Inc (FZE); seen Zintan 01jan17; photo may17, location unknown, with registration removed/covered; seen may19, flying ammunition from Berina to Gharyan; seen operating for the Haftar Affiliated Forces (HAF) in Libya 27jul20 according to UN document dated 08mar21; registration still worn on top of the wing from another photo dated 29nov20 still in white c/s with blue/yellow/red cheatline, no titles and Libyan flag on the tail; seen MJI 27nov21; opb for the Haftar Affiliated Forces (HAF); l/n BEN 02nov23, with faded registration mfd also given as 27may67 from Ilyushin OKB document; rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; photo KIV 02aug76, with TAROM titles; arrived Zavod No. 402 GA at Bykovo may87 for last overhaul with them, t/t only 7,373 hours; photo exists 1990 still with TAROM titles initially in basic ex TAROM c/s, photo exists without Romavia badge; was probably leased to Kish Air before jun93; later with Romavia badge behind the cockpit; l/n DUS 04jun94, as such; seen CPH 24jul94 with additional large Romavia titles; l/n CPH 05aug95, as such; seen MLA 05sep96, repainted with the small blue/yellow/red cheatline (as per the Romanian flag); l/n MLA jun98, as such; seen BUD sep99, repainted in all-white c/s with grey undersides and Romavia titles; l/n PMI 25aug01 c/n from JP-03; in white/blue c/s with titles; seen FRU aug05; l/n FRU 23feb08 without engines, see next line f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09 c/n confirmed; in light blue c/s, subsequently became EX-18005 c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under the wings; l/n DMB 05oct10 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; in light blue c/s, with titles and tail logo; current on register 20dec13, operator given as Sky KG Airlines; seen MGQ 14may14; broken up at FRU sep15 toc 05jun67; rgd 30jun67; 100 pax configuration; f/n HEL 19jun67; seen HEL 21feb76; l/n LED 11may78 arrived Zavod No. 402 GA at Bykovo 14jul81 for last overhaul; soc 21aug84 as life-time expired; t/t 39,997 hours and 15,226 cycles toc 06jun67; rgd 16jun67; 100 pax configuration; f/n PRG 07sep70; seen SXF 28sep76; in post 1973 Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo 03sep81 for last overhaul; soc 18oct83 as life-time expired; t/t 35,939 hours and 17,785 cycles d/d 22jun67; CofA issued 14jun67; almost crashed on approach to Damascus on 23dec71 03:13 a.m. when 16 km from the airport the landing gear touched the ground and ran 65 metres on a hill which was later hit by CSA II-62 OK-DBF; although landed safely this was investigated as a crash; converted to II-18Gr 1978; t/t 28,259 hours and 11,860 cycles from OKB document dated 01jan86 (last overhaul 1984); last commercial flight 25jan89, last flight to Pápa on 29aug89; towed to Abda (N47.682805 E17.569737), near Győr to serve as a restaurant, l/n jun12; dismantled and moved by road 17nov14 to the Múzeum letectva Koalice at Koalice-Barca, Slovakia 17nov14, arrived at the Museum 18nov14; still dismantled by aug15; seen 10jul16, complete but missing outer wings; seen aug17, complete; l/n sep22 rgd 14jul67; opb 235 OAO; f/n PIK 18sep67; l/n LHR 12dec67 photo AAQ 1978; arrived Zavod No. 402 GA at Bykovo 08may84 for last overhaul with t/t 33,115 hours; trf to MAP 03apr85 by decree issued 28dec84 and converted to II-22 CCCP-75928 with the same c/n, for further details see II-22 section; t/t 37,409 hours and 11,593 cycles toc 07jul67; rgd 27jul67; opb 235 OAO; f/n PIK 12aug67 converted to, see next line ice-reconnaissance aircraft, equipped with 'Nit'-D' side-looking radar; in Aeroflot 'polar' c/s; t/t 35,121 hours and 13,105 cycles from OKB document dated 01jan86 (last overhaul 1984)
18700 99 04	YR-IMM YR-IMM UN-75001 EX-115 EX-18001 EX-18005 EX-18006 EX-18006	II-18D II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Rom Gvt/TAROM c/s Rom Gvt/Romavia Yuzhnaya Trast Aero Trast Aero, n/t Trast Aero, n/t Sky KG Airlines Central Air	mfd SXF ALA rgd MCT TSN rgd MGQ	20may67 16dec90 03sep02 11jan08 ? 28jan10 11mar10 27jan12 11aug13	mfd also given as 20may67 in an Ilyushin OKB document; rgd 22may67; f/n LGW 10jun67; t/t 29,406 hours and 9,729 cycles from an Ilyushin OKB document dated 01jan86; l/n in its old c/s ZRH may94; repainted in the 1990s 'blue' c/s; f/n PRG may97 canx 02jul98 in all-white c/s with titles; f/n BUD 11dec98; canx 15jun00 in white/light grey c/s with blue cheatline, with titles; l/n SHJ 24apr01 in white/light grey c/s with blue cheatline, with titles; l/n SIP 24jul04 initially in white/light grey c/s with blue cheatline, with titles; l/n as such DME 03jun06; repainted in white c/s with blue/yellow/red cheatline, no titles; f/n as such KIV 14jun07; seen without registration on overhaul at KIV jun07/nov08 in white c/s with blue/yellow/red cheatline, no titles; Grixona was renamed Sky Prim Air and registered to them 14dec13; l/n without cargo door KIV 19aug14; modified with a cargo door (as per II-18GrM); f/n as such KIV 30may15; canx 08jul15; see next line at Zintan; renamed Terra Avia SRL in 2016; continued to operate illegally in Libya for Khalifa Haftar's LNA; in white c/s with blue/yellow/red cheatline, no titles; owned by Space Cargo Inc (FZE); seen Zintan 01jan17; photo may17, location unknown, with registration removed/covered; seen may19, flying ammunition from Berina to Gharyan; seen operating for the Haftar Affiliated Forces (HAF) in Libya 27jul20 according to UN document dated 08mar21; registration still worn on top of the wing from another photo dated 29nov20 still in white c/s with blue/yellow/red cheatline, no titles and Libyan flag on the tail; seen MJI 27nov21; opb for the Haftar Affiliated Forces (HAF); l/n BEN 02nov23, with faded registration mfd also given as 27may67 from Ilyushin OKB document; rgd 29may67; f/n LGW 31may67; completed a 'round-the-world in 80 hours' flight 07jan70; photo KIV 02aug76, with TAROM titles; arrived Zavod No. 402 GA at Bykovo may87 for last overhaul with them, t/t only 7,373 hours; photo exists 1990 still with TAROM titles initially in basic ex TAROM c/s, photo exists without Romavia badge; was probably leased to Kish Air before jun93; later with Romavia badge behind the cockpit; l/n DUS 04jun94, as such; seen CPH 24jul94 with additional large Romavia titles; l/n CPH 05aug95, as such; seen MLA 05sep96, repainted with the small blue/yellow/red cheatline (as per the Romanian flag); l/n MLA jun98, as such; seen BUD sep99, repainted in all-white c/s with grey undersides and Romavia titles; l/n PMI 25aug01 c/n from JP-03; in white/blue c/s with titles; seen FRU aug05; l/n FRU 23feb08 without engines, see next line f/n FJR 30aug09; c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09 c/n confirmed; in light blue c/s, subsequently became EX-18005 c/n confirmed; in light blue c/s with light grey belly, EX-1800 (last digit missing) under the wings; l/n DMB 05oct10 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; in light blue c/s, with titles and tail logo; current on register 20dec13, operator given as Sky KG Airlines; seen MGQ 14may14; broken up at FRU sep15 toc 05jun67; rgd 30jun67; 100 pax configuration; f/n HEL 19jun67; seen HEL 21feb76; l/n LED 11may78 arrived Zavod No. 402 GA at Bykovo 14jul81 for last overhaul; soc 21aug84 as life-time expired; t/t 39,997 hours and 15,226 cycles toc 06jun67; rgd 16jun67; 100 pax configuration; f/n PRG 07sep70; seen SXF 28sep76; in post 1973 Aeroflot c/s; arrived Zavod No. 402 GA at Bykovo 03sep81 for last overhaul; soc 18oct83 as life-time expired; t/t 35,939 hours and 17,785 cycles d/d 22jun67; CofA issued 14jun67; almost crashed on approach to Damascus on 23dec71 03:13 a.m. when 16 km from the airport the landing gear touched the ground and ran 65 metres on a hill which was later hit by CSA II-62 OK-DBF; although landed safely this was investigated as a crash; converted to II-18Gr 1978; t/t 28,259 hours and 11,860 cycles from OKB document dated 01jan86 (last overhaul 1984); last commercial flight 25jan89, last flight to Pápa on 29aug89; towed to Abda (N47.68280

	CCCP-75449 RA-75449 RA-75449 RA-75449 ST-APZ ST-APZ	II-24N II-18D II-18D II-18D II-18D II-18D	AFL/GosNII GA GosNII GA Ramaer no titles no titles no titles Phoenix	trf SVO Isd SHJ SHJ SHJ	22dec86 19mar93 01jan97 30jun98 13aug98 12dec99	in Aeroflot 'polar' c/s; f/n LED 20jan89; l/n SVO 18aug92 in Aeroflot 'polar' c/s; leased/sold to Nadyim-Aero 01may97; l/n SHJ 07may97, without titles f/n SHJ 12oct97; with light blue tail and ex Aeroflot cheatline; seen SHJ may98 with 'Daallo' sticker in blue c/s, no titles in blue c/s, no titles; l/n SHJ 17oct99 in blue/red and white c/s; l/n SHJ 01apr00, as such; seen SHJ 10may/19aug00 with additional 'Jubba Airways' titles in blue/red and white c/s; l/n SHJ 01oct00; soc and canx 23nov01 in blue/red and white c/s; l/n SHJ 26may01 soc 23nov01 as life-time expired and canx same date; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; seen FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06; l/n FJR 12dec09 toc 14jul67; rgd 15aug67; 85 pax configuration; f/n SVO 27mar68 arrived Zavod No. 402 GA at Bykovo 17jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,455 hours and 11,468 cycles named 'Podebrady'; rgd 16aug67; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; canx 07feb85; preserved near Bakov nad Jizerou at the highway Prague-Liberec (N50.465230 E14.942293) since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05), repainted jul11 into new orange/white c/s with 'Kofola' titles; seen aug17; seen 10may20 no longer with 'Kofola' titles; seen 21jun20 in new red and blue colours, no titles; seen 28jun20 with large Buggyra Air titles; l/n as such 24apr21 and bear motifs; l/n 13sep20 toc 07aug67; rgd 29aug67; opb 235 OAO; l/n LHR 23nov67
1870 100 05	CCCP-75450 CCCP-75450	II-18D II-18D	AFL/International AFL/Krasnoyarsk	mfd trf	23jun67 11may69	
1870 101 01	OK-WAJ	II-18D	CSA	d/d	21jun67	document dated 01jan86 (last overhaul 1983); soc 19may86 as life-time expired mfd also given as 26jun67 from Ilyushin OKB document; toc 07aug67; rgd 29aug67; opb 235 OAO; f/n PIK 18dec67 c/n confirmed; returned aug68 converted to a relay aircraft for government communications in 1969; t/t 14,462 hours and 5,813 cycles from OKB document dated 01jan86 (last overhaul 1985); l/n VKO 25jan94 in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; l/n VKO 12jul94 in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; l/n VKO 01sep07; broken up at VKO around 03mar08 toc 09aug67; rgd 29aug67; opb 235 OAO; relay aircraft for government communications; f/n PIK 21apr68; damaged 26jun69 when entered a thunderstorm; seen SXF 04feb74, t/t 15,619 hours and 6,077 cycles from OKB document dated 01jan86 (last overhaul 1984); l/n VKO 06sep93, still with Aeroflot titles in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit f/n VKO 19sep94; in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; l/n CKL 13aug12, c/n checked; trf Russian Air Force in 2012; l/n Pushkin 13jul13 in basic Rossiya c/s with 'VVS Rossii' titles on tail; l/n OVB 01jun19; c/n only mentioned in a tender issued 23dec19 by 20 ARZ for the supply of flexible fuel tanks, version given as such; photo apr21 'salon' aircraft; mfd also given as 15aug67 in an Ilyushin OKB document; leased from the Soviet Union; named 'Kandahar' after the second largest city of Afghanistan; used by King Mohammad Zahir Shah and later by President Mohammad Daoud Khan; f/n MUC 02apr68; l/n LHR 26jun73; returned to the Soviet Union feb79 rgd 22feb79; arrived at Zavod No. 402 GA at Bykovo jan83 for its last overhaul with them, with t/t 11,213 hours converted to II-22M-II CCCP-75917 based on a decree issued 06dec82; for further details see the II-22 section under c/n 2964010105; t/t 11,214 hours and 3,353 cycles II-38 line # 1; f/f already oct67; conducted trials of the "Berliut" ASW complex at Kirovskoye until jan68; photo Lugansk 17sep77 with code on the rear fuselage rather than the tail used as ground instructional airframe by the technical school at Lugansk since 1997, bare metal; later became part of the Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045), seen jun08/oct13, still bare metal II-38 line # 2; reported as broken up/destroyed, details unknown II-38 line # 3 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 087010109 II-38 line # 4 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18; see c/n 870010108 II-38 line # 5; c/n given as such in Russian customs data base, but as 880010110 in a Russian court order in 2010 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for overhaul jan06; overhauled and modernised by the detachment of OAO 'Ilyushin' at Zhukovskii 03apr06/04jan10 attrition replacement for IN302; opb INAS 315 at Dabolim; in grey c/s; ferried via Cairo to Goa 01/03dec09; damaged 28apr18 on a test flight from Zhukovskii when the doors of the nose gear failed to open on landing so that the nose gear could not extend, all 7 crew escaped unhurt; repaired; seen GOI 04sep21 active; last flight 21oct23, unit disbanded 31oct23; destined for the Naval Aviation Museum at Goa according to one source mfd also given as 23aug67; toc 11sep67; rgd 08jan68; 100 pax configuration; opb Khabarovsk OAO; collided in the ground at Irkutsk 20may76 with Yak-40 CCCP-87573 during taxi for take off, repaired; arrived with Zavod No. 402 GA at Bykovo for its last overhaul 07mar85, with t/t 34,980 hours; t/t 36,565 hours and 14,747 cycles by 01jan86 ferried to KJA the same day; opb Krasnoyarsk OAO; reported in an incident report at KJA 09jul87, t/t 38,886 hours and 16,649 cycles as of this date; soc 01feb89 and canx the same day toc 07sep67; rgd 04oct67; 100 pax configuration f/n CAI feb71; seen ARN apr71 with small 'leased to UAA' sticker f/n Sprenberg 17nov71; arrived Zavod No. 402 GA at Bykovo 19jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,980 hours and 11,597 cycles toc 11sep67; rgd 22sep67; 100 pax configuration; f/n oct73; arrived Zavod No. 402 GA at Bykovo jan83 for last overhaul with t/t 30,615 hours soc 21sep85 as life-time expired; t/t 34,818 hours and 14,298 cycles mfd also given as 31aug67 in Ilyushin OKB document; in Aeroflot c/s; rgd 09sep67 f/n DME 24mar86; arrived Zavod No. 402 GA at Bykovo jul86 for last overhaul with them, t/t 15,249 hours; l/n PHX 01may92 was already f/n DME 20may93 l/n SXF 04nov04 no titles; soc and canx 24oct95 as to Angola rgd 14dec95 to Air Cess; l/n SHJ 13mar96; no titles l/n SHJ 18nov97; named 'Zlatoust'; has additional 'Aviatrack' titles seen DEL 27sep98; named 'Zlatoust'; has additional 'Aviatrack' titles; l/n SHJ dec98 l/n SHJ 17oct99; named 'Zlatoust'; 'Aviatrack' titles removed 25feb99 l/n SHJ 03nov00; named 'Zlatoust'; carried additional 'Sudan Airways' titles; l/n SHJ 15sep01, titles not reported l/n SHJ 19aug02; named 'Zlatoust' c/n on wing read off as 1.204; named 'Zlatoust'; l/n SHJ 03nov03 logo on forward fuselage and 'LAT' on tail, applied this date; named 'Zlatoust'; reported as Air Bas SHJ 11jan04, with titles ? in basic Air Cess c/s; named 'Zlatoust'; reported for Mega Airlines jul06; converted to II-18Gr by jun08; l/n MCT 06jul08 c/n confirmed; in basic Air Cess c/s, no titles; named 'Zlatoust'; seen JIB 03apr12; ceased operations by jul13; l/n BBO 15jun14 stored; still present oct20 according to Google Earth toc 04oct67; rgd 13mar68; 100 pax configuration; f/n SXF 01mar69; arrived Zavod No. 402 GA at Bykovo 23dec81 for last overhaul; soc 23nov83 as life-time expired; t/t 37,678 hours and 17,997 cycles II-38 line # 6 II-38 line # 7 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for overhaul jan06; overhauled and modernised by the detachment of OAO 'Ilyushin' at Zhukovskii 18apr06/11feb10 attrition replacement for IN304; opb INAS 315 at Dabolim; in grey c/s; ferried to Goa 11/16feb10; seen ZIA 22jul17; seen ZIA 25feb20; last flight 31oct23, unit disbanded the same date II-38 line # 8 opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; last overhaul completed 27dec02; in grey c/s with a 'Polar Bear' badge on the nose; f/n as such Severomorsk-1 31jul07; l/n Severomorsk-1 09sep10; see c/n 089010506 II-38 line # 9 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 089010507 II-38 line # 10 c/n not confirmed; opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; w/o 03feb94 on a training flight from Severomorsk at night in difficult weather conditions when the crew practised blind instrument flying with the shutters on the windscreen shut, drifting 70 metres to the right 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
1870 101 02	CCCP-75452 CCCP-75452 CCCP-75452	II-18D II-18D II-18D	Soviet Gvt/AFL c/s AFL/Tajikistan AFL/Krasnoyarsk	mfd trf trf	13jul67 09jul71 17jan80	arrived Zavod No. 402 GA at Bykovo apr83 for last overhaul; t/t 39,611 hours and 13,942 cycles from OKB document dated 01jan86 (last overhaul 1983); soc 19may86 as life-time expired
1870 101 03	CCCP-75453 3X-GOF CCCP-75453 RA-75453 RA-75453	II-18D II-18D II-18D II-18D	Soviet Gvt/AFL c/s Air Guinée Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd rgd SXF VKO trf	26jul67 mar68 27jun73 23may94 22jul94	converted to a relay aircraft for government communications in 1969; t/t 14,462 hours and 5,813 cycles from OKB document dated 01jan86 (last overhaul 1985); l/n VKO 25jan94 in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; l/n VKO 01sep07; broken up at VKO around 03mar08 toc 09aug67; rgd 29aug67; opb 235 OAO; relay aircraft for government communications; f/n PIK 21apr68; damaged 26jun69 when entered a thunderstorm; seen SXF 04feb74, t/t 15,619 hours and 6,077 cycles from OKB document dated 01jan86 (last overhaul 1984); l/n VKO 06sep93, still with Aeroflot titles in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit f/n VKO 19sep94; in basic Aeroflot c/s with grey tail and Rossiya titles below the cockpit; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; l/n CKL 13aug12, c/n checked; trf Russian Air Force in 2012; l/n Pushkin 13jul13 in basic Rossiya c/s with 'VVS Rossii' titles on tail; l/n OVB 01jun19; c/n only mentioned in a tender issued 23dec19 by 20 ARZ for the supply of flexible fuel tanks, version given as such; photo apr21 'salon' aircraft; mfd also given as 15aug67 in an Ilyushin OKB document; leased from the Soviet Union; named 'Kandahar' after the second largest city of Afghanistan; used by King Mohammad Zahir Shah and later by President Mohammad Daoud Khan; f/n MUC 02apr68; l/n LHR 26jun73; returned to the Soviet Union feb79 rgd 22feb79; arrived at Zavod No. 402 GA at Bykovo jan83 for its last overhaul with them, with t/t 11,213 hours converted to II-22M-II CCCP-75917 based on a decree issued 06dec82; for further details see the II-22 section under c/n 2964010105; t/t 11,214 hours and 3,353 cycles II-38 line # 1; f/f already oct67; conducted trials of the "Berliut" ASW complex at Kirovskoye until jan68; photo Lugansk 17sep77 with code on the rear fuselage rather than the tail used as ground instructional airframe by the technical school at Lugansk since 1997, bare metal; later became part of the Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045), seen jun08/oct13, still bare metal II-38 line # 2; reported as broken up/destroyed, details unknown II-38 line # 3 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 087010109 II-38 line # 4 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18; see c/n 870010108 II-38 line # 5; c/n given as such in Russian customs data base, but as 880010110 in a Russian court order in 2010 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for overhaul jan06; overhauled and modernised by the detachment of OAO 'Ilyushin' at Zhukovskii 03apr06/04jan10 attrition replacement for IN302; opb INAS 315 at Dabolim; in grey c/s; ferried via Cairo to Goa 01/03dec09; damaged 28apr18 on a test flight from Zhukovskii when the doors of the nose gear failed to open on landing so that the nose gear could not extend, all 7 crew escaped unhurt; repaired; seen GOI 04sep21 active; last flight 21oct23, unit disbanded 31oct23; destined for the Naval Aviation Museum at Goa according to one source mfd also given as 23aug67; toc 11sep67; rgd 08jan68; 100 pax configuration; opb Khabarovsk OAO; collided in the ground at Irkutsk 20may76 with Yak-40 CCCP-87573 during taxi for take off, repaired; arrived with Zavod No. 402 GA at Bykovo for its last overhaul 07mar85, with t/t 34,980 hours; t/t 36,565 hours and 14,747 cycles by 01jan86 ferried to KJA the same day; opb Krasnoyarsk OAO; reported in an incident report at KJA 09jul87, t/t 38,886 hours and 16,649 cycles as of this date; soc 01feb89 and canx the same day toc 07sep67; rgd 04oct67; 100 pax configuration f/n CAI feb71; seen ARN apr71 with small 'leased to UAA' sticker f/n Sprenberg 17nov71; arrived Zavod No. 402 GA at Bykovo 19jun81 for last overhaul; soc 23nov83 as life-time expired; t/t 39,980 hours and 11,597 cycles toc 11sep67; rgd 22sep67; 100 pax configuration; f/n oct73; arrived Zavod No. 402 GA at Bykovo jan83 for last overhaul with t/t 30,615 hours soc 21sep85 as life-time expired; t/t 34,818 hours and 14,298 cycles mfd also given as 31aug67 in Ilyushin OKB document; in Aeroflot c/s; rgd 09sep67 f/n DME 24mar86; arrived Zavod No. 402 GA at Bykovo jul86 for last overhaul with them, t/t 15,249 hours; l/n PHX 01may92 was already f/n DME 20may93 l/n SXF 04nov04 no titles; soc and canx 24oct95 as to Angola rgd 14dec95 to Air Cess; l/n SHJ 13mar96; no titles l/n SHJ 18nov97; named 'Zlatoust'; has additional 'Aviatrack' titles seen DEL 27sep98; named 'Zlatoust'; has additional 'Aviatrack' titles; l/n SHJ dec98 l/n SHJ 17oct99; named 'Zlatoust'; 'Aviatrack' titles removed 25feb99 l/n SHJ 03nov00; named 'Zlatoust'; carried additional 'Sudan Airways' titles; l/n SHJ 15sep01, titles not reported l/n SHJ 19aug02; named 'Zlatoust' c/n on wing read off as 1.204; named 'Zlatoust'; l/n SHJ 03nov03 logo on forward fuselage and 'LAT' on tail, applied this date; named 'Zlatoust'; reported as Air Bas SHJ 11jan04, with titles ? in basic Air Cess c/s; named 'Zlatoust'; reported for Mega Airlines jul06; converted to II-18Gr by jun08; l/n MCT 06jul08 c/n confirmed; in basic Air Cess c/s, no titles; named 'Zlatoust'; seen JIB 03apr12; ceased operations by jul13; l/n BBO 15jun14 stored; still present oct20 according to Google Earth toc 04oct67; rgd 13mar68; 100 pax configuration; f/n SXF 01mar69; arrived Zavod No. 402 GA at Bykovo 23dec81 for last overhaul; soc 23nov83 as life-time expired; t/t 37,678 hours and 17,997 cycles II-38 line # 6 II-38 line # 7 opb 403 osap at Severomorsk-1; officially trf to India 22dec05; ferried to 20 ARZ at Pushkin for overhaul jan06; overhauled and modernised by the detachment of OAO 'Ilyushin' at Zhukovskii 18apr06/11feb10 attrition replacement for IN304; opb INAS 315 at Dabolim; in grey c/s; ferried to Goa 11/16feb10; seen ZIA 22jul17; seen ZIA 25feb20; last flight 31oct23, unit disbanded the same date II-38 line # 8 opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; last overhaul completed 27dec02; in grey c/s with a 'Polar Bear' badge on the nose; f/n as such Severomorsk-1 31jul07; l/n Severomorsk-1 09sep10; see c/n 089010506 II-38 line # 9 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; see c/n 089010507 II-38 line # 10 c/n not confirmed; opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; w/o 03feb94 on a training flight from Severomorsk at night in difficult weather conditions when the crew practised blind instrument flying with the shutters on the windscreen shut, drifting 70 metres to the right 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
1870 101 04	CCCP-75454	II-18D	Soviet Gvt/AFL c/s	mfd	31jul67	
	RA-75454 RA-75454	II-18D II-18D	Russ. Gvt/AFL c/s Rossiya	VKO trf	11jul94 22jul94	
	RF-75939	II-18D	Russian Air Force	pus	apr14	
1870 101 05	T-001	II-18D	Afghan Air Force	mfd	03jun67	
	CCCP-75451	II-18D	AFL/Krasnoyarsk	toc	29jan79	
	CCCP-75451	II-18D	Minaviaprom	trf	22mar83	
8700 101 06	"10" red no serial	II-38 II-38	Soviet Navy Ukrainian Navy	mfd	23dec67 27apr99	
	101 07 8700 101 08 not known "02" red 0870 101 09 not known "02" red	II-38 II-38 II-38 II-38 II-38	Soviet Navy Soviet Navy Russian Navy Soviet Navy Russian Navy	mfd no reports mfd Nev	25may68 11apr12	
8700 101 10	not known	II-38	Soviet Navy	mfd	1968	
	not known	II-38	Russian Navy			
	IN306	II-38SD	Indian Navy	ZIA	19aug07	
1870 102 01	CCCP-75455	II-18D	AFL/Far East	mfd	22aug67	
	CCCP-75455	II-18D	AFL/Krasnoyarsk	trf	11jan86	
1870 102 02	CCCP-75456 CCCP-75456 CCCP-75456	II-18D II-18D II-18D	AFL/Moscow AFL/International AFL/Moscow-DME	mfd trf trf	31aug67 15jan71 19jul71	
1870 102 03	CCCP-75457	II-18D	AFL/Far East	mfd	25aug67	
1870 102 04	CCCP-75457 CCCP-75497 CCCP-75497	II-18D II-18D II-18D	AFL/Moscow MOM Vnukovo MOM 'Zlatoust'	trf mfd trf	19mar85 19aug67 22apr71	
	RA-75497 RA-75497 RA-75497 EL-AKQ EL-AKQ 3D-SBQ 3C-KKL 3C-KKL	II-18D II-18D II-18D II-18D II-18D II-18D II-18D	Ural Aviali Comp SP Air ex SP Air c/s ex SP Air c/s Air Cess Air Cess Air Cess Air Cess	trf BRE SHJ SHJ SHJ SHJ SHJ	19apr94 21aug94 07nov95 12dec95 04oct96 23jan98 25feb99 17feb00	
	3C-KKL UN-75005 UN-75005	II-18D II-18D II-18D	Air Cess c/s, n/t Air Cess c/s, n/t Lign.Aerien. Tchad	SHJ HLA SHJ	03nov01 19sep03 04nov03	
	UN-75005	II-18D	IRBIS, n/t	SHJ	08feb04	
	UP-11801	II-18Gr	Mega Aircompany	FJR	14sep08	
1870 102 05	CCCP-75458	II-18D	AFL/Ukraine-KBP	mfd	20sep67	
	102 06 8800 102 07 not known not known not known	II-38 II-38 II-38	Soviet Navy Soviet Navy Russian Navy	mfd no reports	1968	
	IN307	II-38SD	Indian Navy	ZIA	12mar09	
8800 102 08	not known "06" red	II-38 II-38	Soviet Navy Russian Navy	mfd Sev	31jul68 31jul07	
8800 102 09	not known "07" red 102 10 not known "08" red	II-38 II-38 II-38 II-38	Soviet Navy Russian Navy Soviet Navy Russian Navy	mfd no reports no reports	31aug68	

1870 103 01	CCCP-75459 TZ-ADF CCCP-75459	Il-18D Il-18D Il-18D	AFL/International Air Mail AFL/Moscow	mfd lsd trf	25sep67 02apr74 28jun85	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 toc 12oct67; rgd 25oct67; 100 pax configuration; f/n PIK 13dec71; sold to Mali 18oct74, see next line f/n JED 26jan75; seen CDG 08nov81; stored Bamako from mar84; returned to the Soviet Union reported Igarka 23jan87 in an incident report with 22,016 hours as of this date; canx to Cuba 21may87; soc as trf to Cuba 25may87 based on a decree dated 04apr86 photo PRG 1988; seen HAV 22oct89 f/n HAV may92, returned to Cuba jun92
1870 103 02	CU-T1270 CU-T1270 CU-T1270 CCCP-75460 CCCP-75460 CCCP-75460	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Cubana East West Chile Aerocaribbean AFL/International AFL/Tajikistan AFL/Krasnoyarsk	d/d lsd HAV mfd trf trf	26may87 20feb92 nov92 28sep67 19sep74 17jan80	crashed into mountains in the Dominican Republic 15nov92; t/t 20,277 hours and 7,164 cycles toc 13oct67; rgd 25oct67; f/n SVO 17apr68 arrived Zavod No. 402 GA at Bykovo 28jul80 for last overhaul; soc 26nov86 as life-time expired; t/t 39,291 hours and 13,503 cycles; reportedly displayed near the terminal at Ashkhabat 1986/1993; later used as a fire trainer but not seen since toc 19oct67; rgd 25oct67; 100 pax configuration; f/n LHR 17apr69 arrived Zavod No. 402 GA at Bykovo jun83 for last overhaul; soc 19jul85 as life-time expired; t/t 39,328 hours and 12,127 cycles toc 03nov67; rgd 08dec67; opb 235 OAO; f/n PIK 11jun68
1870 103 03	CCCP-75461 CCCP-75461	Il-18D Il-18D	AFL/International AFL/Moscow	mfd trf	29sep67 22aug75	arrived Zavod No. 402 GA at Bykovo 24feb84 for last overhaul with them, t/t 29,843 hours converted to Il-18DORR long-range ocean fishery reconnaissance aircraft Il-18DORR long-range ocean fishery reconnaissance aircraft; seen as such SNN 02jul89 and 30sep89, in Aeroflot red c/s; seen DME 12apr91; seen ATH sep92, no titles on port side; l/n ATH oct92, titles on starboard side reconverted back to a standard Il-18D; t/t 36,302 hours and 13,861 cycles as of 01apr93; l/n DME 23sep94 in Aeroflot red c/s, see next line f/n DME 15jan95; l/n DME 26aug95; soc 01mar96 as life-time expired and canx same date; seen wfu at DME aug96; broken up at DME jan/apr98 toc 16nov67; rgd 08dec67; opb 235 OAO at VKO; f/n PIK 04oct69
1870 103 04	CCCP-75462 CCCP-75462 CCCP-75462 CCCP-75462 CCCP-75462	Il-18D Il-18D Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Turkmenistan AFL/Far East AFL/Moscow-DME AFL/Domodedovo	mfd trf trf trf trf	26oct67 25may74 24dec83 20apr85 oct86	arrived Zavod No. 402 GA at Bykovo 16apr84 based on a decree issued 16jan84; arrived Zavod No. 402 GA at Bykovo for overhaul 17apr84 with t/t 30,476 hours and 9,237 cycles; converted to Il-22M-11 CCCP-75923, retaining its c/n 187010305; for further details see the Il-22 section
8800 103 06	not known "09" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Pus	31nov68 07jul94	Il-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 ZIA 06nov18
8800 103 07	not known "10" red	Il-38	Soviet Navy Russian Navy	mfd Pus	24dec68 07jul94	Il-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	Il-38	Soviet Navy Russian Navy	mfd Pus	18dec68 07aug99	Il-38 line # 13 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; seen Severomorsk 22sep11; l/n Pushkin feb15/apr15
RF-75308	Il-38N	Russian Navy	ZIA	10sep16	in bare metal c/s, with just Russian Stars and registration on the fin; l/n ZIA 12sep16; photo oct16, in overall dark grey c/s with 'MA VMF Rossii' titles, also carried code "11" yellow on the nose, named æMikhail Verbitski/E after the distinguished Soviet naval aviator of WWII; l/n Kubinka 18aug23	
8800 103 09	not known "12" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Sev	24dec68 20apr06	Il-38 line # 14 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s with a 'polar bear' badge on the nose; f/n as such Severomorsk-1 21sep10; l/n Pushkin mar16
8900 103 10	not known "14" red	Il-38	Soviet Navy Russian Navy	mfd Sev	28feb69 06sep06	Il-38 line # 15 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 29apr10
1870 104 01	CCCP-75464	Il-18D	Soviet Gvt/AFL c/s	mfd	30oct67	toc 04nov67; damaged 14nov67 when veered off the runway; rgd 08dec67; opb 235 OAO; relay aircraft for government communications; f/n CPH 05jun68; t/t 9,897 hours and 4,184 cycles from OKB document dated 01jan86 (last overhaul 1983); l/n BKA 24sep94, see trf date next line f/n VKO 15may95; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; last overhaul completed in early 2003; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides and titles in red with a gold coat of arms on a red shield on the tail; l/n CKL 13aug12; trf Russian Air Force in 2012; l/n Pushkin 13jul13 in basic Rossiya c/s with 'VVS Rossii' titles and Russian flag on the tail; c/n only mentioned in a tender issued 24sep20 by 20 ARZ for the supply of fuel tanks, version given as such; l/n CKL 20may22 toc 17nov67; rgd 08dec67; opb 235 OAO; f/n HEL 02aug75 trf to North Vietnam 05jan79 based on a decree issued 18dec78 seen BKK 02aug80 and mar81 still in basic Aeroflot c/s; t/t 4,226 hours and 1,751 cycles from OKB document dated 01jan86 (last overhaul 1978)
RA-75464	Il-18D	Rossiya	trf	22jul94	wfu by 1990 and stored Hanoi, canx from register 03dec91 mfd also given as 31oct67 in an Ilyushin OKB document; toc 01dec67; rgd 11mar68; 100 pax configuration; f/n SVO 03aug76 opb Domodedovskoye PO information from the MGA document, but a former employee of the Il-18 unit at Krasnoyarsk stated that this aircraft was never on charge of that unit and that no Il-18 was toc by the unit in early 1985, so the transfer order did probably not come into effect (but this was not reflected in the MGA document); converted to, see next line ice-reconnaissance aircraft, equipped with a "Nit-D" side-looking radar; in 'polar' c/s; t/t 11,072 hours by sep89; l/n with the pod under the fuselage SVO 18jul91; the pod was removed by jul92; l/n SVO 14aug92 in 'polar' Aeroflot c/s leased from GosNII GA; in basic 'polar' Aeroflot c/s; l/n SVO 02jul95 in basic 'polar' Aeroflot c/s, no titles; sold 10jun97 owned by Feniks OAE; with dark blue tail and cheatline; f/n SHJ 20jan98; l/n with titles SHJ 14oct98; f/n without titles SHJ 22nov98; soc 02feb99 and canx the same day; l/n SHJ 27mar99 received the cargo door of c/n 185008404 when was converted to an Il-18GrM (with side cargo door) mar01/apr01; in white/blue c/s with red cheatline, with titles; l/n SHJ 15may04; was reported as 4R-EXE of Expo Aviation in JP-03, but never seen as such l/n DXB 19nov04 l/n ADJ 26dec05; reportedly delivered to Botir Avia jan06; still with 'Anikay Air' titles when seen BUD 12may06, but operated a Botir Avia flight opb S Group Aviation; in golden c/s with red cheatline and blue engines and fin, with titles; l/n JUB 05aug13 flew KRW-ISU 31mar14; in basic National Paints c/s, no titles; f/n EBB 05jun14; l/n EBL 27aug15; not on register dated 17jan20; seen stranded at Al Dhafra air base, UAE, may16/oct20 toc 09dec67; rgd 01mar68; 100 pax configuration; f/n VKO 30jun70; photo UFA jun71; arrived Zavod No. 402 GA at Bykovo for last overhaul 22oct81; soc 17apr84 as life-time expired and canx same date; t/t 39,992 hours and 13,173 cycles toc 24nov67; rgd 20feb68; 100 pax configuration; f/n CPH 26jan68; l/n SXF 23may73; seen SXF 30jun76, in post 1973 Aeroflot c/s arrived Zavod No. 402 GA at Bykovo 17sep81 for last overhaul; soc 19dec84 as life-time expired; t/t 39,999 hours and 14,772 cycles Il-38 line # 16; opb 403 osap at Severomorsk-1; the code was changed after overhaul by 20 ARZ in the mid-1980s, on request of the unit's commander opb 403 osap (redesignated 7050 AvB in 2010 and re-established 01dec19) at Severomorsk-1; in light grey c/s with red spinner tips, no titles; overhauled in 2014; named 'Valeri Cherednichenko' sep19 after a distinguished Soviet naval aviator; f/n as such Severomorsk-1 12sep19; l/n Severomorsk-1 14sep19 Il-38 line # 17 c/n not confirmed overhauled and modernised by the detachment of OAO 'Ilyushin' at Zhukovski 26dec08/04feb11 the first Il-38N from 'series modernisation'; opb 7050 AvB at Severomorsk-1; in grey c/s with large code on the forward fuselage, still with Red Stars; h/o mar12; stored at Severomorsk-3 nov11/nov13, f/f after storage 13nov13; l/n Severomorsk-3 11apr14 Il-38 line # 18 opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; in grey c/s, probably carried a 'seagull attacking a shark' badge in the 1990s; later carried a 'polar bear' badge on the nose; seen as such Severomorsk-1 09aug06/16feb10; tender for rework published 19nov07; seen without badge Severomorsk-1 17aug10; seen EIK 10mar14 again with 'polar bear' badge on the nose; seen Severomorsk-3 10nov14; intercepted by Norwegian Air Force F-35s 09mar23 in proximity to UK Carrier Strike Group operating in the area, no RF- registration worn Il-38 line # 19 painted with '14-09' on the nose-wheel door, in all grey c/s with Soviet Armed Forces 'quality' badge on nose; l/n Kirovskoye 26aug00 with just '09' on the nose-wheel door Il-38 line # 20 c/n not confirmed; photo, in all grey c/s with red star painted out, code on tail and with Soviet Armed Forces 'quality' badge on nose; see also c/n 870010106 c/n checked, stored with markings painted out; l/n Mykolayiv-Kulbakino 30apr99 mfd also given as 29nov67 from Ilyushin OKB document; toc 08dec67; d/d 06jan68; rgd 13mar68; f/n PRG jun68; 100 pax configuration; l/n VKO 16jun77; arrived Zavod No. 402 GA at Bykovo jul83 for last overhaul with t/t 35,231 hours; soc 16nov84 as life-time expired; t/t 36,850 hours and 17,999 cycles	
RF-75937	Il-18D	Russian Air Force	Pus	mar14		
1870 104 02	CCCP-75465 CCCP-75465 VN-B196	Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Moscow Hàng Không Vietnam	mfd trf h/o	28oct67 12oct78 17apr79	
1870 104 03	VN-B196 CCCP-75466	Il-18D Il-18D	Vietnam Airlines AFL/GosNII GA	fr. mfd	1990 21oct67	
CCCP-75466 CCCP-75466	Il-18D Il-18D	AFL/Moscow AFL/Krasnoyarsk ?	trf trf	21oct80 25feb85		
CCCP-75466	Il-24N	AFL/GosNII GA	trf	22dec86		
RA-75466 RA-75466 RA-75466 RA-75466	Il-18D Il-18D Il-18D Il-18D	GosNII GA Air Transp. Office GosNII GA Ramaer	SVO OST IST rgd	20apr93 09oct93 04apr96 15jul97		
EX-75466	Il-18D	Phoenix	SHJ	17apr99		
EX-75466 EX-75466	Il-18GrM Il-18GrM	no titles Anikay Air	FRU SHJ	16oct04 19feb05		
EX-75466	Il-18GrM	National Paints	DXB	15nov07		
EX-18008	Il-18GrM	S. Group Internat.	rgd	19jul13		
1870 104 04	CCCP-75467	Il-18D	AFL/Moscow-VKO	mfd	23nov67	
1870 104 05	CCCP-75468	Il-18D	AFL/Northern	mfd	24nov67	
CCCP-75468	Il-18D	AFL/Krasnoyarsk	trf	08jan80		
8900 104 06	"13" red "18" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Sev	28feb69 28jun07	
8900 104 07	not known "15" red "15" yellow "15" yellow	Il-38 Il-38 Il-38 Il-38N	Soviet Navy Russian Navy Russian Navy Russian Navy	mfd photo no reports ZIA	25apr69 photo 17aug09	
0890 104 08	not known "16" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd	28may69	
0890 104 09	not known "09" red	Il-38 Il-38	Soviet Navy Ukrainian Navy	Kke	09may97	
104 10	not known "10" red	Il-38 Il-38	Soviet Navy Ukrainian Navy	no reports NLV	1996	
1870 105 01	no code CCCP-75469	Il-38 Il-18D	Ukrainian Navy AFL/Ukraine-KBP	Mkk mfd	08may98 21nov67	

1870 105 02	CCCP-75470	II-18D	AFL/Moscow-VKO	mfd	13dec67	toc 13dec67; rgd 03jan68; 100 pax configuration; f/n VKO 02oct72; l/n VKO 14nov77; arrived Zavod No. 402 GA at Bykovo 21jan82 for last overhaul; soc 20jan84 as life-time expired; t/t 39,309 hours and 13,427 cycles
1870 105 03	CCCP-75471	II-18D	AFL/Ukraine-KBP	mfd	15dec67	toc 27dec67; rgd 13mar68; 100 pax configuration; f/n PRG 16jun68; seen Grossenhain 09may73; arrived Zavod No. 402 GA at Bykovo 18jan82 for last overhaul; soc 21aug84 as life-time expired; t/t 36,726 hours and 17,942 cycles
1870 105 04	CCCP-74250 CCCP-74250 CCCP-74250	II-18D II-18D II-18D	AFL/Moscow AFL/International AFL/Moscow-DME	mfd trf trf	21dec67 15jan71 18jun71	toc 29dec67; rgd 23feb68; 100 pax configuration f/n CAI feb71 f/n Sperenberg 11nov72; l/n DME 11mar79; soc 18oct83 as life-time expired; t/t 39,419 hours and 11,496 cycles; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291057 E48.233285) since jun86; l/n oct21
1870 105 05	CCCP-74251 CCCP-74251 CCCP-74251 CCCP-74251	II-18D II-18D II-18D II-18D	AFL/Far East-KHV AFL/Kazakhstan-KGF AFL/Turkmenis.-ASB MAP "Znamya Truda"	mfd trf trf trf	27dec67 04nov83 08dec83 21dec83	mfd also given as 30dec67 from Ilyushin OKB document; toc 08jan68; rgd 08feb68; 100 pax configuration; f/n DME 02oct72 arrived Zavod No. 402 GA at Bykovo 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
	RF-75332	II-38	Russian Navy	VVO	oct13	also carried code "06" red; in all grey c/s with 'MA VMF Rossii' titles and still carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield); code changed to "06" blue by jul19; l/n PKC oct21
0890 105 07	not known "07" red	II-38 II-38	Soviet Navy Russian Navy	mfd PKC	01sep69 30mar07	II-38 line # 22 opb 317 osap (renamed 7060 AvB in 2010) at PKC; in grey c/s, initially with Red Stars and without Navy flag; 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
	RF-75343	II-38	Russian Navy	PKC	06dec13	in grey c/s with Navy flag and 'an eagle carrying a fish' badge behind the cockpit with 'MA VMF Rossii' titles, still carried code "07" red; l/n PKC 17jan18; seen PKC aug20, with code "07" blue on the side of the fuselage; l/n PKC feb22
0890 105 08	not known "08" red	II-38 II-38	Soviet Navy Russian Navy	mfd EIK	25sep69 jul11	II-38 line # 23 opb 859 TsBP i PLS MA at Yeisk; in grey c/s with code on fin; l/n Yeisk aug12, code very faded; photo EIK 25jul15 wfu, engines and rudder missing, sitting on its tail; l/n EIK apr19
0890 105 09	not known "05" red	II-38 II-38	Soviet Navy Russian Navy	mfd Nev	25oct69 01jul10	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
	RF-75333	II-38	Russian Navy	PKC	25apr17	also carried code "05" red; in all grey c/s with 'MA VMF Rossii' titles; seen PKC 27feb18, with badge overpainted; seen PKC 07aug20 now coded "05" blue; l/n PKC 29jan21
0890 105 10	not known "04" red	II-38	Soviet Navy	mfd	14nov69	II-38 line # 25 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
1870 106 01	CCCP-74252	II-18D	AFL/Far East-KHV	Nev mfd	11apr12 29dec67	mfd also given as 30dec67 from Ilyushin OKB document; toc 11jan68; rgd 14feb68; opb 198 LO; w/o 29feb68 on the leg from Krasnoyarsk to Petropavlovsk-Kamchatski at night of a flight from Moscow to Petropavlovsk when the crew was forced to make an emergency descent (probably due to a fuel leak with an ensuing fire), during the descent engine # 3 failed with the propeller creating drag, the aircraft went out of control, broke up at a height of 650 metres and crashed in the taiga 13 km north-west of Parchum (Chunski district of the Irkutsk region), all 9 crew and 74 out of 75 passengers killed and the sole survivor seriously injured, the reason of the accident could not be established; t/t 328 hours and 89 cycles; soc 31may68
1870 106 02	CCCP-75472	II-18D	Soviet AF/AFL c/s	mfd	21dec67	confirmation for the tie-up of this c/n with this registration needed, line for this registration left blank on the Soviet register; mfd for this c/n given in an accident report as 17jan68; d/d 26jan68; mfd also given as 17jan68 from Ilyushin OKB document
	CCCP-74295	II-18D	Soviet AF/AFL c/s	SVO	26mar73	opb 8 adon at Chkalovski; established a closed circuit (speed over a closed circuit without payload) 06may68, registration in documents as such; mfd in Russian register as 17jan68, see previous line; l/n Sperenberg 18dec92
	RA-74295	II-18D	Russian AF/AFL c/s	Spr	03may94	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 Mtirala (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
1880 106 03	CCCP-74296	II-18D	MAP "Znamya Truda"	mfd	16jan68	"Znamya Truda" is former Factory No. 30; the prototype of the troopship/military transport version II-18TD; mfd given as 06mar68 in an incident report from 2003, but 06mar68 given as the roll-out date in documents of ER-ICB; rgd 30aug68; in Aeroflot c/s; converted to passenger/cargo configuration; t/t 8,912 hours and 2,579 cycles from an OKB document dated 01jan86; arrived Zavod No. 402 GA at Bykovo for overhaul mar87; f/n Mukachevo 17aug88
	RA-74296	II-18D	ShVT	VKO	28aug93	Shkola vozduzhnogo transporta (Air Transport School); in basic Aeroflot c/s including logo, no titles; l/n ZIA jul94
	RA-74296	II-18D	Tretyakov Al	trf	28dec94	initially in basic Aeroflot c/s, no titles; f/n AMS may96; was used on "AMT tours" to Russia may97; new CoFR issued 23apr99; l/n without titles DME 16aug99; f/n with titles IST 20jan00; named 'Moskva'; f/n as such DME 28jun03, stored; canx 21jul03 as sold to Moldova; seen without registration and titles DME 10aug03
	ER-ICB ER-ICB ER-ICB 74296	II-18D II-18D II-18D II-18D	Pecotox Air Grixona Tandem Aero NPP "MIR"	rgd rgd KIV PES	06aug03 18feb05 04apr09 06mar12	in basic Aeroflot c/s; f/n DME 13aug03; l/n BNE 03apr04 in basic Aeroflot c/s with own titles; f/n SHJ may05; l/n KIV 22jun08 in basic Aeroflot c/s without titles; l/n PES 12feb12 in basic Aeroflot c/s with logo on fin, no titles; based at PES; ferried to Pushkin 05sep16 and stored there since as life-time expired, l/n aug18; broken up feb19
1880 106 04	834 3X-GAT	II-18D II-18D	Chosonminhang Air Guinée	mfd d/d	11jan68 08aug68	d/d 13feb68; no titles named 'Conakry'; seen SVO 08oct77; arrived Zavod No. 402 GA at Bykovo 14may80 for last overhaul with t/t 10,818 hours and 3,977 cycles; reported wfu CKY 1986
1880 106 05	CCCP-74253	II-18D	AFL/Moscow	mfd	27apr68	toc 03jul68; rgd 22jul68; 100 pax configuration; f/n DME 03oct72; arrived Zavod No. 402 GA at Bykovo 14oct81 for last overhaul; soc 27dec83 as life-time expired; t/t 39,487 hours and 10,995 cycles
106 06	not known	II-38	Soviet Navy	mfd	28jan70	II-38 line # 26
0800 106 07	not known "03" red	II-38	Soviet Navy	Nev	11apr12	II-38 line # 27
0800 106 08	not known "78" red	II-38	Russian Navy	mfd Pus	24feb70 aug12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka II-38 line # 28
	RF-75338	II-38N	Russian Navy	ZIA	23mar15	opb 289 oplap (redesignated 7062 AvB in 2010) at Nikolayevka; in faded grey c/s with Red Stars, no titles; seen on overhaul with 20 ARZ at Pushkin dec13
0800 106 09	not known IN305	II-38 II-38	Soviet Navy Indian Navy	d/d	1983	the fifth II-38N from 'series modernisation'; also carried code "78" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; named 'Fyodor Zolotukhin' by jun15 after the designer of the 'Novella'/'Sea Dragon' complex; h/o at Zhukovski 30jun15; l/n PKC 20aug18; photo PKC nov18, with code changed to "03" blue and worn on the rear fuselage; l/n jul19; code changed to "03" yellow; f/n Pushkin 28jul19; l/n PKC feb21
	IN305	II-38SD	Indian Navy	f/f	03jul03	II-38 line # 29 opb INAS 315 at Dabolim; f/n GOI oct84; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 06may02/10jan06; photos exist ZIA 2002, in bare metal c/s with only a small black '305' on the nose
0800 106 10	not known IN304	II-38 II-38	Soviet Navy Indian Navy	no d/d	reports 1983	from Khodynka (in primer, marked with only a small black '305' on the nose); the first II-38SD, with a Leninets "Sea Dragon" complex; in grey c/s; test-fired a Kh-35E anti-shiping missile 14nov05; h/o dec05 and returned to Dabolim 15jan06; opb INAS 315 at Dabolim; seen under overhaul at Zhukovski 12aug12 (in bare metal/primer) and dec12 (in full colours); seen GOI 21oct17; preserved Dabolim (N15.381186 E73.842286) from mar20; l/n dec22
1880 107 01	CCCP-74254	II-18D	AFL/West Siberia	mfd	22feb68	II-38 line # 30 opb INAS 315; f/n GOI oct84; overhauled in Russia in 1999, seen Pushkin aug99; l/n GOI jan00; collided in mid-air with II-38 IN302 over Goa 01oct02, all 7 crew killed
1880 107 02	CCCP-74255	II-18D	AFL/Magadan-GDX	mfd	27feb68	toc 11mar68; rgd 29jul68; 100 pax configuration; f/n DME 30sep72; arrived Zavod No. 402 GA at Bykovo 23jul79 for last overhaul with t/t 34,993 hours; soc 23nov83 as life-time expired; seen dumped Novosibirsk jul92/jul93; t/t 39,829 hours and 13,970 cycles
						on charge as of 01apr68; rgd 14may68; 94 pax configuration; opb 185 LO; 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 Zavod No. 402 GA at Bykovo for its last overhaul jun82; soc 19dec84 as life-time expired; t/t 39,567 hours and 12,259 cycles; forward fuselage installed at the "Dom pionerov" (House of Young Pioneers) at Susuman in 1986, protruding from the building (N62.782169 E148.15574), seen jun97/jun07
1880 107 03	VN-B190 ?	II-18D	Hàng Không Vietnam	mfd	07feb68	reported in BASOC files as to Vietnam; crashed 26mar81 at Hoabin ?; c/n and mfd only confirmed as to Vietnam in Ilyushin OKB document, t/t 2,815 hours and 1,772 cycles (last overhaul 1974)
1880 107 04	CCCP-74256 CCCP-74256	II-18D II-18D	AFL/International AFL/Krasnoyarsk	mfd trf	15mar68 22jan78	toc 26mar68; f/n SVO 17apr68; rgd 06may68; 85 pax configuration seen SNN 08aug84, on lease to Cubana; canx 23sep85 as sold to Cuba; arrived Zavod No.402 GA at Bykovo mar86 for last overhaul with them, t/t 34,806 hours and 11,012 cycles
	CU-T1268 CU-T1268	II-18D II-18D	Cubana Aerocaribbean	d/d HAV	01apr86 may92	f/n SNN 01apr86 on delivery seen HAV 09mar00 with additional 'Taino Airlines' titles; seen HAV 24apr00 in all-white c/s with just 'Aerocaribbean' titles

	CU-T1517	Il-18D	Aerocaribbean	HAV	06jan01	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; the hulk was seen in the scrapping area 27aug08
1880 107 05	CCCP-74257 CCCP-74257	Il-18D Il-18D	AFL/International AFL/Moscow-VKO	mfd trf	30mar68 12jan74	toc 18apr68; rgd 27may68; 85 pax configuration; f/n FRA 13jun69; l/n MXP may72 arrived Zavod No. 402 GA at Bykovo nov82 for last overhaul with t/t 32,284 hours; soc 15feb85 as life-time expired; t/t 39,995 hours and 13,370 cycles
0800 107 06	not known "19" red	Il-38 Il-38N	Soviet Navy Russian Navy	mfd f/f	10may70 04apr01	Il-38 line # 31; modernised by 20 ARZ at Pushkin to, see next line prototype of the second-generation Il-38, with Leninet's "Novella" complex; f/f still with mock-up radar; underwent state trials from nov02 until at least 2005; on charge of 859 TsBP I PLS MA at Yeisk, but seconded to OAO Ilyushin; seen Pushkin 20sep02/12apr04 and Zhukovski 19aug09/19aug11; opb 7050 AvB at Severomorsk; l/n ZIA apr14, active in bare metal, c/n from russianplanes.net in bare metal c/s, active; small registration painted on tail only, see next line; c/n from russianplanes.net registration painted as such; c/n from russianplanes.net; in overall dark grey c/s with 'MA VMF Rossii' titles and named æRadi PopkovskiÆ after the chief designer of the Il-76 family, also carried code "19" yellow on the nose; h/o 15jul14, opb 859 TsBP I PLS MA at Yeisk; l/n over Saint Petersburg 16jul19
	RF-75335 RF-75355	Il-38N Il-38N	Russian Navy Russian Navy	ZIA ZIA	04jun14 jul14	Il-38 line # 32
107 07 0800 107 08	not known not known "01" red	Il-38 Il-38 Il-38	Soviet Navy Soviet Navy Russian Navy	no mfd PKC	reports 20jul70 sep11	Il-38 line # 33 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; photo PKC mar19, with code changed to "01" blue and worn on the rear fuselage; l/n PKC 2020
107 09 0800 107 10	not known not known "10" red	Il-38 Il-38 Il-38	Soviet Navy Soviet Navy Russian Navy	mfd no reports	25sep70 reports	Il-38 line # 34 Il-38 line # 35 opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 880010307
1880 108 01	CCCP-74258 CCCP-74258	Il-18D Il-18D	AFL/International AFL/Krasnoyarsk	mfd trf	29mar68 27may76	toc 19apr68; rgd 27may68; 85 pax configuration; f/n FRA 14aug69; l/n AMS 02may74 arrived Zavod No. 402 GA at Bykovo dec82 for last overhaul with t/t 34,997 hours; soc 02dec85 as life-time expired; t/t 39,877 hours and 11,530 cycles
1880 108 02	LZ-BEA	Il-18D	Balkan	mfd	20mar68	d/d 17nov68; seen LBG may72; was used for long range VIP flights 1968-1978; converted to Il-18Gr in 1978 with t/t 17,236 hours and 6,736 cycles; t/t 25,803 hours and 10,020 cycles as of 01jan86; l/n VAR 23sep97 wfu; broken up
1880 108 03	CCCP-74259 CCCP-74259	Il-18D Il-18D	AFL/Ukraine-KBP AFL/Ukraine-LWO	mfd trf	27apr68 jun77	toc 07may68; rgd 30may68; 100 pax configuration; photo SXF 1972; l/n FRA 08jul73 arrived Zavod No. 402 GA at Bykovo 27oct81 for last overhaul with t/t 31,713 hours; soc 18jun84 as life-time expired; t/t 36,586 hours and 17,855 cycles
1880 108 04	CCCP-74260	Il-18D	AFL/International	mfd	30apr68	toc 16may68; rgd 04jun68; 85 pax configuration; f/n PIK 13sep68; in an 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 CCCP-74260	Il-18D Il-18D	AFL/Magadan AFL/Moscow-DME	trf trf	22nov75 25mar84	arrived Zavod No. 402 GA at Bykovo 28dec83 for last overhaul with t/t 34.968 hours soc 21sep85 as life-time expired; t/t 39,663 hours and 11,594 cycles; hulk seen in use as workman's hut DME 03sep97
1880 108 05	DM-STM DM-STM DDR-STM	Il-18D Il-18D Il-18D	EGAF/Interflug c/s Interflug Interflug	mfd trf rgd	05apr68 mar74 01jan81	mfd also reported as 05may68; rgd 22jun68 converted to Il-18Gr 15aug78 with t/t 8,311 hours and 3,260 cycles; l/n LGW 10sep80 t/t 11,385 hours and 3,986 cycles as of OKB document dated 01jan86 (last overhaul 1983); l/n SXF 04oct90; see next line
	D-AOAS D-AOAS	Il-18D Il-18D	Interflug BerLine	rgd SXF	03oct90 jan92	f/n SXF 04oct90 with blue cheatline/white tail and titles on the tail; was converted Il-18GrM at the Ilyushin outlet in Zhukovski between sep92 and jan93; canx jan94
	LZ-AZZ CU-T132 CU-C132 CU-C132 CU-C1515	Il-18GrM Il-18GrM Il-18GrM Il-18GrM Il-18GrM	Air Zory BerLine c/s, n/t BerLine c/s, n/t Aerocaribbean Aerocaribbean	SXF rgd SNN HAV HAV	24jan94 12dec95 30dec95 17nov96 06jan01	with 'Cargo' titles; small additional 'Operated by Lufthansa Cargo' titles, FRA jul94; l/n MLA 30mar95 f/n SNN 24dec95 on delivery to Aerocaribbean l/n SVO 09feb96 l/n HAV 09mar00 undergoing maintenance without reg; f/n HAV 01sep01 with reg; seen CCS 09jan09 with 'Cargo' titles; in official Cuban documents jul03 as Il-18D; l/n MEX 06may14; wfu HAV; l/n 25mar19/20mar20 in dirty condition; moved to a small apron between the international terminal and the maintenance area and seen there oct21 and l/n there jan22
0800 108 06	not known "27" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	30oct70 11apr12	Il-38 line # 36 opb 289 oplap (redesignated 7062 AvB in 2010) at Nikolayevka; seen on overhaul with 20 ARZ at Pushkin jun12/aug12
	RF-75320	Il-38N	Russian Navy	ZIA	24oct14	the second Il-38N from 'series modernisation'; also carried code "27" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; named 'Yakov Kutepov' after an aircraft designer from the Ilyushin Design Bureau; opb 859 TsBP I PLS MA at Yeisk; l/n 25jul21 location unknown
0800 108 07	not known "20" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd no reports	30nov70 reports	Il-38 line # 37 opb 240 osap at Ostrov in the mid-1990s; later opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1
0800 108 08	not known "21" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Pus	26dec70 24may99	Il-38 line # 38 c/n read off as '0808'; opb 317 osap (renamed 7060 AvB in 2010) at PKC; see c/n 081010910
0810 108 09	not known "22" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	12feb71 11apr12	Il-38 line # 39 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18; see c/n 081011006
0810 108 10	not known "23" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd VVO	27mar71 18aug07	Il-38 line # 40 opb 289 oplap (redesignated 7062 AvB in 2010) at Nikolayevka; stored from 2008; ferried for overhaul to Pushkin in late 2012 and seen there in 20 ARZ mar13; ferried for modernisation to Zhukovski in 2013
	RF-75322	Il-38N	Russian Navy	ZIA	16feb15	the fourth Il-38N from 'series modernisation'; also carried code "23" yellow; c/n also given as '080010810'; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; seen Vladivostok 05oct15; l/n PKC mid 2021
1880 109 01	CCCP-74261 CCCP-74261 CCCP-74261 CCCP-74262	Il-18D Il-18D Il-18D Il-18D	AFL/International AFL/West Siberia AFL/International AFL/International	mfd trf trf toc	30apr68 01aug75 08may85 01jun68	toc 15may68; rgd 04jun68; 85 pax configuration; l/n MLA 08aug68; l/n ARN 25mar72 arrived Zavod No. 402 GA at Bykovo may83 for last overhaul with t/t 34,954 hours l/n SNN 31may85; soc 02mar87 as life-time expired; t/t 39,202 hours and 12,890 cycles rgd 29jul68; 85 pax configuration; f/n SVO 08jul70; l/n SXF jul75
1880 109 02	CCCP-74262 CCCP-74262	Il-18D Il-18D	AFL/International AFL/Moscow-DME	trf trf	30apr76	l/n VKO 31aug81; arrived Zavod No. 402 GA at Bykovo nov82 for last overhaul; soc 16nov84 t/t 39,809 hours and 11,659 cycles
1880 109 03	DM-STN DDR-STN	Il-18D Il-18D	Interflug Interflug	mfd rgd	14may68 25aug81	mfd also given as 15may68; rgd 15apr68; seen LHR 04mar74 and AMS 12nov78 arrived Zavod No. 402 GA at Bykovo 18dec84 for last overhaul with t/t 25,035 hours and 11,596 cycles from OKB document dated 01jan86 (last overhaul 1980); l/n NCL 28jun90
	D-AOAT SP-FNC	Il-18D Il-18Gr	Interflug Polnippon	rgd rgd	03oct90 dec90	f/n SXF 04oct90, departed SXF 07dec90, see line below; converted to Il-18Gr; canx 21dec90 f/n WAW 28dec90; named 'Hubert'; still with ex Interflug cheatline; seen JIB aug92, operating for Daallo Airlines
	SP-FNC SP-FNC SP-FNC SP-FNZ	Il-18Gr Il-18Gr Il-18Gr Il-18Gr	Air Transp. Office Polnippon ex Polnippon c/s Polonia Airways	KIN WAW WAW rgd	30nov94 07jul95 05may96 01mar96	l/n mar95; still named 'Hubert' titles with ex Interflug cheatline still named 'Hubert'; l/n WAW feb96, canx date unknown titles removed, still named 'Hubert'; l/n WAW 19may96; see rgd next line see last sightings previous line; photo WAW 04aug96, in basic ex Polnippon c/s but with dark blue cheatline, no titles; l/n WAW 16aug97
	SP-FNZ 3D-SBZ	Il-18Gr Il-18Gr	Air Cess Air Cess	SHJ SHJ	08oct97 25nov97	l/n SHJ 17nov97; canx 18nov97 l/n SHJ 07may98; canx as exported; dbr 23nov98 (or 24nov98) when was attacked on the ground at Kalemie by MiG fighters of the Zimbabwe Air Force just after dawn, 96 of the more than 100 Rwandan troops on board killed; wreck seen at FMI (S5.8808603 E29.244389) jul02/dec04; no longer visible on GE by feb13
1880 109 04	DM-STO DDR-STO D-AOAU D-AOAU LZ-AZR CU-T131 CU-T131 CU-T1532	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Interflug Interflug Interflug BerLine Air Zory BerLine c/s, n/t Aerocaribbean Aerocaribbean	mfd rgd rgd SXF SXF rgd HAV rgd	29may68 02nov81 03oct90 dec91 06jan94 12dec95 17nov96 <nov00	mfd also given as 30may68; rgd 15apr68; seen LHR 29jan74; l/n SXF 30apr80 arrived Zavod No. 402 GA at Bykovo oct87 for last overhaul with t/t only 6,915 hours l/n SXF 24aug91 l/n MLA 19dec93; canx jan94 f/n SNN 18dec95 on delivery to Aerocaribbean l/n SNN 27sep00; named 'Capitán Fernando Alvarez' 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 CCCP-74263	Il-18D Il-18D	AFL/International AFL/Kazakhstan	mfd trf	26jun68 25jan78	toc 05jul68; rgd 15jul68; 85 pax configuration; f/n SVO 10jul70; l/n AMS 25may73 canx 22dec83; trf Znamya Truda 21jan84; arrived Zavod No. 402 GA at Bykovo for last overhaul 25jan84, t/t 30,583 hours and 11,037 cycles; 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 as '080110906' in error, checked as such PKC 17aug08 and 21aug11; opb 317 osap (redesignated 7060 AvB in 2010) at PKC; seen Pushkin 02jun12; seen on overhaul with 20 ARZ at Pushkin aug12/jul13; ferried to Zhukovski 30jul13, using call-sign '75052'; modernised by EMZ at Zhukovski to, see next line
	RF-75341	Il-38N	Russian Navy	ZIA	20dec14	the third Il-38N from 'series modernisation'; also carried code "24" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; opb 7060 AvB at PKC from 28mar15 (as the first Il-38N to enter regular service); seen Kipelovo 30jul17, with 'a Sea Eagle carrying a submarine' badge behind the cockpit; l/n 25sep17, as such; seen over St. Petersburg 16jul19 now carrying code "02" blue on the rear fuselage; code changed to "02" yellow by 25jul19; l/n over St. Petersburg 25jul21
0810 109 07	not known "25" red RF-75323	Il-38 Il-38 Il-38	Soviet Navy Russian Navy Russian Navy	mfd Pus VVO	27apr71 05aug01 jul18	Il-38 line # 42 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka 11apr12, operational in light grey c/s with 'MA VMF Rossii' titles and Russian stars, carried a badge with a tiger eating a submarine (superimposed on a Russian Navy shield) on the nose and still coded "25" red on the fin; l/n PKC 20aug18

0810 109 08	not known "26" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	27may71 11apr12	Il-38 line # 43 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
0810 109 09	not known	Il-38	Soviet Navy	mfd	1971	Il-38 line # 44
0810 109 10	not known "21" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd ph.	17aug71 nov96	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-DME	mfd trf	04jul68 26nov75	seen ACC oct77; l/n DME 13nov77; arrived Zavod No. 402 GA at Bykovo oct82 for last overhaul with t/t 34,913 hours; soc 16nov84 as life-time expired; t/t 39,960 hours and 11,939 cycles toc 05aug68; rgd 19aug68; 100 pax configuration; f/n oct73; arrived Zavod No. 402 GA at Bykovo 29sep81 for last overhaul; soc 18oct84 as life-time expired; t/t 39,536 hours and 12,079 cycles but already registered 31aug68, l/s date was f/f ? crashed on approach Nicosia 29jan73; t/t 6,597 hours and 2,920 cycles (last overhaul 1971) opb 223 LO at Chkalovski; latest CoFR 04aug00; arrived Zavod No. 402 GA at Bykovo 26dec86 for last overhaul with them, t/t only 5,958 hours; l/n FAB 11dec92 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; carried a '223 LO' badge since mid-2005; l/n CKL 11oct14 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; l/n CKL 2019 d/d 18oct68; f/n PRG 11dec68; seen LHR 1969 l/n LHR sep73; returned to the Soviet Union but date unknown rgd 27feb75
1880 110 02	CCCP-74265	Il-18D	AFL/Krasnoyarsk	mfd	26jul68	
1880 110 03	SU-AOV SU-AOV	Il-18D Il-18D	United Arab Air. EgyptAir	i/s CAI	09aug68 04apr72	
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 Zavod No. 402 GA at Bykovo 26dec86 for last overhaul with them, t/t only 5,958 hours; l/n FAB 11dec92 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; carried a '223 LO' badge since mid-2005; l/n CKL 11oct14 opb 223 LO at Chkalovski; in basic Rossiya c/s without titles; l/n CKL 2019 d/d 18oct68; f/n PRG 11dec68; seen LHR 1969 l/n LHR sep73; returned to the Soviet Union but date unknown rgd 27feb75
1880 110 05	RF-75499 SU-AOX SU-AOX CCCP-75430 CCCP-75430 CCCP-75430 CCCP-75430	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Russian Air Force United Arab Air. EgyptAir AFL/Uzbekistan-TAS AFL/Kazakhstan-KGF AFL/Ukraine-LWO AFL/Turkmenis.-ASB	CKL mfd MUC toc trf trf trf	mar16 18sep68 01feb72 02feb75 18oct79 03apr84 28feb85	arrived Zavod No. 402 GA at Bykovo 18jul84 for last overhaul t/t 35,297 hours and 14,658 cycles from OKB document dated 01jan86 (last overhaul 1984); soc 17apr86 as life-time expired Il-38 line # 46 operated initially by 403 oplap at Severomorsk-1; trf to 240 osap at Ostrov around 1999; in grey c/s with a 'seagull attacking a shark' badge on the fin; trf to 859 TsBP i PLS MA at Yeisk feb10; seen stored at Yeisk jul11/aug12; flew for the first time in over 5 years jul15; see c/n 081010809 in bare metal c/s, with just registration and non-standard Red Stars; ferried from Pushkin to ZIA apr16 the eighth Il-38N from 'series modernisation'; also carried code "22" yellow; in dark grey c/s with 'MA VMF Rossii' titles and Russian stars; named 'Viktor Potapov' after the commander of naval aviation in 1988/94; h/o (and officially named) at Zhukovski 01feb17 and ferried to Yeisk the same day; opb 859 TsBP i PLS MA at Yeisk; l/n Pushkin 2022
0810 110 06	not known "22" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd FFD	03aug71 16jul96	Il-38 line # 47 opb INAS 315 at Dabolim; f/n GOI jun78; seen in hemp c/s BKA 1998; l/n GOI 14jan00; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 06may05/28may08 ferried to India 02nov07; opb INAS 315 at Dabolim; in grey c/s; overhauled by EMZ at Zhukovski nov15/dec16; last flight 17jan22 and decommissioned at Dabolim (N15.382319 E73.825867); l/n mar22; earmarked for preservation according to one source
0810 110 07	not known IN301 IN301	Il-38 Il-38 Il-38SD	Soviet Navy Indian Navy Indian Navy	mfd d/d SVO	1971 02sep77 24jun05	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 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 Il-38 line # 50 c/n from Russianplanes.net; opb INAS 315 at Dabolim; f/n GOI jun78; overhauled and modernised by the detachment of OAO "Ilyushin" at Zhukovski 11feb05/01apr06 opb INAS 315 at Dabolim; in grey c/s; overhauled by EMZ at ZIA nov13/oct15; left ZIA for India 07oct15; l/n GOI 26feb20; wfu 23jan23; earmarked for preservation according to one source given as 31sep68 in Ilyushin OKB document; d/d 19dec68; seen LHR mar70; l/n FRA 13mar71 returned to the Soviet Union but date unknown rgd 07mar75; f/n DME 19aug75 arrived Zavod No. 402 GA at Bykovo 05nov83 for last overhaul soc 16nov84 as life-time expired; t/t 34,918 hours and 11,720 cycles; l/n DME 03sep97 in use as workman's hut d/d 08nov68; photo at SNN apr69; returned to the Soviet Union for overhaul jul77; t/t 21,787 hours by nov83; w/o 19jan85 on a flight from Havana to Managua when turned right twice with a 30 degree bank, then turned left with a vertical bank, went out of control and crashed near San José de los Lajas (30 km from Havana), all 5 crew members and 33 passengers were killed, the cause of the accident could not be established (either failure of the artificial horizon or obstruction of aileron control due to shifted cargo) toc 13nov68; rgd 25nov68; 94 pax configuration; f/n DME 1978; arrived Zavod No. 402 GA at Bykovo 06aug80 for last overhaul; soc 16nov84 as life-time expired; t/t 35,000 hours and 10,481 cycles d/d 03dec68; photo SNN dec68; t/t 22,388 hours and 15,387 cycles from OKB document dated 01jan86 (last overhaul 1981) f/n YYZ 29apr91, before registration date !; converted to Il-18Gr l/n HAV apr98/nov99, wfu; to become a restaurant salon version; toc 12dec68; rgd 14jan69; opb 235 OAO; f/n DEL 06aug69; shows c/n 187011105 on the tail (wrong year)
0810 110 08	not known "28" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd Nev	05nov71 11apr12	
0810 110 09	not known 302 IN302	Il-38 Il-38 Il-38	Soviet Navy primer Indian Navy	mfd photo d/d	photo 02sep77	
0810 110 10	not known IN303 IN303	Il-38 Il-38SD Il-38SD	Soviet Navy Indian Navy Indian Navy	d/d DME	02sep77 31mar06	
1880 111 01	SU-AOY SU-AOY CCCP-75429 CCCP-75429 CCCP-75429	Il-18D Il-18D Il-18D Il-18D Il-18D	United Arab Air. EgyptAir AFL/Krasnoyarsk AFL/Urals AFL/Moscow	mfd CAI toc trf trf	30sep68 07mar73 31jan75 14apr83 16jan84	
1880 111 02	CU-T899	Il-18D	Cubana	mfd	13sep68	
1880 111 03	CCCP-74266	Il-18D	AFL/Magadan	mfd	30oct68	
1880 111 04	CU-T900 CU-C900 CU-C900 CCCP-74267	Il-18D Il-18Gr Il-18D	Cubana Aerocaribbean Soviet Gvt/AFL c/s	rgd HAV mfd	jul91 20dec91 27nov68	
1880 111 05	CCCP-74267 CCCP-74267 CCCP-74267 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 Il-18D Il-18D Il-18D	AFL/Moscow AFL/GosNII GA AFL/Moscow-DME AFL/Domododovo Aeroflot Domodedovo Air. Nadym Tyumen Al African Airlines Phoenix Phoenix c/s, n/t Phoenix c/s, n/t Phoenix c/s, n/t	trf trf trf trf trf DME DME SHJ SHJ SHJ SHJ SHJ SHJ	07jun79 03nov80 31may84 oct86 20mar93 25jul94 06aug99 18jan00 02feb00 15sep00 19feb02 04dec02	converted to Il-18GrM in 2003; l/n SHJ 12jan04; dbr 04feb04 after clipping the water as a result of flying too low during the final approach to Colombo (some 10.7 km out), the pilot fearing the undercarriage had been substantially damaged, elected to make a belly landing adjacent to the runway, some 450 m after the threshold and coming to rest some 2,250 m further down, there were no casualties among the 7 crew; l/n dumped CMB may04, no longer present by nov05 Il-38 line # 51 l/n Pushkin 23may01 wfu, engines and parts missing; broken up by 20 ARZ at Pushkin by 2006 Il-38 line # 52 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18; photo 12jul19, in bare metal c/s, active and reported that it had not flown for 24 years; to be converted to Il-38N Il-38 line # 53 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 Il-38 line # 54 opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18 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/aug18 salon version; mfd 09dec68, according to Soviet register and Ilyushin OKB document; rgd 31jan69; f/n SXF 24feb70; l/n ARN 08apr74; converted back to passenger configuration arrived Zavod No. 402 GA at Bykovo 30nov84 for last overhaul with with them, t/t 16,580 hours; converted to Il-18DORR long-range ocean fishery reconnaissance aircraft reconverted back to Il-18D standard; seen DME 12apr91 in Aeroflot red c/s; l/n DME 12apr92, as such 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; soc 05feb02 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 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 official rgd 03dec04, to Central Asian Aviation Services, see lines above; l/n FJR 28may09; canx 05mar10 toc 30dec68; rgd 11feb69; 94 pax configuration; arrived Zavod No. 402 GA at Bykovo 18mar81 for last overhaul with t/t 31,530 hours soc 24apr85 as life-time expired; t/t 39,992 hours and 12,217 cycles
0820 111 06	not known "79" red	Il-38	Soviet Navy	Pus	07jul94	
0820 111 07	not known "77" red	Il-38 Il-38	Russian Navy Soviet Navy Russian Navy	mfd Nev	26feb72 11apr12	
0820 111 08	not known "74" red	Il-38	Soviet Navy	mfd	29mar72	
0820 111 09	not known "75" red	Il-38	Russian Navy	Nev	11apr12	
0820 111 10	not known "76" red	Il-38 Il-38	Soviet Navy Russian Navy	mfd VVO	aug93 31may72 09apr12	
1880 112 01	CCCP-74268 CCCP-74268 CCCP-74268 RA-74268 RA-74268 RA-74268 RA-74268 EX-201 EX-786 EX-505 CCCP-74269 CCCP-74269	Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D Il-18D	Soviet Gvt/AFL c/s AFL/Moscow AFL/Domododovo Aeroflot Domodedovo Air. Nadym Tyumen Al Phoenix c/s, n/t Phoenix c/s, n/t Phoenix c/s, n/t Phoenix c/s, n/t Phoenix c/s, n/t AFL/Magadan AFL/Moscow	toc trf trf DME trf UFA DME HGA FJR CTU mfd trf	07dec68 06jun79 oct86 20mar93 25jul94 18aug99 03sep00 26mar02 15mar07 may08 28jul68 05oct84	

1880 112 03	CCCP-74270	Il-18D	AFL/Far East	mfd	24dec68	on charge as of 01jan69; rgd 07feb69; 100 Pax configuration; arrived Zavod No. 402 GA at Bykovo 12oct84 for last overhaul with them, t/t 34,881 hours
	CCCP-74270	Il-18D	Minaviaprom	trf	21feb85	based upon a decreed issue 28dec84; last date mentioned on Soviet register 11mar85; t/t 35,068 hours and 13,609 cycles; converted to Il-22 CCCP-75926 using the same c/n, for further details see the Il-22 section
1880 112 04	195	Il-18D	V.N.D.C.C.H	mfd	1969	salon version; donated by the Soviet government to Vietnamese leader Ho Chi Minh in 1968; c/n only given in Ilyushin OKB document as to Vietnam; flew 05/08dec70 from Hanoi to Paris via Moscow with a Government delegation for a conference; photos exist 1972, in basic pre-1973 Aeroflot c/s with '195' on the fuselage and 'V.N.D.C.C.H' titles (Viet-Nam Dan-Chu Cong-Hoa - Democratic Republic of Vietnam); mentioned in documents at Gia Lam 18dec72 as BH-195
	195	Il-18D	North Vietnam Govt	rgd	23jan73	salon version; no titles; seen LBG 25jan73 with '195' on the fuselage and 'BH-195' on the nose; 'BH' stood for 'Bác Hồ' (Uncle Ho) as Ho Chi Minh was popularly known and '195' stood for 19 May (Ho Chi Minh's birthday), since it was his 'personal' aircraft; by coincidence 'BH' in Cyrillic stands for 'VN'; l/n SGN 15may75
	VN-B195	Il-18D	Hàng Không Vietnam		aug76	salon version; seen SXF 05jan78 still with pre-1973 Aeroflot cheatline; Ilyushin OKB document gives 'canx 14jun79' with t/t 90 hours and 60 cycles and no overhaul history; l/n HAN 15dec89, wfu; canx 31dec89
1880 112 05	835	Il-18D	Chosonminhang	mfd	21feb69	d/d 20mar69; f/n SXF Jul73; l/n 22dec80
	P-835	Il-18D	Chosonminhang	SXF	09oct81	arrived Zavod No. 402 GA at Bykovo 02sep85 for last overhaul with them, only t/t 7,623 hours and 4,909 cycles; l/n PRG oct90; became Air Koryo 28mar92
	P-835	Il-18D	Air Koryo	PEK	20jun96	l/n FNJ 23nov19; an Il-18 is visible on GE apr23
0820 112 06	"72" red	Il-38	Soviet Navy	mfd	30jun72	Il-38 line # 56; opb 145 oplae at Riga-Skulite in 1982; painted mar82 in fake US Navy c/s with serial 112571, coded 'F' for the film 'Incident in grid square 36-80'
	"72" red	Il-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
	not known	Il-38	Soviet Navy	mfd	1972	Il-38 line # 57
	"71" red	Il-38	Russian Navy	Pus	07jul94	opb OAO NIIS; seen at Sherman Grayson Airport, TX feb95 where it was hidden in a hangar for unknown work; c/n checked Pushkin 05aug01; seen Pushkin 02jun07 with 'Aviatsiya VMF Rossii' and 'Russian Navy' titles, a very large Russian flag and a Russian coat-of-arms on the fin; l/n as such Pushkin jun12/2020, stored
0820 112 08	not known	Il-38	Soviet Navy	mfd	07sep72	Il-38 line # 58
	"70" red	Il-38	Russian Navy	PKC	29sep04	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; l/n Nikolayevka aug10
	RF-75342	Il-38	Russian Navy	ph.	2014	also carried code "70" red; in all-grey c/s with 'MA VMF Rossii' titles on the tail; seen EIK 14nov14; l/n near Vladivostok 19jun20
0820 112 09	not known	Il-38	Soviet Navy	mfd	28sep72	Il-38 line # 59
	"73" red	Il-38	Russian Navy	Nev	11apr12	opb 289 oplap (renamed 7062 AvB in 2010) at Nikolayevka; stored at Nikolayevka, l/n apr12/aug18
0820 112 10	"08" red	Il-38	Russian Navy	Pus	07jul94	Il-38 line # 60; with code on the side of the fuselage; seen Pushkin aug99/feb20, stored at 20 ARZ; c/n from russianplanes.net and c/n checked feb20 as ending '210'
1880 113 01	SU-APC	Il-18D	United Arab Air.	d/d	04mar69	mfd 05mar69 from Ilyushin OKB document and as to Egypt; crashed Aswan 20mar69, only two weeks after delivery when rising sand in the Aswan area caused the visibility to drop from 10 km to 2-3 km, the flight had made 2 missed NDB approaches to Aswan Airport and was approaching for the third time when it suddenly banked right, the right wing contacted the left side of the runway 1120 m from the threshold, the wing broke off and the aircraft crashed in flames, the probable cause was it descended below the minimum safe altitude without having the runway lights clearly in sight, a contributory factor was fatigue due to continuous working hours without suitable rest periods; t/t 128 hours
1890 113 02	CCCP-75478	Il-18D	Soviet AF/AFL c/s	mfd	28feb69	rgd 11oct77; was a test-bed for Il-22 type 36 before trf to 223 LO at Chkalovski; f/n Sperenberg 07sep79; t/t 5,333 hours and 2,469 cycles from OKB document dated 01jan86 (last overhaul 1985); l/n Demmin-Tutow 02jul93
	RA-75478	Il-18D	Russian AF/AFL c/s	Spr	16jul93	still with the Il-22 style TA-6A APU; opb 223 LO at Chkalovski; latest CoFR 09jan01; 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 Rossii' titles on tail; l/n OVB may21
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 Sperenberg 30sep77; rgd only by 21feb80 l, paperwork ?; arrived Zavod No. 402 GA at Bykovo for last overhaul sep86 with them, t/t only 4,569 hours; seen FRA 24aug91; l/n FEL 27jul92
	RA-75496	Il-18D	Russian AF/AFL c/s	CKL	03jul95	opb 223 LO at Chkalovski; latest CoFR 19jun00; seen CKL 13aug12, still with Aeroflot titles, c/n checked; l/n Pushkin jan14
	RF-75496	Il-18D	Russian Air Force	CKL	03jan15	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n CKL jul19
	5T-CJL	Il-18D	Air Mauritanie	mfd	17apr69	the last Il-18 built; d/d 17apr69; delivered to North Vietnam in 1971; canx only 21jan74
	198	Il-18D	North Vietnam Govt	SXF	14jun71	carried only '198'; in old style Aeroflot c/s with Vietnamese flag, no titles; l/n SXF 10oct75
	VN-B198	Il-18D	Hàng Không Vietnam	SVF	20jun77	arrived Zavod No. 402 GA at Bykovo for last overhaul mar85 with t/t 11,850 hours and 6,712 cycles; l/n HAN dec89
	VN-B198	Il-18D	Vietnam Airlines	fr.	1990	f/n HAN feb91, in old c/s with new tail logo and titles; almost certainly it was this aircraft painted as 'F-VNAG' and in fake Air Vietnam colours (complete with a South Vietnamese flag on the fin) for a Vietnamese movie, circa 1991 ? (the real F-VNAG was a C-47A); repainted in full c/s by 1992 and photo SVO as such; l/n PEK 27may93, active; seen HAN (N21.211605 E105.81369) apr96 wfu; l/n oct18, in very faded c/s

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

Like the Il-38, the Il-20 c/ns seem to run in the same sequence as the Il-18, continuing where the Il-18 c/ns finished. Regarding these c/ns, manufacture must have continued until 1976. The construction number itself is straightforward, commencing with 17 being the in-house product code followed by a single digit representing the year of manufacture followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch. The production included 20 Il-20s and 4 Il-20RTs (the last four were based at 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 as series production commenced in 1972
172 0114 01	not known	Il-20	Soviet Air Force	mfd	21may74	converted by Lviv Airlines to, see below; reported by some sources as "07" red, was possibly based at Odessa
	UR-BXD	Il-18D	Lviv Airlines	LWO	21jun98	Lvivski avialiniyi; c/n checked on both sides of the fin and on the wings SHJ mar01; initially in all-grey c/s with just 'Il-18D' on the forward fuselage; with small forward cargo door installed; l/n as such LWO 21jun98; repainted in all-white c/s with logo on fin, 'Ukraine West' titles on right-hand side and 'Lviv Airlines' titles on left-hand side; f/n as such ODS jul98; last overhaul completed 12feb99; last flight 06feb06; canx 01oct08; offered for sale 29dec10 with t/t 5,897 hours and 2,939 cycles; stored at LWO, seen 25mar11 without titles (reported for Air Sirin), l/n there 04apr11
	3X-GGQ	Il-18D	Air Sirin, n/t	rgd	29apr11	to GR Avia; f/n LWO 01jun11, still in basic Lviv Airlines c/s; departed LWO 01jun11 after long-term storage; seen KWG 16jun11 being stripped of paint; seen KWG 06aug11 in basic Air Sirin c/s ferried KWG-BOU-KRT 18/19nov11; seen KRT feb12 with additional www.airsirin.com titles in red on rear fuselage; canx 28nov12; l/n MZR 21jan13
	TT-WAK	Il-18D	Air Sirin	MLE	03dec13	with small 'UNHCR' sticker on forward fuselage; seen KGL 24may14, without titles or stickers; l/n FJR 24jan15
	TT-WAK	Il-18D	Airinteri	BOM	18dec15	latest CoFR dated 11jun15 with owner given as Dasterro Group Corp; in all-white c/s with green tail and nose cone, no titles; l/n FJR 02mar16; seen THR 21jul16, in all-white c/s with green tail and nose cone, with small titles on the rear fuselage, logo on the forward fuselage and fin and additional 'Aghalieku Airways' titles; l/n KIV 16aug16; seen THR 03jul17 without the additional titles; l/n FRU 08may18
	UP-11805	Il-18D	Jupiter Jet	FRU	oct18	in light grey c/s with dark grey undersides and red cheatline, no titles; seen FRU 10jul19; commenced cargo operations jul19 with operator given as IrMa Air Service; according to UN document 08mar21, was purchased by Jenis Air 22oct19 and rgd 04nov19; sold to Space Cargo Inc (FZE) 20dec19; seen Madaba, Jordan 27jan20; operating from BEN for the Haftar Affiliated Forces (HAF) since jun20 according to the same UN document; photo Al Jufra 26jul20
172 0114 02	5A-ILN	Il-18D	Soviet AF/AFL c/s	BEN	02nov23	in light grey c/s with dark grey undersides and red cheatline
	CCCP-75903(2)	Il-20	Soviet AF/AFL c/s	mfd	1973	full c/n confirmed; arrived with Zavod No. 402 GA at Bykovo for its last overhaul with them 03jul81, t/t just 625 hours; rgd only 02feb88; f/n SVO 31aug88; l/n OSF may93; see Il-22 c/n 0393610235
	CCCP-75903(2)	Il-18	Soviet AF/AFL c/s	Spr	02sep90	demodified in 1988, without any pods now; type painted on the nose as 'Il-18'
	RA-75903(2)	Il-18D	Russian AF/AFL c/s	Pus	07jul94	has got an Il-22 type APU on the left side, but no TG-16 ejector, has also got a hatch in the fin at the same place as the Il-22s; type painted on the nose as 'Il-18D'; in 223rd Flight Unit fleet list mar95; canx 09dec99, but obviously restored (not on register aug10); seen Engels jul06; featured as an Il-18 (not Il-20) in a tender issued 04apr07; l/n IKT 19aug09, still with 'Aeroflot' titles
	RF-93954	Il-18D	Russian Air Force	Pus	09jul11	in basic Aeroflot c/s, no titles and no trace of the former registration; type painted on the nose as 'Il-18D'; l/n as such Pushkin 06aug11; '903' painted on the cheatline (at the position of the former registration); f/n as such CKL 02oct12; c/n only mentioned in a tender issued 23dec19 by 20 ARZ for the supply of flexible fuel tanks, version given as such; l/n Tambov-Vostochny aug22
173 0114 03	not known	Il-20	Soviet Air Force	mfd	1973	based in Mongolia
	not known	Il-20	Soviet Navy	trf	1990	opb 917 otap at Kacha; w/o 23aug90 on a flight from Kacha to Nikolayev-Kulbakino when the crew forgot to unlock the rudder before take-off, the take-off run was aborted too late by 5 seconds, the aircraft veered off the runway to the left, broke up while moving over uneven ground, caught fire and burnt out, all crew escaped unhurt
173 0114 04	"88" white	Il-20M	Russian Air Force	Vob	12aug01	and Voronezh-Baltmor 30apr03; photo 2007, location not given
	RF-75931	Il-20M	Russian Air Force	Pus	11nov10	c/n from Russian sources; in greenish grey c/s with Russian stars, small 'VVS Rossii' titles and small registration on fin; based at Voronezh-Baltmor; l/n Voronezh-Baltmor aug16; c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts; l/n Pushkin mar21 in excellent condition
173 0114 05	CCCP-75480	Il-20RT	Strat.Rocket Force	mfd	27jul73	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
	CCCP-75480	Il-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1; last overhaul completed 15feb93; wfu due to corrosion; offered for sale by the Russian privatisation agency mar04/sep06 with t/t 2,207 hours and 1,515 cycles, but could not be sold; reported wfu at Severomorsk-1 mar08, prefix not mentioned

173 0115 01	"90" red	Il-20M	Russian Air Force	photo		in dark grey c/s with normal antenna fit, taken at Shaikovka in summer 1995; the first Il-20M upgraded with a Vishnya COMINT mission system in 1999, see next line
	RA-75923(2)	Il-20M	Russian Air Force	CKL	14aug99	c/n checked; based at Chkalovski; in dark grey c/s; see also Il-18 c/n 187010305, both the Il-18 and this Il-20M were present at CKL 15aug99, wearing the same registration; with a small flat antenna and one normal antenna on top of the forward fuselage, large dielectric cover on the underside of the rear fuselage; photo sep05, now with two small flat antennas on top of the forward fuselage; l/n CKL 26sep08
	no code	Il-20M	Russian Air Force	Pus	29jul09	c/n checked; based at Chkalovski; in dark grey c/s, just marked '173501' on the fin; last overhaul completed Jul09; without the two antennas on top of the forward fuselage or radomes on the rear underside of the fuselage; photo CKL aug09; seen CKL 13aug12, c/n checked; l/n CKL jan15
	RF-95671	Il-20M	Russian Air Force	Pus	12jul19	c/n from Russian sources; in grey c/s with Russian Stars and 'VKS Rossiil' titles on the fin, same configuration as previous line
173 0115 02	"20" red	Il-20M	Soviet Air Force	Orn	jul78	opb 39 orao at Sperenberg since around 1978; l/n Sperenberg 25may94, returned to Russia jun94; "20" red was seen Kubinka 17may99 and 14aug01; c/n checked Kubinka 05may07; l/n Kubinka 22mar08
	no code	Il-20M	Russian Air Force	Kub	07apr10	in grey c/s without code; l/n Kubinka sep16
	RF-93611	Il-20M	Russian Air Force	Pus	sep18	in light grey c/s with "VKS Rossiil" titles and Russian stars on the fin; l/n Kubinka 24mar21
173 0115 03	CCCP-75481	Il-20RT	Strat.Rocket Force	mfd	30sep73	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; in Aeroflot c/s; opb mil. unit 43009 at Baikonor-Kraini from 1975; l/n Lensk jul88
	CCCP-75481	Il-20RT	Sov. Navy/AFL c/s	trf	1989	re-converted to a normal transport aircraft in 1996; opb 240 isap at Ostrov, serving as a crew trainer and camera platform
	RA-75481	Il-20	Russian Navy	Osv	21aug05	opb 240 isap 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'; seen OVB 14aug17, now wearing large 'Severnii Flot Rossiil' (Northern Fleet Russia) titles on the fuselage and 'MA VMF Rossiil' on the tail; l/n OSF dec21
173 0115 04	"21" red	Il-20M	Soviet Air Force	Spr	1990	opb 39 orao at Sperenberg from around 1978; l/n Sperenberg 09nov93; returned to Russia may94
	"21" red	Il-20M	Russian Air Force	Kub	17may99	based at Kubinka; in grey c/s; reportedly converted to an Il-20ME after the millennium; "21" red was seen at Kubinka 17may99, 22mar02 and mar06, c/n not checked; c/n checked Kubinka 22mar08; c/s very weathered by 2010, looked like a mottled camo of various shades of grey; l/n Kubinka aug10
	RF-93610	Il-20M	Russian Air Force	Pus	20aug11	possibly an Il-20ME; in grey c/s with "VVS Rossiil" titles and Russian stars; seen Kubinka 06jul15; l/n OVB may18; w/o 17sep18 on approach to Latakia-Khmeimim over the Mediterranean Sea after a patrol flight over Syria when was hit by an S-200 surface-to-air missile (which had been fired by the 49th Anti-Aircraft Missile Regiment of the Syrian Air Defence Forces at 1 of 4 F-16s of the Israeli Air Force which attacked targets near Latakia and used the larger radar cross-section of the Il-20M to prevent being locked on by the SAM) and crashed into the sea 27 km west of Baniyas, all 15 crew killed
173 0115 05	CCCP-75482	Il-20RT	Strat.Rocket Force	mfd	08jan74	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; underwent trials with military unit 11284 at Zhukovski in 1975; opb military unit 43009 at Baikonor-Kraini in 1975/88; photo at PKC 16feb82
	CCCP-75482	Il-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1
	RA-75482	Il-20RT	Russ. Navy/AFL c/s	Pus	24oct94	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; f/n with a 'polar bear' badge below the cockpit Severomorsk-1 08aug06; l/n Pushkin may13
	RF-75315	Il-20RT	Russian Navy	Pus	oct13	still with the large fairing on top of the fuselage; opb 7050 AvB at Severomorsk-1; in basic Aeroflot c/s with 'VMF Rossiil' titles and Russian stars; version now painted on as 'Il-18'; l/n Khabarovsk-Tsentralny 2023
173 0116 01	CCCP-75483	Il-20RT	Strat.Rocket Force	mfd	31jan74	Il-20RT(SIP) missile tracking aircraft, converted by MMZ "Strela"; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; toc nov76; opb mil. unit 43009 at Baikonor-Kraini
	CCCP-75483	Il-20RT	Sov. Navy/AFL c/s	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1
	RA-75483	Il-20RT	Russ. Navy/AFL c/s	Pus	aug97	opb 403 osap (renamed 7050 AvB in 2010) at Severomorsk-1; l/n Severomorsk-1 28mar08, stored based at Khabarovsk-Tsentralny; in all-grey c/s; l/n Khabarovsk-Tsentralny 05oct10; was overhauled and upgraded by ARZ 20 at Pushkin during 2015/2017, at a cost of RUB 49 million
174 0116 02	no code	Il-20M	Russian Air Force	Pus	18aug03	in bluish grey c/s with 'VVS Rossiil' titles and Russian stars on the fin; l/n Khabarovsk-Tsentralny 07dec21
	RF-75936	Il-20M	Russian Air Force	Pus	dec17	
	not known	Il-20M	Soviet Air Force	mfd	1974	
	no code	Il-20M	Russian Air Force	Pus	23may01	underwent overhaul with 20 ARZ at Pushkin in 2010
	no code	Il-20MS ?	Russian Air Force	ZIA	10feb14	modernised ELINT aircraft (izdelye 17MS), designation of the version not known; modernised by EMZ im. Myasishcheva under the "Retsenzent" programme; in bluish grey c/s with Red Stars, no other markings; f/f 20feb14; l/n ZIA 28feb14
	90924	Il-20MS ?	Russian Air Force	ZIA	apr14	'registration' applied on a sticker over the c/n on the fin; in bluish grey c/s with Red Stars, no titles; l/n ZIA feb22, active
174 0116 04	no code	Il-20M	Russian Air Force	Pus	24may99	in primer; painted in dark grey c/s after overhaul; l/n active Rostov-na-Donu Tsentralny mar14
	RF-95687	Il-20M	Russian Air Force	Roc	17oct14	in dark grey c/s with 'VVS Rossiil' titles; overhauled by ARZ 20 at Pushkin during 2016/2017; seen Pushkin jan18; photo Pushkin 16apr18; c/n only mentioned in a tender for the supply of fuel tanks issued by 20 ARZ at Pushkin 10nov19; l/n Pushkin 24jan22
175 0116 05	no code	Il-20M	Russian Air Force	ph.	05apr11	c/n read off blanking covers on the nose gear as '11605'; in grey c/s with an unknown badge (probably of the military reconnaissance unit of one of the four strategic commands) behind the cockpit; l/n Pushkin 16aug12; photo Levashov dec12; l/n Pushkin jan14
	RF-95979	Il-20M	Russian Air Force	ph.	25jul14	in bluish grey c/s and Russian Stars with 'VVS Rossiil' titles; l/n OVB aug18
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; overhaul completed in 2008; seen Novgorod-Krechevitsy jun09, c/n checked; l/n Rostov-na-Donu Tsentralny aug12, without the two antennas on top of the forward fuselage or radomes on the rear underside of the fuselage
	RF-95688	Il-20M	Russian Air Force	Roc	06mar15	in grey c/s and Russian Stars with 'VVS Rossiil' titles; without the two antennas on top of the forward fuselage or radomes on the rear underside of the fuselage; overhauled/upgraded by ARZ 20 at Pushkin during 2017, at a cost of RUB 103 million; c/n only mentioned in a tender for the supply of parts issued by 20 ARZ at Pushkin 29mar20; l/n active early 2021 freshly painted now with 'VKS Rossiil' titles
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 Pushkin apr14
	RF-95980	Il-20M	Russian Air Force	CKL	dec14	in bluish grey c/s and Russian Stars with 'VVS Rossiil' titles and the same radome configuration on rear fuselage as above; l/n CKL 28aug19; c/n only mentioned in a tender for the supply of parts issued by 20 ARZ at Pushkin 29mar20
176 0117 07	"07"	Il-20M	Russian Air Force	SVX	20apr93	code only on engine covers, c/n checked; featured in tender published 04apr07; photo Ulan-Ude-Vostochny mar09; underwent rework with 20 ARZ at Pushkin in 2010; seen Pushkin oct10, freshly painted and still without code; l/n OVB 2013
	no code	Il-20M	Russian Air Force	Khb	15may14	in all-grey c/s with Red stars; photo proof this date; based at Khabarovsk-Tsentralny; l/n OVB 26aug17; c/n only mentioned in a tender issued 28nov19 by 20 ARZ for the supply of spare parts
	RF-91820	Il-20M	Russian Air Force	Pus	12feb20	c/n from Russian sources; in light grey c/s with Russian stars and 'VKS Rossiil' titles; l/n Pushkin 06nov20, active
176 0117 08	no code	Il-20M	Russian Air Force	ZIA	15oct04	with an additional large fairing by the rear door and two pods on the rear fuselage; based Ulan-Ude; featured in tender issued 25nov09; photo OVB 29mar12; l/n Pushkin nov12, c/n from russianplanes.net
	RF-91819	Il-20M	Russian Air Force	Pus	dec12	recently resprayed, only the front of the fuselage visible on a photo; photo dec13 location withheld, in dark grey c/s with 'VVS Rossiil' titles with an additional large fairing by the rear door and two pods on the rear fuselage; used as a test-bed/flying laboratory for several purposes including research and development for the Tu-214R; l/n active 2020 location unknown

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 which do not fit into the Il-18 production list. It was thought that all were reworked Il-18s, converted for their military task in the early 1980s, however, most Il-22s are new-built aircraft, which is why they have a separate construction number system. 039 and 296 are codes for the Moscow Aircraft Production Association named after Pyotr V. Dementyev (MAPO imeni P.V. Dementyeva); not just a single factory, since MAPO includes two factories at Moscow-Khodynka and at Lkhovitsy (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 18801203.

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

03936 07050	CCCP-75895	Il-22	Soviet AF/AFL c/s	mfd	27dec76	aircraft of the commander of the North Caucasian Military District, opb 535 osap at Rostov-na-Donu Tsentralny; f/n CKL 30aug93
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	RA-75895	Il-22	Russian AF/AFL c/s	CKL	15aug96	c/n checked; opb mil. unit 29114 at Chkalovski; still in full Aeroflot c/s with titles; offered for sale by Russian privatisation agency dec07, but could not be sold; seen CKL (N55.877744 E38.032871) sep08/jul18, wfu, without outer wings and with only 2 engines, 'CCCP-' prefix bleeding through
03936 07150	CCCP-75896 75896 UR-75896 D2-FFR	Il-18D36 Il-18D36 Il-18D36 Il-18D	Soviet Air Force Ukraine Air Force Ukraine Air Force Alada	no reports VIN 13may97 KBP 15may98 LAD 07feb03		l/n VIN 09may98, still without prefix l/n VIN 28jun99; converted to, see next line in all-white c/s with small titles at the base of the fin only; damaged on take-off from Cabinda 26sep08 when aborted the take-off run and overran the runway, repaired; l/n operational LAD 02nov11; seen stored at LAD nov12/oct14; since broken up registration may have been a call-sign only in "Mir Aviatstii" magazine; l/n CKL 15aug99, stored seen CKL 23aug04; l/n Akhtubinsk 2010, still in full Aeroflot c/s with titles, without propellers f/n OMS 07sep89 c/n read off as 0393607930 22may99; stored at Levashovo, seen aug03/mar12, still with the prefix 'CCCP-'; ferried for overhaul to Pushkin in summer 2012; l/n Pushkin aug12 in basic Aeroflot c/s with "VVS Rossi" titles and Russian stars; ferried to Zhukovski for modernisation by EMZ im. Myasishcheva
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. mar99	30jun77	
03936 07950	CCCP-75898 CCCP-75898	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	CKL mfd Lev 1978 22may99	17aug03	
	RF-90786	Il-22	Russian Air Force	Pus	jun13	
	RF-90786	Il-22PP	Russian Air Force	ZIA	11dec15	
03936 09306	CCCP-75899 RA-75899 RA-75899	Il-22 Il-22 Il-22	Strat.Rocket Force Russian AF/AFL c/s Russian Air Force	mfd Nvk Roc 21may99 15aug09	26dec77	
	RF-75899	Il-22	Russian Air Force	ph.	jul18	
03936 09681	CCCP-75900 RA-75900	Il-18D36 Il-18D36	Sov. Navy/AFL c/s Russ. Navy/AFL c/s	mfd Sev	31mar78 22jun09	
	RF-75317	Il-18D36	Russian Navy	Pus	oct15	
03936 09935	CCCP-75901 RA-75901 RF-75600	Il-22 Il-22 Il-22	Soviet AF/PVO Russian AF/AFL c/s Russian Air Force	mfd ZIA Pus 29jun78 31aug93 oct15		
03936 10226	CCCP-75902 75902 RA-75902	Il-22 Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	IKT ZIA	aug88 11may95 22aug03	
	RA-75902	Il-22M11RT	Russian Air Force	CKL	apr07	
	RF-95920	Il-22M11RT	Russian Air Force	Pus	12aug16	
03936 10235	CCCP-75903(1) RA-75903(1) RA-75903(1)	Il-22 Il-22 Il-22PP	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Kub Kub ZIA	14may94 17may99 20dec11	
	RF-90923	Il-22PP	Russian Air Force	Pus	09mar20	
03936 102.. ?	CCCP-75904	Il-22	Soviet AF/AFL c/s	mfd	aug88	
03936 10270	CCCP-75905(1) RA-75905(1) RF-75337 RF-75337 RF-75337	Il-18D36 Il-18D36 Il-18D36 Il-18D36 Il-18D36	Sov. Navy/AFL c/s Russ. Navy/AFL c/s Russ. Navy/AFL c/s Russian Navy Soviet AF/AFL c/s	mfd Sev Pus 07mar79 28sep02 27jul14 2018		
03936 10501	CCCP-75906 RA-75906	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd CKL	25jun79 15aug99	
	RF-95673	Il-22	Russian Air Force	CKL	dec11	
	RF-95673	Il-22PP	Russian Air Force	ZIA	21oct16	
03936 10... ?	CCCP-75907	Il-22	Soviet AF/AFL c/s	no reports		
03940 11091	CCCP-75908 RA-75908 RA-75908 RF-95677	Il-22M-11 Il-22M-11 Il-22M11RT Il-22M11RT	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd CKL CKL Pus	1982 ? 19aug01 20aug07 dec13	
03940 11092	CCCP-75909 RA-75909 RF-95676	Il-22M-11 Il-22M11RT Il-22M11RT	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL CKL	24sep91 15aug99 jul13	
03940 11094	CCCP-75910 RA-75910 RF-94417	Il-22M-11 Il-22M11RT Il-22M11RT	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	no reports ZIA Pus	05aug05 01mar12	
03940 11096	CCCP-75911 75911 RA-75911 RA-75911 RA-75911 RF-95921	Il-22M-11 Il-22M-11 Il-22M-11 Il-22M11RT Il-22M11RT Il-22M11RT	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Pus Pus CKL CKL CKL CKL	photo 07jul94 26oct94 26aug02 27jul11 12jul19	
03940 11097	CCCP-75912 RA-75912 RA-75912 RF-95675	Il-22M-11 Il-22M-11 Il-22M11RT Il-22M11RT	Russian AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL CKL CKL CKL	aug86 26oct94 14aug06 25jan12	
03940 11098	CCCP-75913 RA-75913 CCCP-75914 RA-75914	Il-22M-11 Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	mfd mfd OSF	1982 07jul94 1983 ? 26aug95	
	RF-95674	Il-22M11RT	Russian Air Force	CKL	mar11	
29640 17101	CCCP-75915 UN-75915 UN-75915	Il-22M-15 Il-22M Il-22M	Soviet AF/AFL c/s Kazakh AF/AFL c/s Kazakh Government	mfd IST	1983 ? 20jun93 23may96	
29640 17102	CCCP-75916	Il-22M-11	Soviet AF/AFL c/s	mfd	27sep83	

	CCCP-75916	Il-22M-11	Belarus Air Force	trf	1992	f/n BRU 01apr93; stored at Machulishchi around 1994/95; l/n Minsk-Machulishchi 18aug97; arrived Zavod No. 402 GA at Bykovo jun98 for last overhaul with them, t/t 1,329 hours and 1,266 cycles
	YL-LAO YL-LAO	Il-22M-11 Il-18D	Aeroflot c/s, n/t Concors	BKA RIX	11jul98 feb99	rgd 17nov98 to Concors and converted to Il-18D l/n RIX 05apr02; rgd 18apr01 to SIA Concors; for sale feb02 for \$ 2,000,000 with t/t 2,078 hours and 1,484 cycles; l/n RIX 07oct03, no titles being prepared for Cuba
	CU-T1539	Il-18D	Concors c/s, n/t	KEF	03nov03	l/n HAV 02jan05; Aero Caribbean fleet list dec03; photo with 'Aero Caribbean' titles; damaged beyond repair after aborted take-off from CCS 28mar05, one engine ripped off and starboard wing broken in two, 16 people injured of the 87 passengers and 11 crew
29640 10105	CCCP-75917	Il-22M-11	Soviet AF/AFL c/s	mfd	03jun67	for the early history of the aircraft see c/n 187010105; in all documents with this Il-22 type c/n, but the c/n plate still shows the original Il-18 type c/n 187010105 (checked as such Ivanovo-Severnaya aug03); mfd given as 31jul67 in a data sheet from the Russian Air Force; was the aircraft of the commander-in-chief of the Soviet Armed Forces; f/n CKL 17aug92
	RA-75917 RA-75917	Il-22M-11 Il-22M-11	Russian AF/AFL c/s Russian Air Force	Iva Iva	26may99 14jun11	l/n Minsk-Machulishchi 20sep09; overhaul completed 17sep10 opb 610 TsBPiPLS VTA at Ivanovo-Severnaya; in basic 'blue' Aeroflot c/s, initially no titles; f/n with small 'VVS Rossii' titles on the fin Ivanovo-Severnaya 29mar12; deployed to Syria oct15/nov15; l/n Ivanovo-Severnaya 19aug17
	RF-75917	Il-22M-11	Russian Air Force	Iva	11aug18	opb 610 TsBPiPLS VTA at Ivanovo-Severnaya; in basic 'blue' Aeroflot c/s with small 'VVS Rossii' titles on the fin; c/n only mentioned in a tender issued 26sep19 by 20 ARZ for the supply of fuel tanks; t/t 18,991 hours and 7,975 cycles by 2022; w/o 24jun23 during the rebellion of PMC Wagner when was shot down by Wagner forces with a "Pantsir-S1" anti-aircraft complex, all 10 crew members (pilot: Captain Artym Sharoglazov) were killed; there is a photo of the remains of the tail section with the registration still visible
29640 17104	CCCP-75918 75918	Il-22M-11 Il-22M-11	Soviet Air Force Ukraine Air Force	mfd trf	1984 1991	opb 456 osap at Vinnitsa-Gavrishovka, serving the HQ of the 24th Air Army opb 456 osap (redesignated 456 BrTra aka military unit A-1231) at Vinnytsya-Havryshivka; f/n LWO 04jul94; sat wfu at VIN (N49.231716 E28.622088), seen jun99/sep12, with very faded paint; in an official document 2012 for disposal; on a photo 26mar14 with the engines removed; reported broken up may14 seen over Moscow Region near Chkalovski; l/n OSF 16may99; ex Il-18 c/n 18709805
29640 09805 29640 17551	CCCP-75919 CCCP-75920 RA-75920 RA-75920	Il-22M-11 Il-22M-11 Il-22M-11 Il-22M11RT	Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd ZIA CKL	jul89 08jun84 06jul94 may10	l/n CKL 10jun08, flying; tender for conversion into SURT "Sokol" issued 01sep08 (Il-22M11-RT) opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; l/n OVB 07oct15; c/n only given in document dated 30nov16 with regards to maintenance and extension of service life by 5 years
	RF-95678	Il-22M11RT	Russian Air Force	ph.	aug18	c/n from russianplanes.net; in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n CKL 10dec21
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 ZIA	30sep84 31aug93	f/n CKL aug87; l/n ZIA 16aug92 opb 1338 its at Chkalovski; l/n as such CKL 25aug03; seen ZIA 23aug07 with a GLITs badge behind the cockpit; modernised to Il-22M11-RT (recognisable by new antenna fit), relay aircraft with "Sokol-SURT" complex by 2008
	RA-75922	Il-22M11RT	Russian Air Force	CKL	07aug08	opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with a GLITs badge behind the cockpit; l/n CKL apr14
	RF-95919	Il-22M11RT	Russian Air Force	Pus	sep15	c/n from russianplanes.net; in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n CKL aug23 active still with 'VVS Rossii' titles
1870 103 05	CCCP-75923(1)	Il-22M-11	Soviet AF/AFL c/s	CKL	aug88	l/n CKL 30aug93; see Il-18D CCCP-75463 for earlier details about this same c/n; see Il-20M c/n 173011501 (both aircraft used the same registration at the same time)
29640 17554	RA-75923(1) CCCP-75924 RA-75924 RA-75924	Il-22M-11 Il-22M11 Il-22M11 Il-22M11	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	CKL mfd ZIA CKL	15aug99 30dec84 03sep93 14aug06	c/n checked; scrapped by mil. unit 22737 at Chkalovski, gone by aug03 l/n CKL may03 opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles; tender for conversion into an Il-22M11-SURT ("Sokol-SRT") published 21apr08
	RA-75924	Il-22M11RT	Russian Air Force	CKL	04aug08	the Il-22M11-RT is recognisable by the new antenna fit; opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with a 'GLITs' badge behind the cockpit, no titles; l/n CKL 05nov15; c/n only given in a document dated 30nov16 with regards to maintenance and extension of the service life by 5 years
	RF-95680	Il-22M11RT	Russian Air Force	Pus	04jun17	c/n from russianplanes.net; opb filial GLITs at Chkalovski; in basic 'blue' Aeroflot c/s with 'VVS Rossii' titles and Russian stars; l/n CKL 09dec20
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	f/n CKL 24sep91 in full Aeroflot c/s with titles; l/n CKL 20aug07 opb 1338 its at Chkalovski; in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; l/n CKL 12jun09; converted to relay aircraft with "Sokol-SURT" complex by EMZ im. Myasishcheva in 2010 (Il-22M11-RT), see next line
	RA-75925 RF-95681	Il-22M11RT Il-22M11RT	Russian Air Force Russian Air Force	Chh CKL	17aug11 jun18	in basic Aeroflot c/s, no titles but with GLITs badge behind the cockpit; l/n CKL 09sep16 in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n ZIA dec20 and Spr 15sep89; with this c/n; based at Poznan-Krzesiny (Poland); l/n Sperenberg 30oct89; seen Pushkin 01sep91 with c/n 188011203 painted on; c/n checked again Kubinka 20aug05, but a close inspection revealed '296...' under the paint on the tail (the most probable explanation is that the c/n had been painted on in error during an overhaul and then changed to the correct one); seen Kubinka aug05, wfu/engineless; also see the Il-18 with this c/n; seen Kubinka aug12/apr13, stored in a fenced compound; l/n may15, being worked upon, still with Aeroflot titles and Soviet flag
29640 11203	CCCP-75926	Il-22M-11	Soviet AF/AFL c/s	Orn	1987	still with Aeroflot titles, but with Russian flag, l/n Kubinka aug20/aug22 wfu; still carries CCCP- on top of the left wing
	75926	Il-22M-11	Russian AF/AFL c/s	Kub	jun15	f/n over Moscow Region near Chkalovski aug87; l/n CKL 17aug92 was stored at Levashovo with faded prefix, seen may01/aug12; l/n Pushkin 02nov12
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	in white c/s, blue cheatline and grey undersides, Russian Stars on tail with 'VVS Rossii' titles; l/n CKL jul19 seen wfu this date; photo proof exists with this c/n; see Il-18D CCCP-75448 for earlier details about this same c/n
1870 100 03	CCCP-75928	Il-22M-11	Soviet AF/AFL c/s	Pus	07jul94	had an Il-22 c/n beginning with 29 plus eight more digits, photo proof of this; see Il-18D CCCP-74251 for earlier details about this same c/n
1870 105 05	CCCP-75929	Il-22M-11	Soviet AF/AFL c/s	photo		in basic Aeroflot c/s, c/n checked as 187010505; was still equipped with various Il-22 type antenna fairings carried a badge and 'VICH1' titles on the nose
	ER-75929	Il-18D	Air Moldova	SHJ	01nov93	full titles 'Acvila Air Romanian carrier'; l/n ALA 13nov97
	ER-75929	Il-18D	Aeroflot c/s, n/t	BKA	24may94	small titles under cockpit; seen KIV 16may06 with overpainted titles; seen KIV 28jun07 with 'Acvila Air' titles showing under paint; seen KIV (N46.933736 E28.943529) sep09/mar20, in a deteriorating condition without engines; seen on the dump oct21/dec21 with wings and tail detached
	ER-75929	Il-18D	Avchila Air	LCA	30aug95	
	ER-75929	Il-18D	Vichi Air Company	SHJ	01feb98	

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

---	CCCP-75601	Il-18B	Aeroflot	DAR	26feb66	probably a military aircraft, not on Soviet register or mentioned in the MGA document; black and white photo exists; a possible candidate could be c/n 188000501, for which the early history is unknown
---	not known	Il-18	Aeroflot		photo	was preserved as a cinema in a park near the Officers' Mess at Golitsyno-2 (now Krasnoznamyonsk, N55.60181 E37.04532) reportedly from aug84 or aug85 (but possibly later in the 1980s); broken up in 1995; reported by some sources as CCCP-75473 c/n 188000501 due to its military rather than civil background and because the serial looks to end '73' on one photo, however this was an Il-18B and photos shows the window configuration is of an Il-18V/E or D version; a possible candidate could perhaps be CCCP-75873 c/n 183006003 which flew to Bykovo jun83 (but already soc 18jan82 according to the MGA document) and was thought to have been scrapped there, however, this aircraft originally served with the Air Force and had previous Space flight connections (flew cosmonauts to Moscow)
---	not known	Il-18	Aeroflot		photo	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
---	"08"	Il-20	Soviet Air Force	SVO	01sep81	probably an Il-22M-11; severely damaged 03apr22 on a mission over Ukraine when was engaged by two Ukrainian 9M28 "Buk-M1" SAMs at a height of 7,600 metres, being punctured by more than 200 fragments, caught fire and lost fuel, but was able to land at Rostov-na-Donu-Tsentralny, all 9 crew members escaped unhurt; the aircraft was deemed repairable
---	not known	Il-22	Russian Air Force			photos exist, in natural metal c/s with Red star, the aerodynamic prototype of the Il-38 built by MMZ # 240 at Khodynka, with AI-20A engines and without the "Berkut" mission equipment in the ventral radome
---	no code	Il-38	Soviet Navy	f/f	28sep61	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
---	"11" red	Il-38	Soviet Navy	no	reports	opb 24 oplapdd at Severomorsk-1 in mid-1990s; l/n 07apr11 as such
---	"17" red	Il-38	Russian Navy	ph.	1975	was possibly one of the aircraft painted in Egyptian Air Force c/s, as overpainted patches of paint can be seen on the fin and fuselage; see c/n 890010406
---	"18"	Il-38	Soviet Navy	ph.	1975	at 20 ARZ; later with large Russian flag and coat of arms on fin; see c/n 081010810, same aircraft ?
---	"23" red	Il-38	Russian Navy	Pus	05aug01	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
---	"28" red	Il-38	Soviet Navy	no	reports	was probably based at Mykolajiv-Kulbakino; see c/n 082011108
---	"74" red	Il-38	Ukrainian Navy	no	reports	in official document sep08 for disposal; was with military unit A3186 at Lutsk at the time; should be line # 47 or greater if mfd is correct
---	not known	Il-38	Ukrainian Navy	mfd	1972	black and white only (in white c/s with blue cheatline, grey undersides, red roundels and serial from a separate line drawing); opb 34th Division
---	3082	Il-18D	Chinese Air Force	photo		black and white photo exists, lightning-bolt cheatline with flag on the tail and titles, old type antenna on top of fuselage and eight centre windows (salon aircraft); the only known Il-18V operated by North Korea
---	824	Il-18V	Chosonminhang	SVO	jun65	was c/n 185008204, but this aircraft does not look to have the Doppler velocity and drift sensor/antenna under the rear fuselage (but could have been subsequently upgraded); l/n SXF 12sep68

---	not known	Il-18	Egyptian Govern.	photo		at VKO with Egyptian flag on the tail, maybe an Il-18V (salon) as only has eight centre windows port side; l/n CMN 13sep65
---	38	Il-38	Egyptian Air Force	no reports		colour drawing in Russian magazine; in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruh in 1970/72
---	4399	Il-38	Egyptian Air Force	photo		in fact operated by 90 odrae on of the Soviet Navy's Northern Fleet from Mersah Matruh in 1970/72
---	not known	Il-38	Indian Navy			one to be preserved in the National Maritime Heritage Museum at Lothal and one to be preserved Nipani, Karnataka
---	3X-LBE (1)	Il-18V	Air Guinée	CAI	08may61	with Sekou Toure on a state visit to Egypt; presumably leased from Aeroflot and looks to have an Aeroflot cheatline from the black and white photo; cannot be c/n 181003705 as this was not built until sep61
---	3X-GOC	Il-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea
---	3X-GOE	Il-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea

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

The following registrations in the Il-18 series have never been seen and are not mentioned in any documents; -75443, -75542, -75600 (became an Il-22 registration but only by 2015), -75667, -75692, -75795. In addition, for CCCP-75622 and CCCP-75625 are An-12s. According to the Soviet register the registration blocks -75604/634 and -75889/892 were not used at all. Finally the reports of CCCP-75794 at HEL 13may67, CCCP-75604 at LED 27jul70 and CCCP-75614 at LED 11aug75 should probably be viewed as incorrect sightings.

Ilyushin Il-28

The Il-28 was a medium front bomber which was powered by two Klimov VK-1A centrifugal-flow turbojet engines which was derived from the Rolls-Royce Nene. Immediately after World War II, the Soviet Union manufactured copies of first generation German Junkers 004 and BMW 003 engines, which were advanced designs with poor durability, limited by Germany's availability of rare metals at wartime. However, in 1946, before the Cold War had really begun, the new British Labour government under the Prime Minister, Clement Attlee, keen to improve diplomatic relations with the Soviet Union, authorised Rolls-Royce to export 40 Rolls-Royce Nene centrifugal flow turbojet engines. In 1958 it was discovered during a visit to Beijing by Whitney Straight, then deputy chairman of Rolls-Royce, that this engine had been copied without license(1) to power the MiG-15 'Fagot', first as the RD-45, and after initial problems of metallurgy forced the Soviet engineers to develop a slightly redesigned (and metallurgically closer) copy, the engine had then entered production as the Klimov VK-1 (Rolls-Royce later attempted to claim 1/207m in license fees, without success). The Czechoslovakian Air Force took delivery of 77 Il-28s (58 Il-28s in the bomber version, ten Il-18Rs and nine Il-28Us) which initially received the designation B-228. The last one of them was withdrawn from use in 1975.

The Hungarian Air Force took delivery of nine Il-28s (seven Il-28s in the bomber version and two Il-28Us). The last one of them was withdrawn from use in 1969. The Finnish Air Force received four Il-28Rs which were used for target-towing.

It is known that Aeroflot operated several Il-28s on postal routes and used the experience gained with the type for the introduction of the Tu-104. They were also used for crew training and also for fast delivery of important mail and other items, for example newspaper matrices for the printing of "Pravda" and "Izvestiya", over the vast USSR. The Il-28 was built by the following seven factories: No. 1 at Kuibyshev, No. 18 at Kuibyshev, No. 23 at Moscow, No. 30 at Moscow, No. 39 at Irkutsk, No. 64 at Voronezh and No. 166 at Omsk. Total production was 6,316. The various c/n systems are only partially known.

50 Il-28 built by Factory No. 1 at Kuibyshev-Bezmyanka in 1953

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

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

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

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

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

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

6 30 005 22	not known	Il-28U	Soviet Air Force	mfd	1953	
	CCCP-63952	Il-28U	AFL/East Siberia	toc	28jun63	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	Il-28U	Soviet Air Force	trf	1964	opb military unit 13850
6 30 010 11	not known	Il-28U	Soviet Air Force	mfd	1953	w/o, details unknown
50 30 03 01	"4"	Il-28	Soviet Air Force	mfd	1950	c/n from engine cover; in natural metal c/s
50 30 09 06	not known	Il-28	MAP LII Zhukovski	mfd	1950	damaged 19may53 on landing at Zhukovski
50 30 11 04	not known	Il-28T	MAP Ilyushin OKB	mfd	1950	first prototype of the Il-28T torpedo-bomber version
50 30 11 06	not known	Il-28T	MAP Ilyushin OKB	f/f	09jan51	a prototype of the Il-28T torpedo-bomber version; converted to, see next line
	"4"	Il-28TM	MAP Ilyushin OKB	no reports		
50 30 14 08	not known	Il-28T	Soviet Navy	mfd	1950	
50 30 18 01	not known	Il-28	Soviet Air Force	mfd	1950	modernised along Air Force requirements and became a pattern aircraft for series production; underwent state trials jun/jul51
	not known	Il-28	Soviet Navy			opb 1535 mtap; w/o 15feb55
50 30 19 05	not known	Il-28	Soviet Air Force	mfd	1950	underwent state check trials feb/apr51
53005 20 40	CCCP-63938	Il-28	AFL/North Kavkaz	toc	20feb62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	Il-28	Soviet Air Force	trf	1964	opb military unit 13837
5305 120 07	not known	Il-28	MAP Ilyushin OKB	mfd	jan51	used for parachute trials
4305 123 01	not known	Il-28RM	Soviet Air Force	mfd	1951	Il-28RM prototype; started state check trials with GK NII VVS 25apr51
5305 126 03	not known	Il-28	Soviet Air Force	mfd	1951	equipped with an ARK
5305 127 10	not known	Il-28	Soviet Air Force	mfd	1951	
	10	Il-28	Hungarian AF	d/d	mar62	struck off charge 03sep69; t/t 1,248 hours 19 minutes
5305 127 19	not known	Il-28	Soviet Air Force	mfd	1951	
	19	Il-28	Hungarian AF	d/d	jun62	struck off charge 31dec66; t/t 1,339 hours 34 minutes
6305 128 03	not known	Il-28U	Soviet Air Force	mfd	1951	
	CCCP-36599	Il-28U	AFL/Moscow (MUTA)	rgd	14sep59	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO
5305 129 11	CCCP-36594	Il-28	AFL/Kazakhstan	mfd	1951	used as a meteorological reconnaissance aircraft; opb 227 LO; canx 19jun61 as life-time expired
5305 230 18	not known	Il-28	Soviet Air Force	mfd	1952	
	CCCP-63932	Il-28	AFL/Uzbekistan	toc	17sep62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	Il-28	Soviet Air Force	trf	01jul64	opb military unit 13837
5 2 0037 01	not known	Il-28RM	MAP Ilyushin OKB	mfd	1952	powered by VK-5 engines, engine nacelles and undercarriage like on the Il-28 sans suffixe; underwent trials with NII VVS
5 2 0037 07	not known	Il-28	Soviet Air Force	mfd	1952	
	CCCP-36589	Il-28	AFL/Kazakhstan	toc	15dec59	used as a meteorological reconnaissance aircraft; opb 153 AO; struck off charge 14nov62 as worn out
5 2 0037 14	not known	Il-28RM	MAP Ilyushin OKB	mfd	1952	
5 2 0037 19	not known	Il-28RM	MAP Ilyushin OKB	mfd	1952	powered by VK-5 engines, engine nacelles and undercarriage like on the Il-28R; underwent trials with NII VVS
5 2 0038 21	not known	Il-28	Soviet Air Force	mfd	1952	equipped with an ARK-5
4 4 0040 17	"22" blue	Il-28	Soviet Air Force	mfd	1954	opb obmae at Ribnitz-Damgarten; wfu around 1985
6 2 0041 08	not known	Il-28U	Polish Air Force	d/d	20jun52	c/n also given as 64108 (export number)
5 3 0041 20	11264	Il-28	Chinese Air Force	mfd	1953	c/n also given as 54120 (export number) and also painted on like that; opb 5th Division; in natural metal c/s; preserved without serial in the China Aviation Museum at Shahezhhen AFB oct93/may09 c/n checked preserved with this fake serial (would mean opb 1st Division) in the China Aviation Museum at Shahezhhen AFB, l/n nov20; was previously reported as c/n 55006571, but is this still in the Chinese Navy museum at Qingdao
	'10290'	Il-28	Chinese Navy	Shh	20sep10	
6 2 0042 04	not known	Il-28U	Polish Air Force	d/d	11dec52	c/n also given as 64204 (export number); opb 33. PLB at Modlin
5 3 0043 35	84103	Il-28	Chinese Navy	mfd	1953	c/n also given as 54335 (export number); opb the Air Academy; preserved at Xian University, c/n checked
5 3 0046 65	not known	Il-28	Czechoslovak AF	mfd	1953	c/n also given as 54665 (export number)
5 3 0047 02	not known	Il-28	Soviet Navy	mfd	1953	armed with RAT-52 torpedoes; presented for state trials with the NII VVS 28mar53
5 3 0047 04	"03" red	Il-28	Soviet Air Force	mfd	1953	version not confirmed

5 3 0047 05	not known	II-28	Soviet Navy			armed with RAT-52 torpedoes; presented for state trials with the NII VMS 28mar53
5 3 0050 05	not known	II-28	Soviet Air Force	mfd	1953	
5 3 0050 16	CCCP-63944	II-28	AFL/Urals	mfd	1953	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	04jul64	opb military unit 19011
5 3 0051 12	"12" red	II-28LSh	MAP Ilyushin OKB	mfd	1953	
5 3 0051 15	"21"	II-28	Soviet Air Force		1970s	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov
5 3 0052 17	"38" red	II-28	Soviet Air Force	mfd	1953	
5 3 0052 23	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63933	II-28	AFL/Uzbekistan	toc	01oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
5 3 0052 39	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
5 3 0054 15	"34"	II-28	Soviet Air Force	mfd	1953	at Kiev
	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-36592	II-28	AFL/North Kavkaz	toc	07dec59	rgd 19dec59; used as a meteorological reconnaissance aircraft; opb 77 AO at Rostov-na-Donu; struck off charge 30jan63 as life-time expired
5 3 0054 50	CCCP-36598	II-28	AFL/Urals	mfd	1953	used as a meteorological reconnaissance aircraft; opb 120 ATO; soc soc 31jul61 as amortisation period expired; t/t 1,144 hours
5 3 0054 51	CCCP-36591	II-28	AFL/Ukraine-KBP	mfd	1953	used as a meteorological reconnaissance aircraft; opb 208 LO; canx 07aug61 as life-time (1,300 hours) expired
5 3 0055 74	80002	II-28	Chinese Navy	mfd	1953	c/n also given as 55574 (export number); preserved in the Chinese Navy museum at Qingdao (N36.05360 E120.323126), c/n checked, seen sep09/jul22
5 3 0057 10	"10" blue	II-28LL	MAP LII Zhukovski	mfd	1953	used for ejection seat trials
5 3 0057 23	not known	II-28	Soviet Air Force	mfd	1953	
	CCCP-63935	II-28	AFL/Moscow (MUTA)	toc	01oct62	used as a meteorological reconnaissance aircraft; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo" at Gorki
5 3 0057 71	"04" red	II-28	Soviet Air Force	mfd	1953	preserved in the Russian Air Force museum at Monino (N55.83254 E38.186577); photo 1987; seen apr91/2018
5 4 0057 75	CCCP-L5401	II-28	AFL/Moscow (MUTA)	mfd	1954	designated II-20 by Aeroflot; new documents issued between 31dec53 and 23feb54; latest CoFA issued 21jun55
	not known	II-28	Soviet Air Force	trf	21apr57	opb military unit 06814
5 4 0057 77	CCCP-L5402	II-28	AFL/Moscow (MUTA)	mfd	1954	designated II-20 by Aeroflot; in natural metal c/s with small titles only; new documents issued between 31dec53 and 23feb54; photo in 1954; latest CoFA issued 26may55
	not known	II-28	Soviet Air Force	trf	21apr57	opb military unit 06814
5 4 0057 79	CCCP-L5403	II-28	AFL/Moscow (MUTA)	mfd	1954	designated II-20 by Aeroflot; in natural metal c/s with small titles only; new documents issued between 31dec53 and 23feb54; latest CoFA issued 21jun55; there is a photo of the forward fuselage with the c/n visible
	not known	II-28	Soviet Air Force	trf	21apr57	opb military unit 06814
5 4 0058 11	"22"	II-28	Soviet Air Force	mfd	1954	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov in the 1970s
6 3 0058 11	not known	II-28U	Soviet Air Force	mfd	1953	
	CCCP-63927	II-28U	AFL/Uzbekistan-TAS	toc	13mar62	used as a meteorological reconnaissance aircraft; opb 203 LO; canx 30dec64
5 4 0058 79	not known	II-28U	Soviet Air Force	trf	01jul64	opb military unit 13837
	not known	II-28	Soviet Air Force	mfd	1954	
	not known	II-28	AFL/Kazakhstan	toc	28nov63	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13837
5 4 0059 17	not known	II-28	Soviet Air Force	mfd	1954	opb obmae at Ribnitz-Damgarten; wfu around 1985
5 4 0059 47	CCCP-36595	II-28	AFL/Far East-KHV	mfd	1954	used as a meteorological reconnaissance aircraft; opb 202 LO; life-time of 1,300 hours was used up by 1961, so was to be canx
5 4 0059 75	"23"	II-28	Soviet Air Force		1970s	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov
5 4 0059 79	not known	II-28	Soviet Air Force	mfd	1954	opb VVAUL
5 4 0059 80	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-63948	II-28	AFL/Ukraine	toc	10aug62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
6 3 0060 05	not known	II-28U	Soviet Air Force	mfd	1953	
	CCCP-36582	II-28U	AFL/N.Kavkaz-ROV	toc	24nov60	used as a meteorological reconnaissance aircraft; opb 77 LO; canx 30dec64 as worn out
5 4 0060 17	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-63937	II-28	AFL/Ukraine	toc	23aug62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	15jul64	opb military unit 13850
5 4 0060 21	"68" blue	II-28	Soviet Air Force	mfd	1954	preserved at AKX, seen 25apr93
5 4 0060 25	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-63924	II-28	AFL/East Siberia	toc	01nov61	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28	Soviet Air Force	trf	15jul64	opb military unit 13850
5 4 0060 47	not known	II-28	Soviet Air Force	mfd	1954	
	47	II-28	Hungarian AF	d/d	oct62	attrition replacement for '14'; struck off charge 31dec66; t/t 1,317 hours 58 minutes; dumped at Kecskemet (N46.92665 E19.73731), without serial, seen aug05/jul20
5 4 0061 04	not known	II-28	Soviet Air Force	mfd	1954	
	CCCP-36588	II-28	AFL/Moscow (MUTA)	rgd	19dec59	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO
5 4 0061 38	CCCP-63921	II-28	AFL/Georgia	mfd	1954	used as a meteorological reconnaissance aircraft; canx 20feb63 as amortisation period expired; t/t 1,500 hours
5 4 0061 70	CCCP-36593	II-28	AFL/East Sib.-IKT	mfd	1954	used as a meteorological reconnaissance aircraft; opb 201 LO; canx 08jun61 as worn out
5 4 0061 75	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56175 (export number)
5 4 0061 79	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56179 (export number); opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 30jul65 (one of the units must be wrong); struck off charge 02feb74
6 3 0062 01	not known	II-28U	Soviet Air Force	mfd	1953	
	CCCP-63926	II-28U	AFL/East Siberia	toc	06mar62	used as a meteorological reconnaissance aircraft; canx 30dec64
	not known	II-28U	Soviet Air Force	trf	1964	opb military unit 13850
5 4 0062 03	42	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56203 (export number); opb 7. PLB at Powidz; trf to 33 PLB 26apr63; struck off charge 18aug76
5 4 0062 04	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56204 (export number); opb 7. PLB at Powidz; trf to 33 PLB 02apr65; struck off charge 16dec74
5 4 0062 05	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56205 (export number); opb 7. PLB at Powidz; trf 28feb66 'to the USSR'
5 4 0062 06	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56206 (export number); opb 33. PLB at Modlin; trf to CSL 17jun58; struck off charge 31dec76
5 4 0062 07	33	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56207 (export number); opb 33. PLB at Modlin; trf to 7. BLB 05aug65; struck off charge 31dec76
5 4 0062 09	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56209 (export number); opb 7. PLB at Powidz; trf to BLB 19jul66; struck off charge 31dec75
5 4 0062 11	not known	II-28	Polish Air Force	d/d	13aug54	c/n also given as 56211 (export number); opb 15. DLB at Modlin
5 4 0062 13	not known	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56213 (export number); opb 7. PLB at Powidz
5 4 0062 15	not known	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56215 (export number); opb 33. PLB at Modlin; trf to 7. BLB 05aug65; struck off charge 16dec74
5 4 0062 17	32	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56217 (export number); opb 33. PLB at Modlin; trf to 7. BLB 25feb66; struck off charge 31dec75
5 4 0062 19	not known	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56219 (export number); opb 35 PLB; w/o 10apr64 (not 16apr64) when collided with a MiG-19 of the Czechoslovakian Air Force during an exercise and crashed in the Barrandov area (south-west of Prague)
5 4 0062 21	not known	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56221 (export number); opb 7. PLB at Powidz; trf to an unknown unit 07sep66
5 4 0062 22	not known	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56222 (export number); opb 15. DLB at Modlin
5 4 0062 25	not known	II-28	Polish Air Force	d/d	25aug54	c/n also given as 56225 (export number); opb 7. PLB at Powidz; given in a Polish listing as trf to 33. PLB 26apr63 (one of the units must be wrong); struck off charge 03oct73
5 4 0062 75	"31"	II-28	Soviet Air Force	mfd	1954	opb 59 uap
5 4 0062 79	not known	II-28	Soviet Air Force	mfd	1954	opb 11 orap at Neu-Welzow
	205	II-28	East German AF	i/s	1962	in natural metal c/s with black code; opb ZDS; wfu 23may69 during an overhaul in the Soviet Union; struck off charge 30may70; scrapped; nose displayed in the military museum at Cottbus, seen oct05/jun22
6 3 0063 05	"01" blue	II-28U	Soviet Air Force	mfd	1953	opb obmae at Ribnitz-Damgarten; wfu around 1985
5 5 0064 14	not known	II-28	Soviet Air Force	mfd	1955	
	14 (1)	II-28	Hungarian AF	d/d	mar62	probably w/o prior to delivery, still in the Soviet Union; see c/n 68914
5 5 0064 17	not known	II-28	Soviet Air Force	mfd	1955	opb 11 orap at Neu-Welzow
	226	II-28	East German AF	i/s	1962	in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21); dbr 04feb70 on a hard landing at Peenemünde; struck off charge 30jul71; scrapped
5 5 0064 24	"26" blue	II-28	Soviet Air Force	mfd	1955	
5 5 0064 34	34	II-28	Hungarian AF	d/d	01feb55	w/o 13feb62 when crashed, all 3 crew killed; t/t 753 hours 01 minutes
5 5 0064 35	CD-11	II-28	Czechoslovak AF			c/n also given as 56435 (export number)
	6435	II-28	Czechoslovak AF	r/r	unknown	struck off charge in 1965
5 5 0064 44	not known	II-28	Soviet Air Force	mfd	feb55	
	44	II-28	Hungarian AF	d/d	mar62	struck off charge 31dec66; t/t 1,355 hours 51 minutes
5 5 0064 45	not known	II-28	Soviet Air Force	mfd	1955	opb 11 orap at Neu-Welzow
	224	II-28	East German AF	i/s	1962	in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); struck off charge 09dec77; scrapped
5 5 0064 48	not known	II-28	Soviet Air Force	mfd	1955	opb 11 orap at Neu-Welzow
	208	II-28	East German AF	i/s	1964	attrition replacement for '204'; opb ZDS (later redesignated ZDS-21, ZDS-33 and ZDK-33); initially in natural metal c/s with black serial; repainted in dark green/dark brown camo c/s with light blue undersides and red serial in early 1980s; struck off charge 12oct82; last flight 13oct82 to Bautzen (the last flight of an East German II-28); was preserved at the Officers School at Bautzen; moved to Luftwaffenmuseum at Appen in 1992; moved with the Luftwaffenmuseum to Berlin-Gatow (N52.47467 E13.14306), l/n in its camo c/s jul09, repainted in natural metal c/s, f/n as such aug15; l/n sep22

5 5 0064 55	55	II-28	Hungarian AF	d/d	16feb55	struck off charge 04jan67; t/t 1,374 hours 55 minutes; preserved in the Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok (N47.13080 E20.21923) from 28dec68, l/n sep22
5 5 0064 57	RL-52 DE-50 6457	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	r/r r/r r/r	unknown unknown 18feb55	c/n also given as 56457 (export number) see c/n 52111 struck off charge 23mar64
5 5 0065 38	not known	II-28	Polish Air Force	mfd	18feb55	c/n also given as 56538 (export number); opb 15. DLB at Modlin; trf to 33 PLB at Modlin jun55; trf to 7. PLB at Powidz apr69
	50	II-28	Polish Navy	trf	aug74	opb 15 SELR MW at Siemirowice; preserved in Lubuskie Muzeum Wojskowe at Drzonów from 18jun79, l/n aug21
5 5 0065 42	"11" red	II-28	Soviet Air Force	mfd	1955	opb obmae at Oranienburg from 1972 to 1977 and at Ribnitz-Damgarten from 1977; wfu around 1985
5 5 0065 71	82025	II-28	Chinese Navy	mfd	1955	c/n also given as 56571 (export number); opb 8th Division; seen preserved in the Chinese Navy museum at Qingdao (N36.05360 E120.323126) sep09/jul21; also see c/n 53004120
5 5 0066 61	no serial	II-28	Chinese Air Force	mfd	1955	c/n also given as 56661 (export number); preserved at the Youth Palace at Taiyuan (N37.87530 E112.53431)
5 5 0066 64	"60" red	II-28	Soviet Air Force	mfd	1955	opb Voroshilovgradskoye VVAUSh at Voroshilovgrad; in natural metal c/s; photo 1971
5 5 0067 01	not known	II-28	Polish Air Force	d/d	09jun55	c/n also given as 56701 (export number); opb 35 PLB
5 5 0067 10	70	II-28	Polish Air Force	d/d	09jun55	c/n also given as 56710 (export number); opb 35 PLB
5 5 0067 16	not known	II-28	Polish Air Force	d/d	09jun55	c/n also given as 56716 (export number); opb 35 PLB
5 5 0067 21	125	II-28	Polish Air Force	d/d	09jun55	c/n also given as 56721 (export number); opb 35 PLB
5 5 0067 28	not known	II-28A	Soviet Navy	mfd	1955	opb 567 mtap VVS TOF at Nikolayevka; w/o during the night 28/29aug59 on approach to Nikolayevka in poor visibility (fog) at night when the crew lost orientation and deviated from the approach pattern so that the aircraft crashed into a mountain of the khrebet Pidan (now Livadiski khrebet) range, all 3 crew members (pilot: 1st Lieutenant Lavrenti S. Soldatenko) were killed
5 5 0067 29	22 '65'	II-28 II-28	Polish Air Force Polish Air Force	d/d ph.	09jun55 aug97	c/n also given as 56729 (export number); opb 35 PLB preserved with this fake serial in Muzeum Polskiej Techniki Wojskowej at Fort IX in Warsaw-Sadyba (E51.56065 E21.863838), seen aug97/mar22; see c/n 3402212
5 5 0067 35	not known	II-28	Polish Air Force	d/d	09jun55	c/n also given as 56735 (export number); opb 35 PLB
5 5 0067 49	not known M-841	II-28R II-28R	Soviet Air Force Indonesian AF	mfd d/d	1955 1958	carried code '41' (in yellow or red) on the fin; photo exists; l/n jun62
5 5 0067 56	not known	II-28	Czechoslovak AF	r/r	unknown	c/n also given as 56756 (export number)
5 5 0067 57	6756 AD-31	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56757 (export number)
5 5 0067 75	6757 TH-14 BA-11	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	r/r mfd r/r	unknown 1955 unknown	struck off charge in 1970 c/n also given as 56775 (export number)
5 5 0068 04	6775 FC-01	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 5 0068 17	6804	II-28RT	Czechoslovak AF	r/r	unknown	c/n also given as 56804 (export number); converted to, see next line or II-28RTR; struck off charge in 1970
5 5 0068 23	"07"	II-28	Soviet Air Force	mfd	1955	photo exists
5 5 0069 03	TH-11 DE-55	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	c/n also given as 56823 (export number) c/n also given as 56903 (export number)
6 4 0069 08	6903 "35"	II-28 II-28U	Czechoslovak AF Soviet Air Force	r/r mfd	unknown 1954	struck off charge 03feb65 opb military unit 10213
5 5 0069 09	not known AD-33	II-28U II-28	AFL/Uzbekistan-TAS Czechoslovak AF	toc	10dec60	used as a meteorological reconnaissance aircraft; opb 203 LO; canx 09jul62 as worn out
5 5 0069 12	6909 PK-34	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56909 (export number) struck off charge 23mar64
5 5 0069 15	6912 DE-52 6915	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	r/r r/r mfd	unknown unknown 1955	c/n also given as 56912 (export number) struck off charge in 1975
5 5 0069 18	6918 EB-32	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56915 (export number); photo exists converted by VZLÚ in 1958 to a flying laboratory, for testing of the M-701 engine (L-29 Delfin); f/f 29nov59; later used for the testing of the AI-25W engine (L-39 Albatros); in 1970 was subsequently used for parachute testing; photos exist; struck off charge in 1972
5 5 0069 21	6921 TH-11	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56918 (export number) struck off charge 19nov66
5 5 0069 23	6923 AD-35	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 56921 (export number) struck off charge 23mar64
5 5 0069 26	6926 BA-11 DE-51	II-28 II-28 II-28	Czechoslovak AF Czechoslovak AF Czechoslovak AF	r/r r/r r/r	unknown 1955 unknown	c/n also given as 56923 (export number) struck off charge 19nov66 c/n also given as 56926 (export number) photo exists; converted to, see next line
5 5 0069 29	6929 DE-53	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	or II-28RTR; struck off charge in 1969; arrived in the aviation museum at Prague-Kbely 16sep69 and stored there (N50.12603 E14.53682), seen aug19, with code "BA-11" visible on the nose; l/n aug22
5 5 0069 34	6935 BA-14	II-28 II-28	Soviet Air Force Czechoslovak AF	mfd mfd	1955 1955	c/n also given as 56929 (export number) w/o 26aug58 when crashed near Polnica
5 5 0069 37	6935 not known 190	II-28 II-28 II-28	Czechoslovak AF Soviet Air Force East German AF	r/r mfd i/s	unknown 1955 jun59	c/n painted on as '56934' c/n also given as 56935 (export number); converted to, see next line or II-28RTR; struck off charge in 1970 opb 11 orap at Neu-Welzow
5 5 0069 43	6943 BA-12	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	in natural metal c/s with black code; initially opb ZDK/1. LVD; trf to ZDK/TFSchule in 1960 (later redesignated ZDS, ZDS-21, ZDS-33 and ZDK-33); repainted in camo c/s with red code in the early 1980s; struck off charge 12oct82; scrapped at Peenemünde
5 5 0069 44	not known 196	II-28 II-28	Soviet Air Force East German AF	mfd i/s	1955 jun59	c/n also given as 56943 (export number) struck off charge 19nov66 opb 11 orap at Neu-Welzow
5 5 0069 53	EB-31 6953	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	in natural metal c/s with black code; initially opb ZDK/1. LVD; trf to ZDK/TFSchule in 1960 (later redesignated ZDS and ZDS-21); damaged in an accident, details unknown; struck off charge 30jul71; cannibalised at Drewitz
5 5 0069 60	not known	II-28	Soviet Air Force	mfd	1955	c/n also given as 56953 (export number) struck off charge in 1965
5 5 0069 62	"31"	II-28	Soviet Air Force	mfd	photo 1955	opb 3 ae 36 bap at Chernigovka; w/o 27aug58 on a training flight when the pilot (1st Lieutenant Georgi V. Kupryashin) lost spatial orientation while flying in clouds so that the aircraft entered a dive and crashed in the taiga 12 km north-west of Samarka (Primorye region), 2 of the 3 crew members were killed while the pilot managed to catapult at a height of some 150-200 metres, was severely injured, lay in the taiga for 4 days, then walked to a field and was found there in unconscious condition 10sep58
5 5 0069 68	"03" red	II-28	Soviet Air Force	mfd	1955	at Novgorod-Krechivitsy
5 5 0070 19	CD-14 AD-34	II-28 II-28	Czechoslovak AF Czechoslovak AF	mfd r/r	1955 unknown	struck off charge 1965 w/o 23mar56
5 5 0070 21	7021 FC-02	II-28 II-28RT	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 57019 (export number); opb 24. BOLP
5 5 0070 27	7027 "72"	II-28 II-28	Czechoslovak AF Czechoslovak AF	r/r	unknown	c/n also given as 57021 (export number); converted to, see next line or II-28RTR; struck off charge in 1970
6 4 0071 20	"06" red	II-28	Soviet Air Force	ph.	1970s	c/n also given as 57027 (export number) opb Barnaulskoye VVAUL in the 1970s; in natural metal c/s
5 5 0071 55	"10" red	II-28	Soviet Air Force	mfd	1955	opb obmae at Oranienburg from 1972 to 1977
5 5 0071 60	"46"	II-28	Soviet Air Force	mfd	1954	opb obmae at Oranienburg from 1972 to 1977
6 4 0072 02	"46"	II-28U	AFL/East Siberia	mfd trf	1954 23nov60	opb 4 bap (military unit 10213) at Chernyakhovsk opb 201 AORS at IKT; did not receive a registration before its accident; ferried with its former code, using call-sign 36593; w/o 09dec60 on the leg from Novosibirsk-Tolmachovo to Irkutsk of the ferry flight from Chernyakhovsk to Irkutsk when probably the auto pilot failed during climb-out, the aircraft went out of control, crashed on the edge of a forest on the south-eastern outskirts of Novosibirsk (22 km from the airport) and exploded, damaging a house, all 3 crew killed; t/t 789 hours
6 4 0074 08	not known CCCP-63920	II-28U II-28U	Soviet Air Force AFL/Moscow (MUTA)	mfd toc	1954 16nov60	opb military unit 35543 used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 30dec64
6 4 0074 17	not known CCCP-L5404	II-28U II-28U	Soviet Air Force AFL/Moscow (MUTA)	trf rgd	1964 03mar53 ?	opb military unit 13837 possibly 03mar54 as mar53 is too early; designated II-20 by Aeroflot; new documents issued 03jul54; latest CoFA issued 21jun55
6 4 0076 03	not known "18"	II-28U II-28U	Soviet Air Force Soviet Air Force	trf mfd	21apr57 1954	opb military unit 06814 in natural metal c/s, code possibly yellow; photo exists
6 4 0076 12	S3	II-28U	Polish Air Force	d/d	19jul54	c/n also given as 67612 (export number); opb 15. DLB at Modlin; dumped at Olesnica, seen apr92
6 4 0076 13	not known	II-28U	Polish Air Force	d/d	19sep54	c/n also given as 67613 (export number); opb 15. DLB at Modlin; trf to 7. PLB
6 4 0076 14	S4	II-28U	Polish Air Force	d/d	19sep54	c/n also given as 67614 (export number); opb 15. DLB at Modlin
6 4 0076 15	not known	II-28U	Polish Air Force	d/d	19sep54	c/n also given as 67615 (export number); opb 15. DLB at Modlin; trf to 33 PLB
6 4 0086 11	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68611 (export number); opb 33. PLB at Modlin
6 4 0086 12	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68612 (export number); opb 35 PLB
6 4 0086 13	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68613 (export number); opb 33. PLB at Modlin
6 4 0086 14	not known	II-28U	Polish Air Force	d/d	10oct54	c/n also given as 68614 (export number); opb 7. PLB at Powidz
6 4 0089 14	not known 14 (2)	II-28U	Soviet Air Force Hungarian AF	mfd d/d	1954 jan65	opb 11 orap at Neu-Welzow
6 4 0089 15	not known	II-28U	Egyptian Air Force	photo		w/o 07aug65 when collided with a MiG-17PF at night and crashed; t/t 1,141 hours 52 minutes; see c/n 55006414
6 4 0090 20	not known	II-28U	Polish Air Force	mfd	1954	with just '8915' on the tail and Egyptian roundels
6 5 0092 15	not known	II-28U	Polish Air Force	mfd	1955	c/n also given as 69020 (export number); opb 7. PLB at Powidz from 06sep56
6 5 0092 16	not known	II-28U	Polish Air Force	mfd	1955	c/n also given as 69215 (export number); opb 35 PLB from 31aug56
						c/n also given as 69216 (export number); opb 33. PLB at Modlin

6 5 0094 18	S3 BA-10	II-28U II-28U	Polish Air Force Czechoslovak AF	trf mfd	15jun56 may55	preserved in Muzeum Lotnictwa Polskiego at Kraków (N50.07789 E19.99163), seen apr91/may23 c/n also given as 69418 (export number); opb 25. bolp; trf to 24. bolp; w/o 06feb57 when crashed near Prerov
6 5 0094 20	T-1	II-28U	Hungarian AF	d/d	01feb55	c/n also given as 69420 (export number); damaged at Kecskemet 08aug64; struck off charge 31dec66; t/t 1,136 hours 47 minutes c/n also given as 69501 (export number)
6 5 0095 01	501	II-28U	Romanian Air Force	mfd	1955	
6 5 0095 20	not known	II-28U	Soviet Air Force	mfd	1955	
6 5 0096 01	422	II-28U	Iraqi Air Force	d/d	jan59	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n jul05
6 5 0096 11	"07" red	II-28U	Soviet Air Force	mfd	1955	opb obmae at Ribnitz-Damgarten; wfu around 1985
6 5 0097 06	"42" blue	II-28U	Polish Air Force	mfd	1955	opb 33. PLB at Modlin
6 5 0098 07	"100" red	II-28U	Soviet Air Force	mfd	1955	
6 5 0098 08	not known	II-28U	Soviet Air Force	mfd	1955	
6 5 0100 01	421	II-28U	Iraqi Air Force	d/d	jan59	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n jul05
6 5 0100 02	001	II-28U	Romanian Air Force	mfd	1955	photo Fetesti-Borcea feb60
6 5 0100 02	002	II-28U	Romanian Air Force	mfd	1955	
6 5 0100 03	003	II-28U	Romanian Air Force	mfd	1955	
6 5 0100 04	U3	II-28U	Polish Air Force	mfd	1955	c/n also given as 610004 (export number);
6 5 0100 05	not known	II-28U	Polish Air Force	d/d	07apr55	c/n also given as 610005 (export number); opb 33. PLB at Modlin
6 5 0100 06	not known	II-28U	Polish Air Force	d/d	07apr55	c/n also given as 610006 (export number); opb 35 PLB (or by 33 PLB at Modlin ?)
6 5 0100 07	not known	II-28U	Polish Air Force	d/d	07apr55	c/n also given as 610007 (export number); opb 33. PLB at Modlin (or by 7. PLB at Powidz ?)
6 5 0100 18	018 ?	II-28U	Romanian Air Force	mfd	1955	serial also given as '002', but see c/n 65010002
6 5 0100 20	not known	II-28U	Polish Air Force	mfd	1955	opb 7 PLB at Powidz
6 5 0100 62	062	II-28U	Romanian Air Force	mfd	1955	
6 5 0101 16	not known	II-28U	Czechoslovak AF			
6 5 0101 17	0116	II-28U	Czechoslovak AF	r/r	unknown	
6 5 0101 17	not known	II-28U	Czechoslovak AF			
6 5 0101 17	0117	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
6 5 0101 19	not known	II-28U	Polish Air Force	d/d	15jun55	c/n also given as 610119 (export number); opb 35 PLB (or by 7. PLB at Powidz ?)
6 5 0102 02	not known	II-28U	Soviet Air Force	mfd	1955	opb 50 orap; w/o 07dec56
6 5 0102 19	"19" blue	II-28U	Soviet Air Force	mfd	1955	sat wfu at Zhukovski, seen 05sep93
6 5 0103 11	not known	II-28U	Soviet Air Force	mfd	may55	opb 11 orap at Neu-Welzow
6 5 0103 11	193	II-28U	East German AF	i/s	1961	c/n also given as 610311 (export number); in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); damaged on landing at Peenemünde in 1961 when overshoot and came to a stand-still in shallow water; struck off charge 30mar79; used as a target on the gunnery range at Peenemünde from 1979; wreck displayed in the museum at Peenemünde (N54.15228 E13.77944) from 1995, l/n jun20
6 5 0103 12	BA-18	II-28U	Czechoslovak AF	mfd	may55	
6 5 0103 12	AC-50	II-28U	Czechoslovak AF	r/r	unknown	
6 5 0103 12	0312	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 03feb65
6 5 0103 15	EB-30	II-28U	Czechoslovak AF	mfd	1955	
6 5 0103 15	0315	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 02feb67
6 5 0103 16	BA-10	II-28U	Czechoslovak AF	mfd	1955	
6 5 0103 16	0316	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 03feb65
6 5 0105 01	CD-10	II-28U	Czechoslovak AF	d/d	23may55	c/n also given as 610501 (export number)
6 5 0105 01	0501	II-28U	Czechoslovak AF	r/r	unknown	arrived at Kbely 15sep69, with t/t 1,446 hours; stored with the aviation museum at Prague-Kbely (N50.12614 E14.53706), c/n read off as '61051', l/n aug22
6 5 0105 02	DE-61	II-28U	Czechoslovak AF	mfd	1955	c/n also given as 610502 (export number)
6 5 0105 02	0502	II-28U	Czechoslovak AF	r/r	unknown	struck off charge 23mar64; see the same c/n with the Bulgarian Air Force !
6 5 0105 02	4/7156	II-28U	Bulgarian AF	mfd	1955	c/n also given as 60502 (export number) and also painted on like that; serial 4/7156 was the 4th II-28U of the Bulgarian Air Force; see the same c/n with the Czechoslovakian Air Force !
6 5 0105 18	"76"	II-28U	Soviet Air Force	mfd	1955	opb 59 uap
6 5 0106 12	PU-10	II-28U	Czechoslovak AF	mfd	may55	
6 5 0106 12	AD-41	II-28U	Czechoslovak AF	r/r	unknown	
6 5 0106 12	0612	II-28U	Czechoslovak AF	r/r	unknown	opb 47. PZLP
6 5 0108 09	"09" blue	II-28U	Soviet Air Force	mfd	1955	sat wfu at Zhukovski, seen 05sep93

459 II-28 (135 II-28 and 324 II-28R) built by Factory No. 39 at Irkutsk-2 (Vostochny) from 1953 to 1956

The c/n system can be explained as follows: The first digit stands for the year of manufacture (3 for 1953 to 6 for 1956), followed by the factory number (the 9 stands for Factory No. 39 !), the three-digit batch number and the number in the batch (the last two digits).

3 90 01 01	not known	II-28R	Soviet Air Force	mfd	oct53	line # 01-01
3 90 01 09	not known	II-28T	Soviet Navy	mfd	1953	line # 01-09; opb 1535 mtap VVS TOF at Romanovka; w/o 15feb55 when crashed into the slope of Lysy Ded mountain (1,120 metres) in the Shkotovo district of the Primorye region, all 3 crew members (pilot: 1st Lieutenant Andrei V. Chirskov) were killed; struck off charge 30apr55; the wreckage was found only in 1957 and identified again 14jul08
4 90 05 08	not known	II-28R	Soviet Air Force	mfd	jan54	line # 05-08; opb GK NII VVS
4 90 07 03	not known	II-28R	Soviet Air Force	mfd	1954	line # 07-03; opb 799 orap at Novorossiya-1; w/o 07feb72 on a training flight from Novorossiya-1 when entered at flat spin and crashed on the slope of a hill near Tumanovo (Olga district of the Primorye region), all 3 crew members were killed (the pilot, 1st Lieutenant Gennadi V. Neustroyev, and the navigator had shot out at low height (some 70-100 metres), but their parachutes did not manage to open); the crash site was found in 2020
4 90 08 13	not known	II-28R	Soviet Air Force	mfd	apr54	line # 08-13; opb GK NII VVS
4 11 06	not known	II-28R	Soviet Air Force	mfd	1955	line # 11-06
4 11 06	NH-4	II-28R	Finnish Air Force	trf	1960	opb KuljLLV; in natural metal c/s, serial painted on as '4'; l/n Utti 22feb74; preserved in the Keski-Suomen Ilmailmuseo at Jyväskylä-Tikkakoski, seen jul91
5 90 12 07	not known	II-28R	Soviet Air Force	mfd	1955	line # 12-07
5 90 12 07	DM-ZZK	II-28R	FW Dresden	rgd	06feb60	in natural metal c/s, no titles; used by VEB Flugzeugwerke Dresden as a test-bed for Pirmo 014A jet engines, converted by MAB Schkeuditz; f/f 26feb60; de-converted by MAB Schkeuditz in 1961
5 90 12 07	184	II-28R	East German AF	toc	01nov61	in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); deployed to the Soviet base at Oranienburg in 1977; struck off charge 25jun79; scrapped 04oct79
4 13 02	30	II-28R	Polish Air Force	d/d	20may55	line # 13-02; opb 21. SPLR
4 13 02	69	II-28R	Polish Air Force	trf	13jul66	opb 33. PLRO; struck off charge 24oct78; was preserved in Muzeum Marynarki Wojennej at Gdynia, seen may85/sep12; preserved in Muzeum Sił Powietrznych at Deblin (E51.560484 E21.863986), seen jul13/may22
4 13 07	45	II-28R	Polish Air Force	d/d	20may55	line # 13-07; opb 21. SPLR; trf to 33. PLRO 27jul55; struck off charge 31dec75
4 13 09	71	II-28R	Polish Air Force	d/d	20may55	line # 13-09; opb 21. SPLR; trf to 33. PLRO 26apr53; struck off charge 14dec78
5 90 13 14	not known	II-28R	Soviet Navy	mfd	1955	line # 13-14; opb 50 orap VVS TOF at Novorossiya-Zapadnaya; w/o in the early hours of 01apr58 on return from a reconnaissance training flight over the sea at night when approached Novorossiya-Zapadnaya in poor weather, deviated from the from approach pattern to the right by 2,350 metres and crashed into a hill (587.7 metres), all 3 crew members (pilot: Captain Yuri I. Kochnov) were killed; struck off charge 14jun58
4 13 17	317	II-28R	Romanian Air Force	mfd	1955	line # 13-17; w/o 1955
4 14 02	402	II-28R	Romanian Air Force	mfd	1955	line # 14-02; photo Fetesti-Borcea 1960; used as a ground instructional airframe at Fetesti-Borcea and later dumped at the range just outside the airfield, seen aug01/jun07
4 14 03	403	II-28R	Romanian Air Force	mfd	1955	line # 14-03; w/o 01aug55
4 14 05	405	II-28R	Romanian Air Force	mfd	1955	line # 14-05; photo Fetesti-Borcea 30nov58; photo 1971 again at Fetesti-Borcea; sat wfu at OTP (N44.57017 E26.07207), seen jul03/jul17
5 90 14 09	not known	II-28R	Soviet Air Force	mfd	sep55	line # 14-09; used for target towing
5 90 14 09	not known	II-28R	Soviet Air Force	mfd	1955	line # 14-18
5 90 14 09	DM-ZZI	II-28R	FW Dresden	d/d	sprg.58	was originally intended for Egypt (had English stencils); in natural metal c/s, no titles; used by VEB Flugzeugwerke Dresden as a test-bed for Pirmo 014A jet engines, converted by MAB Schkeuditz; rgd 03jul59; underwent acceptance trials as a test-bed 11jun59/05sep59; first flight-test of a Pirmo 014A-0 conducted 11sep59; de-converted by MAB Schkeuditz in 1961
5 90 14 09	180	II-28R	East German AF	trf	01nov61	in natural metal c/s with black code; opb ZDS (later redesignated ZDS-21 and ZDS-33); deployed to the Soviet base at Oranienburg in 1977; struck off charge 25jun79; scrapped 04oct79
4 14 33	433	II-28R	Romanian Air Force	mfd	1955	line # 14-33; opb Escadrila 38 Recunoastere at Fetesti-Borcea; in natural metal c/s; photo at Fetesti-Borcea 1964; l/n 1978, active
4 14 43	443	II-28R	Romanian Air Force	mfd	1955	line # 14-43
5 90 17 03	not known	II-28R	Soviet Air Force	mfd	1955	line # 17-03
5 90 17 03	564	II-28BM	Iraqi Air Force	d/d	1963	converted to the target-towing version; opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB (N33.35800 E43.57369), l/n aug05, in good condition
4 17 10	not known	II-28R	Soviet Air Force	mfd	1955	line # 17-10
4 17 10	NH-2	II-28R	Finnish Air Force	trf	1960	opb KuljLLV; in natural metal c/s; wfu
4 17 13	not known	II-28R	Soviet Air Force	mfd	1955	line # 17-13
4 17 13	NH-3	II-28R	Finnish Air Force	trf	1960	opb KuljLLV; in natural metal c/s, serial painted on as '03'; wfu 30jun81
5 90 18 01	not known	II-28R	Soviet Air Force	mfd	1955	line # 18-01
5 90 18 01	565	II-28BM	Iraqi Air Force	d/d	1963	converted to the target-towing version; opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n jul05, in good condition
4 19 03	01	II-28R	Polish Navy	d/d	21mar56	line # 19-03; opb 15 SELR MW at Siemrowice
4 19 04	OV-03	II-28R	Czechoslovak AF	mfd	1956	line # 19-04; opb 47. pzp at Mladá
4 19 05	1904	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 05	03	II-28R	Polish Navy	d/d	21mar56	line # 19-05; opb 15 SELR MW at Siemrowice

4 19 06	02	II-28R	Polish Navy	d/d	21mar56	line # 19-06; opb 15 SELR MW at Siemrowice
4 19 07	030	II-28R	Polish Air Force	d/d	21mar56	line # 19-07; opb 21. SPLR; trf to 33. PLRO 27jul65; struck off charge 21dec75
4 19 08	not known	II-28R	Polish Air Force	d/d	21mar56	line # 19-08; opb 21. SPLR; trf to 33. PLRO 13jun66; struck off charge 24oct78
4 19 09	72	II-28R	Polish Air Force	d/d	21mar56	line # 19-09; opb 21. SPLR; trf tp 33. PLRO 26apr63; struck off charge 16sep70; preserved in Muzeum Lotnictwa Polskiego at Kraków (N50.07782 E19.99197), seen apr91/may23
4 19 10	PU-13	II-28R	Czechoslovak AF	mfd	1956	line # 19-10; opb 47. pzp at Mladá
	CD-12	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá
	1910	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 11	PU-14	II-28R	Czechoslovak AF	mfd	1956	line # 19-11; opb 47. pzp at Mladá
	AC-51	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá
	1911	II-28R	Czechoslovak AF	no	reports	opb 47. pzp at Mladá; w/o 28jan65 on take-off from Mladá at night, 3 crew killed
4 19 12	PU-15	II-28R	Czechoslovak AF	mfd	1956	line # 19-12; opb 47. pzp at Mladá
	AC-52	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá
	1912	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 13	LZ-33	II-28R	Czechoslovak AF	mfd	1956	line # 19-13; opb 47. pzp at Mladá
	EB-33	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá
	1913	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 14	LZ-34	II-28R	Czechoslovak AF	mfd	1956	line # 19-14; opb 47. pzp at Mladá
	CD-13	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá
	1914	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 15	PU-12	II-28R	Czechoslovak AF	mfd	1956	line # 19-15; opb 47. pzp at Mladá
	1915	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); w/o 22may69 when crashed at Pardubice, 3 crew killed
4 19 16	PU-11	II-28R	Czechoslovak AF	mfd	1956	line # 19-16; opb 47. pzp at Mladá
	1916	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 17	LZ-31	II-28R	Czechoslovak AF	mfd	1956	line # 19-17; opb 47. pzp at Mladá
	1917	II-28R	Czechoslovak AF	r/r	unknown	opb 47. pzp at Mladá (relocated to Pardubice 01oct68); struck off charge, date unknown
4 19 18	LZ-32	II-28R	Czechoslovak AF	mfd	1956	line # 19-18; opb 47. pzp at Mladá; w/o at Mladá 15may57
6 90 19 19	CCCP-L5405	II-28R	AFI/Moscow (MUTA)	mfd	1956	line # 19-19; designated II-20 by Aeroflot; rgd 27jun57; canx 10may58, with t/t just 172 hours; trf to the Higher Aviation College (VAO) at Leningrad for use as a ground instructional airframe
6 90 19 20	CCCP-L5406	II-28R	AFI/Moscow (MUTA)	mfd	1956	line # 19-20; designated II-20 by Aeroflot; rgd 27jun56; trf to the Kiev Aviation Institute (KI GVF) for use as a ground instructional airframe
5 20 01	not known	II-28	not known	mfd	apr56	line # 20-01
5 20 14	014	II-28B	Romanian Air Force	mfd	1956	line # 20-14; photo 1962 with jamming equipment; in natural metal c/s; photo again Fetesti-Boreea 1979
5 20 15	015	II-28B	Romanian Air Force	mfd	1956	line # 20-15; photo Fetesti-Boreea 1979; w/o 01jun79 in a landing accident
5 21 04	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-04
	2104	II-28	Czechoslovak AF	r/r	unknown	struck off charge 03feb65
5 21 05	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-05
	2105	II-28	Czechoslovak AF	r/r	unknown	struck off charge 03feb65
5 21 06	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-06
	2106	II-28	Czechoslovak AF	r/r	unknown	struck off charge 06nov64
5 21 07	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-07; taken on charge may56
	2107	II-28	Czechoslovak AF	r/r	unknown	decommissioned 10sep70; struck off charge 1971; stored at Kbely (N50.12478 E14.54040), sep90/oct14; moved to Piastany Wojenske Historicke Muzeum, f/n jun16, with serial 'FC-02' clearly visible (the original serial now bleeding through ?); l/n dec22
5 21 08	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-08
	2108	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 21 09	not known	II-28	Czechoslovak AF	d/d	27sep56	line # 21-09
	2109	II-28	Czechoslovak AF	r/r	unknown	
	2109 ?	II-28	Polish Air Force	trf	06dec65	opb 7 PLB at Powidz
5 21 10	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-10
	2110	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 21 11	DE-50	II-28	Czechoslovak AF	mfd	1956	line # 21-11; reported as an II-28RTR; see cn 55006457
	2111	II-28	Czechoslovak AF	r/r	unknown	photo exists; struck off charge 19nov66
5 21 12	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-12
	2112	II-28	Czechoslovak AF	r/r	unknown	w/o 30jun59 when crashed near Lisów (Poland)
5 21 13	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-13
	2113	II-28	Czechoslovak AF	r/r	unknown	struck off charge 10dec63
5 21 14	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-14
	2114	II-28	Czechoslovak AF	r/r	unknown	converted to, see next line
	2114	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 21 15	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-15; opb 29. blp at Mladá; w/o at Mladá 08aug57
5 21 16	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-16
	2116	II-28	Czechoslovak AF	r/r	unknown	struck off charge 23mar64
5 21 17	not known	II-28	Czechoslovak AF	mfd	1956	line # 21-17
	2117	II-28	Czechoslovak AF	r/r	unknown	struck off charge 23mar64
5 22 16	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-16
	2216	II-28	Czechoslovak AF	r/r	unknown	converted to, see next line
	2216	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 22 17	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-17
	2217	II-28	Czechoslovak AF	r/r	unknown	w/o 19jan65 when crashed at Prerov air base
5 22 18	AC-55	II-28	Czechoslovak AF	mfd	1956	line # 22-18; opb 24. blp at Prerov; w/o 19nov57 when crashed in the woods at Drevohostice/Bezuchof (near Prerov), 3 crew killed
5 22 19	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-19
	2219	II-28	Czechoslovak AF	r/r	unknown	struck off charge 07oct65
5 22 20	not known	II-28	Czechoslovak AF	mfd	1956	line # 22-20
	2220	II-28	Czechoslovak AF	r/r	unknown	struck off charge 28feb66
5 23 01	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-01
	2301	II-28	Czechoslovak AF	r/r	unknown	struck off charge in 1966
5 23 02	PK-32	II-28	Czechoslovak AF	mfd	1956	line # 23-02; converted to, see next line
	2302	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 23 03	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-03; opb 25. blp at Prerov; converted to, see next line
	2303	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; opb 10. prtlto at Prerov; trf to 47. pzp at Mladá, date unknown; struck off charge 1970; stored at Kbely (N50.12524 E14.54001), seen sep90/oct14
5 23 04	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-04
	2304	II-28	Czechoslovak AF	r/r	unknown	struck off charge 11ju63
5 23 05	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-05; converted to, see next line
	2305	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1970
5 23 07	RL-50	II-28	Czechoslovak AF	mfd	1956	line # 23-07; converted to, see next line
	2307	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1971
5 23 08	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-08
	2308	II-28	Czechoslovak AF	r/r	unknown	struck off charge 06nov64
5 23 09	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-09
	2309	II-28	Czechoslovak AF	r/r	unknown	struck off charge 23mar64
5 23 10	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-10; converted to, see next line
	2310	II-28RT	Czechoslovak AF	r/r	unknown	or II-28RTR; struck off charge in 1971
5 23 11	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-11
	2311	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 23 12	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-12
	2312	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 23 13	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-13
	2313	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 23 17	not known	II-28	Polish Air Force	mfd	1956	line # 23-17
5 23 19	not known	II-28	Czechoslovak AF	mfd	1956	line # 23-19
	2319	II-28	Czechoslovak AF	r/r	unknown	w/o 12jan61 (or 12feb61) when crashed at Prerov air base
5 24 01	not known	II-28	Czechoslovak AF	mfd	1956	line # 24-01
	2401	II-28	Czechoslovak AF	r/r	unknown	struck off charge 23apr63
5 24 02	not known	II-28	Czechoslovak AF	mfd	1956	line # 24-02; opb 29. blp at Mladá
	2402	II-28	Czechoslovak AF	r/r	unknown	opb 25. blp at Prerov; struck off charge 23mar64
5 24 03	not known	II-28	Czechoslovak AF	mfd	1956	line # 24-03
	2403	II-28	Czechoslovak AF	r/r	unknown	struck off charge in 1970
5 24 04	not known	II-28	Czechoslovak AF	mfd	1956	line # 24-04; converted to, see next line
	2404	II-28RT	Czechoslovak AF	r/r	unknown	was preserved at Brno-Cernovice, seen sep90/sep97; preserved with Letecká Historická Spolecnost at Vyskov (N49.30320 E17.02356), seen sep07/sep22
5 24 05	not known	II-28	Czechoslovak AF	mfd	1956	line # 24-05
	2405	II-28	Czechoslovak AF	r/r	unknown	struck off charge 19nov66
5 24 09	not known	II-28	Polish Air Force	d/d	22dec56	line # 24-09; opb 7. PLB at Powidz
5 24 19	not known	II-28	Polish Air Force	d/d	22dec56	line # 24-19; opb 33. PLB at Modlin
5 24 20	not known	II-28	Polish Air Force	d/d	22dec56	line # 24-20; opb 7. PLB at Powidz
5 25 04	43	II-28	Bulgarian AF	mfd	1956	line # 25-04; preserved in the museum at Plovdiv-Krumovo (N42.06755 E24.84279), seen jul95/jan22
5 25 09	not known	II-28	Polish Air Force	d/d	22dec56	line # 25-09; opb 15. DLB at Modlin
5 25 10	102	II-28	Polish Air Force	d/d	22dec56	line # 25-10; opb 33. PLB at Modlin
5 25 11	not known	II-28	Polish Air Force	d/d	22dec56	line # 25-11; opb 35 PLB
5 25 12	not known	II-28	Polish Air Force	d/d	22dec56	line # 25-12; opb 35 PLB
5 25 17	20	II-28	Polish Air Force	d/d	16jan57	line # 25-17; opb 7. PLB at Powidz

5 25 18	not known	II-28	Polish Air Force	d/d	16jan57	line # 25-18; opb 35 PLB
5 26 01	not known	II-28	Polish Air Force	d/d	16jan57	line # 26-01; opb 33. PLB at Modlin
5 26 02	not known	II-28	Polish Air Force	d/d	16jan57	line # 26-02; opb 33. PLB at Modlin
5 26 03	not known	II-28	Polish Air Force	d/d	16jan57	line # 26-03; opb 33. PLB at Modlin

922 II-28 built by Factory No. 64 at Voronezh-Pridacha from 1950 to 1954

The c/n consists of the year of manufacture, the factory code (40 for Factory No. 64), the two-digit batch number and the number in the batch.

6 45 00 01	not known	II-28	Soviet Air Force	mfd	1950	
5 40 06 35	"21" blue	II-28	Soviet Air Force	ph.	27sep10	c/n painted as such in three places; preserved with the Kirovograd ARZ (N48.53666 E32.27585); moved by a tractor to a new location 29oct10, to become part of a new aviation museum at Kirovograd now preserved in the new museum at Kirovograd as such, with this fake code
2 40 09 08	"07" blue not known CCCP-36583	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/Ukraine-KBP	ph. mfd toc	apr16 1952 26oct60	used as a meteorological reconnaissance aircraft; opb 208 LO; canx 26may62 as life-time expired damaged may52 on landing at Voronezh after its first flight
2 40 14 03	no code	II-28	Soviet Air Force	mfd	may52	ARK-5 relocated
2 40 15 01	not known	II-28	Soviet Air Force	mfd	1952	opb 15. DLB at Modlin; struck off charge 01feb54
2 40 19 08	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; trf to 33. PLB 19jul66; struck off charge 24oct78
2 40 19 10	4 '1982'	II-28 II-28	Polish Air Force Polish Air Force	d/d ph.	31oct52 apr98	in natural metal c/s with red serial; preserved with this fake serial in Muzeum Uzbrojenia in Park Cytadela at Poznan (N52.42046 E16.93247); seen apr98/mar22, c/n checked
2 40 20 02	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; trf to 7. PLB 19jul66; struck off charge 03sep73
2 40 20 04	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; trf to 21. SPLR 12oct61; struck off charge 03apr63
2 40 20 06	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin
2 40 20 07	not known	II-28	MAP Ilyushin OKB	mfd	1952	equipped with a braking parachute; trials started on the basis of a decree issued 11jan51
2 40 20 08	43	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; photo 1957; trf to 33. PLB 03sep58; struck off charge 29sep65
2 40 20 10	47 no serial	II-28 II-28	Polish Air Force Polish Air Force	d/d	31oct52 apr92	opb 15. DLB at Modlin; trf to 7. BLB 24apr63; struck off charge 21dec79 preserved at Łódź museum; seen apr92/jun10; preserved at Deblin (N51.559204 E21.864166) seen jul17/may22
2 40 21 01	"01" red	II-28	MAP LII Zhukovski	mfd	1952	
2 40 21 02	1	II-28	Polish Air Force	d/d	11dec52	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 09oct56 (one of the units must be wrong); struck off charge 27may65
2 40 21 03	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin
2 40 21 04	not known	II-28	Polish Air Force	d/d	11dec52	to ZSRR; opb 15. DLB at Modlin; trf to 7. PLB 31oct58; struck off charge 29apr72
2 40 21 05	not known	II-28	Polish Air Force	d/d	31oct52	opb 15. DLB at Modlin; trf to 7. PLB 03oct58; struck off charge 02dec72
2 40 21 06	not known	II-28	Polish Air Force	d/d	11dec52	opb 7 PLB at Powidz; trf to 7. BLB 05aug65; struck off charge 16dec74
2 40 21 07	not known	II-28	Polish Air Force	d/d	11dec52	opb 7 PLB at Powidz; given in a Polish listing as trf to 7. PLB 26mar55 (one of the units must be wrong); struck off charge 16sep70
2 40 21 08	113	II-28	Polish Air Force	d/d	20jan52	opb 33. PLB at Modlin; trf to 7. PLB 14jun58; struck off charge 24oct78
2 40 21 09	not known	II-28	Polish Air Force	d/d	11dec52	opb 7 PLB at Powidz; trf to 33. PLB 31oct57
2 40 21 11	not known	II-28	Polish Air Force	d/d	11dec52	opb 33. PLB at Modlin
2 40 21 12	not known	II-28	Polish Air Force	d/d	20jan53	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 13jun58 (one of the units must be wrong); struck off charge 16sep70
2 40 21 13	64	II-28	Polish Air Force	d/d	20jan53	opb 7. PLB at Powidz
2 40 21 14	not known	II-28	Polish Air Force	r/r	unknown	trf to 33. PLB at Modlin 26apr63; in natural metal c/s; struck off charge 16sep70; preserved in Muzeum Oresza Polskiego at Kolobrzeg (N54.174157 E15.574036); seen apr92/jul22
2 40 21 15	22	II-28	Polish Air Force	d/d	20jan53	toc by 7. PLB at Powidz 22jan53; struck off charge 16sep70
2 40 21 16	not known	II-28	Polish Air Force	d/d	20jan53	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 09oct59 (one of the units must be wrong); struck off charge 16apr70
2 40 21 17	not known	II-28	Polish Air Force	d/d	20jan53	opb 7 PLB at Powidz; trf 30aug66 'to the USSR'; struck off charge 31dec75
2 40 21 18	not known	II-28	Polish Air Force	d/d	23jan53	opb 33. PLB at Modlin; trf to 7. BLB 24apr63; struck off charge 19jun67
2 40 21 19	10 115	II-28 II-28	Polish Air Force Polish Air Force	d/d r/r	20jan53 unknown	opb 7 PLB at Powidz; given in a Polish listing as trf to 7. PLB 19jul66 (one of the units must be wrong); struck off charge 31dec75
2 40 21 20	not known	II-28	Polish Air Force	d/d	23jan53	opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 13jun58 (one of the units must be wrong); struck off charge 16aug70
2 40 22 01	not known	II-28	Polish Air Force	d/d	20jan53	opb 33. PLB at Modlin
3 40 22 02	not known	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin; trf to 7. BLB 24apr63; struck off charge 16sep70
3 40 22 03	not known	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin
3 40 22 04	not known	II-28	Polish Air Force	d/d	26feb53	opb 7 PLB at Powidz; given in a Polish listing as trf to 7. PLB 09oct56 (one of the units must be wrong); struck off charge 16sep70
3 40 22 05	not known	II-28	Polish Air Force	d/d	20jan53	opb 7 PLB at Powidz; given in a Polish listing as trf to 7. PLB 30oct58 (one of the units must be wrong); struck off charge 16dec74
3 40 22 06	not known	II-28	Polish Air Force	d/d	26feb53	toc by 7. PLB at Powidz 26feb53; struck off charge 16sep70
3 40 22 07	7	II-28	Polish Air Force	d/d	26feb53	opb 7 PLB at Powidz
3 40 22 08	not known	II-28	Polish Navy	trf	26jun56	opb 30. PLMW; struck off charge 27nov71
3 40 22 09	12	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin
3 40 22 10	5	II-28	Polish Air Force	d/d	20jan53	opb 7 PLB at Powidz; trf to 19. LEH 30jan61; struck off charge 30apr69
3 40 22 11	not known	II-28	Polish Air Force	d/d	26feb53	opb 7 PLB at Powidz; trf to 33. PLB 29jul58; struck off charge 16oct74
3 40 22 12	65	II-28	Polish Air Force	d/d	26feb53	opb 7 PLB at Powidz; given in a Polish listing as trf to 7. PLB 17oct59 (one of the units must be wrong); struck off charge 16sep70
3 40 22 14	not known	II-28	Polish Air Force	d/d	26feb53	opb 33. PLB at Modlin; was stored at Deblin, seen oct91; preserved in Muzeum Sił Powietrznych at Deblin (E51.56065 E21.86384); seen sep94/may22; see c/n 55006729
3 40 22 16	not known	II-28	Polish Air Force	d/d	26feb53	opb 7 PLB at Powidz; trf to 19. LEH 04aug65; struck off charge 16sep70
3 40 23 06	117	II-28	Polish Air Force	d/d	26feb53	serial also given as '17'; opb 33. PLB at Modlin; given in a Polish listing as trf to 33. PLB 23may59 (one of the units must be wrong); struck off charge 21dec74
3 40 26 28	not known CCCP-63940	II-28 II-28	Soviet Air Force AFL/West Siberia	mfd toc	1953 27apr62	used as a meteorological reconnaissance aircraft; canx 30dec64
3 40 27 01	not known	II-28	Soviet Air Force	trf	1964	opb military unit 13850
3 40 27 02	"30" not known CCCP-63947	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/West Siberia	mfd mfd toc	1953 1953 27apr62	based at Siauliai used as a meteorological reconnaissance aircraft; canx 30dec64
3 40 29 18	not known CCCP-36587	II-28 II-28	Soviet Air Force AFL/Georgia	trf toc	1964 01jul60	opb military unit 13850 rgd 13jul60; used as a meteorological reconnaissance aircraft; opb 112 AO at Tbilisi; struck off charge 30dec64
3 40 30 10	not known not known CCCP-36585	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/Moscow (MUTA)	trf mfd toc	08jun64 1953 15oct60	opb military unit 13837 opb military unit 32819 used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 30dec64 as trf to TsKB zavoda "Krasnoye Sormovo" at Gorki
3 40 31 06	not known	II-28	Soviet Air Force	mfd	1953	
3 40 31 07	CCCP-36586 not known	II-28 II-28	AFL/Georgia-TBS Soviet Air Force	trf mfd	unknown 1953	used as a meteorological reconnaissance aircraft; opb 112 LO
3 40 31 16	CCCP-63922 not known	II-28 II-28	AFL/Georgia Soviet Air Force	toc trf	01dec61 25jun64	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13837
3 40 32 20	not known not known CCCP-36584	II-28 II-28 II-28	Soviet Air Force AFL/Urals Soviet Air Force	mfd trf mfd	1953 26apr62 15jun64	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13837
3 40 36 02	not known CCCP-63942	II-28 II-28	Soviet Air Force AFL/Moscow (MUTA)	trf toc	17aug60 1953	used as a meteorological reconnaissance aircraft; opb 200 LO at VKO; canx 27apr63 as life-time expired
4 40 37 17	not known not known CCCP-63928	II-28 II-28 II-28	Soviet Air Force AFL/East Siberia Soviet Air Force	trf toc trf	08oct62 1964 1954	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13850
4 40 41 17	not known not known CCCP-63934	II-28 II-28 II-28	Soviet Air Force Soviet Air Force AFL/Moscow (MUTA)	mfd mfd toc	1954 1954 01jun62	used as a meteorological reconnaissance aircraft; canx 30dec64 opb military unit 13850
4 40 41 48	"22"	II-28T	Soviet Navy	mfd	1954	equipped with external torpedo fittings; underwent trials with NII-15 VMF at Karagoz (Crimea) apr55; photo exists
5 40 60 05	not known	II-28	Soviet Air Force	mfd	1955	opb 1114 bap; in natural metal c/s; w/o 11sep59 when crashed into the slope of Mt. Chasnachorr (1,185 metres) in the Khibiny mountains (Murmansk region), wreck still in situ by aug10, c/n checked as 56005

757 II-28 built by Factory No. 166 at Omsk-Severnoy from 1950 to 1956

The c/n consists of the year of manufacture, the factory code (66 stands for Factory No. 166), the three-digit batch number and the number in the batch (the last two digits).

0 41 66 01	not known	II-28	Soviet Air Force	mfd	1950	
1 31 66 01	not known	II-28	Soviet Air Force	mfd	1952	ARK-5 relocated

0 66 008 02	not known CCCP-42356	II-28 II-28	Soviet Air Force Aeroflot	mfd trf	1950 unknown	
2 66 030 01	not known	II-28	Soviet Air Force	mfd	1952	ARK-5 relocated
3 66 033 01	not known CCCP-36596	II-28 II-28	Soviet Air Force AFL/West Siberia	mfd trf	1953 unknown	
3 66 033 09	not known CCCP-36590	II-28 II-28	Soviet Air Force AFL/Uzbekistan-TAS	mfd trf	1953 unknown	used as a meteorological reconnaissance aircraft; opb 204 LO
3 66 035 09	not known	II-28	Soviet Air Force	mfd	1953	used as a meteorological reconnaissance aircraft; opb 203 LO; canx 15apr61 as worn out
3 66 035 13	not known	II-28	Soviet Air Force	mfd	1953	equipped with a II-K6 tail turret
3 66 036 07	"01" red	II-28R	Soviet Air Force	mfd	1953	in natural metal c/s; was preserved in the museum at Khodynka, seen aug95/sep08; moved to Muzej tekhniki Vadima Zadorozhnogo at Arkhangelskoye in early 2012, seen there may12/aug19, with the code fading away over time
	no code	II-28R	no markings	ph.	11mar23	in natural metal c/s faded down to primer, no markings whatsoever; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma from summer 2022, l/n mar23
3 66 036 08	not known	II-28	Soviet Air Force	mfd	1953	
3 66 042 03	"26" CCCP-63929	II-28 II-28	Soviet Air Force AFL/Kazakhstan	mfd toc	1953 26mar62	used as a meteorological reconnaissance aircraft; opb 153 AO (became 153 LO Aktyubinskogo OAO in 1964); struck off charge 30dec64
4 66 044 17	not known CCCP-63949	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Far East	trf mfd toc	1964 1954 06oct62	opb military unit 13837
4 66 048 09	not known CCCP-63936	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Moscow (MUTA)	trf mfd toc	1964 1954 27apr62	used as a meteorological reconnaissance aircraft; canx 30dec64
4 66 049 11	not known CCCP-63954	II-28 II-28	Soviet Air Force AFL/Far East	mfd toc	1954 20apr63	used as a meteorological reconnaissance aircraft; canx 30dec64
4 66 050 04	not known CCCP-86692	II-28 II-28	Soviet Air Force AFL/Moscow (MUTA)	trf mfd toc	1964 1954 26jan63	opb military unit 13850
4 66 050 19	not known CCCP-63939	II-28 II-28	Soviet Air Force AFL/Georgia	mfd toc	1954 01oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
4 66 052 09	not known CCCP-63946	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Uzbekistan	trf mfd toc	06jun64 1954 29nov62	opb military unit 13837
4 66 052 14	not known	II-28	Soviet Air Force	trf	1964	used as a meteorological reconnaissance aircraft; canx 30dec64
4 66 052 19	"16" red CCCP-36580	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Far East	mfd mfd toc	1954 1954 18jul60	opb military unit 13837
4 66 054 11	not known CCCP-63950	II-28 II-28	Soviet Air Force AFL/North Kavkaz	mfd toc	1954 21sep62	used as a meteorological reconnaissance aircraft; canx 30dec64
4 66 054 15	not known CCCP-63943	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Kazakhstan	trf mfd toc	1964 1954 19oct62	opb military unit 13837
5 66 055 05	not known	II-28	Soviet Air Force	trf	1964	used as a meteorological reconnaissance aircraft; canx 30dec64
5 66 055 17	"43" CCCP-36581	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Far East	mfd mfd toc	1955 1955 18jul60	opb military unit 13837
5 66 057 02	not known "33" red no code	II-28 II-28	Soviet Air Force Soviet Air Force	mfd ULV	1955 sep92	used as a meteorological reconnaissance aircraft; opb 202 AORS at KHV; modified by the ARB at Riga in 1961; dbr 13jan63 while being parked at KHV when an intoxicated aircraft mechanic took command of the aircraft at night, started up the engines and taxied at high speed in the direction of the runway, hitting at first two lamp poles and then parked II-28 CCCP-36580; t/t 1,030 hours; soc 19apr63
5 66 057 03	not known 425	II-28 II-28	Soviet Air Force Iraqi Air Force	mfd d/d	1955 1959	preserved in the Museum of Civil Aviation at Ulyanovsk (N54.29034 E48.23545), seen sep92/aug17
5 66 057 04	not known 426	II-28 II-28	Soviet Air Force Iraqi Air Force	mfd d/d	1955 1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n aug05
5 66 057 05	not known CCCP-63931	II-28 II-28	Soviet Air Force AFL/Urals	mfd toc	1955 26apr62	opb No. 8 Squadron at Hurriyah; in silver grey c/s; sat wfu at al-Taqaddum AB, l/n aug05
5 66 057 17	not known 427	II-28 II-28	Soviet Air Force Soviet Air Force Iraqi Air Force	trf mfd d/d	25jun64 1955 1959	used as a meteorological reconnaissance aircraft; canx 30dec64
5 66 058 18	not known CCCP-63941	II-28 II-28	Soviet Air Force AFL/East Siberia	mfd toc	1955 17jun62	opb military unit 13837
5 66 059 13	not known CCCP-63951	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Kazakhstan	trf mfd toc	1964 1955 25oct62	used as a meteorological reconnaissance aircraft; canx 30dec64
5 66 061 11	not known "35" CCCP-63925	II-28 II-28	Soviet Air Force Soviet Air Force AFL/Kazakhstan	trf mfd toc	1964 1955 29sep61	opb military unit 13837
5 66 061 18	not known CCCP-63923	II-28 II-28	Soviet Air Force Soviet Air Force AFL/West Siberia	trf mfd toc	1964 1955 07oct61	opb military unit 13850
5 66 062 01	not known "85" red	II-28 II-28	Soviet Air Force Soviet Air Force	trf mfd	1964 1955	used as a meteorological reconnaissance aircraft; canx 30dec64
5 66 062 06	not known 430	II-28 II-28	Soviet Air Force Iraqi Air Force	mfd d/d	1955 1959	used as a ground instructional airframe by the Kuibyshev Aviation Institute (later Samara State Aerospace University), f/n 26apr93; transported to IAPO at Irkutsk in late 2009 and restored by the factory until autumn 2010; will be preserved in the museum of IAPO (as "01" ?)
5 66 062 07	not known 434	II-28 II-28	Soviet Air Force Iraqi Air Force	mfd d/d	1955 1959	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n aug05
5 66 062 08	not known	II-28	Soviet Air Force	Ran	04apr92	opb No. 8 Squadron at Hurriyah; sat wfu at al-Taqaddum AB, l/n aug05
5 66 062 09	not known	II-28	Polish Air Force	d/d	17jan56	c/n not confirmed
5 66 062 10	not known	II-28	Polish Air Force	d/d	17jan56	opb 35 PLB
5 66 062 11	not known	II-28	Polish Air Force	d/d	17jan56	opb 33, PLB at Modlin
5 66 062 12	not known	II-28	Polish Air Force	d/d	17jan56	opb 7 PLB at Powidz
5 66 062 13	not known	II-28	Polish Air Force	d/d	17jan56	opb 35 PLB
5 66 065 40	not known 432	II-28 II-28	Soviet Air Force Iraqi Air Force	mfd d/d	1955 1959	opb 35 PLB
						opb No. 8 Squadron at Hurriyah

II-28 from unknown factories and c/n systems

04 18	not known	II-28LL	MAP LII Zhukovski			in Soviet Air Force c/s; used for trials of in-flight refuelling systems in 1958/59
07 10	not known	II-28LL	MAP LII Zhukovski			in Soviet Air Force c/s; used for trials of the ejections seats K-2, K-22, KT-1 and KYa-1 plus the seat for the spacecraft "Vostok" in 1953/78, was equipped with two additional experimental cabins in the centre-wing section and in the tail to fire the seats; used for trials of ski-type undercarriage in 1953/57 and in 1978/79
35 13	not known	II-28	Soviet Air Force			armed with II-K6 tail-turret; started trials 16apr53
46 10	"31"	II-28	Soviet Air Force	ph.	1963	c/n from air intake cover; in natural metal c/s; used as a ground instructional airframe by the KIIGA or KVVAIU at Kiev
57 06	not known	II-28	Soviet Air Force	mfd	1954	
5 44 044 26	NH-1 not known 204	II-28 II-28	Finnish Air Force Soviet Air Force East German AF	trf mfd trf	1960 1954 1961	opb KuljLLv; in natural metal c/s; wfu after a hard landing 30nov76
5 33 03	3303	II-28RT	Czechoslovak AF	no	reports	opb 11 orap at Neu-Welzow
						c/n also reported as 4404426; in natural metal c/s with black code; i/s 12jan62; opb ZDS; w/o 12oct63 when lost control (speed too low) on approach to Preschen and crashed 2 km west of Grabów (Poland), all 3 crew ejected/bailed out and survived

II-28s with unknown construction numbers include

---	"01" red	II-28	Soviet Air Force		nov06	preserved on a plinth at Novgorod-Krechevitsy (N58.61603 E31.40273)
---	"01" red	II-28	Soviet Air Force	ph.	may08	in natural metal c/s; preserved on a plinth at Tambov-Vostochny (N52.70722 E41.38284), seen may08/may14
---	"01" red	II-28	Soviet Air Force	ph.	20jun09	in light grey c/s; preserved on a plinth at Orsk (N51.22676 E58.52278), seen jun09/aug13
---	"01" red	II-28R	Soviet Air Force			
---	no reg	II-28R	Soviet Air Force	ph.	09jun15	in natural metal c/s; preserved at Lakhta from 1995 (was flown in by a Mi-26), l/n jun15
---	"03" blue	II-28	Soviet Air Force	KGO	21sep94	

---	"07" red	Il-28	Soviet Navy	ph.	apr06	in natural metal c/s; preserved in the Naval Aviation Museum at Safonovo, seen apr06/avg23; c/n given as 56808 by russianplanes.net
---	"15" red	Il-28	Soviet Air Force			preserved at Vyborg (N60.71127 E28.72504)
---	"10" red	Il-28	Soviet Air Force	ph.	26jun86	in natural metal c/s; preserved in the Central Museum of the Soviet Army in Moscow, seen jun86/jun09
---	"16" red	Il-28	Soviet Air Force	ph.	23feb13	preserved with code changed, in the Central Museum of the Armed Forces at ul. Sovyetskoi Armii 2 in Moscow (N55.78454 E37.61807); l/n feb14
---	"24"	Il-28	Soviet Air Force		1970s	in natural metal c/s; used as a ground instructional airframe by Kirsanovski ATU GA at Kirsanov
---	"66"	Il-28R	Soviet Air Force			opb 2 ae FVAUL (became 5 Tsk PUAk aug59) at Frunze
---	"30" red	Il-28R	Soviet Air Force	ph.	01jul80	in natural metal c/s, "30" stands for 30 years of the victory over Germany; preserved on a plinth at the crossing of ul. Lenina and ul. M. Gorkogo at Tokmak from around 1975
---	"40" red	Il-28R	Soviet Air Force	ph.	2006	in natural metal c/s; preserved on a plinth at Tokmok; l/n jul19
---	"70" red	Il-28R	Soviet Air Force	ph.	jun18	in natural metal c/s; preserved on a plinth at Tokmok (N42.83760 E75.29056), seen jun18
---	"30" red	Il-28	Soviet Air Force	Vob	30apr03	preserved at Voronezh-Baltimor (N51.62355 E39.14250), seen apr03/aug06
---	"30" red	Il-28	Soviet Air Force	Chh	aug08	preserved on a plinth at Chelyabinsk-Shagol (N55.24055 E61.31726), seen aug08/aug12
---	"30" red	Il-28	Soviet Air Force	ph.	21aug04	in silver c/s; preserved with RSK "MIG" at Likhovitsy-Tretyakovo (N54.91847 E39.04016), still present sep19
---	"38" red	Il-28T	Soviet Navy			probably opb 846 mtap at Riga-Skulte; preserved at Riga-Skulte from 23feb78, l/n sep13
---	"38" blue	Il-28T	Soviet Navy			in natural metal c/s; preserved at Riga-Skulte (N56.91993 E23.94756), seen 2016; seen aug22, now part of the collection at the Riga Aviation Museum; l/n apr23
---	"42" blue	Il-28	Soviet Air Force			preserved at Chernyakhovsk (N54.61265 E21.79317); l/n jul16
---	"55" red	Il-28R	Soviet Air Force			preserved at Kaliningrad-Chkalovsk (N54.76818 E20.44786)
---	"150" red	Il-28R	Soviet Air Force	ph.	03jan18	preserved at Kaliningrad-Chkalovsk; serial relates to 150 ARZ and was possibly opb 15 orap; l/n 30jun18
---	"23" red	Il-28R	Soviet Air Force	ph.	09aug23	preserved at Kaliningrad-Chkalovsk
---	"77"	Il-28	Soviet Air Force			in natural metal c/s; was preserved in the recreation complex "Kamenny tsvetok" at Trokhvornoye (N54.826099 E58.513656); was offered for sale in 2018 when the recreation complex went bankrupt, the aircraft was supposed to go to a museum
---	"89" blue	Il-28	Soviet Air Force	ZIA	sep92	preserved in the Novgorod area; l/n 17jun18
---	"96" red	Il-28	Soviet Air Force	ph.	10oct17	in natural metal c/s; preserved at the crossing of ul. Sovyetskaya ul. AM. Markina at Katunino (N64.38890 E40.62591), seen feb15/mar15
---	"111" red	Il-28R	Soviet Air Force	ph.	18feb15	at Blida; in natural metal c/s
---	201	Il-28U	Algerian Air Force		photo	in natural metal c/s
---	211	Il-28	Algerian Air Force		photo	in natural metal c/s
---	003	Il-28U	Afghan Air Force	KBL	2003	dumped; preserved in the OMAR Mine Museum at Kabul (N34.51939 E69.19742) from feb06
---	155	Il-28	Afghan Air Force		photo	dumped
---	2	Il-28	Bulgarian AF		photo	
---	33	Il-28	Bulgarian AF		photo	in natural metal c/s
---	41	Il-28R	Bulgarian AF		photo	
---	46	Il-28R	Bulgarian AF		photo	in natural metal c/s
---	not known	Il-28	Bulgarian AF			based at Tolbukhin (now Dobrich); w/o 21jan66 when overflew a village at low height and high speed and pulled up so sharply that a wing broke off and the aircraft crashed, all 3 crew killed
---	not known	Il-28	Bulgarian AF			based at Tolbukhin (now Dobrich); w/o 24jun72 on a reconnaissance flight when entered a thunderstorm, encountered severe turbulence, broke up in mid-air and crashed near Knezha, all 3 crew killed
---	not known	Il-28R	Czechoslovak AF	w/o	26aug58	when crashed at Policina (near Valasské Mezirčí), 2 crew killed and 1 injured
---	I	Il-28U	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'
---	K	Il-28	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'
---	N	Il-28	Egyptian Air Force		photo	in the book 'Wings Over Sinai - The Egyptian Air Force during the Sinai War, 1956'
---	L	Il-28	Egyptian Air Force	ph.	01oct58	
---	P	Il-28	Egyptian Air Force	ph.	01oct58	
---	R	Il-28	Egyptian Air Force	ph.	01oct58	
---	S	Il-28	Egyptian Air Force	ph.	01oct58	
---	U	Il-28	Egyptian Air Force	ph.	01oct58	
---	D.1	Il-28	Egyptian Air Force		photo	in natural metal c/s
---	17	Il-28	Egyptian Air Force		photo	in natural metal c/s
---	1733	Il-28	Egyptian Air Force		photo	in sand/dark grey ? camo c/s with light blue undersides
---	1761	Il-28	Egyptian Air Force		photo	
---	1768	Il-28	Egyptian Air Force		photo	
---	1772	Il-28	Egyptian Air Force		nov89	preserved at Cairo-West (N30.10730 E30.91509)
---	1774	Il-28R	Egyptian Air Force	ph.	nov81	in ochre/olive drab/black camo c/s
---	1776	Il-28	Egyptian Air Force			preserved; in error for 1772 preserved at Cairo-West ?
---	1801	Il-28U	Egyptian Air Force		photo	
---	not known	Il-28	Egyptian Air Force			w/o 04nov56 when crashed on an evacuation flight to Saudi Arabia, pilot (Flt Lt Mahmud Mustafa Hilmi Ismail, the sole occupant) killed
---	not known	Il-28	Egyptian Air Force			w/o 08jun67 when was shot down after having attacked an Israeli armoured column between Bir el-Abd and Romana in North Sinai, all crew members (commander: SqN Ldr Hanfy Mahgoub) killed although some managed to eject
---	not known	Il-28R	Egyptian Air Force			based at Cairo West; w/o during the night 24/25apr70 on a bombing mission against El Arish when was intercepted and shot down by an F-4E of 201 Tayeset of the Israel Air Force (piloted by Major Shmuel Hetz) on return, all 3 crew (commander: SqN Ldr Mohamed Abdel Gawad) killed
---	not known	Il-28R	Egyptian Air Force			based at Cairo West; w/o during the night 24/25apr70 on a bombing mission against El Arish when was intercepted and shot down by a "Mirage" IIIc of 119 Tayeset of the Israel Air Force (piloted by Lieutenant Colonel Amos Amir) on return, all 3 crew (commander: SqN Ldr Manis Khodair) ejected safely over the sea 20 km north-west of Port Said, but only the pilot was rescued after having spent 20 hours in the water
---	not known	Il-28U	Egyptian Air Force			based at Cairo West; w/o 15may70 when was accidentally shot down with an S-125 SAM by the Egyptian air defence forces near Cairo-West, all 3 crew (commander: SqN Ldr Salah Rashed) killed
---	M-801	Il-28U	Indonesian AF	d/d	1958	l/n jun62
---	M-802	Il-28U	Indonesian AF	d/d	1958	in natural metal c/s; photo exists; l/n aug62
---	M-803	Il-28U	Indonesian AF	d/d	1958	in natural metal c/s; photo exists; l/n jul62
---	M-804	Il-28U	Indonesian AF	d/d	1958	photo oct58
---	M-805	Il-28U	Indonesian AF	d/d	1958	l/n aug62
---	M-806	Il-28U	Indonesian AF	d/d	1958	
---	M-820	Il-28	Indonesian AF	d/d	1958	l/n may62
---	M-821	Il-28R	Indonesian AF	d/d	1958	f/n Kemajoran 17apr59; l/n aug62
---	M-822	Il-28R	Indonesian AF	d/d	1958	l/n aug62
---	M-823	Il-28R	Indonesian AF	d/d	1958	photo exists; l/n aug62
---	M-824	Il-28R	Indonesian AF	d/d	1958	photo exists; l/n jun62; took part in operation "Operasi Jatayu"; w/o, details unknown
---	M-825	Il-28	Indonesian AF	d/d	1958	l/n jun61
---	M-838	Il-28	Indonesian AF	d/d	1958	l/n jun62
---	M-842	Il-28	Indonesian AF	d/d	1958	delivered by Czechoslovakia; opb Wing 003 at Kemayoran; in natural metal c/s; l/n aug62
---	M-843	Il-28R	Indonesian AF	d/d	1958	photo exists; l/n jul62
---	M-844	Il-28R	Indonesian AF	d/d	1958	photo exists; l/n jul62
---	M-845	Il-28	Indonesian AF	d/d	1958	photo exists; f/n oct58; l/n jul62
---	M-846	Il-28	Indonesian AF	d/d	1958	l/n aug62
---	M-847	Il-28	Indonesian AF	d/d	1958	photo exists; l/n feb62; w/o, details unknown
---	M-848	Il-28	Indonesian AF	d/d	1958	dbt date unknown, after a hard landing at Pattimura during the Trikora Campaign, photo exists in natural metal c/s
---	M-849	Il-28	Indonesian AF	d/d	1958	photo exists; l/n aug62
---	M-850	Il-28	Indonesian AF	d/d	1958	photo exists; l/n aug62
---	M-851	Il-28T	Indonesian AF	d/d	1958	torpedo version; l/n aug62
---	M-852	Il-28T	Indonesian AF	d/d	1958	torpedo version; photo exists in natural metal c/s; l/n aug62
---	508	Il-28	Indonesian Navy		photo	in natural metal c/s
---	510	Il-28	Indonesian Navy		photo	in natural metal c/s, 'ALRI' titles but no military roundels; preserved as a gate-guard at Surabaya-Juanda naval aviation base (S7.374119 E112.72944), seen 1986/sep09
---	not known	Il-28	Iraqi Air Force			w/o 16aug62 on a mission against Kurdish peshmerga at Biskan in the Turkish part of Kurdistan when was intercepted by four F-84Fs of 181. Filo of the Turkish Air Force, the Il-28 tried to escape into Iraqi airspace, but was shot down by gunfire from the fighter flown by 1st Lieutenant Nurettin Gül, caught fire and crashed, 2 of the 3 crew members managed to eject, but the pilot was killed when the aircraft crashed in a camo c/s of two shades of olive drab with light blue undersides and Kazakh stars; preserved in these fake colours/serial at the Military Institute of the Air Defence Forces at Aktobe, seen jun18
---	"03" yellow	Il-28	Kazakh Air Force	ph.	07jun18	
---	NAF-158	Il-28	Nigerian Air Force	ph.	1988	
---	NAF-552	Il-28	Nigerian Air Force		photo	
---	NAF-805	Il-28	Nigerian Air Force			preserved at Umuahia Air Base (N5.54479 E7.48597)
---	2082	Il-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2084	Il-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2086	Il-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2088	Il-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16; still in operation in 1971; successfully bombed the LS32 CIA/Air America base and runway at Bouam Long in Laos with cluster bombs 09oct72; soc 1973
---	2180	Il-28U	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2182	Il-28R	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	2184	Il-28R	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16; still in operation in 1971 and converted to carry out bombing missions jul71; successfully bombed the LS32 CIA/Air America base and runway at Bouam Long in Laos with cluster bombs 09oct72; soc 1973
---	2186	Il-28R	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16
---	not known	Il-28	North Vietnam AF	d/d	jun65	ex Soviet Air Force; opb 929th Bombardment Squadron; type known locally as T-16; w/o 30may70 whilst practising bombing at the Haolak range when fragments of the eight 250 kg bombs (which had been

---	314	Il-28	North Korean AF	h/o	nov52	dropped from low altitude) damaged the aircraft which caught fire and crashed, all crew killed; see 2082/2084 and 2086 with unknown c/ns
---	417	Il-28	North Korean AF	drawing		opb 36th Bomber Aviation Regiment (established at Gongzhuling in China and redeployed to Uiju in North Korea Jul53); in natural metal c/s with red code
---	0220	Il-28R	North Korean AF	photo		equipped with two underwing hardpoints and an indigenous terrain-following radar under the forward fuselage, the rear gunner station has been removed; in natural metal c/s with red code
---	7	Il-28	Polish Air Force	photo	jul97	opb 36th Bomber Aviation Regiment; in natural metal c/s reportedly came from Olesnica; preserved in Parco Tematico dell' Aviazione (N43.99524 E12.51220) at Cerbaiola near San Marino, seen jul97/jul17
---	8	Il-28R	Polish Air Force			
---	'10'	Il-28R	Polish Air Force		aug96	preserved with this fake serial at Witkowo (N52.43856 E17.76786), seen aug96/may18
---	not known	Il-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o on a training flight well before the Ogaden War of 1977 when suffered a bird strike and crashed, killing its Somali pilot and a Soviet adviser
---	not known	Il-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o jul77 on a combat mission during the Ogaden War when crashed east of Jijiga
---	not known	Il-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o 12aug77 while being prepared for take-off at Hargeisa when 4 F-5Es of the Ethiopian Air Force attacked the airfield and the Il-28 was hit and destroyed by unguided rockets
---	not known	Il-28	Somali Air Force			delivered some time between 1967 and 1972; based at Hargeisa; w/o 27dec77 whilst parked at Berbera when 4 F-5Es of the Ethiopian Air Force attacked the airfield and the Il-28 was hit and destroyed by the cannon of the F-5E piloted by Bacha Hunde
---	71 ?	Il-28U	South Yemen AF	ph.	20oct05	derelict at Ruyan (old airport), Arabic serial difficult to read on photo
---	81	Il-28	South Yemen AF		1992	derelict at Hodeida

Ilyushin Il-62

Designed for Aeroflot's intercontinental routes and looking very similar to the Vickers VC-10, the Il-62 made its first flight on 2 January 1963. However, it was another four years before it entered scheduled passenger services on 10 March 1967 from Moscow to Novosibirsk and Khabarovsk, indicative of the initial problems with both the airframe and engines. First scheduled international service was on 15 September 1967 to Montreal, following which the aircraft became a familiar sight all over the Aeroflot network.

Production was at Kazan and was said to have continued until 1995. However, later reports said that the last aircraft were built during 1993. The final decision to stop building the Il-62 was taken on 10 January 1996. Five aircraft were subsequently completed, with the last one in 2009 and h/o to the Russian Air Force in March 2010. Total production was 290 aircraft: 3 prototypes, 2 static test airframes, 95 Il-62 sans suffixe and 190 Il-62Ms. In total the factory delivered 88 aircraft to foreign customers in 10 countries.

Early models of the Il-62 have a five-digit construction number which denoted the year of manufacture, the batch number and the number of the aircraft in the batch (never more than 05). In 1975, after completion of 19th batch, a new system was introduced using a seven-digit number. The first digit showed the quarter of the year in which manufacture took place while the second digit was the year of manufacture, this is followed by the two-digit batch number, the fifth digit has no meaning as it is random which is not uncommon for the Kazan plant, the penultimate digit is the number in the batch and the last number is the number of the team of workers assembling the aircraft. Some aircraft in batches 20/24 were originally reported with the five-digit construction numbers, painted as such in the wheel bay, but were already reported on the old Soviet register with the seven-digit version. If access to the log book is not possible the construction number can be seen stencilled on the rear bulkhead of the main undercarriage housing, the manufacturer's plate is to be found on the right main undercarriage.

A number of upgrades/modifications to the IL-62M are known to have taken place including the following. In 1978 the wing was reinforced and take-off weight increased to 167 tons. This is often incorrectly reported as the Il-62MK (an unrelated project that was actually abandoned by coincidence in 1978). From 2002, many aircraft (over 60) were subsequently upgraded to allow the assigned resource (flight hours, cycles and calendar life) to be extended with the version given as the Il-62Mu and these appear in some official documents as such. In 2007 a cargo version (Il-62MGR) took to the air by converting existing passenger aircraft and adding a cargo door on the port side allowing 40 tons of freight to be carried. Due to the economic situation at the time only 3 aircraft were converted.

By 2021, only a handful of aircraft are still flying, the majority of these flying for the Russian Air Force with relatively low airframe hours.

3 Il-62 flying prototypes and 2 static test airframes built by Ilyushin OKB at Moscow-Khodynka

3 00 01	CCCP-06156	Il-62	Ilyushin OKB			first prototype, with AL-7PB engines; in Aeroflot c/s; airframe completed 04nov61; r/o at Khodynka 24sep62 in the presence of Soviet leader Nikita Khrushchov; ground transport to Zhukovski, taxi trials started there 19dec62; f/f 02jan63; service trials started 11feb65; w/o 25feb65 when crashed on take-off from Zhukovski (the 127th take-off) on a test flight to Tashkent and Ashgabat, killing all 10 crew
3 00 02	---	Il-62	Ilyushin OKB			static test airframe; probably it is this airframe which underwent wind tunnel tests at Zhukovski with TsAGI (T-101), photos exist, in bare metal c/s
3 00 03	CCCP-06176	Il-62	Ilyushin OKB			second prototype, with NK-8-2 engines; in Aeroflot c/s; f/f 24apr64; displayed at LBG jun65; flew Zhukovski-KHV-Zhukovski 03feb66, completing the first stage of the joint trials; used as a ground instructional airframe by the Kiev Institute of Civil Engineering from early 1970s; forward fuselage only by sep94
4 00 04	---	Il-62	Ilyushin OKB			dynamic test airframe for fatigue trials (water tank)
4 00 05	CCCP-06300	Il-62	Ilyushin OKB			third prototype, with NK-8-2 engines; in Aeroflot c/s; ground transport to Zhukovski 15may65; commenced manufacturer trials 28jul65; state trials ended 10aug67; later wfu and sat at the SVO technical school, f/n 11feb80, l/n 28aug89 and broken up

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

5 01 01	CCCP-86661	Il-62	AFL/Moscow	f/f	13feb66	line # 01-01; from Kazan; d/d 30jun66; toc 14jul66; 168 pax configuration, later converted to 174 pax configuration, date unknown; photo exists DME 14jul66; photo again DME 09jul67
	CCCP-86661	Il-62	AFL/International	trf	03dec67	rgd 27dec67; f/n DEL 31jan68
	CCCP-86661	Il-62	AFL/Moscow	trf	02jan69	
	CCCP-86661	Il-62	AFL/International	trf	29mar73	f/n ARN 22apr73; l/n LHR 31mar74
	CCCP-86661	Il-62	AFL/Moscow	trf	08may74	
	CCCP-86661	Il-62	AFL/Krasnoyarsk	trf	29dec82	soc 28jul89 as life-time expired and canx same date
5 01 02	CCCP-86662	Il-62	AFL/Moscow	SXF	03sep68	line # 01-02; 174 pax configuration; toc 02dec68; was only rgd on 08jan70 !
	CCCP-86662	Il-62	AFL/International	trf	19may70	f/n LBG jun70
	CCCP-86662	Il-62	AFL/Moscow	trf	01oct70	soc 11feb83 as required an overhaul
6 01 03	CCCP-86663	Il-62	AFL/Moscow	mfd	23sep66	line # 01-03; rgd 06feb67; f/n DME 09jul67; toc 03feb68
	CCCP-86663	Il-62	AFL/GosNII GA	trf	06aug68	
	CCCP-86663	Il-62	LOT	lsd	15may78	f/n LHR 23may78, in full Aeroflot c/s with additional 'chartered by LOT Polish Airlines' titles; l/n LHR 22aug78
	CCCP-86663	Il-62	AFL/Moscow	ret	16oct78	
	CCCP-86663	Il-62	LOT	lsd	05may79	
	CCCP-86663	Il-62	AFL/Moscow	ret	12sep79	
	CCCP-86663	Il-62	AFL/Krasnoyarsk-KJA	trf	16feb83	l/n DME 15dec83; soc 12dec89 as life-time expired and canx same date
6 01 04	CCCP-86664	Il-62	AFL/Moscow	toc	27dec66	line # 01-04; 168 pax configuration, later converted to 174 pax configuration, date unknown
	CCCP-86664	Il-62	AFL/International	trf	02sep67	rgd 23sep67; f/n SXF 28sep67
	CCCP-86664	Il-62	AFL/Moscow	trf	03jan69	photo exists date unknown, with 'Official Olympic Carrier' titles below the cheatline on the forward fuselage; l/n DME 02oct85; soc 11feb83 as required an overhaul
6 01 05	CCCP-86665	Il-62	AFL/Moscow	toc	24dec66	line # 01-05; 168 pax configuration, later converted to 142 pax configuration, date unknown
	CCCP-86665	Il-62	AFL/International	trf	30aug67	was already f/n YMX 11jul67 !; rgd 13nov67
	CCCP-86665	Il-62	CSA	lsd	apr68	seen LHR 01mar69
	CCCP-86665	Il-62	AFL/International	ret	jul69	
	CCCP-86665	Il-62	AFL/Moscow	trf	20aug69	
	CCCP-86665	Il-62	AFL/Uzbekistan	trf	16apr81	soc 02mar87 as life-time expired and canx same date
6 02 01	CCCP-86666	Il-62	AFL/Moscow	toc	21jan67	line # 02-01; in 168 passenger configuration; rgd 23sep67; opb Domodedovski OAO; made a non-stop-flight from Moscow via Murmansk, the North Pole and Sverdlovsk back to Moscow 11jul67; later converted to 142 passenger configuration, date unknown
	CCCP-86666	Il-62	AFL/International	trf	08sep67	
	CCCP-86666	Il-62	CSA	lsd	02may68	leased from Aeroflot; in basic Aeroflot c/s with 'CSA' titles and Czechoslovakian flag; f/n LHR 11may68; l/n LHR 03aug68; returned 20aug68
	CCCP-86666	Il-62	AFL/International	ret	jun69	see return date above
	CCCP-86666	Il-62	AFL/Moscow	trf	29sep69	opb Domodedovski OAO
	CCCP-86666	Il-62	Soviet AF/AFL c/s	trf	18apr79	based on a decree issued 25dec78
	CCCP-86666	Il-62	Sov. Navy/AFL c/s	trf	unknown	initially based at Khorol; later opb 2nd detachment of 278 otae (part of 33 TSBP i PLS MA) at Nikolayev-Kulbakino; l/n KJA 14nov84
	86666	Il-62	Ukraine Air Force	trf	1992	in basic Aeroflot c/s, no titles; f/n Mykolayiv-Kulbakino 18sep96; l/n Mykolayiv-Kulbakino 08may98; scrapped before may99
6 02 02	CCCP-86667	Il-62	AFL/GosNII GA	mfd	28apr67	line # 02-02; toc 28aug68; the first Il-62 built without an antenna on the top of the fuselage forward of the fin; f/n BRU 07jul70
	CCCP-86667	Il-62	AFL/Moscow	trf	28jun72	rgd 14jul72
	CCCP-86667	Il-62	AFL/International	trf	05dec72	f/n LBG 08sep73
	CCCP-86667	Il-62	AFL/Moscow	trf	22mar75	
	CCCP-86667	Il-62	AFL/Uzbekistan-TAS	trf	24sep80	seen PRG feb88; soc 19nov90 as life-time expired and canx same date; l/n TAS 15apr92 with nose cone missing, wfu; broken up

7 02 03	CCCP-86668	II-62	AFL/Moscow	LBG	jun67	line # 02-03; toc 29sep67; 168 pax configuration; CofR renewal 29sep77; photo exists; soc 18mar83 as modification would not be economically viable
7 02 04	CCCP-86669	II-62	AFL/Moscow	toc	20oct67	line # 02-04; CofR renewal 28oct68; 168 pax configuration, later converted to 174 pax configuration, date unknown; f/n LBG early70
	CCCP-86669	II-62	AFL/International	trf	29may70	
	CCCP-86669	II-62	AFL/Moscow	trf	12jun70	photos exist in post 1973 Aeroflot c/s
	CCCP-86669	II-62	Soviet AF/AFL c/s	trf	21apr79	based on a decree issued 25dec78; reported based at Riga and broken up 1983
7 02 05	CCCP-86670	II-62	AFL/Moscow	mfd	sep67	line # 02-05; f/f 28sep67; toc 18dec67; f/n ALA 17oct68; rgd 05nov68; 168 pax configuration, later converted to 142 pax configuration, date unknown
	CCCP-86670	II-62	AFL/International	trf	07mar73	l/n FRA 23jun73
	CCCP-86670	II-62	AFL/Moscow	trf	24jan74	t/ 14,891 hours and 4,288 cycles by may81; last flight 17jul83 from Zhukovski to Monino; soc 21jul83 as modification would not be economically viable; preserved in the Russian Air Force museum at Monino (N55.832175 E38.181890); l/n may22 looking tatty
7 03 01	CCCP-86671	II-62	AFL/International	mfd	28may67	line # 03-01; f/n LBG 29may67/15jun67; 168 pax configuration; toc 28may68; CofR renewal 14jun68; l/n LHR 28sep68
	CCCP-86671	II-62	CSA	lsd	jun69	
	CCCP-86671	II-62	AFL/International	ret	oct69	opb 217 LO; w/o 13oct72 on the leg from Leningrad to Moscow-Sheremetyevo of a charter flight from Paris to Moscow when crashed on approach to Sheremetyevo at night from a height of some 500-600 metres (with neither landing gear nor flaps or spoilers deployed), the aircraft came down in a field near Ozeretskoye (N56.080556 E37.410001), Dmitrov district of the Moscow region) with an IAS of 620 km/h and a vertical speed of 12 m/s and ended up in a forest, all 10 crew and 164 passengers killed, the cause of the accident was never established; t/t 4,374 hours and 1,674 cycles; soc 27dec72
7 03 02	CCCP-86672	II-62	AFL/International	toc	10jul68	line # 03-02; rgd 12jul68; the last II-62 built with an antenna on the top of the fuselage forward of the fin, small passenger doors and without fairings on the end of the wings; f/n LHR 10aug68; 168 pax configuration
	CCCP-86672	II-62	CSA	lsd	jul69	in basic ex Aeroflot c/s with CSA titles and Czechoslovak flag on tail
	CCCP-86672	II-62	AFL/International	ret	oct69	
	CCCP-86672	II-62	AFL/Moscow	trf	17nov71	carried additional small 'Cubana' titles PRG 06may74; soc 18mar83 as modification would not be economically viable; l/n ULV 09sep92, being broken up
7 03 03	CCCP-86673(1)	II-62	AFL/GosNII GA	f/f	14may68	line # 03-03; the first II-62 with an AC power system and NK-8-4 engines; converted to the II-62M prototype in 1969; toc by GosNII GA 04jan71 according to the MGA document; presented at SVO 24jan71; see c/n 3154416
	CCCP-86673(1)	II-62M-200	AFL/GosNII GA	f/f	13mar69	II-62M with D-30KU engines; the line for this registration was left blank in the Soviet register; seen VKO 17may71 and LBG 25may71/08jun71 with the exhibition number '830'; seen LBG may73 with the exhibition number '454'
	CCCP-86673(1)	II-62M-200	MAP MMZ "Strela"	trf	04nov76	based on a decree by the Council of Ministers issued 18jun76; trf to the Riga Aviation Institute (RKIIGA) and used as a ground instructional airframe; seen aug92 still with the exhibition number '454'; l/n 23aug96; broken up by sep97 (residual fuel in wing tanks exploded when the wings were cut during scrapping)
8 03 04	CCCP-86674	II-62	AFL/International	mfd	01jun68	line # 03-04; on charge as of 01nov68
	CCCP-86674	II-62	AFL/GosNII GA	trf	08apr69	photo 1973
	CCCP-86674	II-62	MAP MMZ "Strela"	trf	04nov76	based on a decree issued 18jun76; rgd 04oct78; f/n ANC 18may90 in Aeroflot c/s; l/n ZIA 16aug92; line for this reg left blank on the Soviet register
	RA-86674	II-62	MAP MMZ "Strela"	CDG	21jun93	
	RA-86674	II-62	Gromov Air	trf	30aug94	latest CofR 30aug93, according to register dated apr16; l/n ZIA 23aug97, in Aeroflot c/s; canx by 2008 with t/ 5,878 hours 2.826 cycles, but still present on Russian register 2020
8 03 05	CCCP-86675	II-62	AFL/International	toc	08oct68	line # 03-05; was already f/n SVO 24may68 !; rgd 05nov68; 122 pax configuration; l/n LHR 14jun69
	CCCP-86675	II-62	CSA	lsd	aug69	
	CCCP-86675	II-62	AFL/International	LHR	31jul70	
	CCCP-86675	II-62	EgyptAir	LBG	22apr72	leased; l/n LHR 10sep72
	CCCP-86675	II-62	AFL/International	ret	1973	
	CCCP-86675	II-62	AFL/Moscow	trf	24oct74	
	CCCP-86675	II-62	AFL/Krasnoyarsk	trf	25dec83	
	RA-86675	II-62	Aeroflot	KJA	13jul93	l/n ATH 07oct92
8 04 01	CCCP-86676	II-62	AFL/International	toc	22oct68	soc 25mar93 as life-time expired
	CCCP-86676	II-62	AFL/Uzbekistan	trf	12sep74	line # 04-01; rgd 11nov68; 122 pax configuration; f/n LHR 22may69; l/n ARN 03jan73
8 04 02	CCCP-86677	II-62	AFL/International	toc	27oct68	first II-62 of Uzbekistan directorate; first service TAS-DME oct74; soc 19nov87 as life-time expired; l/n TAS apr92/may95 derelict; broken up
	CCCP-86677	II-62	AFL/International	trf	12sep74	line # 04-02; rgd 14nov68; mfd 19nov68 !; f/n LHR 22feb69; 168 pax configuration; operated jointly with JAL during jul69, photo shows additional 'Japan Air Lines' titles 1969; carried additional small 'Cubana' titles dec73/aug74
	CCCP-86677	II-62	AFL/Moscow	trf	03mar76	
	CCCP-86677	II-62	AFL/Krasnoyarsk-KJA	trf	31mar82	soc 16dec91 as life-time expired and canx same month; l/n KJA jul92/jun94, derelict
8 04 03	CCCP-86678	II-62	AFL/International	toc	17dec68	line # 04-03; f/n FCO 28dec68; rgd 14jan69; 168 pax configuration
	CCCP-86678	II-62	CSA	lsd	jun69	
	CCCP-86678	II-62	AFL/International	ret	unknown	
	CCCP-86678	II-62	AFL/GosNII GA	trf	16oct70	
	CCCP-86678	II-62	AFL/Moscow	trf	10may72	
	CCCP-86678	II-62	AFL/Krasnoyarsk	trf	22mar82	soc 15feb92 as life-time expired; f/n KJA 09jul94, cannibalized
8 04 04	CCCP-86679	II-62	AFL/International	mfd	29nov68	line # 04-04; toc 20dec68; rgd 14jan69; l/n LHR 27may69; 122 pax configuration
	CCCP-86679	II-62	AFL/Uzbekistan-TAS	trf	04oct74	reported TAS 10jul87 in an incident report; soc 30dec93 as life-time expired; l/n TAS 08may95; broken up
8 04 05	CCCP-86680	II-62	AFL/International	toc	27dec68	line # 04-05; rgd 31jan69; f/n LHR 01apr69; l/n VIE 02aug72; 122 pax configuration
	CCCP-86680	II-62	AFL/Kazakhstan	trf	03apr74	soc 19dec84 as life-time expired
9 05 01	CCCP-86681	II-62	AFL/International	toc	22feb69	line # 05-01; rgd 07mar69; f/n LHR 12apr69; 122 pax configuration
	CCCP-86681	II-62	EgyptAir	lsd	oct71	f/n FRA 15jan72; l/n LHR 13feb72; returned may72
	CCCP-86681	II-62	AFL/International	LHR	18may72	rgd again, probably on 19apr72; seen ARN 22apr73; photos MAD jul73 with additional small 'Cubana' titles and MAD jul74 as such
9 05 02	CCCP-86681	II-62	AFL/Uzbekistan	trf	31may73	soc 21sep85 as life-time expired
	CCCP-86682	II-62	AFL/International	toc	04mar69	line # 05-02; rgd 07mar69; f/n LHR 08mar69; 122 pax configuration; operated jointly with JAL jul69, photo as such with JAL titles TYO 20apr69 and still as such BRU oct69; opf KLM apr71; l/n LHR 02jul74
	CCCP-86682	II-62	AFL/Moscow	trf	16dec75	soc 02mar87 as life-time expired and canx same date
9 05 03	CCCP-86683	II-62	AFL/International	mfd	17may69	line # 05-03; toc 18may69; rgd 12jun69; f/n LBG 02jun69 with exhibition number '829'; seen LHR 21jun69
	CCCP-86683	II-62	AFL/Uzbekistan-TAS	trf	unknown	on charge as of 01jan75; last reported IEV 12mar87 in an incident report; soc 06oct87 as life-time expired
	CCCP-86684	II-62	AFL/International	trf	12jul69	line # 05-04; f/n LHR 31jul69; rgd 12aug69; operated jointly with KLM from oct71
	CCCP-86684	II-62	Civ Avn Adm China	d/d	08jul72	l/n GVA 24feb73; returned 1973
	CCCP-86684	II-62	AFL/International	FCO	22jun75	carried additional small 'Cubana' titles PRG 20nov75
	CCCP-86684	II-62	AFL/Moscow	trf	26nov75	soc 19nov87 as life-time expired
9 05 05	CCCP-86685	II-62	Soviet Gvt/AFL c/s	toc	04oct69	line # 05-05; rgd 17oct69; opb 235 OAO; f/n SXF 03jan70
	CCCP-86685	II-62	AFL/International	trf	31jan73	f/n ORY 02jun73; reportedly seen with additional small 'Cubana' titles PRG may73/sep73
	CCCP-86685	II-62	AFL/Moscow	trf	08jul76	soc 31dec86 as life-time expired; displayed in front of the Ulyanovsk Aviation College (near the AviaStar factory N54.369076 E48.594315) from 1986, l/n intact jun05; seen without tail jun07/mar11, left wing broke off due to heavy snow loading jan11, repaired by AviaStar and fitted with a new 'fantasy' tail (without horizontal stabiliser) apr11; l/n aug23
9 06 01	CCCP-86686	II-62	Soviet Gvt/AFL c/s	mfd	17oct69	line # 06-01; toc 18oct69; rgd 23oct69; opb 235 OAO; f/n SXF 03jan70; participated aug72 in a joint check flight with the first serial built II-62M CCCP-86656 on the route Tokyo-Moscow for comparison of flight performance of the two aircraft in the same weather conditions; l/n ORY 29aug72
	CCCP-86686	II-62	AFL/International	trf	03feb73	f/n LHR 04feb73; carried additional small 'Cubana' titles PRG apr73; seen LHR 10apr74; carried additional small 'Cubana' titles PRG jun74
9 06 02	CCCP-86686	II-62	AFL/Moscow-DME	trf	08jul76	last reported 13oct87 in an incident report; soc 19feb88 as life-time expired and canx same date
	OK-YBA	II-62	CSA	d/d	29oct69	line # 06-02; named 'Praha'; rgd 30oct69; f/n LHR 01nov69; wfu 04sep87; at PRG; canx 09nov87; moved to Rozkos Dam and became a restaurant 05sep88; broken up 22aug94
9 06 03	OK-YBB	II-62	CSA	d/d	28nov69	line # 06-03; named 'Bratislava'; rgd 28nov69; f/n LHR 13dec69; wfu 05sep83 at PRG; canx 15feb84; destroyed during 'Semtex' tests 28/30nov85
9 06 04	CCCP-86687	II-62	AFL/International	toc	09jan70	line # 06-04; rgd 23jan70; f/n LHR 10feb70
	CCCP-86687	II-62	LII MAP	trf	23mar73	and returned to the MGA 10may73; photo SXF apr73 with additional small 'Cubana' titles; trf as of 01jul73 to LII
0 06 05	CCCP-86648	II-62	Soviet Gvt/AFL c/s	toc	09apr70	line # 06-05; rgd 27apr70; opb 235 OAO; c/n confirmed in Soviet register and MGA document; f/n PRG 05may70 with Leonid Brezhnev aboard
	CCCP-86648	II-62	Soviet AF/AFL c/s	trf	09feb72	opb 223 LO at Chkalovski; photo CKL 08apr72; f/n Sperenberg 08oct77; a regular visitor to Sperenberg, l/n there 16mar82; later based Khorol (Far East) and then at Mykolajiv-Kulbakino with 278 otae, 2nd detachment (33 TsBP i PLS MA) and presumably operated by Soviet Navy ?; l/n TAS 14apr92; canx but date unknown
	86648	II-62	Ukraine AF, n/t	Mkk	22aug97	l/n Mykolajiv-Kulbakino 27may02, wfu with painted out 'Aeroflot' titles again visible; c/n checked this date as 2241758 (line # 41-05), suggesting perhaps parts were inadvertently switched during overhaul with CCCP-86538, sometime prior to jul88; see that c/n
0 07 01	OK-ZBC	II-62	CSA	rgd	03apr70	line # 07-01; named 'Ostrava'; d/d 12apr70; f/n LHR 27jun70; wfu 28sep84; canx 07feb85; used as ground instructional airframe; l/n PRG 10sep90; broken up nov90
0 07 02	DM-SEA	II-62	Interflug	rgd	21apr70	line # 07-02; w/o 14aug72 near Königs Wusterhausen, at 8,900 m on a flight from Berlin-Schönefeld Airport to Burgas, the captain reported problems with the elevator movement and stated that he wanted to return to SXF, fuel was dumped and an emergency descent initiated, a fire was then detected at the rear which led to an uncontrolled descent during which the tail section failed and crashed some 30 minutes after take-off, all 8 crew and 148 passengers were killed
0 07 03	CCCP-86649	II-62	Soviet Gvt/AFL c/s	mfd	15jul70	line # 07-03; toc 15jul70; rgd 29jul70; opb 235 OAO; f/n SXF 14jun71; carried additional small 'Cubana' titles PRG 29jan76
	CCCP-86649	II-62	AFL/Moscow-DME	trf	15jun76	photo SVO 1976 with additional 'Dalnevostochny' titles, l/n again DME sep79 as such

	CCCP-86649 RA-86649 RA-86649	II-62 II-62 II-62	AFL/Domodedovo Aeroflot Domodedovo Airl.	trf DME DME	oct86 07jul93 15may95	l/n DME 09jun92 soc 12jan94 as life-time expired; canx 17jan94; l/n DME 09jul94 presumably did not fly as such, see previous line; not in fleet list jul95; l/n DME 21may96; broken up at DME
0 07 04	DM-SEB DDR-SEB	II-62 II-62	Interflug Interflug	rgd rgd	02jun70 07oct81	line # 07-04; l/n SXF 01may80 was preserved at Rangsdorf; destroyed by arson 02aug90; remains seen 16sep90
0 07 05	CCCP-86650 SU-ARO SU-ARO CCCP-86650 CCCP-86650 CCCP-86650 CCCP-86650 CCCP-86650	II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62	AFL/International United Arab Airl. EgyptAir AFL/International EgyptAir /Aeroflot AFL/International AFL/Moscow AFL/GosNII GA	toc lsd lsd HND lsd ret trf trf	05jul70 15jun71 nov71 16sep72 jul73 sep73 02apr77 01mar82	line # 07-05; rgd 01sep70; f/n LBG 26may/03jun73; l/n LHR 13aug70 f/n LHR 20jun71; l/n LHR 18jul71; renamed, see next line f/n ZRH 20mar72; l/n LHR 27may72; returned aug72 carried additional small 'Cubana' titles PRG 10jan73; l/n LBG 03jun73 after lease ? seen FRA 01sep73
0 08 01	CCCP-86651 SU-ARN SU-ARN	II-62 II-62 II-62	AFL/International United Arab Airl. EgyptAir	toc lsd lsd	17sep70 jun71 nov71	preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291370 E48.232125); since 1984; soc 21jun85 for performance studies; l/n oct21 line # 08-01; f/n LHR 22sep70; rgd 06oct70; soc 24jun72 and canx same date, crashed as SU-ARN, see next lines f/n LHR 12jun71; l/n LBG sep71; renamed, see next line l/n LHR 02mar72; dbr Cairo Almaza 16jun72 when landed on Almaza runway 36 instead of Cairo runway 34, it landed 700 metres down the (shorter) runway 36, because the first 650 metres of the Cairo runway was unserviceable
0 08 02	CCCP-86652 CCCP-86652 CCCP-86652 CCCP-86652 SU-AVU CCCP-86652 CCCP-86652 CCCP-86652 CCCP-86653 CCCP-86653 CCCP-86653	II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62	AFL/International United Arab Airl. AFL/International EgyptAir EgyptAir AFL/International AFL/Moscow-DME AFL/Domodedovo AFL/International United Arab Airl. AFL/International	mfd lsd ret lsd LHR rgd trf trf mfd lsd ret	30sep70 jan71 mar71 jun72 09aug72 10jan73 21may76 oct86 30oct70 jan71 apr71	line # 08-02; toc 20oct70; f/n LBG 21oct70; rgd 04nov70 operated jointly with KLM from apr71/may71; seen LHR 02jan72 and then r/r to, see next line l/n LGW 31dec72; returned feb73 f/n HND 08feb73; carried additional small 'Cubana' titles PRG feb74/oct74 canx 14feb88; soc 19feb88 as life-time expired line # 08-03; toc 16nov70; rgd 23nov70; f/n LHR 24dec70 f/n LHR 25apr71; operated jointly with KLM from apr71/aug71; photo HND 15sep71, still with additional KLM titles
0 08 03	CCCP-86653 SU-AWJ CCCP-86653 CCCP-86653 CCCP-86653 CCCP-86653 CCCP-86653 CCCP-86653 CCCP-86653 CCCP-86653 CCCP-86653	II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62	EgyptAir EgyptAir EgyptAir AFL/International AFL/Moscow AFL/International EgyptAir AFL/International AFL/Moscow AFL/Domodedovo AFL/International AFL/International	lsd lsd rgd FRA trf toc lsd lsd ret trf trf trf trf	jan72 jan73 24may73 08aug73 05aug76 27jan71 jun72 jul72 sep72 06aug74 19aug80 29jan71 oct72 10oct73 13may76 14feb81 15feb72	until dec72 then r/r to, see next line; f/n LHR 13feb72 until jul73 then r/r to, see next line; f/n LHR 07jan73; l/n LHR 05apr73 returned aug73 l/n LHR 28apr74 l/n DME 16jun87; soc 29nov89 as life-time expired; canx 11dec89 line # 08-04; f/n LHR 09feb71; rgd 10feb71; operated jointly with KLM during oct71; then LHR 17oct71 until jul72, then r/r to, see next line f/n LHR 22jul72; l/n LHR 06aug72; returned sep72 f/n LHR 02oct72, but was rgd 23oct73 !; carried additional small 'Cubana' titles PRG during dec72/dec74 soc 14feb86 as life-time expired and canx same date line # 08-05; f/n LHR 16feb71; rgd 19feb71; operated jointly with KLM from apr71/nov71; l/n ARN 23jul72 f/n LHR 07oct72; l/n FRA 23apr73; returned sep73 carried additional small 'Cubana' titles PRG nov73/jun74; l/n LHR 21apr76
0 09 01	CCCP-86655 CCCP-86655 CCCP-86655 CCCP-86655 CCCP-86655 CCCP-86655 CCCP-86656	II-62 II-62 II-62 II-62 II-62 II-62 II-62M	AFL/International AFL/Moscow AFL/International AFL/Moscow AFL/Kazakhstan AFL/International AFL/International	trf trf trf trf trf trf f/f	27feb73 unknown 05sep80 oct86 09jul93 25jul94 12mar71	soc 14feb86 as life-time expired and canx same date line # 09-01; first serial built II-62M; f/n HAJ 19apr72; toc 15may72; rgd 18may72; participated aug72 in a joint check flight with II-62 CCCP-86686 on the route Tokyo-Moscow for comparison of flight performance of the two aircraft in the same weather conditions
1 09 02	CCCP-86656 CCCP-86656 CCCP-86656 CCCP-86656 RA-86656 RA-86656 OK-ABD	II-62M II-62M II-62M II-62M II-62M II-62M II-62	AFL/GosNII GA AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. CSA	trf trf trf trf DME trf d/d	27feb73 unknown 05sep80 oct86 09jul93 25jul94 12mar71	transfer not mentioned in MGA document; carried additional small 'Cubana' titles PRG 18sep74 l/n DME 10sep92 l/n DME 16jun94 f/n DME 07may95; soc 15apr97 as life-time expired; canx 28apr97; l/n DME 25aug97; broken up at DME line # 09-02; rgd 15mar71; f/n LHR 06apr71; named 'Kosice'; wfu 30aug86; canx 04nov86; used as ground instructional airframe; l/n PRG 05jun92, broken up in 1992
1 09 03	DM-SEC DDR-SEC	II-62 II-62	Interflug Interflug	rgd rgd	26mar71 20apr82	line # 09-03; l/n SXF 30apr80 used as ground instructional airframe by the Interflug training school near Schönefeld airport since sep88; was preserved as a restaurant at Gross Machnow, seen early91/nov02; registration changed back to DM-SEC by may02; dismantled and moved to Merseburg in spring 2003; preserved in Luftfahrt und Technik Museumspark at Merseburg, f/n jun03 (still dismantled), later re-assembled by sep05, l/n jul22
1 09 04	CCCP-86657 CCCP-86657 CCCP-86657 RA-86657 RA-86657 CCCP-86688 CCCP-86688 CCCP-86689 CCCP-86689 CU-T994 CCCP-86689 CCCP-86689 CCCP-86689 CCCP-86690 CCCP-86691	II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62 II-62	Soviet Gvt/AFL c/s AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. Soviet Gvt/AFL c/s AFL/Uzbekistan AFL/International Cubana AFL/International AFL/International AFL/Kazakhstan AFL/International	mfd trf trf DME trf toc trf toc lsd MAD ret trf trf trf	04aug71 13apr76 oct86 07jul93 25jul94 30nov71 29jun76 14aug71 sep72 01oct72 1974 25jun76 13sep71 03feb76 22sep71	l/n DME 10sep92 l/n DME 23sep94, see next line f/n DME 07may95; l/n LBG 26aug95; canx 11sep95 as life-time expired; canx 27sep95; broken up at DME line # 09-05; rgd 09dec71; opb 235 OAO; was delivered for Leonid Brezhnev; f/n CGN 03may73 soc 20dec89 as life-time expired; canx 22dec89; l/n TAS 16apr92 line # 10-01; rgd 20aug71; f/n LHR 20aug71; operated jointly with KLM during dec71; l/n PIK jun72 never seen as such, only allocated and not taken up ? seen PRG 18oct72, carried additional 'Cubana' titles, l/n SXF 07aug74 seen LHR 04dec74 soc 27may85 as life-time expired; canx 24jul85 line # 10-02; rgd 24sep71; f/n LHR 06oct71; operated jointly with KLM during dec71; carried additional small 'Cubana' titles PRG sep72/apr73; seen JFK 27may73 after lease; carried additional small 'Cubana' titles again jan74 and mar75 soc 07jul86 as life-time expired line # 10-03; f/n LHR 24sep71; rgd 04oct71; operated jointly with KLM from jan72/nov72; carried additional small 'Cubana' titles PRG nov72/jan73 and photo MAD 06may73; seen again nov73/jul74, as such
1 10 04	CCCP-86691 SP-LAA	II-62 II-62	AFL/Uzbekistan LOT	trf rgd	12feb76 15mar72	canx 1986; soc date not given in MGA document line # 10-04; named 'Mikolaj Kopernik'; f/n LBG 10jun72; w/o 14mar80 on a flight from New York to Warsaw, on approach the crew initiated an overshoot procedure due to problems with the locking of the landing gear, when power was increased, # 2 engine disintegrated (probable cause: metal fatigue of a turbine disc) and its debris damaged rudder and elevator control lines, causing an uncontrolled descent, the aircraft struck the ground nose down under an angle of 20 degrees and exploded, all 10 crew and 77 passengers killed; canx 12aug80
1 10 05	2022 B-2022	II-62 II-62	Civ Avn Adm China Civ Avn Adm China	d/d r/r	dec71 jul74	line # 10-05; l/n PEK 25sep72 f/n LHR 08dec76; wfu PEK may87/oct93 and broken up by feb94
1 11 01	2024 B-2024	II-62 II-62	Civ Avn Adm China Civ Avn Adm China	d/d r/r	dec71 jul74	line # 11-01; f/n HND 23mar73; l/n LHR 06jun73 wfu PEK may87; seen PEK 02oct88 as such; preserved in the China Aviation Museum at Shahezhen AFB (N40.184291 E116.35997 Changping) jun93/aug23
1 11 02	CCCP-86692 CCCP-86692 RA-86692	II-62M II-62M II-62M	AFL/International AFL/Far East-KHV Dalavia	mfd trf trf	24oct72 30dec77 01jun93	line # 11-02; toc 14dec72; rgd only 09jan74; f/n LHR 11jan74 l/n FRA jul79 f/n SVO 20apr93, in Aeroflot c/s and titles; l/n KHV 12may95 as such; soc 05jun96 as life-time expired; canx 18jun96; broken up line # 11-03; f/n LHR 18feb74, CoFR renewal 25feb74
1 11 03	CCCP-86693 CCCP-86693 RA-86693	II-62M II-62M II-62M	AFL/International AFL/Far East Dalavia	toc trf trf	20feb73 03jan78 01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; soc 10feb95 as repair not economically viable; canx 13feb95; l/n KHV 12may95, derelict
1 11 04	CCCP-86694 CCCP-86694 UK-86694	II-62 II-62 II-62	Soviet Gvt/AFL c/s AFL/Kazakhstan AFL/Uzbekistan-TAS Uzbekistan Airways	mfd trf trf TAS	28mar72 17jan77 12dec86 19may94	line # 11-04; toc 16may72; rgd 22may72; opb 235 OAO; f/n LBG 27jun73; seen YQX 13jan74; carried additional small 'Cubana' titles PRG 04sep75 l/n TAS 15apr92 wfu 05may97; soc and canx date unknown; l/n TAS oct97 stored; broken up by the ATB at Tashkent in 1997/98
2 11 05	SP-LAB CCCP-86706 RA-86706 RA-86706	II-62 II-62 II-62 II-62	LOT AFL/Krasnoyarsk-KJA Aeroflot KrasAir	mfd toc KJA trf	10apr72 30jun83 13jul93 05apr94	line # 11-05; rgd 22apr72; named 'Tadeusz Kosciuszko'; f/n LHR 05sep72; d/d ex WAW 21nov82; canx 07dec82 rgd 29aug83; f/n LED 28jun87; l/n LED 06sep92 f/n LED 30aug95; soc 17dec97 as life-time expired and canx same date; sat wfu at KJA, without titles and prefix, seen jun01/jan02; broken up line # 12-01; photo SVO 19sep74 f/n HEL 18aug75; wfu PEK may87/oct93 and discovered near the road in Zhengzhou on road to Luoyang 17may01/aug01, in use as an office, in CAAC c/s with 'Hubei Aviation Catering Company' inscriptions amongst others; subsequently reported broken up due to lack of funds
2 12 01	2026 B-2026	II-62 II-62	Civ Avn Adm China Civ Avn Adm China	d/d r/r	feb72 late74	line # 12-02 f/n SVO 13jul77; wfu PEK may87/oct93; seen displayed at "World Park" in Beijing, China (N39.810949 E116.27974), photo 1999; l/n dec21 line # 12-03; f/n CAN feb73
2 12 02	2028 B-2028	II-62 II-62	Civ Avn Adm China Civ Avn Adm China	d/d r/r	apr72 jul74	
2 12 03	2020	II-62	Civ Avn Adm China	d/d	apr72	

	B-2020	II-62	Civ Avn Adm China	r/r	jul74	seen FRA 17jun80; sat wfu at PEK may87, seen 02oct88; dismantled aug93; was owned by the Haide Group at Yantai (Shandong province); sold to a businessman in 2003 and preserved in Bund Park at Ruian (eastern Zhejiang province); f/n jun07; scrapped before may09
2 12 04	CCCP-86695	II-62	AFL/Kazakhstan	toc	24aug72	line # 12-04; rgd 29sep72; f/n BEY 06mar73; soc 26nov86 as life-time expired
2 12 05	CCCP-86696	II-62	AFL/Kazakhstan	toc	20oct72	line # 12-05; rgd 27oct72; f/n oct73; reported DME 03apr74 in incident report; still in service 17mar84 (few DME-ALA this date); soc 18mar85 as life-time expired; was preserved in the Kiev Institute of Civil Engineering since 1987; l/n aug02; trf to the Oleg Antonov State Aviation Museum at Kiev (N50.405997 E30.458419), f/n oct03; rgd 17apr73
2 13 01	CCCP-86697	II-62	AFL/International	mfd	06oct72	line # 13-01; toc 27oct72; f/n ARN 29oct72; rgd 01nov72; carried additional small 'Cubana' titles PRG 27dec74; seen LBG 31may75 after lease; l/n ARN oct75
	CCCP-86697	II-62	AFL/Uzbekistan	trf	10dec76	
	CCCP-86697	II-62	AFL/Domodedovo	trf	14jun87	
	CCCP-86697	II-62	AFL/Uzbekistan	trf	20sep87	
2 13 02	YR-IRA	II-62	TAROM	rgd	17apr73	soc 27jan88 as life-time expired and canx same date; l/n TAS apr92/may95, derelict; broken up line # 13-02; seen LHR 31mar74; CoFA expired 02may91; seen wfu OTP aug95; canx 01feb96; broken up OTP 98/99
2 13 03	CCCP-86698	II-62	Soviet Gvt/AFL c/s	mfd	21dec72	line # 13-03; toc 26jan73; f/n HND 02feb73; rgd 05feb73; opb 235 OAO
	CCCP-86698	II-62	AFL/International	trf	03apr75	
	CCCP-86698	II-62	AFL/Moscow-DME	trf	11feb77	
	CCCP-86698	II-62	AFL/Domodedovo	trf	oct86	soc 23oct91 as life-time expired and canx same date; seen DME mar93, wfu; l/n DME 08sep93, in the process of being broken up
2 13 04	CCCP-86699	II-62	Soviet Gvt/AFL c/s	toc	02feb73	line # 13-04; rgd 20feb73; opb 235 OAO; f/n SYD 15mar73; l/n LHR 03jul74
	CCCP-86699	II-62	AFL/Moscow	trf	22oct75	l/n DME 10sep92
	RA-86699	II-62	Aeroflot	DME	09jul93	
	RA-86699	II-62	Domodedovo Airl.	trf	25jul94	f/n DME 23sep94; l/n DME 26aug95; soc 25sep95 as life-time expired; canx 29sep95; broken up at DME
2 13 05	YR-IRB	II-62	TAROM	mfd	06apr73	line # 13-05; rgd 28apr73; l/n LBG 31may73; CoFA expired 15mar93; canx 01feb96; l/n OTP jul96, stored; offered for sale jan98
	UN-86502(2)	II-62	Trans Asian AI	IST	27aug98	registration without hyphen; named 'Babay'; seen wfu at ALA 24sep99/08jun01 and later broken up; see c/n 3933345
3 14 01	SP-LAC	II-62	LOT	rgd	24mar73	line # 14-01; VIP aircraft, used by the Polish leader Edward Gierek; named 'Fryderyk Chopin' after a 19th century composer; f/n LHR 13may73; returned to the Soviet Union reportedly in 1980 (but possibly only in 1982); canx 18nov82; overhauled by 243 ARZ at Tashkent
	no code	II-62	Soviet Air Force	toc	1983 ?	opb 37th Air Army (long-range aviation) at Engels, used by the commander of long-range aviation; in blueish grey c/s with Red Stars; photo exists
	CCCP-86556	II-62	Soviet AF/AFL c/s	r/r	late80s	opb 37th Air Army at Engels; f/n CKL 04jun92; seen Engels 13aug96 and 12aug99; preserved in the long-range aviation museum at Engels from 08aug00, f/n aug01
	RA-86556	II-62	Soviet AF/AFL c/s	ph.	2007	preserved in the long-range aviation museum at Engels (N51.472777 E46.189906) with changed prefix (while 'CCCP-' remained on engine No. 4), seen mid-2007/may21
3 14 02	DM-SEF	II-62	Interflug	rgd	10apr73	line # 14-02; l/n SXF 30apr80
	DDR-SEF	II-62	Interflug	rgd	26mar81	wfu 03may89; canx 14apr89; ferried to LEJ and used as a rescue trainer (at N51.410058 E12.217655), l/n oct10; the tail was removed by 28nov10 and relocated to Leipzig city for use as a café at Arno-Nitzsche-Strasse 43-45 (N51.309743 E12.392802), f/n 29jan11 (still without the wings attached), seen jul11 being repainted, f/n in full c/s 20aug11, l/n jul23
3 14 03	DM-SEG	II-62	Interflug	rgd	04may73	line # 14-03; l/n SXF 30apr80
	DDR-SEG	II-62	Interflug	rgd	15oct81	last flight 23oct89 (to the grass strip at Stölln-Rhinow); preserved at Stölln-Rhinow (N52.744940 E12.383930), named 'Lady Agnes' after Agnes Lilienthal, the wife of the German aviation pioneer Otto Lilienthal; in use as a museum; l/n jul23
3 14 04	CCCP-86659	II-62	Soviet AF/AFL c/s	mfd	23aug73	line # 14-04; opb 223 LO at Chkalovski; rgd 29dec73; f/n Sperenberg 09dec76; l/n Sperenberg 04jul78; photo still in Soviet Air Force magazine jul80, but see next line
	CCCP-86659	II-62	AFL/Uzbekistan-TAS	trf	06apr79	f/n PRG jul88; l/n TAS 15apr92
	UK-86659	II-62	Uzbekistan Airways	FRA	27jul93	l/n TAS 09may98; wfu 21oct98; canx but date unknown; broken up
3 14 05	DM-SEH	II-62	Interflug	rgd	04jul73	line # 14-05; l/n SXF 30apr80
	DDR-SEH	II-62	Interflug	rgd	19may81	wfu 09nov89; l/n ERF may91; preserved as a restaurant at Allach (2 km from Erfurt airport), l/n 04sep99; broken up sep99, by 25sep99 only a small piece of the nose and the tail cone were left
3 15 01	OK-DBE	II-62	CSA	rgd	20aug73	line # 15-01; named 'Brno'; d/d 23aug73; wfu 01dec88; canx 05jan89 used as ground instructional airframe; l/n PRG 10sep90; broken up 1992
3 15 02	OK-DBF	II-62	CSA	d/d	17sep73	line # 15-02; rgd 24sep73; f/n LHR 03nov73; w/o 20aug75 when hit a sand dune on approach to Damascus and exploded; all 11 crew and 115 passengers killed; canx 06oct75
3 15 03	CCCP-86700	II-62M	AFL/International	mfd	17dec73	line # 15-03; toc 29dec73; rgd 09jan74; f/n LHR 18jan74; in an incident report 16apr74 when had a near-miss with Tu-104B CCCP-42430 over Serbino near Leningrad
	CCCP-86700	II-62M	AFL/Far East-KHV	trf	22dec77	l/n TAS 15apr92
	RA-86700	II-62M	Aeroflot	DME	20mar93	
	RA-86700	II-62M	Dalavia	trf	01jun93	l/n KHV 12may95, in Aeroflot c/s and titles; soc 11mar97 as life-time expired; canx 19mar97; broken up
3 15 04	CCCP-86701	II-62M	AFL/International	mfd	09jan74	line # 15-04; toc 10jan74; f/n LHR 12jan74; rgd 18jan74; in an incident report 09jun74 en route from Rabat to SVO on flight SU334 (near-miss with Il-18 CCCP-74260 en route from SVO to Sofia on flight SU171)
	CCCP-86701	II-62M	AFL/Moscow-DME	trf	25may78	l/n DME 16aug92
	CCCP-86701	II-62M	AFL/Domodedovo	trf	oct86	
	RA-86701	II-62M	Aeroflot	DME	20mar93	soc 26jan93 as life-time expired; broken up; was still current on register feb01; canx by sep01
3 15 05	CCCP-86702	II-62M	AFL/International	mfd	09dec73	line # 15-05; toc 18jan74; f/n LHR 25jan74; rgd 29jan74
	CCCP-86702	II-62M	AFL/Far East-KHV	trf	25may78	
	RA-86702	II-62M	Aeroflot	KHV	24may93	
	RA-86702	II-62M	Dalavia	trf	01jun93	l/n DME 25aug97; soc 29jan98 as life-time expired; canx 30jan98; broken up
3 16 01	CCCP-86703	II-62M	AFL/International	toc	28jul74	line # 16-01; rgd 28aug74
	CCCP-86703	II-62M	AFL/GosNII GA	trf	19may75	f/n SVO 04oct75
	CCCP-86703	II-62M	AFL/Domodedovo	trf	31jan89	l/n DME 16aug92
	RA-86703	II-62M	Aeroflot	DME	20mar93	opb DPO GA; w/o 07nov92 during maintenance at DME when a fuel tank in the right wing caught fire (ignited by an electrical lamp) while a valve was being changed, the fire could not be extinguished and the aircraft burnt out; wreck scrapped at DME mar93; only soc in 2001
4 16 02	OK-EBG	II-62	CSA	d/d	07mar74	line # 16-02; named 'Banská Bystrica'; rgd 11mar74; f/n AMS 23may74; wfu 26oct91; departed Prague 25nov91 to USA; canx 16jan92; to Charlotte Aerospace Company, NC, apr92; seen with 'British Aerospace VC-10' titles in a scrapyard at Maxton Laurinburg, NC, 02jun93/oct00; subsequently broken up and not noted by jul05
4 16 03	CCCP-86704	II-62	AFL/International	toc	30mar74	line # 16-03; f/n LHR 31mar74; rgd 24apr74; l/n AMS 10may74; carried additional small 'Cubana' titles PRG sep74/mar75; photo LHR aug75, with just Aeroflot titles
	CCCP-86704	II-62	AFL/Uzbekistan	trf	01feb77	l/n KBP 15apr92
	UK-86704	II-62	Uzbekistan Airways	LED	11jul94	l/n TAS 08may95; soc 30nov95 as life-time expired; broken up by ATB at Tashkent in 1997/98
4 16 04	SP-LAD	II-62	LOT	mfd	apr74	line # 16-04; rgd 25apr74; named 'Kazimierz Pulaski'; f/n FRA 01jun74; d/d ex WAW 17apr83; canx 03may83
	CCCP-86707	II-62	AFL/Krasnoyarsk-KJA	toc	13jul83	rgd 29aug83; f/n DME 24mar86; l/n LED 16jul91
	RA-86707	II-62	Aeroflot	DME	20mar93	
	RA-86707	II-62	KrasAir	trf	05apr94	f/n DME 26aug95; l/n BCN 28aug98
	RA-86707	II-62	Aeroflot c/s, n/t	KJA	03jun01	wfu, in technical School; not in jan02 fleet list; soc 19jul01 as life-time expired; canx 15dec03; l/n 20jun06
4 16 05	CCCP-86705	II-62M	AFL/International	mfd	25may74	line # 16-05; toc 07jun74; f/n AMS 09jun74; rgd 20jun74; carried additional small 'Cubana' titles mar76
	CCCP-86705	II-62M	AFL/Moscow-DME	trf	14jun78	
	CCCP-86705	II-62M	AFL/Domodedovo	trf	oct86	l/n DME 10sep92
	RA-86705	II-62M	Aeroflot	DME	20mar93	l/n DME 04jul94
	RA-86705	II-62M	Domodedovo Airl.	trf	25jul94	soc 06feb95 as life-time expired and canx same date; broken up
4 17 01	CCCP-86605	II-62	AFL/International	toc	18jun74	line # 17-01; rgd 02jul74; f/n LHR 04sep74; leased to Cubana in late 1974, seen with additional small 'Cubana' titles PRG nov74 and aug75; l/n LHR 08feb76
	CCCP-86605	II-62	AFL/Kazakhstan	trf	19may77	opb Alma-Altinski OAO; was acquired by Krasnoyarski OAO as a source of spares and ferried to KJA jan87 (was not yet there 26dec86); seen KJA 29jan87, still complete; soc 02mar87 as life-time expired and canx the same day; seen partially disassembled KJA 21aug88; the hull was scrapped
4 17 02	CCCP-86606	II-62	AFL/International	mfd	05jul74	line # 17-02; toc 23jul74; rgd 14aug74; f/n LHR 18aug74; l/n LGW 02jul77; carried additional small 'Cubana' titles PRG jan75/sep75, seen as such at SXF
	CCCP-86606	II-62	AFL/Uzbekistan-TAS	trf	21oct78	last reported in an incident report at DME 04jul87; soc 27jan88 as life-time expired and canx same date
	CCCP-86607	II-62	AFL/International	mfd	12sep74	line # 17-03; toc 27sep74; f/n LHR 04oct74; rgd 18oct74; carried additional small 'Cubana' titles PRG 11mar76; seen LGW 28may77, after lease
	CCCP-86607	II-62	AFL/Moscow	trf	22aug78	seen DME 24sep87; soc 11mar92 as life-time expired; canx 11jul92; l/n DME sep92/sep93 being broken up
4 17 04	CCCP-86608	II-62	AFL/International	toc	11sep74	line # 17-04; f/n AMS 14sep74; rgd 18oct74; carried additional small 'Cubana' titles PRG dec74/may75; seen ARN jun75 and LHR 02nov75 after lease; l/n LGW 09jul77
	CCCP-86608	II-62	AFL/Uzbekistan	trf	17jul77	soc 18dec89 as life-time expired; canx 22dec89
	CCCP-86609	II-62	AFL/International	toc	18oct74	line # 17-05; rgd 30oct74; f/n ARN 03nov74; carried additional small 'Cubana' titles PRG mar75/may75; l/n LGW 17sep77
	CCCP-86609	II-62	AFL/Kazakhstan	trf	11dec77	soc 26nov86 as life-time expired; l/n ALA 22apr93, derelict
4 18 01	CCCP-86610	II-62	AFL/International	toc	03nov74	line # 18-01; f/n ARN 17nov74; rgd 21nov74; carried additional small 'Cubana' titles PRG jan75/oct75
	CCCP-86610	II-62	AFL/Uzbekistan	trf	09dec77	
	CCCP-86610	II-62	LOT	lsd	29mar85	in full Aeroflot c/s and titles with additional 'Chartered by LOT Polish Airlines' titles
	CCCP-86610	II-62	AFL/Uzbekistan	ret	09oct85	l/n TAS 15apr92
	UK-86610	II-62	Uzbekistan Airways	LHR	20apr93	wfu 08aug95; l/n TAS 1995/2010 used as ground trainer but no longer present by 2011; soc and canx date unknown and broken up
4 18 02	SP-LAE	II-62	LOT	mfd	nov74	line # 18-02; rgd 07dec74; named 'Henryk Sienkiewicz'; f/n LHR 15dec74; d/d ex WAW 25sep83; canx 10oct83
	CCCP-86708	II-62	AFL/Krasnoyarsk-KJA	toc	14jan84	rgd 21feb84; f/n LED 05may89; l/n TAS 15apr92
	RA-86708	II-62	Aeroflot	LED	14jun93	

	RA-86708	II-62	KrasAir	trf	05apr94	f/n IST 11aug95; l/n KJA 27jan02; soc 17sep02 as life-time expired; canx 15dec03; moved to a lake near Krasnoyarsk, seen there 10jul05/27aug07; broken up in late jul08, only cockpit and tail remained by 03aug08
4 18 03	CCCP-86611	II-62	Soviet Gvt/AFL c/s	mfd	mar75	line # 18-03; Salon; rgd 04apr75; mfd also given as 08aug75, after modifications ?; toc 13sep75; f/n SXF 30jun76
	CCCP-86611	II-62	AFL/Uzbekistan-TAS	trf	30aug77	
	CCCP-86611	II-62	LOT	lsd	26may84	f/n LHR 02jun84; l/n LHR 21jul84
	CCCP-86611	II-62	AFL/Uzbekistan	ret	22nov84	
	CCCP-86611	II-62	LOT	lsd	31mar85	
	CCCP-86611	II-62	AFL/Uzbekistan	ret	05sep85	
	CCCP-86611	II-62	AFL/Domodedovo	trf	12aug88	
	RA-86611	II-62	Aeroflot	DME	20mar93	l/n DME 10sep92 l/n DME 01sep93; was rep for Domodedovo Airlines; soc 13dec93 as life-time expired; canx 27dec93; broken up
4 18 04	CCCP-86612	II-62TS	Soviet Gvt/AFL c/s	mfd	25may75	line # 18-04; Salon (HF/SatCom equipped); toc 13sep75; rgd 26sep75; opb 235 OAO at VKO; f/n SXF jun76; l/n HEL 06apr78
	CCCP-86612	II-62TS	Soviet AF/AFL c/s	trf	26aug78	based on a decree issued 20jul78; rgd 01feb79; VIP aircraft; opb military unit 15565 at Chkalovski; f/n Sperenberg 20oct78; l/n Sperenberg 12mar81
	CCCP-86612	II-62TS	Sov. Navy/AFL c/s	trf	1981	reportedly initially based either at Khorol or at Kipelovo, but that is not confirmed; opb the 2nd detachment of 278 otave 33 TsBP I PLS MA at Nikolayev-Kulbakino
	86612	II-62TS	Ukraine Air Force	Mkk	18sep96	VIP aircraft, but SatCom removed; in full 'blue' Aeroflot c/s including titles, but with a Ukrainian flag on the fin; was the personal aircraft of Ukrainian defence minister Valeri Shmarov for a short time; later leased to Atlant-SV and based at Simferopol until ran out of hours; sat wfu at Mykolayiv-Kulbakino, seen may02/dec09; sold to a private person (reportedly a Kiev businessman) in 2010; disassembled starting apr10 and paint removed, the bare metal fuselage was seen 27aug10; transported in parts on low loaders to Hlevakha just north of Vasilikiv air base in autumn 2010 (there are photos of the forward fuselage on a low loader 15oct10); assembly completed 21dec10; preserved in bare metal at Hlevakha (N50.248861 E30.292511), l/n jan21
4 18 05	OK-BYV (1)	II-62	Cs-Gvt (LSFMV)	d/d	dec74	line # 18-05; rgd 13feb75; canx 04aug81
	OK-FBF	II-62	CSA	rgd	04aug81	d/d 05aug81; wfu 03nov91
	OK-FBF	II-62	Espe Air	PRG	12mar93	named 'HumanitU'; l/n PRG jul93
	OK-FBF	II-62	Georgia Air Prague	PRG	28nov93	l/n operational PRG feb95; canx 12mar98; stored at OSR, seen jun95/sep98; bought by Ronald Seunig's company Ronja in 1997, assembled in his "Excalibur City" shopping and entertainment centre at Chvalovice-Hate near the Czech-Austrian border (N48.76390 E16.06529) in 1998/99 and decorated in spectacular colours by professor Ernst Fuchs, f/n jun99; in use as the "Jet Restaurant" from 2000, l/n 10aug23
5 19 01	CCCP-86613	II-62	Soviet Gvt/AFL c/s	mfd	feb75	line # 19-01; toc 25mar75; f/n LHR 30mar75; rgd 08apr75; opb 235 OAO
	CCCP-86613	II-62	AFL/Moscow-DME	trf	22jul76	
	CCCP-86613	II-62	AFL/Domodedovo	trf	oct86	dbr 21nov90 on a flight from DME to Yakutsk when was diverted to Magan because of fog at Yakutsk, touched down only 1,647 metres beyond the runway threshold and did not use reverse, so overran the runway, ended up in a ravine 3,978 metres behind the runway threshold and 2,331 metres after touch-down and broke up, 3 out of 10 crew and 9 of the 179 passengers injured; canx 11jan91; tail section still present at Magan (N62.099689 E129.54164) by jul04; soc 23jan91
5 19 02	YR-IRC	II-62	TAROM	mfd	31mar75	line # 19-02; rgd 14apr75; f/n AMS 19jul75
	YR-IRC	II-62	Cubana	lsd	jan90	l/n MAD 24jun90
	YR-IRC	II-62	TAROM	ret	1990	
	UN-86503(2)	II-62	Trans Asian AI	BKK	14feb99	CoFA expired 14jun94; canx 01feb96 as 'scrapped'; l/n OTP jun95/sep98 stored, offered for sale jan98
	UN-86503(2)	II-62	Quadrotour-Aero	IST	07aug00	named 'Djanik'; l/n IST 07aug00; see c/n 4934512; see f/n next line
	EX-62100	II-62	Quadrotour-Aero	FRU	17aug00	
5 19 03	CCCP-86614	II-62M	AFL/International	mfd	23apr75	in basic ex Trans Asian AI c/s; l/n FRU sep04/nov04 wfu; broken up FRU 2005
						line # 19-03; toc 30apr75; f/n LHR 07may75; rgd 16may75; carried additional small 'Cubana' titles, seen as such PRG 12feb76; w/o 27may77 on the leg from Lisbon to Havana of a flight from Moscow to Havana when the crew did not feed the correct air pressure into the altimeters (ATC had transmitted a wrong pressure), the aircraft descended too early, entered fog on final approach, collided at a height of 23-25 metres with a power-line 1,820 metres in front of the runway threshold, lost its stabiliser and parts of the right flap, cut the tops of 22 palm trees, crashed on wasteland 1,270 metres from the runway threshold and 212 metres to the right of its extended centreline and burnt out, all 10 crew and 57 of the 59 passengers killed and the 2 survivors seriously injured; t/t 5,549 hours and 1,144 cycles; soc 30jun77 and canx same date
5 19 04	CCCP-86615	II-62	AFL/Kazakhstan	toc	28may75	line # 19-04; rgd 19jun75; f/n Gross Dölln (Templin) 06nov75; soc 26nov86 as life-time expired
5 19 05	CCCP-86616	II-62	AFL/Moscow-DME	mfd	13jun75	line # 19-05; toc 30jul75; rgd 04aug75; f/n DME 30oct77
	CCCP-86616	II-62	AFL/Ulyanovsk HFS	trf	23mar85	
	CCCP-86616	II-62	AFL/Moscow-DME	trf	18jun85	
	CCCP-86616	II-62	AFL/Domodedovo	trf	oct86	soc 23oct91 as life-time expired; canx 29oct91; l/n DME 20mar93; in the process of being broken up at DME 14may93
25 20 3 1 4	CCCP-86617	II-62	Soviet Gvt/AFL c/s	mfd	jul75	line # 20-01; toc 18sep75; rgd 30sep75; f/n LHR 09oct75 and again 28dec75; opb 235 OAO
	CCCP-86617	II-62	AFL/Moscow	trf	27apr77	
	CCCP-86617	II-62	AFL/Domodedovo	trf	15jul87	soc 23oct90 as life-time expired
35 20 4 2 2	CCCP-86618	II-62M	AFL/International	mfd	jul75	line # 20-02; toc 31aug75; f/n LHR 13sep75; rgd 30sep75; c/n in MGA document as just '20422'; carried additional small 'Cubana' titles PRG 06nov75 and early 1976; at LHR 04jul76 after lease; at SXF sep78; carried additional 'Official Olympic Carrier' titles
	CCCP-86618	II-62M	AFL/Far East	trf	06mar80	l/n 24may93
	RA-86618	II-62M	Dalavia	trf	01jun93	f/n DME 09jul93, Aeroflot c/s and titles; l/n KHV 12may95; soc 15may97 as life-time expired; canx 26may97
35 20 2 3 3	CCCP-86619	II-62M	AFL/Moscow	mfd	25aug75	line # 20-03; toc 08oct75; rgd 10oct75
	CCCP-86619	II-62M	AFL/GosNII GA	trf	21nov75	
	CCCP-86619	II-62M	AFL/Moscow	trf	03feb76	f/n DME 13nov77
	CCCP-86619	II-62M	AFL/Krasnoyarsk-KJA	trf	10jan83	l/n DME 22feb92
	RA-86619	II-62M	KrasAir	trf	05apr94	f/n VIE oct95; soc 12apr99 as life-time expired and canx same date
35 20 3 4 5	CCCP-86620	II-62M	AFL/International	mfd	sep75	line # 20-04; toc 17oct75; f/n AMS 29oct75; rgd 04nov75; l/n LHR 12aug78; l/n LHR 08jun79, without 'Official Olympic Carrier' titles
	CCCP-86620	II-62M	AFL/Far East-KHV	trf	05dec79	
	RA-86620	II-62M	Dalavia	trf	01jun93	f/n DME 01sep93, Aeroflot c/s and titles; l/n DME 07may95, as such; soc 18aug97 as life-time expired; canx 22aug97; broken up
35 20 5 5 6	CCCP-86621	II-62M	AFL/International	mfd	sep75	line # 20-05; toc 10nov75; rgd 14nov75; f/n LHR 21dec75; carried additional small 'Cubana' titles PRG dec75/jan76; photo SXF 31aug76; photo LHR 1979 with 'Official Olympic Carrier' titles
	CCCP-86621	II-62M	AFL/Moscow	trf	13apr82	
	CCCP-86621	II-62M	AFL/Domodedovo	trf	oct86	l/n DME 22feb92
	RA-86621	II-62M	Aeroflot	DME	07jul93	l/n DME 06sep93
	RA-86621	II-62M	Domodedovo Air.	trf	25jul94	l/n GDX 13may95; soc 04sep96 as life-time expired; canx 05sep96; broken up
45 21 6 1 7	CCCP-86622	II-62M	AFL/International	mfd	06nov75	line # 21-01; toc 27nov75; f/n AMS 06dec75; rgd 08dec75; 'Official Olympic Carrier' titles
	CCCP-86622	II-62M	AFL/Moscow-DME	trf	24apr82	
	CCCP-86622	II-62M	AFL/Domodedovo	trf	oct86	l/n DME 20mar93
	RA-86622	II-62M	Aeroflot	DME	02sep93	
	RA-86622	II-62M	Domodedovo Air.	trf	25jul94	f/n DME 02jul95; l/n DME 28aug95; soc 29dec95 as life-time expired and canx same date; broken up
45 21 7 2 8	CCCP-86623	II-62M	AFL/International	mfd	22nov75	line # 21-02; toc 12dec75; f/n LHR 27dec75; rgd 14jan76; photo BUD may78 with 'Official Olympic Carrier' titles
	CCCP-86623	II-62M	AFL/Far East-KHV	trf	28oct80	l/n DME 10sep92
	RA-86623	II-62M	Aeroflot	DME	20mar93	
	RA-86623	II-62M	Dalavia	trf	01jun93	l/n KHV 12may95; soc 01dec97 as life-time expired; canx 04dec97; broken up
45 21 8 3 9	CCCP-86624	II-62	Soviet AF/AFL c/s	mfd	24dec75	line # 21-03; toc 17jan76; opb 235 OAO; rgd 22jan76; f/n SVO 07feb76; l/n SXF 02apr77
	CCCP-86624	II-62	AFL/Moscow-DME	trf	05may77	
	CCCP-86624	II-62	AFL/Domodedovo	trf	oct86	l/n SXF 24jun90; soc 23oct91 as life-time expired; canx 29oct91; broken up
45 21 9 4 1	CCCP-86450	II-62TS	Soviet Gvt/AFL c/s	mfd	19aug76	line # 21-04; Salon (HF/SatCom equipped); toc 23aug76; rgd 07sep76; opb 235 OAO; f/n BRU 05oct76 and HAM 26apr78 with Leonid Brezhnev; l/n CGN 04may78
	CCCP-86450	II-62	AFL/Moscow	toc	26mar80	SatCom removed; rgd 04apr80
	CCCP-86450	II-62	LOT	lsd	07apr80	in full Aeroflot c/s with additional 'chartered by LOT Polish Airlines' titles; f/n LHR 30apr80; l/n ATH 27jul80
	CCCP-86450	II-62	AFL/Moscow	ret	11oct80	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	02mar82	
	CCCP-86450	II-62	AFL/Moscow	trf	09aug82	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	01oct82	
	CCCP-86450	II-62	AFL/Domodedovo	trf	16jun87	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	22dec87	
	CCCP-86450	II-62	AFL/Domodedovo	trf	18may88	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	15oct88	
	CCCP-86450	II-62	AFL/Domodedovo	trf	28may89	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	01jul89	
	CCCP-86450	II-62	AFL/Domodedovo	trf	12may90	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul90
	CCCP-86450	II-62	AFL/Domodedovo	trf	19apr91	
	CCCP-86450	II-62	AFL/Ulyanovsk HFS	trf	01jul91	soc 02mar93 as life-time expired and canx same date; l/n ULV sep92/jun94 as a ground instructional airframe
45 21 1 5 2	CCCP-86451	II-62	Soviet AF/AFL c/s	mfd	feb77	line # 21-05; c/n also given as 52105, but see below; based at Chkalovski; rgd 10feb77; f/n HAV 24apr77; l/n Gross Dölln (Templin) 24feb81; later based Khorol (Far East) and then at Mykolayiv-Kulbakino with 278 otave, 2nd detachment (33 TsBP I PLS MA) and presumably operated by Soviet Navy ?
	86451	II-62	Ukraine Air Force	trf	1992	

27 25 3 4 5	CCCP-86471 CCCP-86471 CCCP-86471 RA-86471 RA-86471 RA-86471	II-62M II-62M II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s AFL/International AFL/Far East-KHV Aeroflot Dalavia Dalavia	mfd trf trf SVO trf DME	23mar77 04dec78 14aug80 15may93 01jun93 20sep98	line # 25-04; toc 20may77; rgd 02jun77; opb 235 OAO; f/n ORY 12jun77; l/n LHR 27may78 seen MUC 25mar79; photo PRG apr80 with 'Official Olympic Carrier' titles f/n LED 28feb81; l/n DME 10sep92 f/n DME 21may96, in Aeroflot c/s and titles t/t 34,293 hours and 6,072 cycles as of 01jul00; l/n DME 01mar01; no longer in fleet list by 2007; still current on register nov09; soc and canx date unknown; broken up line # 25-05; named 'Maria Curie-Sklodowska' after an early 20th century physicist and chemist; f/n LHR 12jun77; canx 18nov82; returned to the Soviet Union by 1983; overhauled by 243 ARZ at Tashkent probably opb 37th Air Army at Engels; in blueish grey c/s with Red Stars (seen as such at Taskhent) sighting correct, or in error for DME based II-62 CCCP-86657 c/n 10904 ? opb 37th Air Army (long-range aviation) at Engels, probably used by the commander of long-range aviation; l/n flying dec08; wfu in the 2nd half of 2010 as the life-time of the engines had expired; sat wfu at Engels, seen mar11/nov12; was preserved in the base museum at Engels from 2012, l/n may13; later parked on remote dispersals on the far north-east corner of Engels airfield, l/n there apr19; placed back on the flight line, f/n there 21aug19 and still present oct20; moved back to the long-range aviation museum at Engels by jun21 (N51.472777 E46.189906) and parked opposite RA-86556 line # 26-01; f/n HND 17jul77; rgd 26jul77; opb 235 OAO
27 25 4 5 6	SP-LAG not known CCCP-86557 RA-86557	II-62 II-62 II-62	LOT Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	rgd no DME Eng	25may77 reports 03jun92 12aug99	line # 26-02; opb 223 LO at Chkalovski; rgd 12dec77; f/n Spenberg 15mar79 seen CKL 18aug02 with engine covers marked 260231 (ie, fuselage number 2602 and tactical code 31 ?); l/n CKL 13jul07/09jan13, still in full Aeroflot c/s with titles, wfu with a damaged nose cone; t/t 6,180 hours and 3,400 cycles as of 01jul08; a press release feb10 from the Kazan factory stated this aircraft had arrived at the factory and it was subsequently determined unfit to be repaired, but photo dated jul10/sep10 at Chkalovski shows damaged nose, so obviously never went to Kazan; l/n CKL jan13 (N55.875942 E38.033041), photo with nose cone from another aircraft; dismantled at CKL nov14/sep16; see RA-86495(2) with unknown c/n line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
27 26 5 1 7	CCCP-86472 CCCP-86472 CCCP-86472 RA-86472	II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s AFL/Moscow-DME AFL/Domodedovo Domodedovo Airf.	toc trf trf trf	27jun77 05oct78 oct86 25jul94	l/n DME 10sep92 f/n DME 14may95; soc 22aug97 as life-time expired; canx 02sep97; l/n DME jul00/may14 wfu/derelict; broken up jun14 at DME line # 26-02; opb 223 LO at Chkalovski; rgd 12dec77; f/n Spenberg 15mar79 seen CKL 18aug02 with engine covers marked 260231 (ie, fuselage number 2602 and tactical code 31 ?); l/n CKL 13jul07/09jan13, still in full Aeroflot c/s with titles, wfu with a damaged nose cone; t/t 6,180 hours and 3,400 cycles as of 01jul08; a press release feb10 from the Kazan factory stated this aircraft had arrived at the factory and it was subsequently determined unfit to be repaired, but photo dated jul10/sep10 at Chkalovski shows damaged nose, so obviously never went to Kazan; l/n CKL jan13 (N55.875942 E38.033041), photo with nose cone from another aircraft; dismantled at CKL nov14/sep16; see RA-86495(2) with unknown c/n line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
27 26 6 2 8	CCCP-86495(1) RA-86495(1)	II-62M II-62M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	18oct77 15apr93	l/n DME 10sep92 f/n DME 14may95; soc 22aug97 as life-time expired; canx 02sep97; l/n DME jul00/may14 wfu/derelict; broken up jun14 at DME line # 26-02; opb 223 LO at Chkalovski; rgd 12dec77; f/n Spenberg 15mar79 seen CKL 18aug02 with engine covers marked 260231 (ie, fuselage number 2602 and tactical code 31 ?); l/n CKL 13jul07/09jan13, still in full Aeroflot c/s with titles, wfu with a damaged nose cone; t/t 6,180 hours and 3,400 cycles as of 01jul08; a press release feb10 from the Kazan factory stated this aircraft had arrived at the factory and it was subsequently determined unfit to be repaired, but photo dated jul10/sep10 at Chkalovski shows damaged nose, so obviously never went to Kazan; l/n CKL jan13 (N55.875942 E38.033041), photo with nose cone from another aircraft; dismantled at CKL nov14/sep16; see RA-86495(2) with unknown c/n line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
37 26 7 3 9	CU-T1208	II-62M	Cubana	d/d	01jun77	line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
37 26 8 4 1	CCCP-86473 CCCP-86473 CCCP-86473 RA-86473 RA-86473	II-62M II-62M II-62M II-62M II-62M	AFL/International AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airf.	mfd trf trf DME trf	29jul77 unknown oct86 20mar93 25jul94	line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
37 26 9 5 2	CCCP-86474 CCCP-86474 RA-86474	II-62M II-62M II-62M	Soviet Gvt/AFL c/s AFL/International Aeroflot Rus. Al	mfd trf LUX mfd	sep77 26sep79 05nov92 14sep77	line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
37 27 2 1 3	CCCP-86475 CCCP-86475 RA-86475 RA-86475	II-62M II-62M II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airf.	trf trf DME trf	28jul83 oct86 20mar93 25jul94	line # 26-03; mfd 01jun77 from Aviacion en Cuba facebook site; named "Captain Wilfredo Perez" in honour of a Cubana pilot who was killed when his aircraft was sabotaged; last flight was 18jan92; t/t 17,864.45 hours and 4,122 cycles; l/n HAV 16nov96 wfu; not in 1998 fleet list, broken up line # 26-04; toc 26aug77; f/n LHR 02sep77; rgd 09sep77 on charge as of 01apr82 l/n DME 10sep92 j/n DME 23sep94, see next line f/n DME 07may95; canx 01nov96; soc 04nov86 as life-time expired; l/n DME 03sep97, being scrapped line # 26-05; f/n HND 13sep77 !; toc 24nov77; rgd 05dec77; opb 235 OAO; l/n CDG 30aug78 l/n SVO 14aug92 l/n CPH aug95; soc 30jan96 as life-time expired and canx same date; broken up at SVO line # 27-01; toc 14mar78; rgd 27mar78; f/n VKO 04may78; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; l/n CGN 21nov81, as such with SatCom SatCom removed l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; CofA expired 18may02; t/t 35,276 hours and 5,517 cycles; sat wfu at DME, seen apr06/apr11; still current on register nov09; soc and canx date unknown; scrapped at DME 29/30apr11 line # 27-02; the first aircraft with a stronger wing and mentioned in the MGA document as such; h/o 03jul78; toc 03jul78; rgd 19jul78 f/n DME 30jun79 l/n DME 16aug92 l/n DME 16jun94 f/n DME 15may95; sat wfu at DME, seen jun06/aug09; t/t 47,824 hours and 7,427 cycles as of 01jul09; still current on Russian register nov09; scrapped at DME around 25feb/03mar10; soc and canx dates unknown line # 27-03; toc 15nov77; f/n LHR 08nov77; rgd 23nov77; seen LHR 04nov78 with 'Official Olympic Carrier' titles; soc 08sep92 as life-time expired; canx 29sep92; l/n SVO 10jul94, derelict, broken up shortly afterwards line # 27-04; f/n LHR 04jan78 f/n LHR 14jun86; canx 16apr87 but only restored to the register 25oct88 (or just a renewal); canx 25jun96 dbr 24apr98 at Istanbul, when an engine exploded as the aircraft was preparing to take-off and caught fire, all 9 crew and 64 passengers escaped; seen IST may98; canx 26may98; CofA was valid until 01oct98; hulk still present IST aug00; broken up line # 27-05; toc 21dec77; f/n LHR 30dec77; rgd 02jan78; seen GVA 31aug78 with 'Official Olympic Carrier' titles; l/n l/n SVO 18may91 l/n SVO 24sep94; soc 29aug95 as life-time expired and canx same date; broken up dec95 at SVO line # 28-01; toc 18jan78; rgd 01feb78; f/n CDG 14feb78 l/n KHV oct92 l/n KHV 12may95, engineless, in Aeroflot c/s and titles l/n DME 18jul02; additional 'Tret'yakovo' titles/logo jan02/jul02 l/n DME 19aug02 l/n active KHV 23sep07; not in fleet list 08nov07; t/t 37,566 hours and 6,816 cycles as of 01jul08; stored at KHV, l/n 10may08; still current on register nov09; soc and canx date unknown; broken up line # 28-02; toc 06apr78; f/n LHR 11apr78; rgd 25apr78; 'Official Olympic Carrier' titles
47 27 3 2 4	CCCP-86484 CCCP-86484 CCCP-86484 RA-86484 RA-86484	II-62M II-62M II-62M II-62M II-62M				

48 31 5 1 7	DM-SEK DDR-SEK DDR-SEK D-AOAE CCCP-86562	II-62M II-62M II-62M II-62M II-62M	EGAF/Interflug c/s EGAF/Interflug c/s Interflug Interflug AFL/International	mfd rgd trf rgd d/d	14oct78 01jul81 15dec87 03oct90 19oct90	line # 31-01; d/d 17nov78; rgd 23nov78; East German Air Force serial '121' allocated; l/n SXF 30apr80 operated for East German Air Force until being transferred to Interflug f/n SXF 06oct90 f/n SXF 16oct90; rgd 10dec90; photo still in full Interflug c/s and titles SVO nov90; f/n SVO 10apr91 in full Aeroflot c/s and titles sat wfu at SVO, without engines, seen mar02/29jan09, titles and registration painted out by 31jan09; l/n 15feb09 in the process of being scrapped line # 31-02 f/n LHR 17jun84 in full TAROM colours with additional 'Chartered by LOT' titles; l/n 28oct84, as such
48 31 6 2 8	YR-IRE YR-IRE YR-IRE YR-IRE YR-IRE YR-IRE YR-IRE YR-IRE YR-IRE UN-86501(2) CCCP-86490	II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M	TAROM LOT TAROM LOT TAROM Cubana TAROM TAROM c/s Trans Asian Al Trans Asian Al AFL/International	rgd lsd ret lsd ret SNN FRA SHJ HAJ HAJ mfd	27dec78 27may84 04nov84 01dec84 05dec85 02nov89 11aug90 jul97 08may98 13jun98 14dec78	on delivery this day; seen PRG 16mar90; returned aug90 l/n OTP jun95/jul96 stored opb Alfa Line Kazakhstan named 'Sultan'; l/n HAJ 22may98; canx 01jun98; CofA was valid until 16apr99 registration without hyphen; named 'Sultan'; sat wfu at ALA, l/n sep00/may04; see c/n 3933121 line # 31-03; toc 30dec78; rgd 08jan79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 06mar79; seen LHR nov79 with 'Official Olympic Carrier' titles
48 31 7 3 9	CCCP-86490 CCCP-86490 RA-86490 RA-86490 CCCP-86491	II-62M II-62M II-62M II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International	trf trf DME trf mfd	06mar81 oct86 20mar93 25jul94 jan79	l/n DME 10sep92 l/n DME 16jun94 f/n DME 07may95; soc 24dec98 as life-time expired; canx 28dec98; l/n DME 15aug99; broken up line # 31-04; toc 16feb79; rgd 28feb79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 09mar79, seen LHR 09jun79 with 'Official Olympic Carrier' titles
19 31 1 4 2	CCCP-86491 CCCP-86491 RA-86491 RA-86491 CCCP-86497	II-62M II-62M II-62M II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. AFL/International	trf trf DME trf mfd	22sep80 oct86 07jul93 25jul94 26feb79	l/n DME 22feb92 l/n DME 06sep93 f/n DME 16may95; soc 10jun98 as life-time expired; canx 10jul98; l/n DME 18nov98, awaiting scrapping line # 31-05; toc 07mar79; rgd 15mar79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n SVO 15mar79; seen JFK 26aug79 with 'Official Olympic Carrier' titles canx 19mar99; soc 22mar99 as life-time expired; l/n SVO 30may99; broken up at SVO oct99 line # 32-01; toc 27mar79; rgd 06apr79; f/n FRA 12apr79; 'Official Olympic Carrier' titles; l/n ARN 27jan80
19 31 2 5 3	RA-86497 CCCP-86498	II-62M II-62M	Aeroflot Rus. Al AFL/International	FRA mfd	19dec92 mar79	trf 20jul95; l/n DME 25aug97; soc 24oct97 as life-time expired; canx 03nov97; scrapped aug98 at DME line # 32-02; rgd 28apr79; named initially 'Juliusz Slowacki' and later 'Janusz Koscieliski'; d/d ex WAW 08jan92; canx 14jan92 f/n KBP 07sep92; with additional small 'Aeroflot' titles f/n SHJ feb93; canx 30dec03; sat wfu at KBP, seen sep99/may04; probably broken up as not present jul07 line # 32-03; toc 11may79; f/n LHR 15may79; rgd 28may79; aircraft built with a stronger wing and mentioned in the MGA document as such; seen MXP feb80 with 'Official Olympic Carrier' titles; l/n LHR 04jan81
19 32 3 1 4	CCCP-86498 CCCP-86498 RA-86498 RA-86498 SP-LBA	II-62M II-62M II-62M II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl. LOT	trf trf DME KHV mfd	14aug80 oct86 01sep93 12may95 apr79	trf 20jul95; l/n DME 25aug97; soc 24oct97 as life-time expired; canx 03nov97; scrapped aug98 at DME line # 32-02; rgd 28apr79; named initially 'Juliusz Slowacki' and later 'Janusz Koscieliski'; d/d ex WAW 08jan92; canx 14jan92 f/n KBP 07sep92; with additional small 'Aeroflot' titles f/n SHJ feb93; canx 30dec03; sat wfu at KBP, seen sep99/may04; probably broken up as not present jul07 line # 32-03; toc 11may79; f/n LHR 15may79; rgd 28may79; aircraft built with a stronger wing and mentioned in the MGA document as such; seen MXP feb80 with 'Official Olympic Carrier' titles; l/n LHR 04jan81
29 32 5 2 6	CCCP-86581 UR-86581 CCCP-86499	II-62M II-62M II-62M	Avialini. Ukrayiny Avialini. Ukrayiny AFL/International	rgd rgd mfd	28jan92 21jan93 25apr79	trf 20jul95; l/n DME 25aug97; soc 24oct97 as life-time expired; canx 03nov97; scrapped aug98 at DME line # 32-02; rgd 28apr79; named initially 'Juliusz Slowacki' and later 'Janusz Koscieliski'; d/d ex WAW 08jan92; canx 14jan92 f/n KBP 07sep92; with additional small 'Aeroflot' titles f/n SHJ feb93; canx 30dec03; sat wfu at KBP, seen sep99/may04; probably broken up as not present jul07 line # 32-03; toc 11may79; f/n LHR 15may79; rgd 28may79; aircraft built with a stronger wing and mentioned in the MGA document as such; seen MXP feb80 with 'Official Olympic Carrier' titles; l/n LHR 04jan81
29 32 6 3 7	CCCP-86499 CCCP-86499 RA-86499 RA-86499	II-62M II-62M II-62M II-62M	AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl.	trf trf DME DME	28jan81 oct86 07jul93 07may95	l/n DME 22feb92 l/n DME 16jun94 trf 20jul95; l/n DME 18apr06; stored DME (N55.421381 E37.904486) jul06/apr22; t/t 44,412 hours and 6,950 cycles as of 01jul09; not canx from the Russian register; is the last Russian II-62 present at Domodedovo
29 32 7 4 8	OK-JBI OK-JBI OK-JBI OK-JBI RA-86597 RA-86597	II-62M II-62M II-62M II-62M II-62M II-62M	CSA Georgia Air Prague GEA Air Praha IDG Technology Al VIM Airlines, n/t VIM Airlines	mfd trf trf trf rgd IST	21apr79 01apr96 07aug96 24jun97 14jan03 05mar03	line # 32-04; d/d 31may79; rgd 08jun79; named 'Plzen'; trf to CSA Czech Airlines 01jan93, but titles were not changed; wfu 16aug94; l/n PRG 12jul95 without titles f/n PRG aug96 f/n CFU 17aug96; all-white c/s with old CSA cheatline; l/n PRG 07sep96 f/n PRG 24jun97; delivered PRG-VKO 04nov97 for Rybinsk Motors; canx 21nov97; l/n VKO 27nov97; sold by Russian Customs to RusAvia Charter 17aug00; stored at VKO marked '-JBI', seen aug99/aug02, but reportedly flew to KZN 29dec00 at 16:15 hours according to ATC at VKO f/n VKO 01feb03 lsf Alfa-Avialinii OOO; named 'Yuliya'; l/n TRV 14jna05; seen DME 20feb05 stored; handed back to Alfa-Avialinii OOO before CofA expired 21mar05 and ferried to Yaroslavl; l/n IAR 10jan07; t/t 26,405 hours and 6,729 cycles; still current on register nov09; broken up
29 32 8 5 9	CCCP-86500	II-62M	AFL/International	mfd	jun79	line # 32-05; toc 22jun79; rgd 04jul79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n ARN 14jul79; seen LHR sep79 with 'Official Olympic Carrier' titles; severely damaged 09jun84 whilst parked at Moscow-Sheremetyevo when a tornado hit the area and a gantry fell on the aircraft, resulting in damage at 70 positions; soc 19dec84; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGU GA) at SVO, l/n aug11; scrapped feb12, the forward fuselage was still present 20feb12, but gone by 10aug12 line # 33-01; no titles; f/n SXF 12aug79; seen VIE 23jul82; l/n MLA 11jun83 f/n ORY apr87; became Air Koryo 28mar92 l/n active 26aug19; FNI 23nov19 line # 33-02; toc 03sep79; rgd 10sep79; f/n CDG 13oct79; opb 235 OAO; see c/n 4831628 on charge as of 01apr82 l/n DME 12apr92 l/n DME 06sep93 f/n DME 23sep94; soc 30jul98 as life-time expired and canx same date; l/n DME 23oct99, awaiting scrapping
39 33 9 1 3	885 P-885 P-885	II-62M II-62M II-62M	Chosonminhang Chosonminhang Air Koryo	d/d r/r SXF	jun79 unknown 01oct92	line # 33-01; no titles; f/n SXF 12aug79; seen VIE 23jul82; l/n MLA 11jun83 f/n ORY apr87; became Air Koryo 28mar92 l/n active 26aug19; FNI 23nov19 line # 33-02; toc 03sep79; rgd 10sep79; f/n CDG 13oct79; opb 235 OAO; see c/n 4831628 on charge as of 01apr82 l/n DME 12apr92 l/n DME 06sep93 f/n DME 23sep94; soc 30jul98 as life-time expired and canx same date; l/n DME 23oct99, awaiting scrapping
39 33 1 2 1	CCCP-86501(1) CCCP-86501(1) CCCP-86501(1) RA-86501(1) RA-86501(1)	II-62M II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s AFL/Moscow-DME AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd trf trf DME trf	09aug79 unknown oct86 20mar93 25jul94	line # 33-02; toc 03sep79; rgd 10sep79; f/n CDG 13oct79; opb 235 OAO; see c/n 4831628 on charge as of 01apr82 l/n DME 12apr92 l/n DME 06sep93 f/n DME 23sep94; soc 30jul98 as life-time expired and canx same date; l/n DME 23oct99, awaiting scrapping
39 33 2 3 2	CU-T1217	II-62M	Cubana	d/d	jul79	line # 33-03; f/n MIA 20jul79, l/n HAV aug01/mar06 wfu; not in fleet list 04feb02; broken up line # 33-04; toc 15sep79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n JFK 23sep79; 'Official Olympic Carrier' titles; see c/n 21305 opb 235 OAO; rgd 05oct79; f/n LHR 18nov79 l/n SVO 09sep92 canx 10jul98; soc 17aug98 as life-time expired; l/n SVO 20sep98; broken up at SVO
39 33 3 4 5	CCCP-86502(1) CCCP-86502(1) RA-86502(1) OK-JBJ OK-LIA HA-LIA OK-JBJ	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	AFL/International Soviet AF/AFL c/s AFL/International Aeroflot Rus. Al CSA MALÉV CSA	mfd trf trf ORD d/d f/f ret	06sep79 26sep79 05sep80 06nov92 10oct79 29jun91 sep91	line # 33-04; toc 15sep79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n JFK 23sep79; 'Official Olympic Carrier' titles; see c/n 21305 opb 235 OAO; rgd 05oct79; f/n LHR 18nov79 l/n SVO 09sep92 canx 10jul98; soc 17aug98 as life-time expired; l/n SVO 20sep98; broken up at SVO line # 33-05; named 'Hradec Kralove'; rgd 17oct79; canx 25jun91 used only for charter flights to Japan; canx 20sep91 rgd 16oct91; trf to CSA Czech Airlines 01jan93, but titles were not changed; wfu 03oct94; sold to Bemoair may96 l/n PMI 21jul96 date is date sold, seen PRG jan79/sep97; canx 18may98; departed to Sharjah for Air Cess 19may98 stored at SHJ sep99/apr00, gone by 14apr00; l/n NIM mar01; seen RKT 26may01 in all-white c/s, with the reg only under the wings; l/n RKT 15sep01; seen stored at NKC 03mar02 (titles not reported); stored NIM since at least aug03, in full c/s with titles; l/n (N13.47847 E2.18667) 24mar02 line # 34-01; II-62M Salon TM-35UR (SatCom-equipped), opb 235 OAO; toc 11aug80; rgd 19aug80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n GVA 25jan82; l/n SXF 19jan83, with SatCom; l/n LHR 15dec84, with SatCom removed; see c/n 51902 SatCom removed; f/n SXF oct90; l/n DME 22may91 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95 l/n KHV 31jul01 still with 'Dalavia' logo; l/n DME 17jul02 l/n DME 23aug04; trf to Cuba 11oct04 in full c/s with titles and small Cuban flag; l/n HAV 28oct04 in full c/s with titles; l/n CCS 19oct05 in full c/s; en route to Moscow after lease to Cubana; arrived KHV 02mar06; l/n KHV 18jun06, wfu; broken up 08/09nov06 as no hours left line # 34-02; toc 17nov79; rgd 30nov79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 03dec79; canx 09jun87 as to Poland in full LOT c/s with grey undersides; f/n LHR 01jul87; canx 08jun88 f/n LHR 28aug88 the first Soviet-built aircraft equipped with TCAS (installed by Allied Signal at Orlando in 1992); l/n KHV 28may93 in Aeroflot c/s and titles; CofR renewal 09jun94; l/n SGN sep97, as such soc 02mar99 as life-time expired; canx 20mar99; broken up line # 34-03; d/d 03dec79; rgd 19dec79; East German Air Force serial '122' allocated; l/n SZG 13nov80
49 34 5 1 2	CCCP-86503(1)	II-62M	Soviet Gvt/AFL c/s	mfd	04jun80	line # 34-01; II-62M Salon TM-35UR (SatCom-equipped), opb 235 OAO; toc 11aug80; rgd 19aug80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n GVA 25jan82; l/n SXF 19jan83, with SatCom; l/n LHR 15dec84, with SatCom removed; see c/n 51902 SatCom removed; f/n SXF oct90; l/n DME 22may91 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95 l/n KHV 31jul01 still with 'Dalavia' logo; l/n DME 17jul02 l/n DME 23aug04; trf to Cuba 11oct04 in full c/s with titles and small Cuban flag; l/n HAV 28oct04 in full c/s with titles; l/n CCS 19oct05 in full c/s; en route to Moscow after lease to Cubana; arrived KHV 02mar06; l/n KHV 18jun06, wfu; broken up 08/09nov06 as no hours left line # 34-02; toc 17nov79; rgd 30nov79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 03dec79; canx 09jun87 as to Poland in full LOT c/s with grey undersides; f/n LHR 01jul87; canx 08jun88 f/n LHR 28aug88 the first Soviet-built aircraft equipped with TCAS (installed by Allied Signal at Orlando in 1992); l/n KHV 28may93 in Aeroflot c/s and titles; CofR renewal 09jun94; l/n SGN sep97, as such soc 02mar99 as life-time expired; canx 20mar99; broken up line # 34-03; d/d 03dec79; rgd 19dec79; East German Air Force serial '122' allocated; l/n SZG 13nov80
49 34 6 2 3	CCCP-86504	II-62M	AFL/International	mfd	oct79	line # 34-01; II-62M Salon TM-35UR (SatCom-equipped), opb 235 OAO; toc 11aug80; rgd 19aug80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n GVA 25jan82; l/n SXF 19jan83, with SatCom; l/n LHR 15dec84, with SatCom removed; see c/n 51902 SatCom removed; f/n SXF oct90; l/n DME 22may91 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KHV 12may95 l/n KHV 31jul01 still with 'Dalavia' logo; l/n DME 17jul02 l/n DME 23aug04; trf to Cuba 11oct04 in full c/s with titles and small Cuban flag; l/n HAV 28oct04 in full c/s with titles; l/n CCS 19oct05 in full c/s; en route to Moscow after lease to Cubana; arrived KHV 02mar06; l/n KHV 18jun06, wfu; broken up 08/09nov06 as no hours left line # 34-02; toc 17nov79; rgd 30nov79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 03dec79; canx 09jun87 as to Poland in full LOT c/s with grey undersides; f/n LHR 01jul87; canx 08jun88 f/n LHR 28aug88 the first Soviet-built aircraft equipped with TCAS (installed by Allied Signal at Orlando in 1992); l/n KHV 28may93 in Aeroflot c/s and titles; CofR renewal 09jun94; l/n SGN sep97, as such soc 02mar99 as life-time expired; canx 20mar99; broken up line # 34-03; d/d 03dec79; rgd 19dec79; East German Air Force serial '122' allocated; l/n SZG 13nov80
49 34 7 3 4	SP-LBI CCCP-86504 CCCP-86504 RA-86504 RA-86504 DM-SEL DDR-SEL DDR-SEL D-AOAF CCCP-86564 RA-86564	II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M II-62M	LOT AFL/International AFL/Far East Dalavia Dalavia EGAF/Interflug c/s EGAF/Interflug c/s Interflug Interflug AFL/International Aeroflot Rus. Al	rgd rgd trf trf DME mfd rgd trf rgd SNN SVO	17jun87 08jun88 03dec90 01jun93 nov98 11nov79 01jul81 30nov84 03oct90 16jan91 04jul92	line # 34-02; toc 17nov79; rgd 30nov79; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 03dec79; canx 09jun87 as to Poland in full LOT c/s with grey undersides; f/n LHR 01jul87; canx 08jun88 f/n LHR 28aug88 the first Soviet-built aircraft equipped with TCAS (installed by Allied Signal at Orlando in 1992); l/n KHV 28may93 in Aeroflot c/s and titles; CofR renewal 09jun94; l/n SGN sep97, as such soc 02mar99 as life-time expired; canx 20mar99; broken up line # 34-03; d/d 03dec79; rgd 19dec79; East German Air Force serial '122' allocated; l/n SZG 13nov80
49 34 8 4 7 ?	CCCP-86505	II-62M	Aeroflot	SVO	21sep85	not taken up, aircraft was on overhaul during re-unification CofA gives registration date 22aug90; was rgd 10jan91 1; l/n 24jun92 dbr 11nov98 whilst parked at Anchorage, the wingtip of taxiing Boeing 747-48E HL7414 of Asiana, collided and sliced through half of the tail; l/n ANC 07jun99, still with the wingtip lodged in the tail; canx 06sep99; soc 06nov99; broken up at ANC oct99 line # 34-04; c/n not checked this date, sighting correct ?; the source of the given c/n is not known for this line-number; the c/n/registration does not appear in any Russian/Soviet registers or the MGA document; reported by Russian sources as opb 8 adon; fate ?
10 34 1 5 2	SP-LBB	II-62M	LOT	mfd	dec79	line # 34-05; rgd 02feb80; named 'Ignacy Paderewski'; d/d ex WAW 25jan92; canx 27jan92

10 35 2 1 3	CCCP-86132 UR-86132 CCCP-86510	II-62M II-62M II-62M	Avialini. Ukrayiny Avialini. Ukrayiny AFL/International	rgd rgd mfd	12mar92 21jan93 feb80	f/n KBP 13apr92; with additional small 'Aeroflot' titles; l/n SVO 09sep92 f/n SNN 16apr93; wfu at KBP, l/n sep99/jul07; canx 27jun07; reported broken up line # 35-01; toc 20feb80; rgd 29feb80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n CPH 25may80; photo CDG sep81 with 'Official Olympic Carrier' titles; l/n SVO 30jun92
10 35 3 2 4	RA-86510 CCCP-86506(1)	II-62M II-62M	Aeroflot Rus. Al AFL/International	AMS mfd	31jan93 mar80	l/n CAN 16oct02; soc 14feb03 as life-time expired; canx 09apr03; broken up 21aug03 at SVO line # 35-02; toc 21mar80; f/n LHR 24mar80; rgd 02apr80; aircraft built with a stronger wing and mentioned in the MGA document as such; seen LHR 31aug80 with 'Official Olympic Carrier' titles; l/n SXF 18apr92; see UN-86506, c/n 1138234
10 35 4 3 5	RA-86506(1) OK-KBK	II-62M II-62M	Aeroflot Rus. Al CSA	LUX d/d	09jan93 30apr80	l/n SVO mar96/aug97 wfu; canx 24apr98; soc 27apr98 as life-time expired; broken up at SVO line # 35-03; named 'Ceské Budejovice'; rgd 05may80; wfu 20nov92; broken up PRG dec94; canx 30sep94
20 35 5 4 6	CCCP-86507(1)	II-62M	AFL/International	mfd	10apr80	line # 35-04; toc 30apr80; rgd 12may80; f/n LHR 16may80; aircraft built with a stronger wing and mentioned in the MGA document as such; 'Official Olympic Carrier' titles; see c/n 4242654
20 35 6 5 7	CCCP-86507(1)	II-62M	AFL/Ulyanovsk HFS	trf	11apr83	l/n ULV 09sep92
20 35 6 5 7	RA-86507(1)	II-62M	Aeroflot	SVO	04jul93	l/n SVO 20apr93
20 35 6 5 7	RA-86507(1)	II-62M	Moscow Airways	SNN	20aug93	l/n ULV 11jun94
20 35 6 5 7	RA-86507(1)	II-62M	Mavial	trf	01mar95	f/n MSQ 08oct95, in Aeroflot c/s and titles
20 35 6 5 7	RA-86507(1)	II-62M	Mavial	ZIA	19aug99	returned to lessor; l/n ULV aug01/2014, stored missing two engines, t/t 11,607 hours and 5,528 cycles as of 01jan10; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.292011 E48.233883) since at least aug14; l/n 20feb20
20 36 7 1 8	CU-T1218 CCCP-86508(1)	II-62M II-62M	Cubana AFL/International	d/d toc	may80 30apr80	line # 35-05; l/n HAV 14nov98 stored; not in 2001 fleet list, broken up line # 36-01; mfd given as jun80 in Soviet register; rgd 25jun80; opb Sheremetyevskii OAO; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 09nov80; dbr 06dec81 while being parked at SVO when caught fire due to a short circuit in the aircraft's electrical system and suffered considerable damage, no casualties; soc 29jan82; see c/n 4242654
20 36 8 2 9	CCCP-86509(1)	II-62M	Soviet Gvt/AFL c/s	mfd	06aug80	line # 36-02; toc 25aug80; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LHR 31aug80; rgd 15sep80; see c/n 1951525
30 36 9 3 1	CCCP-86509(1)	II-62M	AFL/International	trf	03feb83	f/n AMS 09aug84
30 36 9 3 1	CCCP-86509(1)	II-62M	AFL/Domodedovo	trf	01jan92	l/n DME 10sep92
30 36 9 3 1	RA-86509(1)	II-62M	Aeroflot	DME	20mar93	l/n DME 16jun94
30 36 9 3 1	RA-86509(1)	II-62M	Domodedovo Air.	trf	25jul94	f/n TAS 08may95; sat wfu at DME, seen apr06/dec09; t/t 40,738 hours and 7,438 cycles; still current on Russian register nov09; scrapped at DME feb10
30 36 9 3 1	DM-SEI	II-62M	Interflug	mfd	12sep80	line # 36-03; d/d 19sep80; rgd 02oct80
30 36 9 3 1	DDR-SEI	II-62M	Interflug	rgd	10sep81	not taken up but reported seen SXF 13oct90
30 36 9 3 1	D-AOAD	II-62M	Interflug	rgd	03oct90	l/n SXF 18oct90 in full Interflug c/s; was rgd 10oct91 !; l/n DME 10sep92
30 36 9 3 1	CCCP-86563	II-62M	AFL/Domodedovo	d/d	25oct90	
30 36 9 3 1	RA-86563	II-62M	Aeroflot	SVO	16may93	
30 36 9 3 1	RA-86563	II-62M	Domodedovo Air.	trf	25jul94	f/n DME 07may95; soc 21jul98 as life-time expired and canx same date; l/n DME 23oct99, awaiting scrapping
30 36 1 4 2	CCCP-86511	II-62M	AFL/International	mfd	12aug80	line # 36-04; toc 12aug80; f/n CDG 26aug80; rgd 28aug80; aircraft built with a stronger wing and mentioned in the MGA document as such
30 36 1 4 2	RA-86511	II-62M	AFL/GosNII GA	trf	01jul85	f/n SVO 20apr93; in Aeroflot c/s; l/n SVO 22aug97; sold to Air Cess 28sep97; still current on Russian register 12mar03 !
30 36 2 5 3	3D-RTI	II-62M	Centrafican, n/t	PTG	12feb98	seen PTG 01sep98 without registration
30 36 2 5 3	TL-ACL	II-62M	Centrafican, n/t	PTG	09jan99	illegal TL- registration !; l/n ALA 13may99
30 36 2 5 3	TL-ACL	II-62M	Centrafican	RKT	jul99	l/n DXB oct99; reportedly left RKT around mid feb00
30 36 2 5 3	C5-GNM	II-62M	Gambia New Mill.	BJL	feb00	Gambia New Millennium Air; in basic Centrafican c/s; seen BJL (N13.329556 W16.638275) jan09/oct09, parked and requiring some maintenance; photo nov12, complete but in very poor condition; parked (N13.344126 W16.657471) on the military ramp; feb15/nov20; broken up after mar22 and before jun22 according to Google Earth images
30 36 2 5 3	SP-LBC	II-62M	LOT	mfd	sep80	line # 36-05; rgd 16oct80; named 'Joseph Conrad-Korzeniowski'; d/d ex WAW 09jan92; canx 14jan92
30 36 2 5 3	CCCP-86582	II-62M	Avialini. Ukrayiny	rgd	31jan92	f/n SVO 02jun92; with additional small 'Aeroflot' titles; l/n SXF 16oct92
30 36 2 5 3	UR-86582	II-62M	Avialini. Ukrayiny	rgd	10jan93	already f/n SNN 05jan93; canx 27jun07; sat wfu at KBP, seen sep99/jul07, fuselage in two sections by jan08/may08
30 37 3 1 4	CCCP-86512	II-62M	AFL/International	mfd	jul81	line # 37-01; toc 20aug81; f/n LHR 30aug81; rgd 07sep81; aircraft built with a stronger wing and mentioned in the MGA document as such
30 37 3 1 4	CCCP-86512	II-62M	Air India	BOM	09jan88	in basic Aeroflot c/s with white tail, titles in Hindi on left-hand side and in English on right-hand side; arrived at BOM 17nov87 and commenced the Mumbai-Moscow service 20nov87; l/n SNN 26mar91
30 37 3 1 4	CCCP-86512	II-62M	Aeroflot	ret	may91	seen SVO 06jul91; l/n TAS 15apr92
30 37 3 1 4	RA-86512	II-62M	Aeroflot Rus. Al	AMS	19nov92	soc 23may97 as life-time expired and canx same date; l/n SVO 25aug97 wfu; broken up
30 37 3 1 4	OK-BYW	II-62M	CS-Gvt (LSFMV)	d/d	31oct80	line # 37-02; rgd 27nov80; canx 11sep86
30 37 3 1 4	OK-KBN	II-62M	CSA	d/d	01dec86	rgd 06dec86; wfu 23aug93; l/n PRG 12jul95/30jan97 without titles; broken up PRG feb97; canx 06mar98
30 37 3 1 4	CCCP-86513	II-62M	AFL/International	mfd	21nov80	line # 37-03; toc 08dec80; rgd 30dec80; f/n LHR 27mar81; aircraft built with a stronger wing and mentioned in the MGA document as such; opb 210 LO; w/o 06jul82 on the leg from SVO to Dakar at night of a flight from SVO to Freetown when the engine fire warning lights of engines No. 1 and 2 illuminated 8 resp. 38 seconds after lift-off (as it turned out later they were false), the pilot shut down the two engines and tried to return to SVO on the remaining two engines but the aircraft lost height and speed, stalled at a height of 75 metres, crashed in a swampy forest 1.5 km east of Mendeleyevo (at N56°01'37" E37°15'37" in the Solnechnogorsk district of the Moscow region) and burnt out, all 10 crew and 80 passengers killed; t/t 4,818 hours and 1,139 cycles; soc 06sep82 and canx same date
30 37 6 4 7	CCCP-86514	II-62M	AFL/International	mfd	09nov80	line # 37-04; toc 09dec80; f/n LHR 11dec80; rgd 30dec80; aircraft built with a stronger wing and mentioned in the MGA document as such; l/n LHR 18jul92
30 37 7 5 8	RA-86514	II-62M	Aeroflot Rus. Al	FRA	06nov92	l/n SVO mar96/aug97 wfu; canx 02jul98; soc 06jul98 as life-time expired; broken up
30 37 7 5 8	CCCP-86527	II-62M	Sov. Navy/AFL c/s	mfd	18dec80	line # 37-05; rgd 02mar81; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 16mar89
30 37 7 5 8	86527	II-62M	Ukr AF/Avr Ukr c/s	trf	1992	opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n FCO 26aug92; l/n BZZ 06dec92; ferried in bare metal for painting to MST 24sep95
30 37 7 5 8	UR-86527	II-62M	Ukraine	trf	1995	in full c/s; f/n MST 04oct95; l/n active KBP 17apr13; wfu jun13; canx between 04aug17 and 08aug17; photo oct18 with registration removed; l/n KBP 04oct19
30 38 1 1 1	CCCP-86528	II-62M	Sov. Navy/AFL c/s	mfd	04feb81	line # 38-01; rgd 02mar81; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 08oct86
30 38 1 1 1	86528	II-62M	Ukraine Air Force	trf	1992	opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino
30 38 1 1 1	UR-86528	II-62M	Atlant	lsd	1993	leased from the Ukrainian Air Force and based at Simferopol; in basic Aeroflot c/s with own titles; f/n SNN 06jan94; l/n SIP 20sep94; ferried in bare metal for painting to MST 28aug97
30 38 1 1 1	UR-86528	II-62M	Ukraine	trf	1997	departed MST 13sep97 after painting; in full c/s; new CoFR issued 02feb07; l/n operational KBP 22may15; wfu aug15; canx 15nov17; photo oct18 with registration removed; l/n KBP 04oct19
30 38 6 2 5	CCCP-86529	II-62M	Sov. Navy/AFL c/s	rgd	02mar81	line # 38-02; opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n SNN 10sep89
30 38 6 2 5	86529	II-62M	Ukraine Air Force	trf	1992	opb 278 otae 33 TsBP i PLS at Mykolayiv-Kulbakino
30 38 6 2 5	UR-86529	II-62M	Atlant	lsd	1992	leased from the Ukrainian Air Force and based at Simferopol; in basic Aeroflot c/s with own titles and logo; f/n CHC sep92; l/n active SNN 05jul95; t/t 5,678 hours and 1,804 cycles; sat wfu at Mykolayiv-Kulbakino (N46.921385 E32.082080), seen may02/aug20; offered for sale by the Ukrainian privatisation agency in 2005, but could not be sold; bought by NARP jan18/sep21 and cannibalised
11 38 2 3 4	SP-LBD	II-62M	LOT	mfd	20feb81	line # 38-03; rgd 18mar81; named 'Gen. Wladyslaw E. Sikorski'; d/d ex WAW 15jan92; canx 17jan92
11 38 2 3 4	CCCP-86133	II-62M	Avialini. Ukrayiny	rgd	12mar92	f/n TAS 15apr92 with additional small 'Aeroflot' titles; l/n KBP 07sep92
11 38 2 3 4	UR-86133	II-62M	Avialini. Ukrayiny	rgd	21jan93	f/n SHJ feb93; seen bare metal DME 31aug94 as just '86133'; stored at KBP, l/n 30apr03; canx 24jul03
11 38 2 3 4	UN-86506(2)	II-62M	Kokshetau Al, n/t	FRU	27oct04	owned by Harari; sat wfu at ALA, seen jun09/jan19 and used for spares; since 04may13 the registration is painted out
11 38 5 4 6	UP-16202	II-62M	Kokshetau Airlines	no	reports	c/n confirmed; current on register by late 2011; not taken up as was already wfu, see previous line
11 38 5 4 6	SP-LBE	II-62M	LOT	mfd	feb81	line # 38-04; rgd 06apr81; named 'Stanislaw Moniuszko'; d/d ex WAW 05feb92; canx 07feb92
11 38 5 4 6	CCCP-86134	II-62M	Avialini. Ukrayiny	rgd	12mar92	f/n KBP 07sep92 with additional small 'Aeroflot' titles; l/n KBP 17jul93 as such
11 38 5 4 6	UR-86134	II-62M	Avialini. Ukrayiny	JFK	17jul94	wfu at KBP, f/n sep99; towed onto the grass 20mar07, l/n jul07; photo KBP jul08, with tail cut off from fuselage
21 38 6 5 7	CCCP-86515	II-62M	Soviet Gvt/AFL c/s	mfd	01jul81	line # 38-05; late rgd 31may84 II-62M Salon TM-3SUR (SatCom-equipped); was used by the MRP/NPO 'Vzlyot' as satellite navigation systems test-bed with non-standard antenna housing on top of forward fuselage; aircraft built with a stronger wing and mentioned in the MGA document as such
21 38 6 5 7	CCCP-86515	II-62M	LII Zhukovski	trf	22feb85	SatCom-equipped; f/n LED 04jun89 in Aeroflot c/s; l/n ZIA 15aug92
21 38 6 5 7	RA-86515	II-62M	Moscow Airways	ZIA	03sep93	l/n ZIA 21aug99; reported for Volare; still present Zhukovski aug01/aug02 stored
21 38 6 5 7	RA-86515	II-62M	Airstars	DME	16apr03	SatCom-equipped; l/n DME 18aug05 missing engines; converted to freighter; seen parked on the grass DME jul06/jun13; t/t 3,512 hours and 889 cycles; broken up at DME 03mar14
21 39 . 1 . ?	889	II-62M	Chosonminhang	PRG	11aug81	line # 39-01; no titles; seen MLA 10oct82, l/n MLA 29mar83; crashed in the Fouta Djallon Mountains (Guinea) 01jul83, killing all 23 aboard
21 39 5 2 4	CCCP-86516	II-62M	Soviet Gvt/AFL c/s	mfd	15jun82	line # 39-02; toc 21jun82; rgd 12jul82; II-62M Salon TM-3SUR (SatCom-equipped), opb 235 OAO; aircraft built with a stronger wing and mentioned in the MGA document as such; f/n LED 16may85; l/n GVA 21nov85
21 39 5 2 4	CCCP-86516	II-62M	AFL/Domodedovo	trf	31oct87	SatCom removed; l/n DME 22feb92
21 39 5 2 4	RA-86516	II-62M	Aeroflot	DME	20mar93	l/n DME 23sep94, see next line
21 39 5 2 4	RA-86516	II-62M	Domodedovo Air.	trf	25jul94	f/n DME 07may95; sat wfu at DME, seen nov06/15mar10; t/t 28,033 hours and 4,775 cycles as of 01jul09; scrapped at DME mar10
31 39 7 3 2	CCCP-86517	II-62M	AFL/International	mfd	03jul81	line # 39-03; toc 11jul81; f/n LHR 19jul81; rgd 05aug81; aircraft built with a stronger wing and mentioned in the MGA document as such; l/n SVO 30jun92
31 39 7 3 2	RA-86517	II-62M	Aeroflot Rus. Al	BRU	23jan93	l/n SVO 11apr03
31 39 7 3 2	RA-86517	II-62M	VIM Airlines	rgd	11jun03	l/sf Alfa-Avialinii OOO; f/n VKO 27jun03 in ex Aeroflot c/s, n/t; l/n VKO 23aug03 as such; f/n SNN 30dec03 with titles; named 'Anush'; rgd Alfa-Avialinii OOO 15jun04; l/n DME 05jul06 parked on the grass
31 39 7 3 2	RA-86517	II-62M	ex VIM Airlines	UTP	30dec06	seen BKK 07feb07 without titles, opb Interavia; l/n DME 17sep07, still without titles

	RA-86517	II-62M	Aviaenergo	DME	19feb08	small titles only; t/t 41,696 hours and 8,159 cycles as of 01jan08; seen DME apr08/dec08 stored at the end of RW 32L, being cannibalized DME 17apr09, with additional 'AviaTechKom' titles on the nose; l/n DME 26jun09 wings/rear cabin and tail cut off, very little left later the same day
31 39 8 4 5	CU-T1225	II-62M	Cubana	mfd	23jun81	line # 39-04; d/d jun81; last flight 17jun08 with t/t 26,433.01 hours and 5,736 cycles; l/n HAV jan01/apr04 being broken up
31 39 9 5 6	CCCP-86518 RA-86518 RA-86518	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al VIM Airlines	mfd LHR rgd	08sep81 18dec92 23apr03	line # 39-05; toc 22sep81; f/n LHR 04oct81; rgd 21oct81; l/n SVO 22aug92 l/n SVO 19aug02
	RA-86518	II-62M	Alpha Airlines	DME	25jun05	Isf Alfa-Avialinii OOO; f/n VKO 15may03; in ex Aeroflot c/s, n/t; l/n VKO 24aug03 as such; f/n VKO 23oct03 with titles; rgd Alfa-Avialinii OOO 16apr04; l/n DME 08nov04
	UP-16209 UP-16209 UP-16209	II-62M II-62M II-62M	no titles Deta Air Trust Air Company	DME SAW	09sep08 06may09 late'11	with additional 'Russian Sky' titles; in Russian Sky fleet list dec05; l/n as such DME 29aug08, stored on the grass; seen DME 07sep08 without registration and titles (no longer on the grass) c/n confirmed offered for sale feb10 with t/t 41,036 hours and 8,173 cycles; l/n CIT 23sep11
41 40 2 1 2	CCCP-86519 RA-86519 RA-86519	II-62M II-62M II-62M	Soviet Gvt/AFL c/s AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd trf DME trf	24feb82 23feb88 04may94 25jul94	current on register; f/n ALA 23aug12 in full Trust c/s; l/n TAS aug13/sep18, stored; ferried ALA-Jurmala-Tukums 06feb19 for display at the Sky Zoo Museum, Jurmala-Tukums Airport, Latvia; l/n 10aug20; offered for sale on the Jurmala-Tukums Airport website with t/t 41,932.54 hours and 8,383 cycles line # 40-01; II-62M Salon TM-3SUR (SatCom-equipped); rgd 25mar82; toc 01apr82; opb 235 OAO at VKO; f/n HEL 11dec82 SatCom removed; l/n DME 10sep92 opb Domodedovskiy Avialinii f/n DME 16jun94 with titles but Russian flag on the fin; new CoFR issued 03jun98; l/n active PKC 02aug08; the operator's certificate was revoked 01nov08; sat wfu at KHV, seen jan09; t/t 29,662 hours and 4,979 cycles as of 01jul09; used as a ground instructional airframe at KHV, received the small inscription 'Uchebny' (training) on the right side while the registration was reduced to 'RA-86' and the titles to 'Avialinii', sep12/aug23; still current on register 13jan20
41 40 3 2 4	CCCP-86492 CCCP-86492 CCCP-86492 RA-86492	II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s Guyana Airways AFL/International Aeroflot Rus. Al	mfd lsd trf LUX	30oct81 jun84 18jul84 12nov92	line # 40-02; toc 23nov81; rgd 02dec81; l/n LHR 05jan82; opb 235 OAO rgd 13aug84; f/n AMS apr86; l/n TAS 15apr92 l/n SVO mar96 (operational?); soc 24apr98 as life-time expired and canx same date; titles removed, date unknown; trf to the Moscow Technical University of Civil Aviation (MGTU GA) at SVO, used as a rescue trainer; moved to a new position 13nov09; l/n mar15; towed again to a new position in front of the ATC centre (old Car park), for preservation; l/n 18apr15, serial removed by 25apr15 repainted back into original Aeroflot c/s with registration on top of the wings only; lifted on to plinths just East of the SVO tower, land-side 04may15; seen 04jun15, also with registration now on the tail; l/n jul23
41 40 5 3 6	DDR-SEM D-AOAG CCCP-86573	II-62M II-62M II-62M	Interflug Interflug AFL/Uzbekistan	mfd rgd	12oct81 03oct90 jul91	line # 40-03; rgd 20nov81 f/n SXF 03oct90 f/n SXF aug91 in Interflug c/s; rgd 30oct91; l/n TAS 15apr92/mar93; still in basic Interflug c/s with Aeroflot titles; canx but date unknown
41 40 7 4 8	UK-86573 CCCP-86493 CCCP-86493 RA-86493 RA-86493 CU-T1248 RA-86493	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Uzbekistan Airways Soviet Gvt/AFL c/s AFL/Far East-KHV Dalavia Dalavia Cubana Dalavia	FRA mfd trf trf KHV CCS KHV	24jan94 03feb82 08dec86 01jun93 12may99 25jun05 18jun06	l/n TAS 08may95, in Aeroflot c/s and titles l/n ICN 10apr05; trf to Cuba 03jun05 in basic Dalavia c/s with 'Cubana' titles; l/n HAV 16sep05 t/t 32,884 hours and 6,583 cycles as of 01jul08; operator's certificate was revoked 26jan09; stored KHV 30may10/may15 with engines missing; broken up by jul15
41 40 8 5 9	CCCP-86494 RA-86494 RA-86494	II-62M II-62M II-62M	Soviet Gvt/AFL c/s AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd trf DME trf	01feb83 24feb89 23may93 25jul94	line # 40-05; toc 26feb83; rgd 04mar83; II-62M Salon TM-3SUR (SatCom-equipped); opb 235 OAO; f/n ORY 02oct85 and GVA 18nov85; l/n BZZ 07dec87 f/n DME 10sep92; SatCom removed; l/n DME 10sep92 l/n DME 06sep93 f/n DME 09jul94; CoFR renewal 03jun98; operator's certificate revoked 01nov08; sat wfu at DME, l/n may09/aug09; t/t 32,112 hours and 5,349 cycles as of 01jul09; scrapped at DME starting 06nov09; not canx from Russian register
12 41 3 1 4	CCCP-86520 RA-86520 RA-86520	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al VIM Airlines	mfd FRA rgd	02feb82 03dec92 23apr03	line # 41-01; toc 26feb82; f/n LHR 02apr82; rgd 19apr82; l/n SVO 11sep92 l/n SVO 19aug02
	RA-86520 RA-86520	II-62M II-62M	Alpha Airlines MChS Rossii	SNN trf	15jul05 early06	Isf Alfa-Avialinii OOO; f/n VKO 15may03 in ex Aeroflot c/s, n/t; l/n VKO 27jun03; seen DME 13aug03 with red cheatline and tail, white top and grey undersides with titles and named 'Yekaterina'; l/n DME 26mar05 current in Russian Sky fleet list dec05; named 'Yekaterina' still owned by Alfa-Avialinii OOO; named 'Yekaterina'; in Alpha Airlines c/s and titles with small 'FGUAP MChS Rossii' titles behind the nose; f/n 01jul06; l/n DME 22may07 as such; seen DME 21jul07 still in basic Alpha c/s but with only small 'FGUAP MChS Rossii' titles behind the nose and now named 'Atlantis'; l/n DME 23aug07 as such; seen without name DME 28nov07 in basic ex Alpha c/s with small titles behind the nose and without name; l/n DME 10aug10; seen DME 14apr11 in the process of being scrapped
12 41 4 2 5	CCCP-86521 CCCP-86521 CCCP-86521 RA-86521 RA-86521	II-62M II-62M II-62M II-62M II-62M	AFL/GosNII GA AFL/International AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd trf trf DME trf	07apr82 19jun84 unknown 20mar93 25jul94	line # 41-02; toc 12may83; rgd 15jun83 f/n LHR 29oct84 on charge as of 01jan92; l/n DME 10sep92 l/n DME 23sep94, see next line f/n DME 16may95; sat wfu at DME, seen aug05/sep09; t/t 42,087 hours and 6,982 cycles as of 01jul09; scrapped at DME mar10, only the nose remained by 25mar10
22 41 5 3 6	CCCP-86522 RA-86522	II-62M II-62M	AFL/International Aeroflot Rus. Al	mfd MIA	07may82 11jan93	line # 41-03; f/n LHR 04jun82; rgd 07jun82; on charge as of 01jul02; l/n SNN 11oct91 l/n SVO mar02/dec02 stored; soc 14feb03 as life-time expired; canx 09apr03; broken up
22 41 6 4 7	CCCP-86523 RA-86523 RA-86523 RA-86523 RA-86523	II-62M II-62M II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al Aeroflot c/s, n/t VIM Airlines	mfd FRA DME rgd	10jun82 03nov92 21aug03 05sep03	line # 41-04; toc 28jun82; rgd 15jul82; f/n LHR 17jul82; l/n SVO 24jun92 CoFR renewal 22nov99; l/n SVO mar02/jul03 stored l/n DME 28aug03
	RA-86523	II-62M	Alpha Airlines	BUD	29apr05	Isf Alfa-Avialinii OOO; f/n BUD 17dec03, titles not reported but probably VIM Airlines; seen with titles DXB 27feb04 with red cheatline and tail, white top and grey undersides and named 'IVANYCH Viktor Merkulov'; l/n DME 11jul04
	RA-86523 RA-86523	II-62M II-62M	Airstars Airstars	DME DME	02aug08 23dec08	with 'East Line' titles on forward fuselage, still named 'IVANYCH Viktor Merkulov'; seen DME 25jun05 with additional 'Russian Sky' titles; in Tesis fleet list 29dec06; l/n DME 26jan07/23aug07 wfu and parked on the grass with additional small 'Tesis' titles in ex Alpha Airlines c/s, no titles; l/n DME 18aug08, no titles; purchased 01oct08 from Premier Air Service still in ex Alpha Airlines c/s, with very small titles as such; stored at DME by dec09; t/t 43,558 hours and 8,715 cycles as of 01jan10; l/n DME 10aug10, in the process of being scrapped 06may11
22 41 7 5 8	P-880 CCCP-86538	II-62M II-62M	Chosonminhang Soviet AF/AFL c/s	mfd rgd	02dec82 01feb83	line # 41-05; reported in a Russian handbook on aircraft flying to Europe but never reported seen, possibly was intended for delivery to North Korea; according to Russian register delivered dec82 as CCP-86538 I II-62M Salon TM-3SUR (SatCom-equipped); c/n confirmed on Soviet register; opb 223 LO at Chkalovski; f/n Spereberg 19jan87; seen regularly at Spereberg until 1992; c/n checked at SNN 05jul88 as 06065, suggesting parts were inadvertently switched perhaps during overhaul with CCP-86648, see that c/n; l/n CKL 04jun92
	RA-86538	II-62M	Russian AF/AFL c/s	rgd	28apr94	SatCom-equipped; opb 223 LO at Chkalovski; was not seen between 1992 and 1999; f/n CKL 08aug99; l/n CKL 14aug06
	RA-86538	II-62M	Russian Air Force	UUS	19jun07	SatCom-equipped; opb 223 LO at Chkalovski; in grey c/s with cheatlines in the colours of the Russian flag without titles, carried a '223 LO' badge; l/n active UUS 19may09; seen CKL 13aug12 with additional 'VVS Rossii' titles; l/n CKL oct20
32 42 2 1 9 32 42 3 2 1	CU-T1226 CCCP-86524	II-62M II-62M	Cubana AFL/International	d/d mfd	jul82 10aug82	line # 42-01; l/n HAV 02jun95 wfu; not in 1998 fleet list, broken up line # 42-02; toc 19aug82; rgd 21aug82; f/n LHR 30aug82; featured in the Soviet movie "Reis 222" (Flight 222); l/n SVO 30jun92
	RA-86524 RA-86524 RA-86524 UN-86524 UN-86524	II-62M II-62M II-62M II-62M II-62M	Aeroflot Rus. Al VIM Airlines Alpha Airlines Alpha Airlines Deta Air	HEL DME DME SAW lsd	19nov92 17aug03 25jun05 25mar06 nov05	l/n SVO 28jun03 named 'Galina'; rgd 28aug03; Isf Alfa-Avialinii OOO named 'Galina'; l/n DME 10jul05, stored; current in Russian Sky fleet list dec05; trf to Kazakhstan 26dec05 owned by BGB Air; see lsd date below
	UP-16206	II-62M	Deta Air	TLL	08jul08	still in basic Alpha Airlines c/s; f/n SAW 03aug06; initially still named 'Galina' but renamed to 'Dilda' and f/n as such ALA 28may07; bought sep07; l/n ALA 02jun08 named 'Dilda'; seen SAW 30jun09; offered for sale feb10 with t/t 43,369 hours and 8,640 cycles and an expired CoFA; l/n CIT 03dec10, wfu with titles removed; current on register by late 2011
32 42 4 3 2	DDR-SEN 11+21 UK-86932 UK-86932 SU-ZDB	II-62M II-62M II-62M II-62M II-62M	EGAF/Interflug c/s German Air Force ex Interflug c/s Alim-Air Lines Alim-Air Lines	rgd rgd TAS	21sep82 03oct90 sep93 jul94	line # 42-03; had East German AF serial '120' allocated seen stored Ingolstadt-Manching 12may93; in basic ex Interflug c/s no titles still stored TAS may95/jun08; named 'Mrs. Aida'; canx but date unknown; reported broken up TAS 2010 allocated
42 42 5 4 3	CCCP-86530 CCCP-86530 CCCP-86530 CCCP-86530 RA-86530 RA-86530	II-62M II-62M II-62M II-62M II-62M II-62M	Soviet Gvt/AFL c/s LOT/Aeroflot Soviet Gvt/AFL c/s AFL/Domodedovo Aeroflot Domodedovo Airl.	mfd WAW ret trf DME trf	29oct82 30nov85 unknown 19dec87 01sep93 25jul94	line # 42-04; toc 19nov82; rgd 24nov82; f/n LHR 30nov82; opb 235 OAO and on a LOT flight LHR 18dec85, leased; but no mention in LOT records as such but soon after the date mentioned above l/n DME 10sep92
	RA-86530	II-62M	Aeroflot	DME	01sep93	f/n DXB 09apr95; damaged 18jun07 on a flight to KHV when the nose cone disintegrated in mid-air, one hour prior to arrival at KHV, the debris also causing damage to engine number 3, but landed safely; seen repaired DME 21jul07; operator's certificate was revoked 01nov08; sat wfu at DME, seen nov08/nov09; t/t 37,623 hours and 6,199 cycles as of 01jul09; scrapped at DME starting 19nov09
42 42 6 5 4	CCCP-86531 RA-86531 RA-86531	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al Aerofreight	rgd FRA VKO	10dec82 23may93 31may02	line # 42-05; on charge as of 01jan83; f/n SNN 15jan83 l/n SVO 19aug01 without engines with red cheatline and tail, white top and grey undersides, Aerofreight Airlines titles and named 'Ivan'; l/n VKO 01feb03

	RA-86531	II-62M	VIM Airlines	rgd	13mar03	Isf Alfa-Avialinii OOO; f/n BUD 05apr03; with red cheatline and tail, white top and grey undersides and named 'Ivan'; l/n DME 24jul04; trf 07feb05 to Kazakhstan
	UN-86507(2)	II-62M	BGB Air	SAW	15feb05	with red cheatline and tail, white top and grey undersides and named 'Ivan'; l/n AYT 30aug06, see trf date below; see c/n 2035546
	UN-86508(2)	II-62M	Deta Air	trf	20jun06	c/n not confirmed, but likely; mentioned in incident report 04oct07; f/n DMB 28nov07; damaged 08feb08 on a flight from Taraz to Tashkent when the crew forgot to extend the landing gear on landing at Tashkent-Yuzhny, went around but the flaps touched the runway, landed safely on the second attempt 57 minutes later; l/n DMB 29jul10 wfu, with red cheatline and tail, white top and grey undersides, name overpainted; reported broken up 2011; see c/n 2036718
42 43 1 1 1	CCCP-86532	II-62M	AFL/International	mfd	30nov82	line # 43-01; on charge as of 01jan83; rgd 19jan83; f/n SNN 31jan83; photo exists in primer c/s with just the registration; l/n SVO 09sep92
	RA-86532	II-62M	Aeroflot Rus. Al	AMS	05nov92	l/n SVO 29aug03, stored
	RA-86532	II-62M	Alpha Airlines	rgd	24aug04	f/n DME 04sep04 with red cheatline and tail, white top and grey undersides; seen DME 25jun05 with additional 'Russian Sky' titles, named 'Radi Papkovski'; current in Russian Sky fleet list dec05; l/n DME mar07/aug09, wfu and parked on the grass; t/t 40,220 hours and 8,083 cycles as of 01jan08; broken up aug10
13 43 1 2 3	CCCP-86533	II-62M	AFL/International	mfd	28jan83	line # 43-02; f/n FRA 31jan83; toc 11feb83 by 235 OAO according to MGA document; rgd 18feb83; l/n SVO 20apr93
	RA-86533	II-62M	Aeroflot Rus. Al	SVO	17jun94	l/n SVO 29aug03
	RA-86533	II-62M	VIM Airlines	rgd	18dec03	Isf Alfa-Avialinii OOO; f/n DME 08dec03 in ex Aeroflot c/s, n/t; named 'Genrikh Novozhilov' after the General Designer of Ilyushin OKB; l/n DME 10dec03; seen with titles FAO 11jun04, still in basic Aeroflot c/s and named 'Genrikh Novozhilov'
	RA-86533	II-62M	Russian Sky	FNJ	25nov05	still in basic AFL c/s and named 'Genrikh Novozhilov' with small 'Russian Sky' titles on nose; current in Russian Sky fleet list dec05; l/n LGK 05jan06
	RA-86533	II-62M	MChS Rossii	trf	early06	still owned by Alfa-Avialinii OOO; named 'Genrikh Novozhilov'; in basic Aeroflot c/s with small 'FGUAP MChS Rossii' subtitles; based at Surgut since apr06; l/n DME 15aug06
	RA-86533	II-62M	Interavia	DME	01oct06	still in basic AFL c/s, with titles; named 'Genrikh Novozhilov'; l/n DME may09/aug12, stored; t/t 45,259 hours and 8,700 cycles as of 01jul09; broken up
13 43 3 3 2	CCCP-86534	II-62M	AFL/International	toc	12apr83	line # 43-03; rgd 25apr83; f/n SNN 26apr83
	RA-86534	II-62M	Aeroflot Rus. Al	SVO	19apr93	l/n SVO may95/apr97 wfu; soc 15sep97 as life-time expired and canx same date; broken up
23 43 3 4 1	CU-T1252	II-62M	Cubana	d/d	apr83	line # 43-04; l/n HAV 16nov96 wfu; not in 1998 fleet list; last flight 29apr95, t/t 20,436.57 hours and 3,903 cycles; broken up
23 43 5 5 4	SP-LBF	II-62M	LOT	mfd	jun83	line # 43-05; rgd 21jul83; named 'Frederyk Chopin'
	SP-LBF	II-62M	LOT c/s, n/t	WAW	01apr89	d/d ex WAW 15feb92; canx 17feb92
	CCCP-86580	II-62M	Aviaini. Ukrayiny	rgd	12mar92	f/n SNN 23jun92; with additional small 'Aeroflot' titles; l/n JFK 15dec92
	UR-86580	II-62M	Aviaini. Ukrayiny	rgd	10jan93	already f/n SNN 29dec92; canx 27jun07; sat wfu at KBP, seen sep99/jul07
23 44 6 1 5	CCCP-86539	II-62M	Soviet AF/AFL c/s	mfd	27oct83	line # 44-01; rgd 06dec83; II-62M Salon TM-3SUR (SatCom-equipped); opb 223 LO at Chkalovski; f/n Sperenberg 02feb87
	RA-86539	II-62M	Russian AF/AFL c/s	IST	13may93	SatCom-equipped; l/n Andrews 19sep02
	RA-86539	II-62M	Russian Air Force	LIS	22sep02	SatCom-equipped; opb 223 LO at Chkalovski; in white c/s with broad blue/red cheatline, no titles; l/n active 2019; l/n AER 03jul22; still active 28apr23 CKL-Latikia; l/n CKL may23
33 44 7 2 4	C9-BAE	II-62M	LA de Moçambique	mfd	05dec83	line # 44-02; d/d jun84; VIP aircraft; 'Linhas Aéreas de Moçambique' titles; stored at DME, seen sep91/mar93
	RA-86931	II-62M	no titles	DME	15may93	in basic Linhas Aéreas de Moçambique c/s; l/n DME 07jul93
	RA-86931	II-62M	Aviakompaniya Nebo	trf	12aug93	in basic Linhas Aéreas de Moçambique c/s; f/n IST 18feb94; stored at KHV, seen jun94/may95; t/t 3,047 hours and 824 cycles as of 01jul95; CoFR renewal 28dec95 to Dalnevostochnye GAL (Far Eastern Freight Airlines); not canx from the Russian register; broken up
33 44 8 3 3	DDR-SEO	II-62M	Interflug	mfd	28nov83	line # 44-03; rgd 02jan84
	D-AOAH	II-62M	Interflug	rgd	03oct90	f/n SXF 02oct90 !
	CCCP-86574	II-62M	Interflug	SXF	1990	full c/s and titles prior to delivery to Uzbekistan
	CCCP-86574	II-62M	AFL/Uzbekistan	rgd	ju191	f/n SXF ju191 in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown
	86574	II-62M	Uzbekistan Airways	ZRH	mar93	seen without prefix
33 44 9 4 2	UK-86574	II-62M	Uzbekistan Airways	FRA	04apr93	seen wfu TAS oct97/jan03; in fleet list oct00/jan03 as stored; broken up TAS
	SP-LBG	II-62M	LOT	rgd	03apr84	line # 44-04; named 'Tadeusz Kosciuszko'; w/o 09may87 about 30 minutes after take-off from Warsaw when 2 engines caught fire and the aircraft crashed near Kabacki; t/t 6,972 hours and 1,752 cycles; canx 02jun87
24 44 5 5 5	CCCP-86535	II-62M	Soviet Gvt/AFL c/s	mfd	11may84	line # 44-05; toc 25may84; f/n LHR 28may84; rgd 31may84; opb 235 OAO
	CCCP-86535	II-62M	AFL/International	trf	09feb88	l/n SVO 18may91
	CCCP-86535	II-62M	AFL/Domododovo	trf	unknown	on charge as of 01jan92; l/n ATH aug92
	RA-86535	II-62M	Aeroflot	DME	10sep92	l/n DME 06sep93
	RA-86535	II-62M	Domododovo Air.	LED	06jul94	trf 25jul94; sat wfu at DME, seen parked on the grass apr06/aug09; t/t 34,991 hours and 6,250 cycles as of 01jul09; scrapped at DME 16/22oct09
34 45 1 1 1	CU-T1259	II-62M	Cubana	mfd	06jun84	line # 45-01; d/d jul84; last flight 03mar98 with t/t 22,355 hours 26 minutes, 4573 cycles; seen apr98/jan11 on display, in all white c/s with multi-coloured triangles painted on the fuselage and tail, used as bar with 'Bar Cafeteria' titles; photo in the process of being broken up 16mar11
44 45 8 2 7	DDR-SEP	II-62M	EGAF/Interflug c/s	rgd	04oct84	line # 45-02; had East German Air Force serial 176 allocated; f/n SXF 11mar85; l/n HEL 18jun90
	11+22	II-62M	German Air Force	rgd	03oct90	f/n SXF 02oct90, stored Ingolstadt-Manching 12may93
	UK-86934	II-62M	ex IFL c/s, n/t	SXF	26aug93	delivered to Tashkent this day
	UK-86934	II-62M	Alim-Air Lines	TAS	ju194	named 'Mrs. Laila'; canx but date unknown
	SU-ZDA	II-62M	Alim-Air Lines	CAI	25may96	named 'Mrs. Laila'; seen KBP mar97/jul99, stored; reportedly took off Kiev 20aug00 heading for Cairo but had to return to Kiev; later stored at CAI with faded paint and covered with sand, seen feb02/sep07 as such; photo mar09, showing fire damage to the rear fuselage and port engines broken off; l/n sep12, derelict; photo, fuselage by tail in two sections with wings broken off 29oct14; remains visible on GE (N30.124171 E31.421357); l/n 25jun15 as such
44 45 0 3 2	OK-OBL	II-62M	CSA	d/d	23nov84	line # 45-03; named 'Ostrava'; rgd 28nov84
	OK-OBL	II-62M	Air Moravia n/t	lsd	dec91	ret jun92
	OK-OBL	II-62M	CSA	ATH	jun92	white c/s, no titles; red OK on tail; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n PRG 23may94
	OK-OBL	II-62M	CSA c/s, n/t	HEL	15aug94	wfu 29oct94; l/n PRG 25oct95, sold by mar96 to Bemoair
	OK-OBL	II-62M	Bemoair	PRG	apr96	sold late 1996 to, see next line
	OK-OBL	II-62M	Egretta	PRG	22may97	canx 18may98; departed to Sharjah for Air Cess 19may98; sold to Russia 30jun98, see next line
	XU-229	II-62M	Yana Airlines	UTP	24jan99	with additional 'Cen-Sad' titles since 14oct00 (but actually painted in English as Sin Sad); l/n RKT 18dec00
	no reg	II-62M	all-white c/s, n/t	RKT	18jan01	being painted
	XU-229	II-62M	all-white c/s, n/t	RKT	21feb01	reported as Mekong Air International 19apr04; l/n RKT may01/oct06 stored; scrapping commenced 03sep06
44 45 9 4 8	CCCP-86536	II-62M	Soviet Gvt/AFL c/s	mfd	04apr85	line # 45-04; toc 12apr85; rgd 19apr85; opb 235 OAO; l/n VKO 11sep92
	RA-86536	II-62M	Russ. Gvt/AFL c/s	PRG	09jan93	l/n VKO 16jun94
	RA-86536	II-62M	Rossiya	trf	22jul94	in Aeroflot c/s and titles; t/t 4,623 hours and 1,248 cycles as of 01jul06; l/n VKO 03jul08; photo (oct12?) in the process of being broken up at the KAPO factory at Kazan-Borisoglebskoye
15 45 9 5 1	OK-PBM	II-62M	CSA	mfd	13mar85	line # 45-05; d/d 23mar85; named 'Bratislava'; rgd 27mar85; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n PRG 02sep94; wfu 23oct94
	OK-PBM	II-62M	Air Prague	slid	dec94	f/n PRG 20feb95, in CSA c/s no titles; l/n PRG oct95; sold to Russia 12feb96; ferried PRG-SVO 19feb96; canx 20feb96; seen SVO may96/sep99, no titles and with the registration painted out
	RA-86935	II-62M	Rusavia	SVO	29may00	l/n SHJ 18dec00; ex CSA c/s with an 'M' above the cockpit; Rusavia went bankrupt jan01; named 'Natalya'
	RA-86935	II-62M	CSA c/s, n/t	DME	01jun01	l/n RMI 27oct01, named 'Natalya'
	RA-86935	II-62M	Aeroflight	OST	15dec01	converted to a freighter, but without side cargo door; named 'Natalya'; l/n TAS 31aug02
	RA-86935	II-62M	VIM Airlines	SHJ	01jan03	l/n SHJ 27sep04; basic Aeroflight/CSA c/s; named 'Natalya'
	RA-86935	II-62M	Alpha Airlines	TLL	30mar05	l/n DME 24aug05; current in Russian Sky fleet list dec05; wfu and parked on the grass DME 01jul06
	UN-86935	II-62M	Deta Air	lsd	01aug06	from Premier Avia Service; still in basic Aeroflight/CSA c/s; f/n SAW 13sep06; bought sep07; l/n FJR 26mar07
25 46 8 1 2	UP-16207	II-62M	Deta Air	TLL	17aug08	named 'Tomiris'; current on register by late 2011 as Trust; seen wfu CIT aug11/sep23
	DDR-SER	II-62M	Interflug	mfd	16may85	line # 46-01; d/d 16may85; rgd 28may85
	D-AOAI	II-62M	Interflug	rgd	03oct90	not taken up, aircraft was on overhaul during reunification
	CCCP-86565	II-62M	AFL/International	d/d	sep90	arrived SNN 28dec90 in primer for painting; rgd 10jan91; l/n MIA 20may92
	RA-86565	II-62M	Aeroflot Rus. Al	SXF	17oct92	l/n DME 02apr02
	RA-86565	II-62M	Aeroflight	DME	18jun02	l/n VKO 01feb03; named 'Sarkis'
	RA-86565	II-62M	VIM Airlines	rgd	07feb03	Isf Alfa-Avialinii OOO; f/n VKO 06may03; l/n DME 22aug05 stored; named 'Sarkis'; wfu and parked on the grass DME aug06/aug08; t/t 31,159 hours 7,180 cycles as of 01jan08; broken up at DME
25 46 6 2 4	P-618	II-62M	Chosonminhang	NRT	19aug85	line # 46-02; probably a government aircraft; photo exists with titles
	P-618	II-62M	North Korean Gvt	SVO	26apr93	in similar c/s to Air Koryo, but no titles; seen again CPH 13jun93; l/n FNJ 16may12
	no reg	II-62M	North Korean Gvt	ph.	10may14	in all-white c/s, grey undersides with North Korean flag and star/bird emblem on the tail, Democratic People's Republic of Korea titles; given as ex P-618 on the CAAK facebook page; l/n FNJ 20sep14; seen ICN 04oct14, in the same c/s with registration now given as P-883 on the CAAK facebook page, but registration is not worn, just a call-sign/flight plan ?
	no reg	II-62M	North Korean Gvt	ph.	02jul15	at Wonsan, in revised all-white c/s, grey stripes, with North Korean flag and star/bird emblem on the tail, Democratic People's Republic of Korea titles; l/n PEK 20jun18
35 46 7 3 3	CCCP-86537	II-62M	Soviet Gvt/AFL c/s	mfd	03dec86	line # 46-03; II-62M Salon TM-3SUR (SatCom-equipped); opb 235 OAO; toc 16jul87; rgd 02aug87; f/n VKO 30aug88
	CCCP-86537	II-62M	Soviet Gvt/AFL c/s	SNN	11aug92	SatCom equipment removed; l/n LHR 07nov92
	RA-86537	II-62M	Russ. Gvt/AFL c/s	LHR	08jan93	l/n ARN 07sep93
	RA-86537	II-62M	Rossiya	trf	22jul94	in Aeroflot c/s and titles; l/n VKO 12aug06; t/t 6,294 hours and 1,454 cycles as of 01jul06; broken up by VARZ-400 aug06
35 46 5 4 8	CCCP-86540	II-62M	Soviet Gvt/AFL c/s	mfd	30jun86	line # 46-04; II-62M Salon TM-3SUR (SatCom-equipped); toc 22may87; rgd 04jun87; opb 235 OAO at VKO; f/n BZZ 07dec87; l/n MLA 03dec89

	CCCP-86540	II-62M	Sovjetski Soyuz	SNN	19may90	SatCom-equipped; in basic Aeroflot c/s with additional small 'Aeroflot' titles below the cockpit; l/n VKO 27sep91
	RA-86540	II-62M	Sovjetski Soyuz	SNN	28feb93	SatCom-equipment removed now; in basic Aeroflot c/s with additional small 'Aeroflot' titles below the cockpit and a Russian flag
	RA-86540	II-62M	Russ. Gvt/AFL c/s	VKO	05sep93	In basic Aeroflot c/s with 'Rossiya' titles; l/n VKO 16jun94
	RA-86540	II-62M	Rossiya	trf	22jul94	rgd 22aug94; initially in white/light grey c/s with blue/red cheatline, a gold-on-red Russian coat-of-arms on the fin and titles in red; no reports between jan96 and dec01; overhaul (by KAPO) completed 11dec01; repainted in light grey c/s with 'Russian flag' cheatline, otherwise as before; f/n as such jul05; new CoFR issued 04aug09; t/t 5,811 hours and 1,752 cycles by jun12; l/n active MSQ 19nov13; CoFA expired 11dec13; stored at VKO, seen jan14
	RA-86540	II-62M	Russian Air Force	rgd	18sep18	re-flown 01aug19 after more than five years of storage and ferried from VKO to CKL, still with 'Rossiya' titles; seen KZN apr20/aug20; repainted at ULY in light grey c/s with 'Russian flag' cheatline, no titles; f/n as such ULY 12jan22
45 46 2 5 7	DDR-SET D-AOAK	II-62M	Interflug	mfd	31oct85	line # 46-05; rgd 19dec85; seen SXF 07jun86
	CCCP-86576	II-62M	Interflug	rgd	03oct90	f/n SXF 02oct90 !
	86576	II-62M	AFL/Uzbekistan	trf	1991	f/n SXF in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown
	UK-86576	II-62M	Uzbekistan Airways	LHR	02jan93	
	UK-86576	II-62M	Uzbekistan Airways	LHR	19mar93	
	UK-86576	II-62M	Panaf Airways	OST	30apr93	
	UK-86576	II-62M	Uzbekistan Airways	FRA	27dec93	
	RA-86576	II-62MGr	KAPO im. Gorbunova	NSK	13mar07	l/n STN 05may93
	EW-450TR	II-62MGr	Rada Airlines	ODS	06oct15	l/n TAS 24may04, active
45 47 3 1 5	CCCP-86555	II-62M	Soviet AF/AFL c/s	mfd	31mar87	converted to II-62MGr freighter with side cargo door (the second aircraft); in all-white c/s, no titles; l/n KJA 13dec14; AOC revoked feb15
	RA-86555	II-62M	Russian AF/AFL c/s	CKL	08aug99	in all-white c/s with very small titles, logo on the tail; seen MSQ 27jun18; slightly damaged KRT 16aug18 when overshot the runway on landing, repaired; l/n KZN 17aug23
	RA-86555	II-62M	Russian Air Force	CKL	23jul07	line # 47-01; II-62M Salon TM-35UR (SatCom-equipped); rgd 17jun87; f/n SNN 01oct87; l/n CKL 04jun92
						SatCom-equipped; opb 223 LO at Chkalovski; not seen anywhere between 1992 and aug99, where was it during this time ?; l/n CKL 14aug06
						opb 223 LO at Chkalovski; in basic Rossiya c/s without titles, carried a '223 LO' badge; It flew to KZN 28oct21, was overhauled, performed an air test on 03feb22 and departed the next day to CKL; l/n KZN 17aug23
16 47 9 2 8	DDR-SES D-AOAJ	II-62M	Interflug	mfd	24feb86	line # 47-02; rgd 26mar86; f/n SXF 07jun86
	CCCP-86575	II-62M	Interflug	rgd	03oct90	
	86575	II-62M	AFL/Uzbekistan	SXF	jul91	in Interflug c/s; rgd 30oct91; l/n TAS 15apr92; canx but date unknown
	UK-86575	II-62M	Uzbekistan Airways	TLV	sep92	l/n LHR 27apr93
	UK-86575	II-62M	Uzbekistan Airways	FRA	09may93	seen WAW jun97 with additional 'Sayakhat' titles and emblem behind nose; still reported as such oct97
	UK-86575	II-62M	all-white c/s, n/t	SOF	13jan98	l/n TAS 07/09may98, but c/s not reported
	UK-86575	II-62M	Uzbekistan Airways	ATH	01sep98	l/n ATH 13aug04
	UK-86575	II-62M	Interavia	DME	18jun05	l/n DME 06aug05
	RA-86575	II-62M	Interavia	DME	15aug05	t/t 21,282 hours and 5,351 cycles by 01jan10; l/n DME may10/aug12, stored; offered for sale by Pimprombank 27feb10; broken up DME sep12, tail cut off by 30sep12; canx before apr16
26 47 7 3 7	OK-BYZ OK-BYZ OK-BYZ	II-62M	CS-Gvt (LSFMV)	mfd	16jun86	line # 47-03; f/n PRG 03jul86; rgd 04jul86; l/n PRG 17sep92
		II-62M	Czech Government	trf	01jan93	
		II-62M	Ensor Air	PRG	03sep93	in basic ex Czech Government c/s with titles; impounded at STN 18oct93/may94; l/n PRG 02aug94; canx 24aug94
	RA-86590	II-62M	Orient Avia	rgd	05apr95	named 'Nakhodka' after a town in the Russian Far East; f/n SVO 14apr97; Orient Avia filed for bankruptcy jul97; stored at Vladivostok in 1997/99
	RA-86590	II-62M	Mavial/Magadan Al	trf	oct99	rgd 08feb00; f/n PRG apr00; named 'Gubernator Valentin Tsvetkov' after the governor of the Magadan region who was killed in Moscow 18oct02, by jan04; sat wfu at DME, seen mar07/aug11; scrapped at DME sep11, wings and tail cut off by 27sep11; remains only by 02oct11; t/t 12,122 hours and 2,132 cycles
26 47 6 4 6	CCCP-86710	II-62M	Soviet Gvt/AFL c/s	mfd	30jun86	line # 47-04; opb 235 OAO; toc 01aug86; rgd 15aug86; f/n CDG 27aug86; l/n VKO 21mar93
	RA-86710	II-62M	Russ. Gvt/AFL c/s	SVO	13apr93	l/n VKO 11jul94
	RA-86710	II-62M	Rossiya	trf	22jul94	f/n CGN 15aug94, in basic Aeroflot c/s with Rossiya titles below the cockpit; repainted in 1995, in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; CoFA expired 27jul04; t/t 17,994 hours and 3,622 cycles by 01jul08; photo Kazan-Borisoglebskoye (North) jun09; tender for assessment of value published 14apr11; reported broken up
36 47 8 5 3	P-881	II-62M	Chosonminhang	SVO	18sep86	line # 47-05; became Air Koryo 28mar92
	P-881	II-62M	Air Koryo	SXF	may93	l/n FNJ 17sep14; seen KHV 28nov14, without titles and with revised flag on the tail; l/n active nov18; l/n FNJ 23nov19
46 48 4 1 4	CCCP-86711	II-62M	Soviet Gvt/AFL c/s	mfd	mar87	line # 48-01; toc 22may87; rgd 04jun87; opb 235 OAO; f/n SNN 31oct87; l/n ADW 22may92
	86711	II-62M	Russ. Gvt/AFL c/s	VKO	08jul92	l/n VKO 11sep92
	RA-86711	II-62M	Russ. Gvt/AFL c/s	AKL	05mar93	with small Aeroflot titles below the cockpit; l/n VKO 16jun94
	RA-86711	II-62M	Rossiya	trf	22jul94	f/n VKO 22aug95; l/n VKO 17may99; soc and canx 23oct00 as to Central African Republic
	EL-ALM	II-62M	Cen-Sad	rgd	23oct00	f/n RKT 29oct00; l/n RKT 18dec00; seen RKT 18jan01, being repainted, in all-white c/s, no titles
	3C-QOR	II-62M	Trans African Al	rgd	14may01	f/n RKT 27jun01, no titles; named 'Rayane'; l/n RKT 26jan02
	5A-DKT	II-62M	Trans African, n/t	VR	28jun02	c/n confirmed; named 'Rayane'; l/n wfu DME may07/jun20
	D2-TIF	II-62M	TAAG Angola	d/d	end87	line # 48-02; f/n HAV 27oct89; l/n active HRE 31oct97; dumped at LAD, seen sep99/nov04, not seen mid-2006
46 48 3 3 9	CCCP-86712	II-62M	Soviet Gvt/AFL c/s	mfd	27apr87	line # 48-03; II-62M Salon TM-35UR (SatCom-equipped); toc 25aug87; rgd 02sep87; opb 235 OAO at VKO; f/n BZZ 07dec87; l/n SNN nov89
	CCCP-86712	II-62M	Sovjetski Soyuz	SNN	may90	SatCom-equipped; seen ORY oct90; carried these titles may90/jul91, with additional small Aeroflot titles below the cockpit; l/n LHR 19jul91
	86712	II-62M	Russ. Gvt/AFL c/s	SNN	26jan92	SatCom-equipped; with Rossiya titles and additional small Aeroflot titles below the cockpit, grey tail; l/n VKO 11sep92
	RA-86712	II-62M	Russ. Gvt/AFL c/s	VKO	21mar93	SatCom-equipped; with small Rossiya titles below the cockpit; f/n without SatCom equipment ORY mar94
	RA-86712	II-62M	Rossiya	trf	22jul94	f/n VKO 01jul95; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; l/n active CPT 05sep06; CoFA expired 30jan07; waited for prolongation of time between overhauls at the KAPO factory at Kazan-Borisoglebskoye, l/n aug07; t/t 4,709 hours and 1,358 cycles by 01jul08; tender for assessment of value published 14apr11, so probably to be sold; l/n aug13/oct21 with registration, titles and tail logo removed but reg readable on top of wings on GE
17 48 4 4 5	SP-LBH	II-62M	LOT	mfd	22jun87	line # 48-04; rgd 24jul87; canx 28feb92; d/d ex WAW 29feb92
	CCCP-86135	II-62M	Avialini. Ukrayiny	rgd	12mar92	f/n KBP 07sep92; with additional small 'Aeroflot' titles
	UR-86135	II-62M	Avialini. Ukrayiny	rgd	21jan93	f/n SHJ feb93; stored at KBP, l/n 30apr03; canx 17jun03; offered for sale on the internet feb04 with 2,895 cycles, see next line
	UN-86505	II-62M	Kokshetau Al, n/t	BTS	17jan04	c/n from JP-05; sat wfu at ALA, seen jun09/nov12; seen ALA 04may13, serial overpainted on the tail; l/n ALA aug14/jun18; noted being scrapped as such ALA 29jan19; tail and rear fuselage broken off; also see line # 34-04
27 48 5 2	UP-16201	II-62M	Kokshetau Airlines	no	reports	c/n confirmed; current on register by late 2011; not taken up, see previous line
	DDR-SEU	II-62M	Interflug	mfd	10jun87	line # 48-05; rgd 30jun87
	D-AOAL	II-62M	Interflug	rgd	03oct90	f/n SXF 04oct90
	CCCP-86577	II-62M	AFL/Uzbekistan	rgd	30oct91	opb Tashkentski OAO; initially still in full Interflug c/s; seen as such at SXF in 1991; later in basic Interflug c/s with 'Aeroflot' titles; seen as such TAS dec91; canx but date unknown
	86577	II-62M	Uzbekistan Airways	TAS	15apr92	in full c/s with 'Uzbekistan' titles; l/n ZRG 09feb96
	UK-86577	II-62M	Uzbekistan Airways	LHR	11may93	leased from Uzbekistan Airways; in white c/s with light grey belly, with 'Georgia' titles above the cheatline and small 'Air Zena' titles on the nose; l/n SNN 04sep00
	UK-86577	II-62M	Air Zena	SNN	jul97	in full new c/s with 'Uzbekistan' titles; l/n TAS 25may04
	UK-86577	II-62M	Uzbekistan Airways	SVO	apr02	in full c/s; l/n DME 06aug05
	UK-86577	II-62M	Interavia	DME	18jun05	owned by Finansovaya Lizingovaya Kompaniya; in full c/s; l/n operational YKS 29sep08; new CoFR issued 11dec08; the operator's certificate of Interavia was annulled 26feb09; CoFA expired 20jun09; t/t 20,697 hours and 5,109 cycles; sat wfu Bratsk, seen oct09/10mar15; scrapped at Bratsk starting 09/10mar15, nothing was left by late mar15; canx before mar16
	RA-86577	II-62M	Interavia	DME	15aug05	line # 49-01; toc 08sep87; rgd 16sep87; opb 235 OAO; f/n SNN 06oct87; l/n VKO 16aug92
27 49 3 1 6	CCCP-86466	II-62M	Soviet Gvt/AFL c/s	mfd	sep87	l/n IAD 18jun94
	RA-86466	II-62M	Russ. Gvt/AFL c/s	SNN	22mar93	f/n SHJ 28feb95; initially in basic Aeroflot c/s with Rossiya titles below the cockpit; canx 27sep95 but restored (latest CoFR issued 26aug09); repainted in grey c/s with cheatlines in the colours of the Russian flag; reportedly retired 01sep12; l/n VKO 30may13; scrapped at VKO 05/06jun13
	RA-86466	II-62M	Rossiya	trf	22jul94	line # 49-02; had East German Air Force serial 108 allocated
37 49 2 2 4	DDR-SEV 11+20	II-62M	EGAF/Interflug c/s	rgd	19nov87	seen stored Ingolstadt-Manching 12may93; in basic ex Interflug c/s
	UK-86933	II-62M	German Air Force	rgd	03oct90	no titles, on delivery to Tashkent
	UK-86933	II-62M	ex Interflug c/s	SXF	07sep93	l/n TAS may95/mar99 stored; named 'Dr. Ali'; canx but date unknown; two Alim aircraft seen TAS dec05 but not identified; reported broken up at TAS 2010
	UK-86933	II-62M	Alim-Air Lines	TAS	jul94	allocated
37 49 7 3 3	SU-ZDC	II-62M	Alim-Air Lines	mfd	28dec87	line # 49-03; toc 12jan88; rgd 22jan88; opb 235 OAO; f/n SNN 05may88; l/n SVO 16may91
	CCCP-86467	II-62M	Soviet Gvt/AFL c/s	SVO	02sep91	leased from Soviet Government
	CCCP-86467	II-62M	Avialini. Ukrayiny	SVO	29jun92	l/n SVO 14aug92
	CCCP-86467	II-62M	Soviet Gvt/AFL c/s	LHR	20dec92	l/n ARN 08jan94
	RA-86467	II-62M	Russ. Gvt/AFL c/s	trf	22jul94	l/n SYD 11sep99, in Aeroflot c/s and titles
	RA-86467	II-62M	Rossiya	YOW	10sep00	in grey c/s with cheatlines in the colours of the Russian flag; t/t 23,289 hours and 4,814 cycles by 01jan10; l/n VKO 27oct12, awaiting to be scrapped; broken up at VKO 01nov12; canx before apr16
37 49 6 4 8	CU-T1280 P-886P	II-62M	Cubana	d/d	mar88	line # 49-04; named 'Febrero'; f/n PRG 25mar88; l/n HAV 27jan11
		II-62M	Air Koryo n/t	trf	jul12	in basic Cubana c/s; ferried HAV-FNJ 20/21jul12; l/n FNJ 26oct12 used for spares with many parts missing; broken up before may13; only the nose was seen sep13, now attached to the outside of the training centre building; l/n sep15
47 49 8 5 7	CCCP-86468	II-62M	Soviet Gvt/AFL c/s	mfd	28jun88	line # 49-05; II-62M Salon TM-35UR (SatCom-equipped); toc 20sep88; rgd 30sep88; opb 235 OAO; f/n SNN 24nov88; l/n VKO 19may91

	86468 RA-86468	II-62M II-62M	Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s	SNN LHR	12dec91 10nov92	SatCom-equipped; l/n VKO 11sep92 SatCom-equipped; in Aeroflot c/s with Rossiya titles and small Aeroflot titles below the cockpit; l/n VKO 17jul93; seen ZRH 29jan94, in Aeroflot c/s with Rossiya titles
	RA-86468	II-62M	Rossiia	trf	22jul94	SatCom-equipped; f/n VKO 22aug95; in Aeroflot c/s with Rossiya titles; repainted in grey c/s with cheatlines in the colours of the Russian flag; latest CoFR issued 02jul09; l/n VKO 21sep12; was authorised for service until 17oct12 according to Ilyushin.org; broken up at VKO, commencing 26jul13
47 50 9 1 9 28 50 3 2 4	D2-TIG DDR-SEW	II-62M II-62M	TAAG Angola Interflug	d/d rgd	22may87 09aug88	line # 50-01; l/n LAD aug99/nov04 on the dump, not seen mid 2006 line # 50-02; dbr SXF 17jun89 on a flight bound for SVO, the captain elected to abort take-off after the control column did not respond during VR, instead of using reverse thrust, the flight engineer shut down all four engines, the aircraft overran the end of the runway slightly left of the centre-line due to the excess speed, crossed an excavation pit causing the right main gear to collapse and hit a water tank, the airport fence, an embankment and trees, before coming to rest; the fuselage had broken in to three parts and the wings torn off, before it caught fire; all 10 crew survived but 21 passengers of 113 aboard were killed; the cause of the accident was due to locked elevators and failure of the crew to carry out the proper procedures and checks; t/t 1,939 hours and 546 cycles
	P-882 P-882	II-62M II-62M	Chosonminhang North Korean Gvt	SVO ZRH	20dec88 10apr93	line # 50-03; l/n PRG 27jan89; probably a government aircraft; photo exists PRG with titles in similar c/s to Air Koryo, but no titles; l/n FNJ 15may12 as such; according to Ilyushin.org was authorised for service until 12sep13; reported in North Korea sep15 as no longer in service and not seen on any North Korean trip since; fate ?
	OK-BYV (2) OK-BYV (2) OK-BYV (2) OK-BYV (2) OK-BYV (2) RA-86945	II-62M II-62M II-62M II-62M II-62M II-62M	CS-Gvt (LSFMV) Czech Government GEA Min. of Int. Georgia Air Czech Republic no titles KAPO im. Gorbunova	mfd trf PRG PRG PRG rgd	19dec88 01jan93 apr93 mar94 18jun95 26jan00 03apr02	allocated OK-RBZ sep93, but not taken up l/n PRG feb95 with small titles; seen HND 06sep96; sold to Georgia Air Prague jul97 still in Czech Government c/s; first flight for three years 26jan00; l/n PRG aug01; canx 06aug01 f/n DME 24apr02; overhaul completed 14jul04; converted to I-62MGr freighter with side cargo door in 2006 (the first aircraft)
	RA-86945	II-62MGr	KAPO im. Gorbunova	KJA	08sep06	in white/grey c/s with 'KAPO' logo on the fin; l/n as such DME 02jul08; seen VOG 06dec08 with additional 'BCT' titles on the lower fuselage; AOC revoked feb15; seen KZN mar15/jul23 stored; canx between 01dec16 and 10mar17
	CU-T1281	II-62M	Cubana	mfd	05jan89	line # 50-05; d/d 06feb89; l/n ORY 17jun89; w/o 03sep89 on the leg from Havana to Cologne of a charter flight from Havana to Milan when took off in poor weather (heavy rainfall, low clouds and 30-40 km/h winds), after becoming airborne the aircraft was caught in downdrafts and descended again after having reached a height of 56 metres, struck ILS aeriels 67 seconds after commencing the take-off run and 220 metres behind the runway threshold, broke up and burst into flames as it proceeded up a hill before crashing into a residential area, all 11 crew members and 115 passengers plus 24 persons on the ground were killed (it was considered the pilot should not have taken off in rapidly deteriorating weather conditions); t/t 1,326 hours and 254 cycles
	RA-86525 RA-86525 RA-86525 RA-86525	II-62M II-62M II-62M II-62M	AFL/Far East Aeroflot Dalavia Dalavia	mfd KHV trf DME	28apr89 24may93 01jun93 13aug01	line # 51-01; toc 06may89; rgd 23may89; f/n DME 29sep89 l/n IST 01nov00, in Aeroflot c/s l/n active SVO 25jul07; not in fleet list 08nov07; stored at KHV, l/n apr08; t/t 19,801 hours 3,550 cycles as of 01jul08; broken up line # 51-02; rgd already 01jun89; l/n SXF 20may90
19 51 5 2 5	DDR-SEY D-AOAM CCCP-86578 86578 UK-86578 EX-602 UN-86509(2)	II-62M II-62M II-62M II-62M II-62M II-62M II-62M	Interflug Interflug AFL/Uzbekistan Uzbekistan Airways Uzbekistan Airways Air Central Asia Deta Air	mfd rgd SXF LHR FRA TAS lsd	09jun89 03oct90 22jul91 jan93 28mar93 23mar07 oct07	still in basic Interflug c/s; rgd 30oct91; f/n in Aeroflot c/s AMS 18sep92 in full c/s; l/n active TAS 21oct03; l/n TAS jul04; not in fleet list 14dec07 owned by Dzhigayev; in white/grey c/s with blue cheatline, probably no titles; canx 17oct07 c/n not confirmed, but with '86578' on engine covers; leased from Meridian; in white/grey c/s with red cheatline and fin; f/n UTP 30oct07, still without titles; f/n with titles ALA 26nov07; l/n LGK 31dec07 c/n confirmed
	UP-16208 UP-16208	II-62M II-62M	Deta Air Aria Air	SAW trf	11jul08 31jan09	Registration painted on as 'UP I 6208'; in white/grey c/s with red cheatline and fin; leased from nov08, opb Deta Air; f/n MHD mar09; w/o 24jul09 on a flight from THR to Mashhad when approached too fast, landed too long, touched down at a speed of 197 mph (the usual landing speed for an II-62 is between 145/165 mph) and the flight engineer forgot to apply the thrust reversers before giving full throttle so that the aircraft overran the runway, collided with the concrete perimeter wall of the airport (820 metres behind the runway threshold), resulting in the whole nose section being smashed, and came to rest on a road, 11 of the 17 crew and reserve crew and 5 of the 156 passengers killed plus 2 crew and 29 passengers injured; t/t 13,573 hours and 3,987 cycles; the remainder of the aircraft including the wings was used as a restaurant near the airport at Mashhad (N36.242844 E59.625271), seen 03feb11; later Google Earth imagery suggests this has subsequently been scrapped, not seen mar14
	DDR-SEZ D-AOAN CCCP-86579 86579	II-62M II-62M II-62M II-62M	Interflug Interflug AFL/Uzbekistan Uzbek Government	mfd rgd jul91 ZRH	18aug89 03oct90 jul91 05feb92	line # 51-03; rgd 22aug89; l/n SXF 20may90 f/n SXF 03oct90 was f/n SXF 1991 in Interflug c/s; rgd 30oct91; canx but date unknown carried 'Uzbekistan' titles; l/n TAS 15apr92 as such; seen in full new c/s ZRH 29jan93 with 'Uzbekistan' titles; l/n SXF 29apr93
	UK-86579 RA-86579	II-62M II-62M	Uzbek Government KAPO im. Gorbunova	FRA KHV	27jun93 19jun07	l/n TAS 24may04; frequently operated by Uzbekistan Airways based at Blagoveshchensk; used as VIP aircraft by the governor of the Amur region; in white c/s with red/blue/white fin, no titles; mentioned in incident report at KHV 21jun07; seen KZN 30aug08; still current on Russian register nov09; t/t 11,456 hours and 2,994 cycles as of 01jan10; l/n KZN aug10/jul17 stored; AOC revoked feb15; broken up by may18
	CCCP-86526 RA-86526 RA-86526	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Air.	mfd DME trf	21oct89 20mar93 25jul94	line # 51-04; toc 23oct89; rgd 31oct89; f/n DME 15mar90; l/n DME 22may91 l/n DME 06sep93 f/n OVB 09aug94; l/n DME 01oct05; wfu and parked on the grass DME mar06/aug09; t/t 24,477 hours and 4,061 cycles as of 01jul09; broken up at DME
	CCCP-86541 RA-86541 RA-86541	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Air.	mfd DME trf	13dec89 10sep92 22jun93	line # 51-05; toc 14dec89; rgd 22dec89; f/n DME 02aug90; l/n DME 22feb92 l/n DME 20mar93 f/n DME apr94, with titles and initially a Russian flag on the fin; wfu at DME, parked on the grass apr06/aug09; t/t 30,0715 hours and 4,925 cycles as of 01jul09; in process of being broken up 25dec09
	CCCP-86542 RA-86542 RA-86542	II-62M II-62M II-62M	AFL/Domodedovo Aeroflot Domodedovo Air.	mfd DME trf	05feb90 15may93 25jul94	line # 52-01; toc 08feb90; rgd 26feb90; f/n DUB 06mar90; l/n DME 16apr92 l/n DME 06sep93 f/n DME 04jul94; sat wfu at DME, seen apr06/aug09; t/t 30,095 hours and 4,925 cycles as of 01jul09; scrapped at DME feb10
	CCCP-86558 RA-86558 4L-86558	II-62M II-62M II-62M	AFL/International Aeroflot Rus. Al Air Zena	mfd FRA JFK	09dec89 08nov92 04oct01	line # 52-02; toc 09jul90; f/n SNN 10jul90; rgd 17jul90; l/n SVO 02jun92 last overhaul completed 30apr98; l/n SVO 19aug01; soc and canx 19sep01 as leased to Georgia in basic ex Aeroflot c/s with Georgian flag on the tail and 'Georgia' titles; l/n SVO 23apr02, under maintenance
	4L-86558	II-62M	Georgian Gvmt	PRG	22nov02	l/n/TBS 12jul05; in Tbilviamsheni fleet list apr04; offered for sale on internet 18feb05 with t/t 30,764 hours and 6,152 cycles; sold to Sky Jet, Kazakhstan early 2006
	UN-86558 UP-16203	II-62M II-62M	Skyjet Skyjet n/t	UTP AYT	27dec06 15jul08	l/n UTP 14jan07; seen again no titles FJR 23mar08 offered for sale aug08 with t/t 31,402 hours and 6,328 cycles, for \$2.7 million; seen ALA 28aug08/07jun09 still without titles; l/n FJR 12dec09
	UP-16203 ST-OHO CU-T1282	II-62M II-62M II-62M	Fourty Eight Avn. Fourty Eight Avn. Cubana	KRT KRT d/d	18feb10 29mar10 sep90	still in basic ex-Aeroflot colours, grey tail with logo and titles still in basic ex-Aeroflot colours, grey tail with logo and titles; named 'Ashragat'; l/n KRT wfu sep11/mar23 line # 52-03; last flight 03jul04; t/t 20,033.11 and 4,725 cycles; seen HAV 03mar07, with engines missing; l/n HAV 04feb09 derelict and resting on its nose; photo on the Aviacion en Cuba Facebook site showing it being broken up; date given as 10mar09, only the rear half of the fuselage sitting on its tail survived by then; scrapped shortly afterwards
	CCCP-86552 RA-86552 RA-86552	II-62M II-62M II-62M	Aeroflot Aeroflot Domodedovo Air.	mfd DME trf	30aug90 15may93 25jul94	line # 52-04; toc 04sep90; opb Domodedovskoye PO; f/n DME 12apr91; l/n ATH 02jun92 opb Domodedovo Airlines f/n DME 06may94; leased to Bemoair 17jun95/03oct95; new CoFR issued 03jun98; overshot on landing at Gyandzha 30jul01; l/n operational DME 29aug08; the operator's certificate was revoked 01nov08; CoFA expired 27dec08; sat wfu at DME, seen apr09/may18; t/t 28,468 hours and 4,646 cycles; scrapped at DME starting 05mar20 or 06mar20; canx 05feb20; the cockpit section was cut off and transported to ATP-18 at Zhukovski, seen there 20jun20
	CCCP-86553 RA-86553 RA-86553	II-62M II-62M II-62M	Soviet AF/AFL c/s Russ. Gvt/AFL c/s Rossiia	mfd DUS rgd	oct90 28mar93 10nov94	line # 52-05; f/n SNN 15nov90; rgd 20nov90; on charge as of 01jan91; opb 235 OAO; seen YYZ 25may91 with additional 'Avialiniyi Ukrayinyi' titles; l/n VKO 16aug92 l/n SVO 02jul94 initially in full Aeroflot c/s and titles; seen VKO 16apr97, in basic Aeroflot c/s with 'Rossiia' titles; l/n VKO 20may00; soc 21dec00 and canx 25dec00 as to the Central African Republic in basic ex Aeroflot c/s, white tail; l/n RKT 13mar01; canx by the new Liberian CAA named 'VIP Jalal'; f/n RKT 15sep01; l/n RKT 26jan02 named 'VIP Jalal'; l/n JNB 10jul02 c/n checked; named 'VIP Jalal'; was stored at DME for some years, l/n parked on the grass 12aug06; seen back on the apron at DME 04sep06, being worked on; seen under rework at TAS 14may08, paint stripped down apart from the green tail
	EL-ALZ 3C-QQZ TL-ABW 5A-DNY	II-62M II-62M II-62M/VIP II-62M/VIP	Cen-Sad, n/t Trans African, n/t Trans African, n/t Trans African, n/t	RKT rgd JNB DME	18jan01 23aug01 13apr02 30jun04	in full colours with titles; named 'Ghadamis'; l/n wfu MJI in an ever deteriorating condition oct13/jun21 at the north side of the airports and by 26jun21 at the south side (32°53'31.67"N, 13°16'25.65"E) of the airport in horrible condition
	5A-DNY	II-62M/VIP	Libyan Air Cargo	MJI	02nov08	line # 53-01; rgd 20jan91; toc 01jul91; opb 235 OAO; reserve aircraft for Soviet leader Mikhail Gorbachov; reportedly used by the leaders of the coup against Gorbachov 21aug91 to visit him in the Crimea; l/n VKO 13apr92
40 53 5 1 4	CCCP-86554 86554 RA-86554	II-62M II-62M II-62M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s	SNN VKO VKO	15nov90 08jul92 21mar93	in basic Aeroflot c/s with 'Rossiia' titles; l/n VKO 16aug92 in basic Aeroflot c/s with 'Rossiia' titles; l/n VKO 05sep93

	RA-86554 RA-86554 5A-DKR 5A-DKR	II-62M II-62M II-62M II-62M	Rossiya no titles Cen-Sad Libyan Government	rgd RKT LHR RKT	11jan95 28apr00 08jun00 29dec01	in basic Aeroflot c/s with 'Rossiya' titles; l/n VKO 17may99 soc 30mar00 and canx 04apr00 as to the Central African Republic no titles, only 'Cen-Sad' logo on fin; l/n RKT 17mar01 opb Libavia; in basic Cen-Sad c/s, no titles; l/n TIP 28jan06; w/o 29mar06 on a ferry flight (for overhaul) from MJI to DME when the flight engineer failed to deploy thrust reverse in time and the aircraft touched down 1,100 metres behind the runway threshold, then the flight engineer made some more mistakes in handling thrust reverse so that the aircraft accelerated, overran the runway, lost its landing gear, collided after 680 metres with the slope of a ravine and broke into three parts, 2 of the 6 crew injured; wreckage still present 15aug06
40 53 8 2 3	CU-T1283	II-62M	Cubana	d/d	early91	line # 53-02; f/n YYZ 01may92; l/n HAV 13nov07; dbr 20apr08 on a flight from Santo Domingo (Dominican Republic) to Havana when a falling inter-shaft bearing in engine No. 2 lead to an uncontained engine failure while the aircraft was climbing through 25,000 feet 45 nautical miles from Santo Domingo airport, the fuselage was damaged by turbine blades and a fire erupted due to compromised fuel lines to engine No. 1, but the aircraft managed to land safely at Santo Domingo and all 117 occupants escaped unhurt; the aircraft was provisionally repaired and ferried to Havana, but later determined to be a write- off; seen HAV 27aug08; the aircraft was subsequently preserved west of Terminal 3 at Havana "Air Park", seen 08apr09/nov11; broken up shortly afterwards and no longer visible on Google Earth mar12 line # 53-03; f/n DME 14apr91; seen active CCS nov10; last flight 01mar11; l/n HAV may13/nov20 wfu; was earmarked to be preserved, however, the condition of the interior is very poor and the outside very dirty; scrapped apr21 line # 53-04; toc 12jun91; rgd 25jun91; f/n DME 04sep91
40 53 7 3 2	CU-T1284	II-62M	Cubana	mfd	mar91	t/t 18,875 hours and 3,931 cycles as of 01jul08; l/n DME 16aug08; operator's certificate was revoked 26jan09; broken up at KHV line # 53-05; in all-grey c/s with Soviet flag, no titles; II-62M Salon TM-3SUR (SatCom-equipped); already f/n ZIA 10jun92; on charge as of 01jan93 according to MGA document with operator given as just 'OAO' SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n ATH 24jun94 SatCom-equipped; f/n VKO 18sep94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; l/n VKO apr97; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n DME 12sep14 SatCom-equipped; in basic Rossiya c/s, no titles; l/n PEK 30oct23 line # 54-01; photo exists at Kazan on the production line, in bare metal c/s, marked '5401'; toc 28nov91; rgd 02dec91; f/n DME 22feb92; l/n DME 10sep92; see c/n 70303 l/n SHJ feb93 already f/n DME 25may94; l/n DME 28may05, active; wfu and parked on the grass at DME, l/n mar07/aug09; t/t 21,075 hours and 3,597 cycles as of 01jul09; still current on register nov09; broken up at DME feb10
21 53 3 4 7	CCCP-86560 RA-86560 RA-86560 RA-86560	II-62M II-62M II-62M II-62M	AFL/Far East Aeroflot Dalavia Dalavia	mfd KHV trf DME	31may91 24may93 01jun93 19aug99	l/n KHV 12may95, in full Aeroflot c/s and titles t/t 18,875 hours and 3,931 cycles as of 01jul08; l/n DME 16aug08; operator's certificate was revoked 26jan09; broken up at KHV line # 53-05; in all-grey c/s with Soviet flag, no titles; II-62M Salon TM-3SUR (SatCom-equipped); already f/n ZIA 10jun92; on charge as of 01jan93 according to MGA document with operator given as just 'OAO' SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n ATH 24jun94 SatCom-equipped; f/n VKO 18sep94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; l/n VKO apr97; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n DME 12sep14 SatCom-equipped; in basic Rossiya c/s, no titles; l/n PEK 30oct23 line # 54-01; photo exists at Kazan on the production line, in bare metal c/s, marked '5401'; toc 28nov91; rgd 02dec91; f/n DME 22feb92; l/n DME 10sep92; see c/n 70303 l/n SHJ feb93 already f/n DME 25may94; l/n DME 28may05, active; wfu and parked on the grass at DME, l/n mar07/aug09; t/t 21,075 hours and 3,597 cycles as of 01jul09; still current on register nov09; broken up at DME feb10
21 53 2 5 8	CCCP-86559	II-62M	Russian Air Force	mfd	17sep92	line # 54-02; II-62M Salon TM-3SUR (SatCom-equipped); photo shows it was 'CCCP-' SatCom-equipped; opb 223 LO at Chkalovski; engine covers marked '540224' (ie, line # 5402; tactical code "24" allocated?); l/n CKL 26aug02 equipped with "Asteroid 1-S" SatCom; opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles; l/n in China 15jun22; still active 30mar23 CKL-Latikia; l/n CKL may23
	RA-86559	II-62M	Russian AF/AFL c/s	SNN	13dec92	line # 54-03; f/n SVO 06may95, named 'Kazan'; Orient Avia filed for bankruptcy jul97; sold to Kazan Aviation Production Association; left DME for Kazan 28jun00 after three years of storage leased from 22dec00; rgd 09jan01, in white/grey c/s with KAPO emblem on fin and titles; seen DME 13aug01; l/n IST 06dec03; overhaul completed 31aug06; converted to II-62MGR freighter with side cargo door (the third aircraft)
	RA-86559	II-62M	Rossiya	trf	22jul94	in white/grey c/s with KAPO emblem on fin; AOC revoked feb15; l/n KZN 18apr15 c/n confirmed; f/n KZN 27jun16, in white c/s with grey undersides; photo KZN 22sep16 in the same c/s with large 'manasaircargo.com' and smaller 'Manas Airways' titles below; l/n active VKO 22may17; seen KZN 25sep17/14sep20 stored; canx between 28may19 and 17jan20 flew this date for the first time in over 3 years; had not been restored to the Russian register by 04dec20, but still shows as RA-86126 on the ilyuhin.org website (which had never shown as EX-62001) with authorised service until 27apr21
31 54 4 1 6	RA-86559 CCCP-86673(2)	II-62M II-62M	Russian Air Force AFL/Domodedovo	DME mfd	17nov14 25nov91	in all-white c/s with grey undersides and titles; l/n Orsha Bolbashovo 29aug23 active line # 54-04; in all-grey c/s with Soviet flag, no titles; II-62M Salon TM-3SUR (SatCom-equipped); already f/n ZIA 15aug92; rgd 31aug92 to Ilyushin; on charge as of 01jan93 according to MGA document with operator given as just 'OAO'; l/n 18mar93 SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n VKO 05sep93 SatCom-equipped; f/n VKO 18sep94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n VKO 27oct13 SatCom-equipped; still with Rossiya titles, now operated by 223 LO based at CKL; l/n AER 16may15 SatCom-equipped; in basic Rossiya c/s, no titles; seen CKL dec19; still active mar20; l/n CKL sep21; still active 06jun22 CKL-Latikia
	RA-86673(2) RA-86673(2)	II-62M II-62M	Aeroflot Domodedovo Airl.	KHV trf	oct92 25jul94	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
31 54 6 2 4	CCCP-86572 RA-86572	II-62M II-62M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd SNN	01nov92 08sep93	line # 54-02; II-62M Salon TM-3SUR (SatCom-equipped); photo shows it was 'CCCP-' SatCom-equipped; opb 223 LO at Chkalovski; engine covers marked '540224' (ie, line # 5402; tactical code "24" allocated?); l/n CKL 26aug02 equipped with "Asteroid 1-S" SatCom; opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles; l/n in China 15jun22; still active 30mar23 CKL-Latikia; l/n CKL may23
	RA-86572	II-62M	Russian Air Force	BRU	01dec03	line # 54-03; f/n SVO 06may95, named 'Kazan'; Orient Avia filed for bankruptcy jul97; sold to Kazan Aviation Production Association; left DME for Kazan 28jun00 after three years of storage leased from 22dec00; rgd 09jan01, in white/grey c/s with KAPO emblem on fin and titles; seen DME 13aug01; l/n IST 06dec03; overhaul completed 31aug06; converted to II-62MGR freighter with side cargo door (the third aircraft)
41 54 5 3 5	RA-86126	II-62M	Orient Avia	mfd	27feb92	in white/grey c/s with KAPO emblem on fin; AOC revoked feb15; l/n KZN 18apr15 c/n confirmed; f/n KZN 27jun16, in white c/s with grey undersides; photo KZN 22sep16 in the same c/s with large 'manasaircargo.com' and smaller 'Manas Airways' titles below; l/n active VKO 22may17; seen KZN 25sep17/14sep20 stored; canx between 28may19 and 17jan20 flew this date for the first time in over 3 years; had not been restored to the Russian register by 04dec20, but still shows as RA-86126 on the ilyuhin.org website (which had never shown as EX-62001) with authorised service until 27apr21
	RA-86126 EX-62001	II-62MGr II-62MGr	KAPO im. Gorbunova Manas Airways	NSK rgd	29oct07 26feb16	in all-white c/s with grey undersides and titles; l/n Orsha Bolbashovo 29aug23 active line # 54-04; in all-grey c/s with Soviet flag, no titles; II-62M Salon TM-3SUR (SatCom-equipped); already f/n ZIA 15aug92; rgd 31aug92 to Ilyushin; on charge as of 01jan93 according to MGA document with operator given as just 'OAO'; l/n 18mar93 SatCom-equipped; in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; l/n VKO 05sep93 SatCom-equipped; f/n VKO 18sep94; in white c/s with red/blue cheatline, gold/red coat of arms on the tail and grey undersides with titles in red; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n VKO 27oct13 SatCom-equipped; still with Rossiya titles, now operated by 223 LO based at CKL; l/n AER 16may15 SatCom-equipped; in basic Rossiya c/s, no titles; seen CKL dec19; still active mar20; l/n CKL sep21; still active 06jun22 CKL-Latikia
	no reg	II-62MGr	all-white c/s, n/t	KZN	16nov20	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
41 54 8 4 2	EW-505TR CCCP-86561	II-62MGr II-62M	Rada Airlines Russian Air Force	MES mfd	21dec20 10dec92	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
	RA-86561	II-62M	Russian AF/AFL c/s	SNN	28mar93	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
	RA-86561	II-62M	Rossiya	trf	22jul94	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
	RA-86561 RA-86561	II-62M II-62M	Russian Air Force Russian Air Force	CKL CKL	22aug14 27aug15	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
12 54 8 5 1	RA-86127 RA-86127	II-62M II-62M	AFL/Domodedovo Domodedovo Airl.	mfd trf	27may92 05dec94	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235) after AOC was revoked following the crash of UP-16208; dismantled between feb15/apr15 and moved to the Police hangar area by 27oct15; removed from this location early 2020 line # 55-04; toc 01jul93; f/n SIN 11oct93, in full Aeroflot c/s and titles; l/n DME 23apr97 t/t 15,301 hours and 3,187 cycles as of 01jul08; operator's certificate was revoked 26jan09; l/n KHV 18nov08/feb22, wfu and with a damaged nose since aug15 line # 55-05; f/n KHV 24may93; toc 01jul93; also operated International flights for Aeroflot Russian AI; l/n SVO 27nov97 reportedly bought from a cargo airline at Khabarovsk; started scheduled services 07jul00 and f/n VKO that day; scheduled services to Moscow stopped after 168 flights feb01; fin damaged by the wing of a taxiing II- 96 RA-96009 02jun01; l/n UUS 09feb04; reportedly put into storage at TAS in 2004 and still noted there dec05; in fleet list mar07 as stored
22 55 7 1 9	RA-86128 RA-86128 RA-86128 RA-86128	II-62M II-62M II-62M II-62M	AFL/Far East Dalavia Dalavia Dalavia	mfd trf trf KHV	14jul92 01jun93 01jun93 01aug01	line # 54-05; toc 10jun92; rgd 26jun92; f/n SNN 09apr93 already f/n DME 23sep94; l/n DME 12oct07; sat wfu at DME, seen apr08/aug09; t/t 19,695 hours and 3,470 cycles as of 01jul09; scrapped at DME starting 07mar10 line # 55-01; toc 24aug92 f/n DME 07jul93, in full Aeroflot c/s and titles; l/n TAS 08may98 l/n active UTP 29dec06; not in fleet list 08nov07; stored at KHV, l/n nov08; t/t 12,725 hours and 2,548 cycles as of 01jul08; broken up at KHV line # 55-02; toc 20oct92; f/n DUS 28mar93 already f/n DME 25may94; sat wfu at DME, seen apr08/aug09; t/t 19,154 hours and 3,221 cycles as of 01jul09; scrapped at DME early mar10 line # 55-03; f/n ZIA 24aug95 leased from EES Rossii 03aug95/03aug20 !; f/n VKO dec95; current in fleet list 01dec05; offered for sale 15may06 with t/t 9,200 hours and 1,458 cycles as of 14apr06; l/n SVO 27nov06 in basic Aviaenergo c/s with additional 'NRG' titles on side of fuselage; l/n FJR 15nov08/01jul09, see next line was offered for sale on web as such may09 with t/t 10,569 hours, see above; still in basic Aviaenergo c/s with additional 'NRG' titles on the side of the fuselage, opb Aria Air; impounded THR oct09/may16 (N35.695695 E51.272235)

13 56 8 5 1	RA-86583	II-62M	Aviaenergo	mfd	31jul96	line # 56-05; rgd 18sep96; f/n ZIA 23aug97; seen ATH 04apr99, white fuselage and tail, and red cyrillic titles on both sides with additional 'RAO <UES Rossii>' (Unified Energy System of Russia) cyrillic titles below the front windows; l/n GRO 22aug00, as such in new c/s, no titles; l/n SVO 18dec02 with 'VIP' titles; l/n KHV 31jul09 in the Roand workshops; chartered from Aviaenergo for the Olympic Games; in basic Aviaenergo c/s with 'Rostelecom' and additional small 'www.rt.ru' titles; l/n KZN 23aug12, stored stored; l/n KZN may13; broken up at KZN, photo 10dec14, top of the fuselage cut away and in two sections, with clipped wings
	RA-86583	II-62M/VIP	Aviaenergo	SVO	12jun01	line # 57-01; airframe basically completed by 1993; stored unsold at the factory, l/n aug97
	RA-86583	II-62M/VIP	Aviaenergo	SVO	01jul03	donated by the president of Tatarstan, Mintimer Shaimiyev, to the Sudanese president Omar al-Bashir; ferried to Khartoum and h/o there 01jan05; carried large 'SUDAN' titles; f/n OSL 11apr05; seen KZN may16/mar17; l/n KRT 2017/mar23 stored and not used since Omar al-Bashir lost power apr19; destroyed KRT 16/17apr23 during fighting between different factions of the military
	RA-86583	II-62M/VIP	Rostelecom	ph.	18feb10	line # 57-02; line number confirmed as unsold and present at the factory; seen aug97; photo aug14, a plate on the main landing gear gives the full c/n as such with mfd as 22jul93 (this is not the aircraft release date), was originally to have been completed as an II-62M Salam TON-3SUR (SatCom-equipped) aircraft
23 57 7 1 1	--	II-62M	bare metal	Kzp	1996	line # 57-03; in total four bare metal II-62s present this date; a candidate to be either RA-86495(2) or RA-86496(2)
	ST-PRA	II-62M	Sudan Government	mfd	30dec04	line # 57-04; seen stored at the factory in primer 1996/aug97 without registration; f/n SVO 17aug99; l/n SVO 23aug99
23 57 4 2 3	--	II-62M	bare metal	Kzp	1996	f/n VKO 22jul00; l/n SAW 25mar06; returned to owner by oct06
.. 57 . 3 . ? --	--	II-62M	bare metal	Kzp	aug97	flight planned TSE-KBP, with 'LIS' callsign; reported for Skyjet
33 57 9 4 7	RA-86586	II-62M	Magma	mfd	10jun99	l/n KGF 23mar08
	RA-86586	II-62M	KAPO im. Gorbunova	rgd	19may00	l/n KGF 27nov08
	RA-86586	II-62M	BGB Airlines, n/t	UTP	27dec06	in basic Sayat Air c/s; f/n THR 05mar09; l/n THR 10aug09, stored (gone by dec09); current on register by late 2011 as Sayat Air; l/n FJR 06sep12 still as Aria Air; seen FJR 27oct12 in basic Ecra c/s, no titles; l/n FJR dec12/sep22, stored; see next line
	UN-86586	II-62M	Eastern Express	VAR	31jan07	still current on register feb21/jan23, see previous line
	UN-86586	II-62M	Sayat Air	VAR	26jun07	line # 57-05; a photo exists probably of this airframe at Kazan in the production hall 24apr98, with the caption 'farewell photo of the last factory aircraft II-62'; a candidate to be either RA-86495(2) or RA-86496(2)
	UP-16205	II-62M	Sayat Air	KGF	26sep08	
	UP-16205	II-62M	Aria Air	lsd	early09	
	RA-86586	II-62M		rgd	19jan16	
.. 57 . 5 . ? --	--	II-62M				

II-62s with unknown construction numbers include

---	RA-86495(2)	II-62M	Russian Air Force	mfd	08oct09	replacement for RA-86495 (1) c/n 2726628 which was deemed unfit to be repaired by the KAPO factory; although it is a new airframe its c/n is nevertheless given as 2726628 in all documents including the technical passport (probably because it was financed from repair funds and not from acquisition funds); is in reality line # 57-03 or 57-05; the last II-62 completed; underwent trials feb10; opb 223 LO at Chkalovski; in basic Rossiya c/s with a '223 LO' badge, no titles; h/o mar10; f/n 23mar10, flying; rgd 14apr10; l/n BSB 08dec22; still active 27apr23 CKL-Latikia; see c/n 2726628
---	RA-86496(2)	II-62M	Russian Air Force	mfd	29jun05	replacement for RA-86496 (1) c/n 3829859 which was probably deemed unfit to be repaired by the KAPO factory; although it is a new airframe its c/n is nevertheless given as 3829859 in all documents (probably because it was financed from repair funds and not from acquisition funds); is in reality line # 57-03 or 57-05; opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles; f/n VKO 14aug06; seen CKL 20aug07 with '223 LO' badge; t/t 1,074 hours and 308 cycles by 01jul09; l/n KHV 22may22; still active 07dec22 CKL-Latikia
---	RA-86571	II-62M	bare metal	Kzp	17aug99	line number 57-02 or 57-03 ?, plus two other bare metal II-62s, registrations could not be seen
---	RA-86584	II-62M	bare metal	Kzp	02sep96	l/n Kazan-Borisoglebskoye 21may98; line number 57-02 ?

Only three bare-metal aircraft were present by 17aug99. The third being possibly -86585 filling, batch -86552 to -86586

Ilyushin II-76

The II-76 made its western debut at the Paris Air Show in 1971, having first flown from the Ilyushin plant at Khodynka on 25 March 1971. Khodynka produced three aircraft, then production switched to Factory No. 84 at Tashkent from where circa 950 aircraft emerged up to 2012. Current production is now undertaken by AviaStar at Ulyanovsk-Vostochny, with the first aircraft flying in April 2012.

Initially, the aircraft were simply designated II-76, then II-76T and II-76M, indicating civil and military use respectively. 73 II-76s sans suffixe were built. The II-76M/MD often has a gun turret but there are also M/MD versions without, for example the Cuban (CU-T1258/1271), Chinese (B-4030/43) and several Iraqi (YI-ANA/O) II-76MDs. Additionally, many former Iraqi II-76M/MDs returned to the CIS, were de-converted and now wear II-76T/TD designations, but still retain their gun turret. The presence of a gun turret does NOT actually differentiate between these two versions.

The II-76M/MD has different navigational systems, para-dropping equipment, an additional APU and other equipment not installed on the civil variants (II-76T/TD). Many military aircraft have also been converted to civil standards with the tail turret being blanked off or filled in. However, towards the end of the 1990s a more substantial demilitarisation programme commenced, with the removal of the pressurised tail gunner's position and replacement with an ordinary tail-cone. These modifications reduce the empty weight by 2,200 lb, allowing an increase in payload and/or fuel to be carried. As a result of these changes, many aircraft have now been converted to true II-76T/TDs.

The type has seen sterling service within Russia and the former Soviet republics for more than thirty years, flying heavy loads from poorly equipped airfields with short runways. A runway and manoeuvring area need only to be able to cope with a pressure of 6 kilos per square centimetre to accommodate the type. A 6000 feet unpaved runway is capable of handling a fully laden II-76. Other II-76 variants include the II-76/A-50 AWACS (NATO codename 'Mainstay'), the cosmonaut trainer version designated II-76MDK and the tanker version, the II-78. A fire-fighter version was also displayed at the 1993 Paris and Zhukovski Air Shows and this version was frequently used, for example, by the Greek government in fighting the summer forest fires.

By January 1994, the II-76 production line was dormant. The modernised version II-76MF with more powerful engines, a 6.6 metre longer fuselage, and a glass cockpit was to save the situation. The first flight of this version took place on 1 August 1995. Unfortunately, the break-up of the former Soviet Union resulted in only four II-76MF being built of which two were delivered to Jordan. The Tashkent factory re-started in the early 2000's and over a period of some 10 years some 20 plus aircraft of various versions were completed for customers like the Indian Air Force, Silk Way, Volga Dnepr. An order for 20 II-76s by the Chinese Air Force was disrupted by the factory.

When indications that TAPO would go bankrupt became apparent, the Russian government decided to relocate the II-76 production to the "AviaStar" factory at Ulyanovsk. The main model built there, the II-76MD-90A, is an updated version of the II-76MD with new engines as per some later build aircraft from Tashkent. The next generation of AWACS aircraft will be represented by the A-100 (based on the II-76MD-90A). Two unfinished II-76s were dismantled and transferred by land from Tashkent to Taganrog to be completed there as A-50EI models for the Indian Air Force.

Naturally the bulk of the aircraft built were delivered to the Soviet Air Force. Apart from the main transport, tanker, and A-50 bases, several other locations received one or two aircraft, for details see the production list. Some original II-76 bases have since closed and the only remaining operational Russian Air Force II-76 transport/tanker bases are Ivanovo, Orenburg, Pskov, Ryazan, (tankers and overhaul), Seshcha, Taganrog and Tver. Since December 2019 aircraft are also based at Ulyanovsk-Vostochny again. In addition to this there are Chkalovski (including some test aircraft), Nizhni Novgorod and Yermolino (National Guard aircraft), Staraya Russa (overhaul) and Zhukovski (test aircraft). In Belarus just Machulishchi remains open and from the previous seven II-76 bases in Ukraine just Melitopol is still active.

Regarding the many Russian Air Force II-76s reported in the text as cancelled with an unknown date, we would like to make the following comment: Most of these (not those exported to other CIS republics) were cancelled during 2000 and have no date of cancellation mentioned, probably they had been 'not fit to fly' for a long period of time. For a good number of these aircraft we have sightings as being active or seen since 2000 and possibly these were just removed from the civil aircraft register and transferred to the military register.

The majority of the Russian Air Force, straight II-76 and II-76M were not mentioned in the post-1998 civil registration records (but were in the OKB production list) received and also do not appear any longer in the lists of cancelled aircraft. It is likely that some may have already been broken up by the turn of the century including the CCCP- registered aircraft that have never been reported as RA- in documents or sightings. By early 2004 the Russian Air Force reported just over one hundred II-76s were potentially active. However, in more recent years some of the older aircraft have been overhauled and are now back in service.

The c/n of the II-76 is to be found in the rear cargo-hold pressure bulkhead which lifts up to the ceiling of the aircraft for loading and unloading and can easily be read off when the cargo doors are open. Some aircraft do not have it painted there, but in those cases, and all others, both doors to the cockpit from the cargo-bay carry a small plate with the last five digits.

We received a full 1996 and 1997 II-76 list from Russia giving details of registrations, line numbers, c/ns, total hours, total landings, delivery dates and actual and previous bases where the aircraft was stationed.

The first one or two digits give the decade of certification, (0 = 1970/1979, 00 = 1980/1989, 10 = 1990/1999, 20 = 2000 onwards), this is followed by one digit representing year of certification, (so 04 = 1974, 005 = 1985, 102 = 1992, 205 = 2005) then there is the figure 34 indicating the factory code (which actually is 84 !) and the final 5 digits are explained in more detail below.

It is now known that the Ilyushin OKB uses only the so called line-numbers. Most of these line-numbers are now known and they are presented with each individual aircraft. It has become evident there is a system linking the last three of the c/n to the line-number. This allocation was repeated every 25 batches of ten aircraft, allowing a maximum in this system to be of 1000 airframes. The build-up itself is simple, the last three of the c/n are in groups of four related to the line-number, allowing a good cross-check on both systems:

For example: c/ns ending 001 to 004 are line # 01-01, 26-01, 51-01 and 76-01
c/ns ending 005 to 008 (but not necessarily in that order relate to) line # 01-02, 26-02, 51-02 and 76-02
c/ns ending 009 to 012 (but not necessarily in that order relate to) line # 01-03, 26-03, 51-03 and 76-03
c/ns ending 993 to 996 (but not necessarily in that order relate to) line # 25-09, 50-09, 75-09 and 100-09
c/ns ending 997 to 000 (but not necessarily in that order relate to) line # 25-10, 50-10, 75-10 and 100-10

The following also shows a system to decipher the last 3 digits of the construction number to determine the line number of the actual aircraft.

- 1) for the aircraft built from 1973 to 1980 (for batches 01-25): The last 3 digits of the c/n is divided by 4 and the remainder is rounded up. This gives the sequence number of the aircraft, which relates to the batch and the number in the batch. For example: for c/n 073407199 - last 3 digits are 199. Divide this by 4 equals 49.75 which is then rounded up to 50. As each batch contains 10 aircraft and the first batch built by TAPOICH is batch 1, the 50th aircraft equates to serial number of the aircraft as 05-10.
- 2) for the aircraft built from 1981 to April 1986 (for batches 26-50): We add 1000 to the last 3 digits of the c/n and then divide by 4 with any remainder once again rounded up. For example: for c/n 0053463896 - last 3 digits are 896. Add 1000 = 1896, then divide this by 4 equals 474. 47 batches of 10 aircraft equals 470, so the serial number is the 4th aircraft of the next batch 48-04.
- 3) for the aircraft built after April 1986 until approx. March 1990 (for batches 51-75): We add 2000 to the last 3 digits of the c/n and then divide by 4 with any remainder once again rounded up. For example: for c/n 0093498971 - last 3 digits are 971. Add 2000 = 2971, then divide this by 4 equals 742.75 which is then rounded up to 743. 74 batches of 10 aircraft equals 740, so the serial number is the 3rd aircraft of the next batch 75-03.
- 4) for the aircraft of batches 76-97 series (approx. after March 1990): We add 3000 to the last 3 digits of the c/n and then divide by 4 with any remainder once again rounded up. For example: for c/n 1043420696 - last 3 digits are 696. Add 3000 = 3696, then divide this by 4 equals 924. 92 batches of 10 aircraft equals 920, so the serial number is the 4th aircraft of the next batch 93-04.

Starting at batch number 1, the last 3 digits of the c/n, increment in the range 001 to 999 for every 25 batches and then reset back at the 26th, 51st and 76th batch, with the last three digits being unique throughout.

There is only one slight exception to the above rules, with the addition of an 11th aircraft to batch 16 line # 16-07A (1043418628).

Finally the first two digits of the last five of the c/n, again increment by 1 after every few aircraft starting from 01 and reach 99 by batch 75, resetting back to 01 from batch 76, the meaning at present of this unknown.

Surmised c/ns and/or surmised line numbers are always given with a question mark, as long as no official confirmation on these is received, no matter how certain the surmising can be. As with most other types, aircraft are listed in build-order and therefore we use the line-numbers to position every aircraft.

3 Il-76 prototypes built by Ilyushin OKB (MMZ No. 30 'Znamya Truda') at Moscow-Khodynka in 1971-73

line #01-01	CCCP-86712	Il-76	Ilyushin OKB	f/f	25mar71	from Khodynka; first prototype; in Aeroflot c/s; no c/n issued but should have ended at 001; presented to the Soviet leadership at VKO 17may71 and to the public at SVO 18may71; f/n LBG 25may/08jun71; tail cone modified to house an anti-spin parachute for low speed/high alpha trials (as per later build II-76K/MDKs); underwent service trials with Aeroflot's Tyumen directorate 22dec75/07feb76 (132 flights); by this time painted in standard Aeroflot post 1973 c/s, but retained the blue rudder; seen LBG 26jun77 with exhibition number '829'; almost certainly the fuselage minus wings and tail section that is located near to a radar station at the Institute of 'Physics of the Earth' - now renamed FSUE "Space Communication" (N55.870365 E37.952561) near to Dolgoye Ledovo; reported present since the 1980s; seen jun03/oct18 static test airframe; no c/n issued but should have ended at 007; possibly this is the fuselage seen at Khodynka 22aug99 in Aeroflot c/s or is just a mock-up
line #01-02	--	Il-76	Ilyushin OKB			second prototype; photo exists in bare metal c/s with just the registration; no c/n issued but should have ended at 012; f/n LBG 26may/03jun73, in Aeroflot c/s with exhibition number '455'; underwent trials on the grass strip at Melitopol 24/29aug73; l/n Iruma 16sep73; later repainted in standard Aeroflot post 1973 c/s; dbr when struck an airport building while taxiing, place and date unknown; used as ground instructional airframe by Riga aviation institute (RKIIGA), seen 198./aug96; seen being broken up there 23sep97
line #01-03	CCCP-86711	Il-76	Ilyushin OKB	f/f	25feb73	

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

0334 01016	CCCP-76500	Il-76	Ilyushin OKB	f/f	08may73	line # 01-04; first production Il-76, in Aeroflot c/s; trooping and parachuting factory trials started 20nov73; photo exists, with tail turret; tail turret later removed and repainted in standard Aeroflot post 1973 c/s; seen LBG 03jun75 with exhibition number '366', seen LBG jun77 with exhibition number '346'; world records were set by Soviet parachutists jumping from this aircraft 26oct77; seen LBG jun79 with exhibition number '347'; fuselage seen dumped at Zhukovskiy aug92/may93, still with exhibition number '347'; broken up by aug95
0334 01019	CCCP-76501	Il-76	OKB/NII VVS	r/o	oct73	line # 01-05; with tail turret; in Aeroflot c/s with a blue rudder; test-bed and flying laboratory aircraft; undertook evaluation of weapons at Akhtubinsk (including the firing of shells and dropping combat air bombs through the cargo hatch); a world record was set by a group of Soviet parachutists jumping from this aircraft 24apr75 over Akhtubinsk; undertook tests with the UPAZ refuelling system in 1983 (which was later standard on the Il-78); wfu and used as a ground instructional airframe by the technical school at Kirovograd, Ukraine, from 1986 (M48.541683 E32.277541) seen jul93/jun21
0334 01022	CCCP-86600	Il-76	Soviet AF/AFL c/s	d/d	03jun74	line # 01-06; delivered to Ivanovo; rgd 20jun75; first series aircraft delivered to the Air Force; sold by the Soviet Air Force 16jul92; f/n ZIA 11aug92
0334 02026	RA-86600 CCCP-86601	Il-76 Il-76	Tupolev ANTK Soviet AF/AFL c/s	ZIA mfd	31aug93 13jun74	l/n ZIA 23aug97; Zhukovskiy based mar97; Aeroflot c/s; canx 07dec01 and broken up line # 01-07; d/d to Vitebsk 13jun74; rgd 20jun75; later based at Ukurei; last flight 05aug93; t/t 2,800 hours and 2,454 cycles; opb mil. unit 32925 at Klin by mar97; wfu at Klin-5 airbase, f/n 06may94, l/n 12jun08; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up
0334 02031	CCCP-86602 "602" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Iva	18jul74 24apr97	line # 01-08; delivered to Ivanovo; rgd 23jun75; no reports based at Ivanovo-Severnoy by mar97; ferried Ivanovo-Severnoy-IKT 24mar06; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield from 25mar06 until the College was closed down jan09; offered for sale as scrap metal 05aug09 but still seen sitting on its tail without engines (N52.269441 E104.34796) may11/aug15; fuselage in two sections by 05nov15
0434 02035	CCCP-86603	Il-76/276	LIJ Zhukovskiy	d/d	23jun75	line # 01-09; rgd 04jun84 !; f/n Kaliningrad-Chkalovsk 03jul94 in Aeroflot c/s and derelict this date; according to the line-number list, based Kaliningrad mar97 and wfu; not seen on later visits, broken up ?; canx but date unknown
0434 02039	CCCP-86604 RA-86604	Il-76 Il-76	Soviet AF/AFL c/s Alkor Trans-Aero, n/t	d/d rgd ZIA	31aug74 02sep93 24aug95	line # 01-10; delivered to Ivanovo, then Ukurei based; rgd 18jun75; sold ex Soviet Air Force 16jun92; f/n BKA 27apr93; in Aeroflot c/s and titles; l/n ZIA 03sep93 based at Zhukovskiy according to OKB document dated mar97 with this operator; in Aeroflot c/s, no titles; soc and canx 25dec95
	EL-RDX 3D-RTX TL-ACU	Il-76 Il-76 Il-76	Air Cess Air Pass Centrafrican	SHJ JNB SHJ	10feb97 16oct97 02dec98	in all-white c/s with grey undersides, no titles; rgd not available; l/n SHJ 03apr97 in all-white c/s with grey undersides, no titles; l/n SHJ 30mar98 in all-white c/s with grey undersides, no titles; an illegal TL- registration; l/n RKT 15dec01, see rgd next line
	3C-QRA	Il-76	Air General Trader	rgd	10sep01	reported in United Nations document sep01; in all-white c/s with grey undersides, no titles; f/n RKT 26jan02; l/n RKT 05may03
	UN-76497(2) UN-76497(2) S9-DBX 3X-GGT	Il-76 Il-76 Il-76 Il-76	Astral Aviation GST Aero all-white c/s, n/t GR Avia	OST DXB FJR EBB	22oct03 05jan05 31jan09 16jul11	in all-white c/s with grey undersides, no titles; l/n SHJ 12dec03; seen FJR 29feb04, l/n CIT 22may04 seen FJR 25nov05; in all-white c/s with grey undersides; c/n from JP-05; seen CIT 25aug06; l/n FJR nov08 and seen again FJR 04feb09; l/n EBB 13aug10, parked in all-white c/s with grey undersides, no titles, version painted as 'Il-76TD'; had already been stored for a while, finally left EBB 23jul11; seen FJR dec12/mar18, stored; l/n sep22 with GST Aero titles once again visible
0434 02041	CCCP-86643 "21" red RA-76416(1) RA-76416(1)	Il-76 Il-76 Il-76 Il-76	Soviet AF/AFL c/s Soviet Air Force NSA Soyuz Dobrolet	d/d SVO rgd SVO	30sep74 1990 28sep92 20apr93	line # 02-01; delivered to Vitebsk, then Ivanovo and Ukurei based; rgd 18jun75; no reports and Ivanovo-Severnoy jun91; sold ex Soviet Air Force 29jul92; l/n BKA 10sep92; '2041' on engine covers f/n SVO 19mar93; officially Sheremetyevo based mar97 l/n Kubinka 25aug97; soc and canx 17nov97, retired at Kubinka and presumably scrapped there; see c/n 0093495854
0434 02046	CCCP-86644 "644" black RA-76417 RA-76417	Il-76 Il-76 Il-76	Soviet AF/AFL c/s Soviet Air Force NSA Soyuz Dobrolet	d/d BKA rgd SVO	30sep74 10sep92 28sep92 27apr93	line # 02-02; delivered to Vitebsk, later Ukurei based; no reports; rgd 18jun75; sold ex Soviet Air Force 29jul92 f/n SVO 19apr93 based Sheremetyevo mar97; l/n Kubinka 25aug97; soc and canx 17nov97, retired at Kubinka and presumably scrapped there
0434 02049	CCCP-86645 "645" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	30nov74 09sep97	line # 02-03; rgd 18jun75; delivered to Vitebsk; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy for several years, l/n aug07/nov07; offered for sale as scrap metal 09feb09; reportedly broken up Smolensk 19sep09
0434 02053	CCCP-86646	Il-76	Soviet AF/AFL c/s	d/d	10feb75	line # 02-04; delivered to Vitebsk; rgd 23jun75; f/n Gross Döln 09apr94; l/n Sperenberg 30aug94; to Belarus AF, Vitebsk based but not noted since 1994; reported CKL 15aug99/05nov99 wfu in faded c/s and not seen since so probably broken up
0434 02060	CCCP-86647 RA-86647	Il-76 Il-76	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	12mar75 09aug99	line # 02-05; delivered to Vitebsk; no reports; rgd 23jun75 based Seshcha mar97; l/n Seshcha 17aug03; canx but date unknown and reportedly broken up
0434 03061	CCCP-86713 "713" black	Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Kln	10apr75 06may94	line # 02-06; mfd 13mar75 (despite c/n commencing 04 1, late mfd); delivered to Vitebsk; rgd 09feb76; no reports in documents as '86713', i.e. still used call-sign 'RA-86713'; opb mil. unit 32925 at Klin; last flight 31mar95 (from Klin) and wfu since then; t/t 1,406 hours and 2,637 cycles; wfu at Klin-5 airbase, f/n 03oct02, l/n 12jun08; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up line # 02-07; rgd 26jun78; opb 339 vtap at Vitebsk; w/o 23nov79 on a training flight from Vitebsk at night when the left flap retracted inadvertently on approach 12 km from the runway (due to a broken cog-wheel), the aircraft banked steeply and eventually crashed in a field near Goryane (Vitebsk district), all 7 crew killed; canx 23apr80
0534 03067	CCCP-86714	Il-76	Soviet AF/AFL c/s	mfd	may75 ?	

0534 03072	CCCP-86715	II-76	Soviet AF/AFL c/s	d/d	28jun75	line # 02-08; delivered to 339 vtap at Vitebsk; rgd only 26jun78; later opb 192 vtap at Ukurei; sold from the inventory of the Russian Air Force 16jun92; f/n BKA 27apr93; l/n BKA 15may93
	RA-86715	II-76	Alkor	rgd	02sep93	still in full Aeroflot c/s including titles; f/n ZIA 04jul95; soc 25dec95 as life-time expired and canx the same day; operator given as Trans-Aero in an OKB document mar97
	EL-RDT	II-76	Air Cess	SHJ	08oct97	rgd not available; in white c/s with light grey belly, no titles; l/n SHJ 29nov97
	3D-RTT	II-76	Air Pass	SLD	30dec97	c/n confirmed in documents as ex EL-RDT; in white c/s with light grey belly, no titles; l/n SHJ 30jun98
	TL-ACN	II-76	Centrafican	SHJ	aug98	c/n confirmed; in white c/s with light grey belly, no titles; stored without engines at RKT, seen nov98/jan00; last flight 31jan00 from RKT to QIW ("UAQ Aerodrome"); abandoned (with the engine covers of 3D-RTA) on the apron of the closed airfield (N25.580275 E55.652925); carried "Palma Beach Hotel" advertising in Arab and English from mid-2000, l/n nov19, in poor condition; seen mar22 wings broken off
0534 03073	CCCP-86805	II-76	Soviet AF/AFL c/s	mfd	26jul75	line # 02-09; d/d to Vitebsk 26jul75; rgd 26jun78; a photo exists 1986, presumably of this aircraft painted as CCCP-86605 which was an II-62; f/n Klin-5 airbase 06may94; l/n Klin-5 airbase 07jul94
	RA-86805	II-76	Russian AF/AFL c/s	Kln	12oct94	opb mil. unit 32925 at Klin; wfu at Klin-5 airbase, f/n aug01, l/n jun08, in poor condition; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up
0534 03078	CCCP-86806	II-76	Soviet AF/AFL c/s	d/d	02aug75	line # 02-10; rgd 26jun78; delivered to Vitebsk, later Novgorod based; photo at Ryazan-Dyagilevo 1992; l/n Klin-5 airbase 25aug95
	RA-86806	II-76	Russian AF/AFL c/s	Sec	09aug99	opb 566 vtap at Seshcha; l/n Seshcha 26aug07; canx but date unknown; offered for sale by Russian privatisation agency dec07 and broken up at Seshcha
0534 04083	CCCP-86807	II-76	Soviet AF/AFL c/s	d/d	05aug75	line # 03-01; mfd 14aug75 (after d/d ?); rgd 19jul77; delivered to Vitebsk; f/n GVA 21feb78; opb mil. unit 32925 at Klin by mar97; sat wfu at Klin-5 airbase, l/n 12jun08; offered for sale as scrap metal 09feb09; not seen nov10 and reportedly broken up
0534 04085	CCCP-86808	II-76	Soviet AF/AFL c/s	d/d	30sep75	line # 03-02; rgd 26jun78; delivered to Vitebsk; later based at Klin and Ivanovo; f/n CGN 22apr78; opb 566 vtap at Seshcha by mar97; wfu at Seshcha, f/n 22jun00, l/n 26aug07; offered for sale as scrap metal 09feb09; reportedly broken up Seshcha
0534 04091	CCCP-86809	II-76	Soviet AF/AFL c/s	d/d	30sep75	line # 03-03; a photo exists, presumably of this aircraft painted as CCCP-86609 which was an II-62; rgd 19jul77; delivered to Vitebsk, f/n CGN 22apr78
	RA-86809	II-76	Russian AF/AFL c/s	Sec	23aug95	based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; l/n Seshcha 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up
0534 04094	CCCP-86810	II-76	Soviet AF/AFL c/s	d/d	29oct75	line # 03-04; rgd 26jun78; delivered to Vitebsk; later based at Ukurei and at Zhukovskii; a photo exists presumably of this aircraft painted as CCCP-86610 which was an II-62; was prevented by Azeri militiamen to take off from Dallyar 09jun92 and ferried by a civil Azeri crew to Baku-Bina in order to get it out of reach of Russian forces; trf to Azerbaijan formalised 16jun92; l/n BKA 10sep92; canx 15sep92; see next line
	RA-86810	II-76	Azerbaijani AF	SHJ	02feb94	prefix must have been used illegally; in basic Aeroflot c/s, no titles; l/n KVD 16may96; based at Gyandzha by mar97
	4K-86810	II-76	Azerbaijan AI	BAK	14apr01	in basic Aeroflot c/s, no titles but 'AZAL' logo and small 'AHC' on fin; seen Gostomel 31may02; l/n RKT 05may03; still current on Azerbaijani register 20nov03, but not on the next register dated 22nov05; one of two aircraft stored at Baku-Qala since at least 2010 (registration is just about readable on a GE image) and scrapped between oct18/feb19
0534 04098	CCCP-86811	II-76	Soviet AF/AFL c/s	d/d	31oct75	line # 03-05; rgd 26jun78; delivered to Vitebsk, later Seshcha based; f/n LBG 10jun83; canx but date unknown
	"811" black	II-76	Russian Air Force	ULY	27aug97	based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; seen Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; broken up may13
0534 04103	CCCP-86812	II-76	Soviet AF/AFL c/s	d/d	29nov75	line # 03-06; rgd 26jun78; delivered to Vitebsk, later Ivanovo based; registration given as 86612 in Ilyushin OKB document, see next line; f/n LBG 16may81
	RA-86812	II-76	Russian AF/AFL c/s	Sec	09aug99	opb 566 vtap at Seshcha; a photo shows the registration painted as RA-86612 on the port side (paint possibly just faded on the third digit), but also see the previous line; canx but date unknown; wfu at Seshcha, seen Seshcha 25aug04 and 26aug07; offered for sale by Russian privatisation agency dec07; l/n Seshcha 09may11; photo 2012 of the starboard side shows the registration painted as RA-86812; reportedly broken up
0534 04105	CCCP-86813	II-76	Soviet AF/AFL c/s	d/d	30nov75	line # 03-07; registration given as 86613 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk; f/n jun83
	RA-86813	II-76	Russian AF/AFL c/s	Sec	09aug99	opb 566 vtap at Seshcha; canx but date unknown; l/n Seshcha 30sep02; wfu at Seshcha, f/n 25aug04, l/n 26aug07, prefix washed away; offered for sale by Russian privatisation agency dec07; reportedly broken up
0534 05110	CCCP-86814	II-76	Soviet AF/AFL c/s	d/d	25dec75	line # 03-08; registration given as 86614 in Ilyushin OKB document; rgd 19jul77; delivered to Vitebsk, later Ukurei and Ivanovo based; no reports
	RA-86814	II-76	Russian AF/AFL c/s	Sec	23aug95	opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha; l/n Seshcha 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up
0534 05114	CCCP-86821	II-76	Soviet AF/AFL c/s	d/d	31dec75	line # 03-09; rgd 13jan81; delivered to Novgorod; registration given as 86621 in Ilyushin OKB document; later based at Ivanovo; f/n Smolensk-Severnoy 23aug95; based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; canx but date unknown; wfu at Seshcha, f/n Seshcha 25aug04, l/n 26aug07; offered for sale by Russian privatisation agency dec07; reportedly broken up
0534 05117	CCCP-86822	II-76	Soviet AF/AFL c/s	KHI	17sep79	line # 03-10; rgd 15mar79; in official line-number list as instructional; no reports after jul92 when transferred to Belarus Air Force, and probably broken up; canx but date unknown
0534 05124	CCCP-86823	II-76	Soviet AF/AFL c/s	d/d	31jan76	line # 04-01; rgd 26jun78; delivered to Vitebsk; registration given as 86623 in Ilyushin OKB document; f/n LBG 20may81; arrived Maushul'schi early 1996 for use as ground instructional airframe
	CCCP-86823	II-76	Aeroflot c/s, n/t	Mma	18aug97	still in use as ground instructional airframe; canx but date unknown; l/n Minsk-Maushul'schi jun00; reportedly broken up there
0534 05128	CCCP-86824	II-76	Soviet AF/AFL c/s	d/d	10feb76	line # 04-02; rgd 25jan82; delivered to Ivanovo; registration given as 86624 in Ilyushin OKB document; f/n SVO 08jun92; based at Ulyanovsk-Vostochny mar97; later opb 566 vtap at Seshcha; canx but date unknown; l/n Seshcha 26aug07, wfu; offered for sale by Russian privatisation agency dec07; reportedly broken up
0634 05130	CCCP-86625	II-76	Soviet AF/AFL c/s	d/d	03mar76	line # 04-03; rgd 13jan81; delivered to Novgorod, later Ukurei based; f/n 1978; l/n Smolensk-Severnoy 23aug95
	RA-86625	II-76	Soviet AF/AFL c/s	Sms	14jun96	based Smolensk mar97; l/n Smolensk-Severnoy 24aug04; canx but date unknown and reportedly broken up Smolensk 2009
0634 05135	CCCP-86626	II-76	Soviet AF/AFL c/s	d/d	25mar76	line # 04-04; rgd 15mar79; delivered to Novgorod; canx but date unknown
	"626" black	II-76	Russian Air Force	Rzd	03sep93	opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 27aug04; broken up at Ivanovo-Severnoy by 2006
0634 05137	CCCP-86627	II-76	Soviet AF/AFL c/s	d/d	09apr76	line # 04-05; rgd 13jan81; delivered to Novgorod, later Ukurei based; no reports; sold ex Soviet Air Force 10aug92
	RA-86627	II-76	Aeroflot c/s	rgd	26nov92	to Uralinteravia; f/n ZIA 03sep93
	RA-86627	II-76	Uralinteravia	FRA	02apr94	in full red/blue c/s with titles; c/s; Uralinteravia ceased operations in nov96; seen SVX 19aug99, wfu/derelect with the tail removed; l/n 14aug01; later broken up; not canx from the Russian register
0634 05144	CCCP-86628	II-76	Soviet AF/AFL c/s	mfd	24apr76	line # 04-06; d/d to Novgorod 27apr76; rgd 13jan81; no reports
	RA-86628	II-76	Russian AF/AFL c/s	Kln	20aug95	based at Klin mar97; seen Klin-5 airbase 03jun01; later opb mil. unit 21350 at Tver-Migalovo; l/n KLD 22aug08, prefix faded; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 06148	CCCP-86629	II-76	Soviet AF/AFL c/s	d/d	14may76	line # 04-07; rgd 09feb81; delivered to Novgorod, later Seshcha based; no reports; canx but date unknown
	"629" black	II-76	Russian Air Force	Rzd	03sep93	based Ulyanovsk-Vostochny mar97; l/n Novgorod-Krechevitsy 28sep02; broken up Novgorod-Krechevitsy 26sep05
0634 06149	CCCP-86630	II-76	Soviet AF/AFL c/s	d/d	01jun76	line # 04-08; rgd 09feb81; delivered to Novgorod; later based at Ivanovo; based at Ulyanovsk-Vostochny mar97, f/n 27aug97; later opb 566 vtap at Seshcha; l/n Seshcha 25aug04; canx but date unknown; offered for sale by Russian privatisation agency dec07; reportedly broken up
0634 06156	CCCP-86716	II-76	Soviet AF/AFL c/s	d/d	15jun76	line # 04-09; rgd 13jan81; delivered to Novgorod, later Seshcha based; no reports; canx but date unknown
	"716" black	II-76	Russian Air Force	Sec	23aug95	based at Ulyanovsk-Vostochny mar97; for sale 09aug01 at a minimum price of 2,233,200 Rubles; l/n Seshcha 17aug03; reported scrapped
0634 06160	CCCP-86717	II-76	Soviet AF/AFL c/s	d/d	08jul76	line # 04-10; rgd 13jan81; delivered to Novgorod; opb 610 TSBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; seen Ivanovo-Severnoy mar02/aug03, wfu parked on the grass; canx but date unknown; broken up at Ivanovo-Severnoy by 2006
0634 07162	CCCP-86745	II-76	Soviet AF/AFL c/s	d/d	26jul76	line # 05-01; rgd 13jan81; delivered to Novgorod; opb 610 TSBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; l/n Ivanovo-Severnoy 19aug01; reported Smolensk-Severnoy 24aug04 as "RA-", confirmation welcome; canx but date unknown; broken up at Ivanovo-Severnoy by 2006
0634 07165	CCCP-86746	II-76	Soviet AF/AFL c/s	d/d	05aug76	line # 05-02; rgd 25jan82; delivered to Novgorod, later Ukurei based; f/n OVB 21apr93; l/n Smolensk-Severnoy 23aug95
	RA-86746	II-76	Russian AF/AFL c/s	Sms	09aug99	based at Smolensk mar97; l/n Smolensk-Severnoy 24aug04; canx but date unknown and reportedly broken up
0634 07170	CCCP-86747	II-76	Soviet AF/AFL c/s	mfd	23aug76	line # 05-03; d/d 23aug76 to Novgorod, later Ukurei based; rgd 15mar79; f/n in East Germany 20jan87; sold by the Soviet Air Force 10aug92
	RA-86747	II-76	Uralinteravia	Kho	07jul93	in Aeroflot c/s and titles; l/n ATH nov93, in Aeroflot c/s, no titles
	RA-86747	II-76	Uralinteravia	DME	23sep94	in full red/blue c/s with titles; seen SVX 23aug95; Uralinteravia ceased operations in nov96; l/n SVX 19aug99 wfu/missing engines and additional small "Star" badge; canx 08may00 as to Angola
	D2-FDX	II-76	Uralinteravia	JNB	14jun01	seen JNB jul02; operator reported as Angola Air Charter; still in full Uralinteravia c/s and titles; seen LAD 12apr06 as such; photo LAD 06aug07 wfu ?, registration not visible, but still in the same full c/s with titles; an II-76 forward fuselage was seen in the scrap compound 28mar09, same colours with part of the Uralinteravia titles visible, suggesting it is likely to be this aircraft
0634 07175	CCCP-86748	II-76	Soviet AF/AFL c/s	d/d	30aug76	line # 05-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n Smolensk-Severnoy 05jul95; l/n Smolensk-Severnoy 23aug95
	RA-86748	II-76	Russian AF/AFL c/s	Sms	14jun96	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk-Severnoy for several years, l/n aug07/nov07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07179	CCCP-86749	II-76	Soviet AF/AFL c/s	d/d	13sep76	line # 05-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n in former East Germany 1992; l/n Smolensk-Severnoy 23aug95

	RA-86749	Il-76	Russian AF/AFL c/s	Sms	14jun96	opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk- Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07183	CCCP-86815	Il-76	Soviet AF/AFL c/s	d/d	24sep76	line # 05-06; delivered to Ivanovo; registration given as 86615 in Ilyushin OKB document; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; l/n Ivanovo-Severnoy 06aug06, wfu and missing engines; broken up at Ivanovo-Severnoy in autumn 2006
0634 07185	CCCP-86816 "616" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Iva	06oct76 24aug95	line # 05-07; delivered to Ivanovo; registration given as 86616 in Ilyushin OKB document, see next line opb 610 TsBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 06aug06, without engines; broken up at Ivanovo-Severnoy in autumn 2006
0634 07191	CCCP-86817	Il-76	Soviet AF/AFL c/s	d/d	19oct76	line # 05-08; delivered to Ivanovo; registration given as 86617 in Ilyushin OKB document; f/n SXF 14nov91; l/n SVO 01jun92
	CCCP-86817 EK-86817 EK-86817 EP-TPO EK-86817 EK-86817	Il-76 Il-76 Il-76 Il-76 Il-76 Il-76	Yerevan Avia Yerevan Avia Yer Avia Payam Air Yer Avia, n/t Yer Avia	rgd ZAG DXB SHJ SHJ OST	02jun92 17nov93 08oct96 07may97 15jan01 20may01	sold ex Soviet Air Force 24sep92; in full Aeroflot c/s and titles; l/n BAK 02sep93 in Aeroflot c/s, no titles; l/n AMS 10aug94 Yerevan based mar97 l/n SHJ 03nov00; also had '86817' painted on for a long time l/n STN 18may01 seen ZIA oct02/aug04, wfu; probably scrapped as tail/engines missing in a photo dated aug04; not seen aug05
0634 07194	CCCP-86818	Il-76	Soviet AF/AFL c/s	d/d	27oct76	line # 05-09; rgd 13jan81; delivered to Novgorod; registration given as 86618 in Ilyushin OKB document and a photo exists as such, CCCP-86618 was an Il-62; f/n Ivanovo-Severnoy 24aug95; Ivanovo based mar97; l/n Ivanovo-Severnoy aug01/aug17 wfu; canx but date unknown
0634 07199	CCCP-86819 "819" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	05nov76 07jul95	line # 05-10; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk- Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07202	CCCP-86631	Il-76	Soviet AF/AFL c/s	mfd	27nov76	line # 06-01; d/d to Novgorod 27nov76; rgd 09feb81; f/n Klin-5 airbase 20aug95; based at Klin by mar97; later opb mil. unit 21350 at Tver-Migalovo; seen wfu KLD 26aug03/22aug08, in tatty condition; offered for sale as scrap metal 09feb09 and reportedly broken up
0634 07206	CCCP-76502(1) CCCP-76502(1) CCCP-76502(1)	Il-76 Il-76 Il-76	AFL/Tyumen-TJM AFL/GosNII GA AFL/Privolzhsk	d/d trf trf	22dec76 16aug83 13feb87	line # 06-02; toc 01jan77; rgd 22nov77; first civil Il-76 delivered soc 18jan90 as worn out and canx same date; f/n Omsk sep89, wfu as a ground instructional airframe; l/n may97; present at the Omsk Aviation Technical School since at least jul02 according to GE image; see c/ns 0083483502 and 1003401004
	RA-76502(1)	Il-76	AFL/Privolzhsk		nov09	still present at the Omsk Aviation Technical School (N54.955730 E73.329122) may16, now with Russian flag and RA- prefix; l/n oct22
0634 08209	CCCP-76503(1) CCCP-76503(1)	Il-76 Il-76	AFL/Tyumen-TJM AFL/Ulyanovsk HFS	d/d trf	dec76 22apr82	line # 06-03; toc 01jan77; rgd 22nov77; see c/n 2113422748 soc 10jan89 and canx same date; f/n ULV (N54.275285 E48.240657) aug92, in use as ground instructional airframe; l/n 19aug22
0634 08214	CCCP-86634 "634" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	21dec76 07jul95	line # 06-04; rgd 13jan81; delivered to Novgorod; later based at Ukurei; no reports opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk- Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09; scrapped 01oct09
0634 08217	CCCP-86635 "635" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	25dec76 07jul95	line # 06-05; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo in 1978 opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk- Severnoy, l/n 26aug07; offered for sale as scrap metal 09feb09
0634 08222	CCCP-86636	Il-76	Soviet AF/AFL c/s	d/d	09feb77	line # 06-06; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; seen Ivanovo-Severnoy mar02/aug06, wfu parked on the grass; broken up at Ivanovo-Severnoy in autumn 2006
0634 09228	CCCP-86637	Il-76	Soviet AF/AFL c/s	d/d	27dec76	line # 06-07; delivered to Ivanovo; opb 610 TsBPIPLS VTA at Ivanovo-Severnoy in 1990s; f/n Ivanovo-Severnoy 24aug95; seen Ivanovo-Severnoy sep01/aug05, wfu parked on the grass; broken up at Ivanovo-Severnoy by 2006
0734 09232	CCCP-86638 CCCP-86638	Il-76 Il-76K	Soviet AF/AFL c/s Soviet AF/AFL c/s	d/d f/f	jan77 ? 02aug81	line # 06-08; no reports; converted to, see next line the first Il-76 zero-gravity trainer; opb 70 oitap on / Space Training Centre at Chkalovski; last flight 14dec88; h/o to the Perm Higher Technical Aviation School (PVATU) feb89 and was used as a ground instructional airframe until the school was closed in 1999; the fuselage without the rear part and the tail sat in a scrapyard at V. Muly near Perm (on the left-hand side of the road if looking towards Perm); f/n 14aug01; the nose section went to the aviation museum of Mikhail Pavlov at V. Muly near Perm (N57.957278 E56.125258) aug06/jul21
0734 09235	CCCP-86639 86639	Il-76 Il-76	Soviet AF/AFL c/s Ukraine AF/AFL c/s	d/d Mkk	31jan77 10may97	line # 06-09; delivered to Ivanovo; no reports still with 'Aeroflot' titles, but without prefix; based at Artsyz mar97; wfu at Mykolayiv-Kulbakino, f/n may02, l/n sep21/sep21; in official document sep08 for disposal, with military unit A2488 at Mykolayiv
0734 09237	CCCP-86640	Il-76	Soviet AF/AFL c/s	d/d	24feb77	line # 06-10; rgd 13jan81; delivered to Novgorod, later Ukurei based; sold ex Soviet Air Force 29jul92 and l/n BKA 02apr93, see rgd next line ! f/n BKA 02sep93; still had 640 on nose, ex CCCP-86640 l/n DME 10jul00
0734 09243	RA-76418 RA-76418 RA-76418 CCCP-86641 no code	Il-76 Il-76 Il-76 Il-76 A-50	Dobrolet Dobrolet logo, n/t Dobrolet Soviet AF/AFL c/s TANTK	rgd SVO DME no f/f	28sep92 06may95 13aug01 reports 19dec78	l/n DME 28aug03, with titles; soc 17mar03; canx 20oct03; reportedly broken up line # 07-01; converted by TMZ to, see next line from Taganrog; first A-50 prototype, still without mission equipment; in Soviet Air Force c/s; underwent trials with the LII
	"10" red	A-50	Soviet AF/PVO	Cho	06jul94	trf to the otrpad at Vitebsk, probably in 1986; used as a ground instructional airframe by 111 VASHM at Chortkiv, f/n 06jul94, all A-50 equipment removed, l/n 18aug97; broken up by may98
0734 09248	CCCP-86642	Il-76	Soviet AF/AFL c/s	d/d	21apr77	line # 07-02; delivered to Ivanovo; performed the first Il-76 landing at Khodynka 25jul78; f/n Tashkent-Tuzel apr89
	RA-86642	Il-76	Russian AF/AFL c/s	Iva	24apr97	opb 610 TsBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 19aug01; broken up at Ivanovo-Severnoy by 2006
0734 09251	CCCP-86632 "632" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	26apr77 07jul95	line # 07-03; rgd 13jan81; delivered to Novgorod; later based at Ukurei; photo exists, date unknown opb mil. unit 06755 at Smolensk-Severnoy; sat wfu at Smolensk- Severnoy, l/n aug07/nov07; offered for sale as scrap metal 09feb09; reportedly broken up
0734 09256	CCCP-86633 86633	Il-76 Il-76	Soviet AF/AFL c/s Ukraine Air Force	d/d Mtp	16may77 06jul96	line # 07-04; no reports; Artsyz based mar97 in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 29apr99, used for spares; broken up line # 07-05; version given in the accident report as Il-76M; opb 110 vtap at Novgorod-Krechevitsy; w/o 10aug89 on an airdrop training flight in squadron formation from Novgorod-Krechevitsy when hit after the airdrop by a lightning which disabled the crew so that the aircraft went out of control, climbed steeply from 940 to 1,300 metres, entered a dive and crashed between Rogavka railway station and Glukhaya Kerest' village (32 km from Krechevitsy airfield), all 7 crew members were killed; canx 02mar90
0734 09259	CCCP-86718	Il-76	Soviet AF/AFL c/s	rgd	13jan81	line # 07-06; rgd 13jan81; delivered to Novgorod; later based at Ukurei; f/n in East Germany before 1990 opb mil. unit 06755 at Smolensk-Severnoy; l/n Smolensk-Severnoy 24aug04, probably wfu; offered for sale as scrap metal 09feb09; reported broken up
0734 09263	CCCP-86719 "719" black	Il-76 Il-76	Soviet AF/AFL c/s Russian Air Force	d/d Sms	14jun77 07jul95	line # 07-07; rgd 13jan81; delivered to Novgorod, later based at Ukurei; f/n in East Germany before 1990; sold by Russian Air Force 10aug92
0734 09267	CCCP-86720	Il-76	Soviet AF/AFL c/s	d/d	27jun77	in full c/s with titles, operated by Uralinteravia; painted as just 'Il-76' with titles, painted as just 'Il-76'; seen BKA 30aug94, repainted in full red/blue c/s with titles, still painted as just 'Il-76' in full red/blue c/s with titles; seen ZRH aug95, painted as Il-76TD, but Il-76T in papers; l/n SVX 23aug95, as such; seen STN apr96, once again painted as Il-76T; Uralinteravia ceased operations in nov96; soc and canx 18aug97 as sold to China; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen, l/n 28aug11, still in full colours and with registration repainted, but still in c/s similar to Uralinteravia and with Chinese titles applied; '720' still in the cockpit windows; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen (N43.906469 E125.20809); l/n 20oct19
	RA-86720 RA-86720	Il-76 Il-76	Aeroflot Uralinteravia	SVX OST	20apr93 22dec93	still in c/s similar to Uralinteravia and with Chinese titles applied; '720' still in the cockpit windows; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen (N43.906469 E125.20809); l/n 20oct19
	RA-86720	Il-76T	Uralinteravia	STN	31mar95	in full c/s with titles, operated by Uralinteravia; painted as just 'Il-76' with titles, painted as just 'Il-76'; seen BKA 30aug94, repainted in full red/blue c/s with titles, still painted as just 'Il-76' in full red/blue c/s with titles; seen ZRH aug95, painted as Il-76TD, but Il-76T in papers; l/n SVX 23aug95, as such; seen STN apr96, once again painted as Il-76T; Uralinteravia ceased operations in nov96; soc and canx 18aug97 as sold to China; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen, l/n 28aug11, still in full colours and with registration repainted, but still in c/s similar to Uralinteravia and with Chinese titles applied; '720' still in the cockpit windows; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen (N43.906469 E125.20809); l/n 20oct19
	'H-4670'	Il-76T	Chinese Air Force	ph.	29aug16	in bluish grey c/s with light grey undersides, military roundels and titles, red code; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen (N43.906469 E125.20809); l/n 29jul23
	'H-6670'	Il-76T	Chinese Air Force	ph.	02sep16	line # 07-08; telemetry pick-up aircraft for missile tests with small tail radome below the turret, ECM blister/probes and pylon under the wing; these were later removed with the exception of the tail radome; in Aeroflot c/s and titles; delivered to Zhukovski; rgd 04jun84; f/n ZIA 16aug91; seen ZIA 03sep93; l/n Staraya Russa 06aug96; based at Ivanovo mar97; wfu 1997; canx 16oct01; broken up
	'35'	Il-76T	Chinese Air Force	ph.	27aug22	line # 07-09; rgd 26jun78; delivered to Vitebsk; f/n VIE jun79; l/n SXF 06oct79; this is the only straight Il-76 with a gun turret; canx but date unknown opb 566 vtap at Seshcha; l/n Seshcha 25aug04; offered for sale by Russian privatisation agency dec07; reported broken up
0734 10271	CCCP-86721	Il-76/676	LII Zhukovski	d/d	06jul77	line # 07-10; delivered to Chkalovski; converted to Il-76K zero-gravity trainer in the early 1980s; opb 70 oitap on / Space Training Centre at Chkalovski operator from Ilyushin OKB listing mar97; based at Chkalovski retains Il-76K tail cone; f/n SHJ 10oct97; l/n SHJ 30mar98 retains Il-76K tail cone; l/n SHJ 14dec98; canx 11dec98 as leased to Sao Tomé retains Il-76K tail cone retains Il-76K tail cone; l/n JNB 15sep99 retains Il-76K tail cone; l/n SHJ 09dec00; confirmed ex S9-BOM and RA-76372 retains Il-76K tail cone; in basic Aeroflot c/s; l/n SHJ 09oct04; c/n and ex S9-BOM/RA-76372 checked retains Il-76K tail cone; in basic Aeroflot c/s; l/n JNB jan05 as such; seen LVB feb07. repainted with blue/red/black cheatline; l/n FJR 13mar10
0734 10276	CCCP-86722	Il-76	Soviet AF/AFL c/s	d/d	14jul77	line # 08-01; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as Il-76U; rgd 02jun92 to Yerevan Avia; f/n SVO 30jun92; sold ex Soviet Air Force 24sep92; l/n EVN mar93, still in full Aeroflot and titles
0734 10279	CCCP-86723	Il-76	Soviet AF/AFL c/s	d/d	23jul77	line # 08-01; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as Il-76U; rgd 02jun92 to Yerevan Avia; f/n SVO 30jun92; sold ex Soviet Air Force 24sep92; l/n EVN mar93, still in full Aeroflot and titles
	CCCP-86723 RA-76372 RA-76372 S9-BOM S9-BOM 3C-QQD Z-WTV Z-WTV	Il-76K Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T Il-76T	Star Express United Nations/WFP Aeroflot c/s, n/t Express Intl.Cargo Express Intl.Cargo Flywell Al, n/t Avient	rgd SHJ HRE SHJ SHJ JNB JNB	feb93 01apr97 08dec98 04mar99 sep99 05oct00 12jan01 21oct04	operator from Ilyushin OKB listing mar97; based at Chkalovski retains Il-76K tail cone; f/n SHJ 10oct97; l/n SHJ 30mar98 retains Il-76K tail cone; l/n SHJ 14dec98; canx 11dec98 as leased to Sao Tomé retains Il-76K tail cone retains Il-76K tail cone; l/n JNB 15sep99 retains Il-76K tail cone; l/n SHJ 09dec00; confirmed ex S9-BOM and RA-76372 retains Il-76K tail cone; in basic Aeroflot c/s; l/n SHJ 09oct04; c/n and ex S9-BOM/RA-76372 checked retains Il-76K tail cone; in basic Aeroflot c/s; l/n JNB jan05 as such; seen LVB feb07. repainted with blue/red/black cheatline; l/n FJR 13mar10
0734 10284	CCCP-86724	Il-76	Soviet AF/AFL c/s	d/d	27jul77	line # 08-01; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as Il-76U; rgd 02jun92 to Yerevan Avia; f/n SVO 30jun92; sold ex Soviet Air Force 24sep92; l/n EVN mar93, still in full Aeroflot and titles

	EK-86724	II-76	Yer Avia	OST	29jul93	I/n SHJ 23jan94; in Aeroflot c/s, no titles
	EK-86724	II-76	Yer Avia	PRG	22mar95	I/n DXB 04oct96
	EP-TPZ	II-76	no titles	ph.	feb97	
	EP-TPZ	II-76	Payam Air	SHJ	30jun97	carried 86724 under the wing for a long time; I/n THR mar01
0734 10285	EK-86724	II-76	Yer Avia	EVN	08may01	I/n RKT 01feb07 no longer current on register dated 22jan09; Yer Avia ceased ops in 2009
	CCCP-86725	II-76	Soviet AF/AFL c/s	d/d	08aug77	line # 08-02; delivered to Ivanovo; no reports; version given in Ilyushin OKB listing mar97 as II-76U
	"725" black	II-76	Russian Air Force	Iva	24aug95	opb mil. unit 13696 at Ivanovo; offered for sale by Russian privatisation agency 09aug01/18oct06, but obviously not sold; I/n Ivanovo-Severnoy aug06/aug07, probably wfu; offered for sale as scrap metal 09feb09 and reportedly broken up
0734 10292	YI-AIK	II-76	IrAF/Iraqi Aw c/s	d/d	27sep77	line # 08-03; I/n ORY 03nov80; in full Iraqi Airways green c/s; I/n DRS 12oct82
	CCCP-76495	II-76T	MAP Moskovski OAO	rgd	18jun84	f/n TAS 15sep87, in Aeroflot c/s
	CCCP-76495	II-76T	Trans-Aero	mar93		based at Domodedovo; operator from Ilyushin OKB document mar97
	CCCP-76495	II-76T	Inversija, n/t	SVO	20apr93	in basic ex-Aeroflot c/s; I/n SVO 06jul93
	RA-76495	II-76T	Inversija, n/t	DME	02sep93	in basic ex-Aeroflot c/s
	ST-SFT	II-76T	Sud Flt Trd & S C	rgd	19mar94	Sudanese Flight and Trading Services; I/n DME 23sep94, without titles
	RA-76495	II-76T	Scoda	DME	16may95	in basic ex-Aeroflot colours with type painted as just 'II-76'; I/n SHJ 24nov95
	RA-76495	II-76T	Airvita	SHJ	18dec96	
	RA-76495	II-76T	Iron Dragonfly	rgd	25jun97	seen ZIA aug97, titles not reported; CoFR renewal 16sep97; I/n BKA 17aug99, in Aeroflot c/s, no titles
	RA-76495	II-76TD	Aeroflot c/s, n/t	BKA	16jun00	seen BKA aug01/jul04 stored; still current on Russian register oct04 as Iron Dragon Fly
	EK-76707(2)	II-76TD	Aeroflot c/s, n/t	SHJ	24jan05	opb South Airlines; RA-76495 visible on tail; I/n SHJ 04mar05; see c/n 0063472166
	EK-76707(2)	II-76TD	South Airlines	SHJ	06mar05	in full c/s; current on Armenian register 01jan09 as such, version given as II-76T; I/n FJR 30dec09
	EK-76292	II-76TD	Air Highnesses	rgd	20jan10	I/n KHI 16feb10; I/n SHJ 06dec10, in basic ex-South Airlines c/s, no titles, without hyphen in registration
	EK-76992	II-76TD	Ayk Avia	MCT	03feb11	c/n confirmed; in basic ex-South Airlines c/s, no titles, without hyphen in registration; canx 31dec11; leased to Zaaabu International and operated illegally by the government of the Democratic Republic of the Congo since 2012; I/n PNR 21oct12
	no reg	II-76TD	Zaabu Internat.	FIH	12jun17	in basic ex-South Airlines c/s, no titles; operated illegally by the government of the Democratic Republic of the Congo; I/n FIH 31mar18
	YI-BAT	II-76TD	Zaabu Internat.	FIH	nov18	in basic ex-South Airlines c/s, no titles; was an illegal registration and operated by the government of the Democratic Republic of the Congo; seen GOM 22oct19; I/n GOM 25feb20 seemingly stored
0734 10293	YI-AIL	II-76	IrAF/Iraqi Aw c/s	d/d	13sep77	line # 08-04; I/n PRG 14jan80; in full 'green' Iraqi Airways c/s
	CCCP-76528	II-76T	LII Zhukovski	rgd	07may86	photo exists with version painted as just 'II-76'; f/n LED 23sep87, in full Aeroflot c/s; I/n ZIA 15aug92
	RA-76528	II-76T	LII Zhukovski	ZIA	12may93	in full Aeroflot c/s; seen ZIA 24aug95; in Aeroflot c/s, no titles; reported for Gromov Air; seen ZIA 19aug99 wfu; I/n ZIA 19aug01; broken up
0834 10300	CCCP-86729	II-76A	Soviet AF/AFL c/s	d/d	29sep78	line # 08-05; delivered to Chkalovski; mfd given as 13dec78; converted to II-76K zero-gravity trainer in the early 1980s; opb 70 oitap on / Space Training Centre at Chkalovski; f/n Neu-Welzow 01jun91
	CCCP-86729	II-76K	Star	rgd	feb93	operator from Ilyushin OKB listing mar97; based at Chkalovski
	RA-76430(2)	II-76T	Volare	rgd	24mar98	owner and version from Russian canx register feb01
	RA-76430(2)	II-76T	Iron Dragonfly	IST	12aug98	retains II-76K tail cone; 'IDF' titles; seen without titles dec98; I/n BRU 19jan99; canx 12feb99 as to Sao Tomé I; see c/n 093415475
	HA-TCI	II-76T	HUK - Hung Ukr Al	rgd	04feb99	retains II-76K tail cone; with red/blue cheatline; delivered 13apr99; f/n BUD 13apr99
	HA-TCI	II-76T	all-white c/s, n/t	OST	20feb00	retains II-76K tail cone; c/n painted on bulkhead as 083410300; opb Express (PSR call-signs); opb Aerocom OST apr00/jun00 (MCC call-signs) and later opb Jet Line International (ML call-signs) OST jun01; I/n EIN 30jun02
	ER-IBF	II-76T	Jet Line Internat.	rgd	29jan03	retains II-76K tail cone; in all-white c/s, initially without titles; f/n BUD 03mar03; I/n DXB as such 03feb05; in fleet list 28apr05; seen DXB 18jun05 with small 'Jet Line International' titles; I/n RKT 27oct06; canx 14sep07 as to Congo
	TN-AHT	II-76T	Heavylift Congo	rgd	23aug07	to Jet Line International; f/n PNR 23sep07; retains II-76K tail cone; in white/light grey c/s, titles not visible; flight planned MJI-CHR 20oct07; seen SOB 11aug08 with small titles only on the lower fuselage; I/n SOB 03sep08; canx only 26apr15
	EK-76300	II-76T	Air Highnesses	rgd	30mar09	retains II-76K tail cone; carried 'Heavylift' titles; delivered SOB-EVN 03apr09; f/n FJR 12dec09; seen Nyala 21jul10 still with 'Heavylift' titles, opb Sudan Air Force, c/n checked this date; flew Yerevan Erbuni-KRT 11jun11; seen PNR 07aug11; I/n PNR 24nov12 no titles; reported opb Aero Service; crashed on final approach to Brazzaville 30nov12 in poor visibility on a flight from Point Noire after clipping tree tops, the wreckage came to rest some one thousand metres before the threshold of runway 05L, killing all 6 crew on board, 26 people on the ground and injuring another 14 people
0734 10301	YI-AIN	II-76	IrAF/Iraqi Aw c/s	d/d	31oct77	line # 08-06, c/n and d/d not confirmed; f/n SDA 18nov78; in full Iraqi Airways green c/s; I/n BTS 1984
	CCCP-76496	II-76T	MAP Moskovski OAO	rgd	22nov84	c/n confirmed; in Aeroflot c/s
	CCCP-76496	II-76T	MAP Kazan APO	rgd	18jul86	c/n confirmed; in Aeroflot c/s; modified to transport horizontal stabilizers of the Tu-160 above the fuselage, reports speak of 3 fins; f/f as such 30oct86; carried the stabilizers from KAPO at Kazan to 184 tbat at Priluki in 1986; f/n SXF 20oct87
	RA-76496	II-76T	KAPO Im. Gorbunova	ZIA	23aug97	in Aeroflot c/s; soc 14jan99 and canx 22feb99 as to Kazakhstan
	UN-76496	II-76T	Taraz Wings	FJR	03apr99	c/n in documents; with tail turret; I/n FJR 09dec99
	UN-76496	II-76T	GST Aero	HEL	13may00	initially with tail turret, but turret removed by mar02; painted as 'II-76'; carried additional small 'UN' titles sep03; I/n SHJ 06feb05
	UN-76496	II-76T	Berkut, n/t	SHJ	23nov05	still owned by GST Aero; based in Eritrea; I/n FJR 25nov05; involved in arms smuggling for the Islamist Court Union (ICU) in Somalia, reported at MGQ 26/28jul06; reported for Aeroflot dec06
	S9-SAB	II-76T	Aerolift	EBB	10may07	being made airworthy; painted as 'II-76'; in all-white c/s, no titles; already offered for lease may07; I/n FJR 15nov08; w/o 09mar09 on a supply flight for the African Mission to Somalia (chartered by DynaCorp) when two engines caught fire shortly after take-off from Entebbe and the aircraft crashed into Lake Victoria, all 4 crew and 7 passengers (peacekeepers from Uganda, Burundi and South Africa) killed
0734 10308	YI-AIP	II-76	IrAF/Iraqi Aw c/s	d/d	12sep77	line # 08-07; in full 'green' Iraqi Airways c/s; f/n SDA 18nov78; I/n LHR 01may81; returned to the Soviet Union and converted to an engine test-bed
	CCCP-76529	II-76LL4	MAP LII Zhukovski	f/f	1989	engine test-bed; in Aeroflot c/s; used initially to test the experimental D-236T propan engine with the SV-36 propeller and from 1990 the D-27 propan engine with the SV-27 propeller (for the An-70); f/n HAJ may90; I/n ZIA 03sep93
	RA-76529	II-76LL4	LII Zhukovski	SXF	28may94	engine test-bed; in Aeroflot c/s with additional 'LII' titles; still with a D-27 engine when seen at SXF 28may94; stored without engines at ZIA from 1997, seen jun02/may13; overhauled at ZIA, seen sep13/aug15
	76529	II-76LL4	LII Zhukovski	rgd	unknown	on the Russian experimental aviation register; in bare metal c/s with an 'Aviadigatle' ? logo behind the cockpit, no titles; I/n ZIA 16oct15; r/o with a PD-14 engine (for the MC-21) on position No. 2 20oct15; f/f with the PD-14 30oct15 from Zhukovski; I/n in bare metal c/s ZIA 26feb16; repainted in light grey/blue c/s with 'Gromov Flight Research Institute' titles in Russian and English; I/n as such ZIA may16 and I/n as such ZIA mar17; received additional 'OAK' titles; f/n as such TIA 18jul17; used to test the PD-8 engine for the RRJ-95NEW; first test flight with the PD-8 (on position No. 2) 26dec22 from Zhukovski; I/n ZIA 26oct23
0734 10311	not known "15" red	II-76 A-50	Soviet AF/AFL c/s Soviet AF/PVO	no	reports photo	line # 08-08; d/d aug/sep77 ? to Taganrog; converted by TMZ by oct83 to, see next line
0734 10315	YI-AIO	II-76	IrAF/Iraqi Aw c/s	PRG	jun78	second A-50 prototype; opb the otryad at Vitebsk; used as a ground instructional airframe at Taganrog-Tsentralny (N47.245704, E38.860204), seen mar97/apr19
0734 10320	YI-AIM	II-76	IrAF/Iraqi Aw c/s	mfd	15aug78	line # 08-09; opb 33 Squadron; in full 'green' Iraqi Airways c/s; seen ORY 02jul79; w/o 23sep80 on a positioning flight from Rasheed air base to Baghdad IAP (after a flight from Paris-Orly) when approached during an attack by fighter-bombers of the Iranian Air Force, was shot down by the Iraqi air defence with two S-125 'Neva' SAMs by mistake and crashed near the airport, all 3 crew members were killed
	CCCP-76497(1)	II-76	MAP Moskovski OAO	rgd	22nov84	line # 08-10; d/d 18aug78 (mfd and d/d 1978 ?); f/n SDA 18nov78; in full 'green' Iraqi Airways c/s; I/n MXP jan81
	CCCP-76497(1)	II-76	Myasishchev OKB	ZIA	03sep93	f/n GVA 08aug90; in Aeroflot c/s; I/n DME 22may91
0734 10322	CCCP-86728 "728" black	II-76M	Soviet AF/AFL c/s Russian Air Force	d/d Sms	27aug77 09sep97	I/n ZIA 24aug95; wfu before mar97; in Aeroflot c/s, no titles; canx but date unknown and reportedly broken up; soc by 01jan01
0734 11328	CCCP-76504	II-76T	AFL/GosNII GA	mfd	18sep77	line # 09-01; delivered to Panevys; f/n Spenberg 18mar91
	CCCP-76504	II-76T	AFL/Tyumen-TJM	trf	02jun78	Smolensk-based mar97; seen Smolensk-Severnoy aug07/sep10, already wfu for some years; broken up at Smolensk-Severnoy in 2013
	RA-76504	II-76T	Abakan Avia	BKA	24may94	line # 09-02; d/d 20oct77; toc 04nov77; f/n SVO 22apr78
0734 11331	CCCP-76505	II-76T	AFL/Tyumen-TJM	mfd	25nov77	CoFR renewal 16mar79
	RA-76505	II-76T	Abakan Avia	BKA	09jul93	I/n VKO 11jul02; still current on register mar03, but not on register feb04; soc 22dec03 as life-time expired; photo exists, in the process of being broken up at Zhukovski, possibly in 2007
	ER-IBH	II-76T	white/grey c/s,n/t	rgd	09mar05	line # 09-03; d/d 25nov77; toc 13dec77; f/n oct78; CoFR renewal 16mar79; I/n BKA 27apr93
	EX-032	II-76T	white/grey c/s,n/t	SHJ	15may05	seen ZIA 23aug03/23aug04 with large 'UN/WFP' titles as well; soc 01mar05 as to Moldova
0734 11334	ER-IBH	II-76T	white/grey c/s,n/t	rgd	18dec06	f/n SHJ 01may05; canx 13may05
	RDPL-34154	II-76T	white/grey c/s,n/t	RKT	14nov07	c/n confirmed; I/n RKT 10nov06; reported opb Click Airways jun06; in Air Almaty fleet list sep06; reported in Chinese CAA documents dated 12jan07 as Tenir Air 1, see next line
	CCCP-76506	II-76T	AFL/International	mfd	02dec77	f/n SHJ 20jan07; I/n RKT 26mar07; canx 30oct07 to Laos
	CCCP-76506	II-76T	AFL/Tyumen	trf	20feb79	I/n RKT 11sep10; I/n RKT 09dec10 being broken up, tail already cut off
	RA-76506	II-76T	Aeroflot	BKA	27apr93	line # 09-04; d/d 02dec77 to Tyumen; toc 23dec77; rgd 24jul78; f/n FRA 29jan79
	RA-76506	II-76T	Uralinteravia	SHJ	24oct93	I/n VKO 11apr91
	RA-76506	II-76T	Aviacon Zitotrans	rgd	25mar97	I/n BKA 15may93
	3C-JJJ	II-76T	Aeroflot c/s, n/t	RKT	17sep99	photo OST 27feb94; in basic Aeroflot c/s with grey tail, no titles; trf 02apr94 according to MGA document; seen STN 07jul94, same c/s, no titles; carried small 'Star' titles jun96 on the port side; Uralinteravia ceased operations in nov96
	3C-JJJ	II-76T	Colair	RKT	oct99	canx IST 05nov97, still with Uralinteravia titles starboard side only; f/n RKT 13feb99; I/n RKT 27mar99; seen 24aug99 as to United Arab Emirates; soc 17nov99
	TL-ADH	II-76T	Centrafican, n/t	RKT	09dec99	c/n not confirmed
	EL-AMH	II-76T	Centrafican, n/t	LAD	16mar01	c/n not confirmed; I/n RKT 21nov99
						c/n not confirmed; I/n JNB 17aug00 with 3C-JJJ still on top of wings, operated for Angolan Army under a Centrafican call-sign; c/n reported in JP-01 only
						c/n not confirmed; I/n FJR 27mar01; no turret, a -T or -TD; not on the Liberian register 13jul01

	3C-QRB	II-76T	Air General Trader	RKT	26jan02	c/n confirmed according to Air Britain; I/n LAD jun03; Centrafrican colours, no titles; became an instructional airframe at Cabo Ledo, visible on GE from 2006 (S9.646009, E13.275652); missing an engine by jun14; still as such 08aug14; still visible on GE image dated ape19
0734 11338	CCCP-76507 RA-76507	II-76T II-76T	AFL/Tyumen-TJM Tyumen Airlines	d/d trf	05dec77 31aug94	line # 09-05; toc 26dec77; CoR renewal 16mar79; f/n BKA 15aug92 f/n TJM 14may95, in Aeroflot c/s and titles; seen TJM jul00/aug04 with faded paint; not current in fleet list 27oct00; soc 12nov04 as to Moldova
	ER-IBD	II-76T	Airline Transp.Inc	rgd	21nov04	in all-white c/s with 'Air Trans' badge; f/n SHJ 30nov04; reported for Jet Stream Airlines nov06; at SHJ 03may07; canx 29oct07 to Laos; reported FJR 15nov07 !
0834 11342	RDPL-34155 CCCP-86736 RA-86736	II-76T II-76M	SkyLink Arabia Soviet AF/AFL c/s	RKT d/d	08jan08 20jan78	all-white c/s, with small titles behind cockpit; opb Lao Capricorn; I/n RKT dec12/mar18, stored line # 09-06; delivered to PanevePys; rgd 05mar90; f/n in former East Germany 04nov91; I/n Kluczewo 10jul92
	RA-86736	II-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, seen sep11/aug12; scrapped at Taganrog-Tsentralny around 2012
0834 11347	CCCP-86737 RA-86737	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	27jan78 20jun99	line # 09-07; rgd 15mar84; delivered to PanevePys; f/n SZW 17sep92; based at Smolensk mar97 I/n Taganrog-Tsentralny 10aug99 wfu; canx 16oct01 not seen since and reported broken up
0834 11352	CCCP-86738 RA-86738	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d ph.	13feb78 in 1996	line # 09-08; rgd 02mar83; delivered to PanevePys; f/n in former East Germany 16jan91 based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, I/n oct10/sep11; broken up at Taganrog-Tsentralny
0834 12354	CCCP-86739	II-76M	Soviet AF/AFL c/s		photo	line # 09-09; c/n not confirmed but must end in 1.354, but both 11354 and 12354 are possible; opb 128 vtap at PanevePys; w/o 27oct84 (not 26nov84) on a transport flight from Tashkent to Kabul (carrying PX goods) when was shot down by Mujahedeen with a shoulder-fired "Strela" SAM 20 km south-west of BAK, all crew and 10 passengers killed
0834 12358	CCCP-86740 RA-86740	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	27feb78 21apr97	line # 09-10; rgd 15mar84; delivered to PanevePys; f/n KBL may87 based at Orenburg mar97; seen Taganrog-Tsentralny 10aug99 and 13aug01; canx but date unknown; I/n Taganrog-Tsentralny 03jun11, wfu and broken up feb13
0834 12361	CCCP-86741 RA-86741	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	27mar78 21apr97	line # 10-01; delivered to PanevePys; f/n Neuruppin 14jan90; I/n Eberswalde-Finow 18jun93 based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; sat wfu at Taganrog-Tsentralny, seen jun11/sep11; scrapped at Taganrog-Tsentralny around 2012
0834 12366	CCCP-86742	II-76M	Soviet AF/AFL c/s	mfd	mar78	line # 10-02; probably opb 128 vtap at PanevePys; rgd only 02mar83; f/n ARN 05jan88; probably the aircraft which was lost in early 1989 when it suffered an uncontained engine failure while taxiing and the tanks in the right wing were ruptured so that the aircraft caught fire and burnt out, the crew escaped; canx 18apr89; confirmed destroyed before mar97
0834 12369	CCCP-86743 RA-86743	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	19apr78 21apr97	line # 10-03; rgd 02mar83; delivered to PanevePys; no reports based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 10aug99; I/n operational Taganrog-Tsentralny 13aug01; canx but date unknown; sat wfu at Taganrog-Tsentralny, seen nov10/aug12; scrapped at Taganrog-Tsentralny around 2012
0834 12376	CCCP-86744 RA-86744	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	10apr78 21apr97	line # 10-04; delivered to PanevePys; f/n Grossenhain 22may91 based at Orenburg mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; sat wfu at Taganrog-Tsentralny, seen jun11/sep11; broken up there in 2013
0834 12380	CCCP-86726	II-76M	Soviet AF/AFL c/s	d/d	23may78	line # 10-05; rgd 02mar83; delivered to PanevePys; f/n KEF 02oct86; sold ex Soviet Air Force 10aug92; I/n BKA 15aug92
	RA-86726 RA-86726	II-76M II-76M	Transaero Solar Wind	BKA BKA	27apr93 02sep93	in basic Transaero c/s; operator given as II-Avia feb94, according to Ilyushin OKB document mar97; soc 16dec96 as life-time expired; canx 17dec96; I/n ZIA 08jul98 in poor condition; broken up
0834 13383	CCCP-86727 RA-86727	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	24apr78 27aug03	line # 10-06; rgd 15mar84; delivered to PanevePys; f/n HEL 02jan87; I/n Mahlwinkel 18dec92 based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug04; canx but date unknown and reportedly broken up
0834 13388	CCCP-86732	II-76M	Soviet AF/AFL c/s	no	reports	line # 10-07; opb 128 vtap at PanevePys; w/o 11dec88 on a flight from Nasosny to Leninakan in difficult weather conditions at night when a wrong air pressure (734 instead of 634 mm) was fed into the altimeter and the aircraft crashed into the slope of a mountain 15 km from Leninakan, all 9 crew and 68 of the 69 passengers killed and the sole survivor seriously injured
0834 13391	CCCP-86731 RA-86731	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	19may78 21apr97	line # 10-08; rgd 02mar83; delivered to PanevePys; f/n Eberswalde-Finow 25nov90; I/n SZW 14nov92 based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 10aug99; canx but date unknown; sat wfu at Taganrog-Tsentralny, I/n 03jun11; scrapped at Taganrog-Tsentralny around 2012
0834 13396	CCCP-86733 RA-86733	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sec	07jun78 09aug99	line # 10-09; opb 128 vtap at PanevePys; rgd only 15mar84; f/n in former East Germany 28may91; I/n Staraya Russa 06aug96
	RF-86733 CCCP-86734 RA-86734	II-76M II-76M II-76M	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	VVO d/d Sty	01dec19 07jul78 06aug96	based at Orenburg by mar97; overhaul completed 13feb98; later based at Seshcha; seen Seshcha 26aug07 and CKL 22nov07; canx but date unknown; stored in faded colours at Seshcha, seen may11/aug14; arrived at an overhaul plant 28jul17 equipped with guns; based at Seshcha; in basic Aeroflot c/s, no titles; I/n 21aug21 line # 10-10; rgd 15mar84; delivered to PanevePys; f/n Brandis 11apr92 based at Orenburg by mar97; later opb 708 vtap at Taganrog-Tsentralny, f/n there 31aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny, seen sep11/aug12; scrapped at Taganrog-Tsentralny around 2012
0834 13403	CCCP-86020	II-76M	Soviet AF/AFL c/s	d/d	21jul78	line # 11-01; rgd 15mar84; delivered to PanevePys; f/n Neuruppin 02mar91; based at Orenburg mar97; I/n Orenburg-2 (Southwest) 27aug03
0834 13405	RA-86020 CCCP-86021	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors mfd	29aug04 1978	canx but date unknown; broken up Orenburg apr13 line # 11-02; rgd 02mar83; opb 128 vtap at PanevePys; f/n GVA 17dec88; w/o 01feb90 on a check flight from PanevePys in poor visibility when went around from a height of some 70 metres, failed to climb out in clouds, entered a steep descent and crashed in a forest 3,700 metres behind the runway threshold and 400 metres to the left of the runway's extended centre-line, all 8 crew members were killed, the reason for the accident could not be established (the investigation commission suggested loss of spatial orientation after the failure of the auto-pilot's rudder machine); canx 26jun90
0834 13412	CCCP-76508 RA-76508 76508	II-76T II-76T II-76T	AFL/Krasnoyarsk-KJA KrasAir	mfd trf KJA	11aug78 04may94 03jun01	line # 11-03; d/d 11aug78; toc 28aug78; rgd 16mar79; f/n DME apr79 f/n KJA 12jun94; in Aeroflot c/s and titles with many parts and engines missing, wfu ? wfu with faded titles; still in dec02 fleet list; soc 25feb03 as life-time expired; cannibalized by jul03; canx 29aug03; broken up KJA aug03
0834 13415	CCCP-76509 RA-76509 RA-76509	II-76T II-76T II-76T	AFL/Krasnoyarsk-KJA Aeroflot KrasAir	mfd KJA trf	28aug78 13jul93 04may94	line # 11-04; d/d 28aug78; on charge as of 01oct78; rgd 16mar79; f/n sep79 f/n LUX 15sep95; seen KJA jun01/jun03, wfu with faded titles and again as such Zhukovski 23aug03; on Russian register feb04 as leased for foreign work, but not in jan04 fleet list
	RA-76509 RA-76509	II-76T II-76T	Abakan Avia all-white	SHJ SHJ	02nov04 10nov06	opb UN-WFP and with such titles in Sudanese list of foreign aircraft operating in Sudan jan07 as opb UN-WFP; I/n DXB 26mar07; I/n SHJ 05may07 all-white c/s, no titles
	RA-76509 RA-76509 UP-17641	II-76T II-76T II-76T	United Nations all-white c/s, n/t all-white c/s, n/t	EBB SHJ DXB	09apr08 02mar09 10mar10	I/n FJR 12dec09 c/n from Ilyushin website; I/n FJR may12/sep22, stored
0834 13417	CCCP-86022 RA-86022	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	31aug78 21apr97	line # 11-05; rgd 15mar84; delivered to PanevePys; f/n Zerbst 21aug91; I/n Spenberg 23jun94 based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug97; canx but date unknown; I/n PKV feb11/feb12, wfu and in poor condition
0834 13422	CCCP-86023 RA-86023	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	10sep78 21apr97	line # 11-06; rgd 02mar83; delivered to PanevePys; f/n KBL may87; I/n Spenberg oct91 based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug97; canx but date unknown; I/n PKV feb11/aug11 in poor condition with prefix missing
0834 14425	CCCP-86024	II-76M/776	LII Zhukovski	d/d	20sep78	line # 11-07; telemetry pick-up aircraft for missile tests; with small tail radome below the turret, ECM blister/probes and pylon under the wing; these were later removed with the exception of the tail radome; in Aeroflot c/s and titles; delivered to Zhukovski; rgd 04jun84; f/n ZIA 16aug91; based at Ivanovo mar97; I/n Ryazan-Dyagilevo 28may99; still current on Russian register sep01, but canx before mar03; broken up
0834 14432	CCCP-76510	II-76T	AFL/International	mfd	01aug78	line # 11-08; d/d 27oct78 to Tyumen 25aug78; toc 05nov78; f/n KHI 11nov78; seen LHR 08dec78 and 16dec78; rgd only 16mar79; I/n LUX 28aug79
	CCCP-76510 CCCP-76510 CCCP-76510 CCCP-76510 RA-76510 YL-LA) (1) RA-76510 RA-76510	II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T	AFL/Tyumen AFL/International AFL/Tyumen Inversija Inversija Inversija Tyumen Airlines Aviacont Zitotrans	trf trf trf LTN MUC rgd	19aug82 26jun87 unknown 26jun92 01apr93 21oct94	on charge as of 01jul88 I/n RIX 10sep94; soc 14oct94 as to Latvia in white c/s with red cheatline; f/n SNN 02nov94; canx 25feb96; I/n MSE 15oct99; see c/n 1013409295 under arrest 15sep00 according to Russian canx register feb01 and also in fleet list 08dec00 as such leased 06mar01 from Tyumen Airlines; f/n SVX 12may01; I/n SVX 14aug01; seen stored at SVX without engines jul03/jul05; I/n SVX 23jun06, with registration removed
	UN-76023 UN-76023 UP-17603	II-76T II-76T II-76T	Asia Continental Almaty Aviation Air Almaty	SVX TTH FJR	29mar07 12jan08 25jul08	in all-white c/s, no titles; I/n SVX 14sep07; not in fleet list sep07 c/n checked; in all-white c/s, no titles; I/n KWI jun08, titles not reported c/n confirmed (reported on Ilyushin.org website as 58034144329, which is an incorrect c/n !); in all-white c/s, no titles; I/n Akrotiri 07jan09
	UP-17603 EK-76603(2) ER-IBZ	II-76T II-76T II-76T	Air Almaty Ark Airways Aerotranscargo	AKT rgd NLV	16feb09 02apr10 04jan13	with 'Air Almaty' titles; I/n DXB 12mar10 in all-white c/s with titles; f/n Camp Bastion 02jun10; I/n JNB 20jun12 photo nose on, registration on engine covers as such; seen Mykolajiv-Kulbakino 23dec13; canx between 15jul14 and 09oct14; I/n Mykolajiv-Kulbakino feb19, engineless
0834 14433	CCCP-86025 RA-86025	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Rbn	27oct78 11mar94	line # 11-09; d/d 27oct78 to PanevePys; rgd 02mar83; f/n in East Germany 26nov90; still CCCP- 15may93 and sep93 based at Orenburg mar97; seen KLD 28sep02; canx but date unknown; I/n KLD jul12, many parts missing; reported broken up jul12
0834 14439	CCCP-86026 RA-86026	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d	31oct78 apr93	line # 11-10; delivered to PanevePys; f/n in (former) East Germany 05jun90 in the Baltics; based at Orenburg mar97; seen at Orenburg-2 (Southwest) 27aug03; I/n Novgorod-Krechevitsy 25aug07; presumably broken up, as not seen in 2011

0834 14444	CCCP-76511(1)	Il-76T	AFL/International	toc	24nov78	line # 12-01; f/n SVO 05dec78; rgd 16mar79; following a heavy landing at PRG in 1980, the airframe suffered structural deformation and as a result was transferred 13aug80 to the Kiev Institute of Civil Engineering (KIIGA) and used as ground instructional airframe; soc 22dec80; l/n aug02; see c/n 2123422752
	'UR-UCI'	Il-76T	Ukrainian Cargo Aw		06oct03	preserved in the Oleg Antonov State Aviation Museum at Kiev, painted as 'UR-UCI' to commemorate the real UR-UCI which had crashed; l/n nov15; see c/n 0083481440
	CCCP-76511(1)	Il-76T	Aeroflot		05mar16	preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405311 E30.459352), painted back to its original c/s; l/n 05dec21
0834 14447	CCCP-76512	Il-76T	AFL/Tyumen-TJM	d/d	03nov78	line # 12-02; toc 25nov78; rgd 16mar79; f/n KHI 24mar79; l/n SVO 16aug92
	RA-76512	Il-76T	Tyumen Airlines	trf	31aug94	f/n TJM 14may95; in Aeroflot c/s and titles; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27jul00/13aug01, nose cone and engines missing; broken up
0834 14451	CCCP-76513	Il-76T	AFL/Tyumen-TJM	d/d	03nov78	line # 12-03; toc 23nov78; rgd 16mar79; f/n PRG 09oct79; l/n BKA 20jul91
	RA-76513	Il-76T	SPair	SHJ	22sep93	in basic Aeroflot c/s with own titles; l/n SXF 16jul96; w/o 19aug96 on the leg from Belgrade to Luqa of a flight from Yekaterinburg to Africa when the crew forgot to switch on the VU-6A AC/DC converter after start-up of the engines so that the 27 V electrical system continued to be fed from the batteries, when the batteries ran flat all avionics and boosters were left without power, the crew made several attempts to conduct an emergency landing at Belgrade, but due to night and difficult weather conditions the odds were against them and the aircraft crashed in a field 800 metres from the runway, all 8 crew and 3 passengers killed; the right half of the elevator was painted in fake USAF colours (marked '31674') for a movie and was later on display in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin, seen jul02/jul03
	CCCP-76514	Il-76T	AFL/International	d/d	30nov78	line # 12-04; toc 19dec78; delivered to Tyumen; f/n FRA 23jan79; rgd 16mar79
	CCCP-76514	Il-76T	AFL/Tyumen	trf	16jan83	l/n LUX 12mar91
	CCCP-76514	Il-76T	Metro Cargo, n/T	AMS	28mar91	in basic Aeroflot c/s, white tail, no titles; photo exists with Red Cross sticker on the starboard rear fuselage in full c/s
	CCCP-76514	Il-76T	Aeroflot	VKO	05jun92	f/n TJM 14may95; in Aeroflot c/s and titles; l/n as such SVX 19aug99; seen FJR 20sep00 and 17mar01, titles not reported; current in fleet list 08dec00, see next line
	RA-76514	Il-76T	Tyumen Airlines	trf	20jul94	leased from Tyumen Airlines; f/n SVX 12may01; in basic ex Aeroflot c/s with Aviacon Zitotrans titles and tail logo; seen BRQ 12jan04; soc 30dec04 as to Kyrgyzstan; l/n FJR 10jan05
	EX-049	Il-76T	Reem Air	DXB	19feb05	c/n confirmed, '76514' also in cockpit; current in dec05 fleet list; arrived FJR 02apr06 and l/n FJR nov07/sep10, stored; fate ?
0834 15459	CCCP-86027	Il-76M	Soviet AF/AFL c/s	d/d	08dec78	line # 12-05; delivered to PanevePys; f/n in (former) East Germany 29nov90
	RA-86027	Il-76M	Russian AF/AFL c/s	Rbn	25may94	based at Orenburg mar97; l/n Seshcha 17aug03 and reportedly broken up
0834 15464	CCCP-86028	Il-76M	Soviet AF/AFL c/s	d/d	19dec78	line # 12-06; rgd 19mar79; delivered to Pskov; trf to Dzhankoi 1985; f/n Eberswalde-Finow 15nov90; l/n LED 16jul91
	RA-76428(1)	Il-76M		rgd	15oct92	according to the Russian register feb98 with owner given as 'Ukraine', but serial was probably never used; see c/n 1043419648
	86028	Il-76M	Ukraine Air Force	Mtp	07may97	based at Dzhankoi mar97; in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 29apr99; seen Melitopol may02/may07, in very faded c/s; photo Melitopol 19oct07, fuselage still in one piece with many parts missing; broken up by 25oct07
0834 15465	CCCP-86029	Il-76M	Soviet AF/AFL c/s	d/d	21dec78	line # 12-07; rgd 19mar79; delivered to Pskov; trf to Dzhankoi 1985; f/n in (former) East Germany 10jun90; l/n Spereberg jun91
	UR-76429(1)	Il-76M	Ukraine AF/AFL c/s	Mtp	14sep96	reported by Ilyushin OKB, but serial was probably never used; see c/n 1043419639
	86029	Il-76M	Ukraine Air Force	Mtp	25aug97	still with 'Aeroflot' titles, but without prefix
	86029	Il-76M	Ukraine Air Force	Mtp	25aug97	based at Dzhankoi mar97; in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 12jun09 missing engines and in poor condition; broken up
0834 15469	5A-DRR	Il-76M	Libyan Arab	d/d	26feb79	line # 12-08; opb Libyan Air Force
	5A-DRR	Il-76M	Jamahirian AT	PRG	12mar88	l/n PRG 14mar88; titles as such
	5A-DRR	Il-76M	Libyan Arab Air C.	TIP	19sep02	confirmation of titles welcome
	5A-DRR	Il-76M	Jamahiria AT	TIP	early06	registration removed and in poor condition, Jamahiria Air Transport titles still visible; l/n TIP 31oct09
0934 15475	CCCP-86030	Il-76M	Soviet AF/AFL c/s	d/d	09jan79	line # 12-09; rgd 19mar79; delivered to Pskov; trf to Dzhankoi 1985; f/n DME 02aug90
	RA-76430(1)	Il-76M		rgd	15oct92	according to the Russian register feb98 with owner given as 'Ukraine', but serial was probably never used; see c/n 073410300
	86030	Il-76M	Ukraine AF/AFL c/s	Mtp	14may96	l/n Melitopol 06jul96; still with 'Aeroflot' titles; based at Dzhankoi mar97
	86030	Il-76M	Ukraine Air Force	Mtp	06may98	in basic ex Aeroflot c/s, no titles or prefix; l/n Melitopol 29apr99; broken up
0934 15477	CCCP-86031	Il-76M	Soviet AF/AFL c/s	rgd	19mar79	line # 12-10; possibly delivered to PanevePys; trf to Dzhankoi in 1985; f/n in former East Germany 09jan87; involved in an accident at Pskov, damaging a helicopter, details unknown; used as a ground instructional airframe by the VVATU technical school at Kiev-Vasiliv, l/n 05may97
	86031	Il-76M	Aeroflot c/s, n/T	Vas	10may98	used as a ground instructional airframe by the VVATU technical school at Kiev-Vasiliv, l/n 27jun99; scrapped 2004
0934 15482	CCCP-86032	Il-76M	Soviet AF/AFL c/s	mfd	03feb79	line # 13-01; d/d 07feb79 to PanevePys; rgd 02mar83; f/n Spereberg 11mar90
	RA-86032	Il-76M	Russian AF/AFL c/s	Spr	14aug94	based at Orenburg mar97; wfu at Klin-5 airbase (N56.365937 E36.725977) f/n 20aug03, l/n sep10/aug12 in poor condition; broken up
0934 16488	CCCP-86033	Il-76M	Soviet AF/AFL c/s	d/d	31jan79	line # 13-02; rgd 02mar83; delivered to PanevePys; f/n in (former) East Germany 19aug91
	RA-86033	Il-76M	Russian AF/AFL c/s	ULY	27aug97	based at Orenburg mar97; seen Seshcha 26aug07; canx but date unknown; l/n Seshcha 09may11 stored; broken up may13
0934 16489	CCCP-86034	Il-76M	Soviet AF/AFL c/s	d/d	27feb79	line # 13-03; rgd 13jan81; delivered to Pskov; f/n in (former) East Germany 01jun91
	RA-86034	Il-76M	Russian AF/AFL c/s	Sms	09aug99	based at Pskov mar97; l/n Smolensk-Severny 26aug07/sep10, wfu; canx but date unknown; broken up at Smolensk-Severny in 2013
0934 16494	CCCP-86035	Il-76M	Soviet AF/AFL c/s	d/d	16mar79	line # 13-04; rgd 13jan81; delivered to Pskov; f/n Zerbst 01jun91
	RA-86035	Il-76M	Russian AF/AFL c/s	Grs	30jun93	Pskov based mar97; l/n Seshcha 26aug07 wfu; canx but date unknown; broken up dec12
0934 16500	CCCP-86036	Il-76M	Soviet AF/AFL c/s	no	reports	line # 13-05; opb 128 vtap at PanevePys; w/o 25dec79 (the day of the Soviet invasion of Afghanistan) on approach to Kabul at night (carried the engineer component of the Vitebsk airborne division) when dropped below the glide path and crashed into a mountain at about 5,000 m altitude near Kanzak (north-east of Kabul), all 47 crew and passengers killed
0934 16501	5A-DZZ	Il-76M	Libyan Arab	d/d	22apr79	line # 13-06; opb the Libyan Air Force in full Libyan Arab 'gold' c/s; f/n PRG 07jul80; damaged 15apr86 whilst parked at Tripoli (TIP), when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; l/n JIB sep85
	5A-DZZ	Il-76M	Jamahiria AT	Juf	05nov00	in white c/s with green cheatline and fin; seen again Staraya Russa 26may05, not seen in between these dates; turret removed by mar06; l/n TIP 07oct09
	5A-DZZ	Il-76M	no titles	TIP	06may13	in white c/s with green cheatline and fin, small Libyan flag behind the cockpit; destroyed 16jul14 whilst parked at Tripoli (TIP), hit by an RPG and caught fire, the tail section only remained
0934 16506	2803	Il-76M	Iraqi Air Force	mfd	24apr79	line # 13-07; no reports; ever registered as such ?
	YI-AKO	Il-76M	IrAF/Iraqi Aw c/s	PRG	13feb81	in white c/s grey undersides with Iraqi Airways titles, emblem and flag on the tail; l/n FRA 19mar86; returned prior to jan91
	RA-76490	Il-76T	Zhukovskii LII	rgd	25dec91	converted to Il-76-11 ELINT test-bed, with large antenna fairing on the starboard forward fuselage; f/n ZIA 15may93, in Aeroflot c/s, no titles; wfu by aug95; l/n Zhukovskii 24aug97 as such, without engines
	RA-76490	Il-76T	Zhukovskii LII	ZIA	10aug99	returned to airworthy condition and stripped of ELINT equipment (ie, re-converted to standard Il-76T, but retains tail turret), in basic Aeroflot c/s, no titles
	RA-76490	Il-76T	Elf Air	rgd	23feb00	f/n ZIA 18aug00; l/n SHJ 17mar01, with additional 'ACS' titles and logo on the tail and by the entrance door
	RA-76490	Il-76T	Airstars	DME	16aug01	in basic ex Aeroflot c/s; CoFR renewal 24aug01 to Elf Air; l/n DME 08oct02; CoFR renewal 16jan03 to Airstars
	RA-76490	Il-76T	no titles	DME	10aug03	titles scrubbed out; l/n DME 28aug03; CoFR renewal 09dec03 to LII and still current on Russian register feb04; ferried to Changchun-Dafangshen where the cockpit section was cut out (possibly for use as a simulator), seen without cockpit section and engines mar06; used as a ground instructional airframe by the Aviation University of the Chinese Air Force at Changchun-Dafangshen, l/n mar09
0934 17511	CCCP-86037	Il-76M	Soviet AF/AFL c/s	d/d	10apr79	line # 13-08; rgd 13jan81; delivered to Pskov; f/n in (former) East Germany 29sep90
	RA-86037	Il-76M	Russian AF/AFL c/s	Spr	26apr94	based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 25aug07/30sep07 wfu already for some time; l/n Novgorod-Krechevitsy aug11 as such; broken up at Novgorod-Krechevitsy in 2013
0934 17514	CCCP-86038	Il-76M	Soviet AF/AFL c/s	d/d	27apr79	line # 13-09; rgd 13jan81; delivered to Pskov; no reports
	RA-86038	Il-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov mar97; l/n Seshcha 26aug07 stored, with very faded c/s; canx but date unknown; broken up mar13
0934 17518	CCCP-86039	Il-76M	Soviet AF/AFL c/s	rgd	13jan81	line # 13-10; opb 334 vtap at Pskov; f/n Milovice 14mar91
	RA-86039	Il-76M	Russian AF/AFL c/s	rgd	13jan81	opb 334 vtap at Pskov; w/o 08jul93 on approach to Pskov when fire broke out in the tail-gunner's compartment (probably the gun's ammunition caught fire), crashed into a forest near Pskov-Lyubytovovo, all 11 crew killed; tail preserved as a monument at the crash site (N57.822863 E28.425158); l/n 2021
	CCCP-86040	Il-76M	Soviet AF/AFL c/s	d/d	10may79	line # 14-01; rgd 30oct81; delivered to Pskov; f/n in (former) East Germany 02mar91
	RA-86040	Il-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov mar97; l/n Klin-5 airbase 16may99; canx 10sep04 as to Armenia
0934 17526	CCCP-76515	Il-76T	Armenian Air Force	CLK	dec04	and GOJ 21aug10 in basic Aeroflot colours, no titles and without prefix; l/n VKO dec17
	CCCP-76515	Il-76T	AFL/GosNII GA	mfd	10may79	line # 14-02; d/d 16may79 to Krasnoyarsk; toc 04jun79; rgd 14jun79; f/n SXF 15oct80; l/n KJA 01jul92
	CCCP-76515	Il-76T	AFL/International	trf	24apr81	
	CCCP-76515	Il-76T	AFL/International	trf	25jun82	
	CCCP-76515	Il-76T	AFL/Krasnoyarsk	trf	22jan83	
	RA-76515	Il-76T	Aeroflot	KJA	13jul93	
	RA-76515	Il-76T	KrasAir	trf	04may94	in Aeroflot c/s and titles; seen BKA 24sep94 dismantled for overhaul; seen BKA aug99/jun01, wfu; seen BKA 14aug01, in basic Aeroflot c/s, no titles; l/n BKA aug02/aug08, stored in BASCO rework plant; canx but date unknown; still in fleet list dec02 as stored Bykovko; broken up
0934 17532	CCCP-86041	Il-76M	Soviet AF/AFL c/s	d/d	24may79	line # 14-03; rgd 02nov81; delivered to Pskov; f/n in (former) East Germany 14mar91
	RA-86041	Il-76M	Russian AF/AFL c/s	Fal	11may93	seen PKV 21aug95; based at Pskov mar97; canx but date unknown; l/n PKV feb11/aug11, wfu and in poor condition; broken up sep12
0934 17535	CCCP-86042	Il-76M	Soviet AF/AFL c/s	d/d	06jun79	line # 14-04; rgd 30oct81; delivered to Pskov; f/n HEL 06jul91; l/n Novgorod-Krechevitsy 07jul94
	RA-86042	Il-76M	Russian AF/AFL c/s	Nvk	23oct94	based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 25aug07/aug11 wfu; not visible on GE image dated 13sep13, presumably broken up
0934 18539	CCCP-86043	Il-76M	Soviet AF/AFL c/s	d/d	29jun79	line # 14-05; rgd 28mar80; delivered to Vitebsk, later PanevePys based; f/n LBG 13may81

	RA-86043	II-76M	Russian AF/AFL c/s	Ors	29aug97	based at Orenburg mar97; seen Smolensk-Severyn 24aug04; canx but date unknown; l/n Smolensk-Severyn 17nov07/sep10 wfu; broken up at Smolensk-Severyn in 2013
0934 18543	2068	II-76M	Iraqi Air Force	d/d	01aug79	line # 14-06; certification date in CoFA 31jul79; no reports
	YI-AKS	II-76M	IrAF/Iraqi Aw c/s	FRA	02mar86	in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n LHR 06mar86
	CCCP-76759(1)	II-76T	MAP Sukhoi MSZ	rgd	24nov89	f/n SVO 16mar90; l/n ZIA 06jun93 in Aeroflot c/s; see c/n 0083485558
	RA-76759(1)	II-76T	MAP Sukhoi MSZ	LBG	21jun93	in Aeroflot c/s; l/n MST dec95
	RA-76759(1)	II-76T	Traverse Cargo	ATH	11apr96	l/n LBG 21jun97
	RA-76759(1)	II-76T	Sukhoi	SHJ	12nov97	Chkalovski based mar97; l/n ZIA 23aug03; soc 24jul04 and canx 27jul04 as to Moldova
	ER-IBW	II-76T	Airline Transp.Inc	rgd	02aug04	f/n OST 09sep04, all-white with 'Air Trans' badge; involved in an incident whilst en route over the Red Sea 11dec04, the left forward emergency door came open resulting in one crew member of the eight on board being sucked out, the plane then made a safe landing at Jeddah; l/n BTS 06mar05 named 'Gennadi Mitakov'; canx 01apr05
	4L-MMB	II-76T	Georgian National	rgd	06apr05	in all-white c/s, no titles; named 'Gennadi Mitakov', f/n SAW 12apr05; l/n SHJ 14jan06
	EX-117	II-76T	all-white c/s, n/t	DXB	10nov07	named 'Gennadi Mitakov'; l/n FJR 10feb08
	4L-GLM	II-76T	Sakaviashservice n/t	KDH	15mar08	named 'Gennadi Mitakov'; in all-white c/s, grey undersides; seen RKT 21mar10; canx late 2010/early 2011, operator reported as Sun Way; l/n OSS 06nov11/12nov22, wfu
0934 18548	YI-AKT	II-76M	IrAF/Iraqi Aw c/s	mfd	20jul79	line # 14-07; d/d 28jul79; f/n PRG 06oct81; in white c/s grey undersides with Iraqi Aw titles, emblem and flag on tail; l/n FRA 02jun86
	CCCP-76492(2)	II-76T	MOM Kuibyshev	rgd	02apr87	see c/n 0043452549 !
	RA-76492(2)	II-76T	Vladivostok Avia	trf	30mar94	f/n SXF 24may95, Aeroflot c/s and titles; l/n DME 25aug97
	RA-76492(2)	II-76T	Vladivostok Avia	DME	29jun98	l/n DME 18jun02, Aeroflot c/s with additional small 'East Line' titles
	RA-76492(2)	II-76T	East Line	DXB	22feb01	l/n DME 18jun02; leased from Vladivostok Avia 19sep01/31dec04; soc 15nov04 as to Moldova
	ER-IBG	II-76T	all-white c/s, n/t	rgd	26nov04	opb Jet Line Intl, later opb Airline Transport Inc; lsd to Euro-Asia Air Intl, sightings as such ?; turret removed; f/n CGN 10jan05; l/n SHJ 15mar07; canx 04oct07 to Kazakhstan
	UN-76031	II-76T	all-white c/s, n/t	RKT	29jan08	c/n not confirmed
	UN-76031	II-76T	SkyLink Arabia	RKT	09feb08	c/n not confirmed; with small titles only
	UP-17611	II-76T	SkyLink Arabia	RKT	25jul08	c/n confirmed, see next line; small titles only; l/n SHJ 18aug09
	4L-FFE	II-76T	Skyway n/t	SHJ	11sep09	c/n confirmed, also carries UP-17611 confirming the c/n for this; in all-white c/s, no titles; seen RKT 11sep10, as such; canx late 2010/early 2011; stored at OSS; l/n OSS 25sep15/04sep23, wfu
0934 18552	CCCP-86044	II-76M	Soviet AF/AFL c/s	d/d	20jun79	line # 14-08; rgd 28mar80; delivered to Vitebsk; later based at Kedainiai; f/n SXF 09oct79
	RA-86044	II-76M	Russian AF/AFL c/s	Nvk	07aug99	based at Shadrinsk by mar97; later opb 110 vtap at Novgorod-Krechevitsy; named 'Veliki Novgorod' aug00; canx but date unknown; sat wfu at Novgorod-Krechevitsy, seen sep07/aug11; scrapped at Novgorod-Krechevitsy jul12
0934 18556	CCCP-76516	II-76T	AFL/Krasnoyarsk-KJA	mfd	06jul79	line # 14-09; d/d 06jul79; f/n PRG 06aug79; rgd 11aug79; on charge as of oct79; l/n BKA 10sep92
	RA-76516	II-76T	Aeroflot	KJA	13jul93	l/n KJA 09jul94, see next line
	RA-76516	II-76T	KrasAir	trf	04may94	f/n SHJ 07oct97; in basic ex Aeroflot c/s with grey tail; l/n SHJ 31mar98
	RA-76516	II-76T	Rus	rgd	18mar99	in all-white c/s, titles visible under the paint when seen aug01, see next line
	RA-76516	II-76T	KrasAir	rgd	02aug01	f/n DME 13aug01; in all-white c/s with large Russian flag behind the cockpit; still in fleet list dec02, see next line
	RA-76516	II-76T	Abakan Avia	rgd	28mar02	see next line
	RA-76516	II-76T	United Nations	ZIA	29jun02	in all-white c/s with large 'UN/WFP' and operated by Abakan Avia titles
	RA-76516	II-76T	Atruvera	rgd	19jun03	lease began 11jun03 with owner given as Rus; f/n DME 13aug03, in all-white c/s with small titles; l/n DME 23aug03; soc and canx 09dec03 as sold to Moldova
	ER-IBP	II-76T	Jet Line Internat.	rgd	11dec03	f/n VIE 01jan04; l/n SHJ 09oct04; all-white c/s, no titles
	ER-IBP	II-76T	Airline Transp.Inc	SHJ	21nov04	no titles, but with 'Air Trans' badge; reported for Jet Stream Airlines nov06; canx to Laos 18dec07; l/n FJR 13feb08 all-white, no titles
	RDPL-34157	II-76T	all-white c/s, n/t	KDH	20apr08	c/n checked; l/n FJR 04may09; operated by Lao Capricorn Air
	RDPL-34157	II-76T	SkyLink Arabia	AKT	21may09	in all-white c/s with titles; still opb Lao Capricorn Air; l/n FJR feb12/mar18, stored
0934 18560	CCCP-76517	II-76T	AFL/Krasnoyarsk-KJA	mfd	20aug79	line # 14-10; d/d 20aug79; f/n DME 30aug79; rgd 12sep79; on charge as of oct79; l/n BKA 15aug92
	RA-76517	II-76T	KrasAir	trf	04may94	f/n KJA 12jun94, in Aeroflot c/s and titles
	76517	II-76T	KrasAir	KJA	03jun01	wfu with faded titles, CCCP- prefix visible by jun03; l/n KJA 16jun06; canx but date unknown, still present in dec02 fleet list as stored at KJA, not in fleet list 02nov04; broken up
0934 18564	CCCP-86045	II-76M	Soviet AF/AFL c/s	d/d	30jul79	line # 15-01; delivered to Kedainiai; f/n Merseburg 06may91
	RA-86045	II-76M	Russian AF/AFL c/s	ph.	1996	based at Shadrinsk mar97; l/n PKV feb11/aug11, wfu in poor condition; photo sep12 with many parts missing, broken up same month
0934 18565	CCCP-86046	II-76M	Soviet AF/AFL c/s	d/d	10aug79	line # 15-02; delivered to Kedainiai according to the mar97 list, but reportedly initially opb 1 ae 196 vtap at Tartu; f/n in (former) East Germany 25may90; l/n Mahlwinkel 29nov92; based at Shadrinsk mar97
	RA-86046	II-76M	Russian AF/AFL c/s	PKV	feb11	wfu and in poor condition; broken up sep12
0934 18572	CCCP-86047	II-76M	Soviet AF/AFL c/s	f/f	aug79	line # 15-03; ferried from the factory to PanevePys sep79; opb 1 ae196 vtap at Tartu from sep79; trf to 600 vtap at Kedainiai probably in late 1979; trf to 128 vtap at PanevePys before 1985; damaged in 1985 on landing at Kazlu Ruda (Lithuania) when the crew forgot to extend the landing gear and the aircraft made a belly landing; ferried to TAPoICh at Tashkent for repair; damaged aug87 while going around at PanevePys when the flight engineer retracted the flaps too early so that the aircraft plunged down and collided with tree tops, but managed to land at Kedainiai (instead of home base PanevePys); provisionally repaired, ferried to Monino and used as a ground instructional airframe by the "Gagarin" Air Force Academy, seen apr91/apr09; moved to the Russian Air Force museum at Monino in 2012, seen 23jul12/jul23, with the colours almost completely faded away
0934 19573	CCCP-86048	II-76M	Soviet AF/AFL c/s	mfd	03sep79	line # 15-04; delivered to 1 ae 196 vtap at Tartu; later based at PanevePys; f/n in East Germany before 1990
	RA-86048	II-76M	Russian AF/AFL c/s	Sty	06aug96	overhauled in 1996; based at Orenburg by mar97; l/n operational Smolensk-Severyn 19may08; stored at Orenburg, seen aug12; ferried from Orenburg to 123 ARZ at Staraya Russa for overhaul 20feb18; l/n Minsk-Machulishchi feb22
0934 19580	RF-86048	II-78M	Russian AF/AFL c/s	Iva	aug19	line # 15-05; rgd 02nov81; delivered to Pskov; f/n Brandis 15apr92
	CCCP-86049	II-76M	Soviet AF/AFL c/s	d/d	15sep79	opb 334 vtap at Pskov; named 'Pskov' 20jan00 (or 20jan01 ?), f/n as such PKV 09jul02; l/n PKV 01jun03; canx but date unknown; wfu by autumn 2006; seen Voronezh-Baltimore (N51.621935 E39.160519) jul09/may21, in use as an instructional airframe
	RA-86049	II-76M	Russian AF/AFL c/s	PKV	25oct94	line # 15-06; delivered to Pskov; rgd only 30oct81; f/n SZW 09apr92
0934 19581	CCCP-86825	II-76M	Soviet AF/AFL c/s	d/d	28sep79	based at Novgorod by mar97; later opb 103 vtap at Smolensk; named 'Gorod-geroi Smolensk' 28apr00; l/n without badge Smolensk-Severyn 24aug04; seen with '224 LO' badge Smolensk-Severyn 26aug07; opb 708 vtap at Taganrog-Tsentralny by sep11; seen Taganrog-Tsentralny 16sep11/19aug12, without badge; l/n KLD nov13
	RA-86825	II-76M	Russian AF/AFL c/s	Nvk	07jul94	in basic Aeroflot c/s, no titles, equipped with guns; still named 'Gorod-geroi Smolensk' (city of hero's Smolensk); l/n Kubinka aug21
0934 19588	CCCP-86826	II-76M	Soviet AF/AFL c/s	d/d	27sep79	line # 15-07; rgd 29may80; delivered to Vitebsk; later PanevePys based; f/n LBG 25may81; l/n CKL 02jul95 flying as CCCP-
	RA-86826	II-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11; broken up at Novgorod-Krechevitsy in 2013
0934 19589	CCCP-86827	II-76M	Soviet AF/AFL c/s	d/d	10oct79	line # 15-08; rgd 02nov81; delivered to Pskov; f/n Mahlwinkel 10dec92
	RA-86827	II-76M	Russian AF/AFL c/s	Kln	07jul94	seen Novgorod-Krechevitsy 20aug95; based at Pskov mar97; canx but date unknown; l/n Pskov jul11/aug11, wfu in poor condition; broken up sep12
0934 20594	CCCP-76518	II-76T	AFL/Tyumen-TJM	mfd	26oct79	line # 15-09; d/d 26oct79; toc 05nov79; rgd 19nov79; f/n SVO 29aug88; l/n SVO 16aug92
	RA-76518	II-76T	Aeroflot	VKO	27apr93	in full Aeroflot c/s including titles; l/n as such TJM 14may95; seen DME 21may96 with additional 'UN-WFP' titles; l/n TJM 15aug99, titles not reported
	RA-76518	II-76T	Sukhoi	TYN	14apr00	bought ? as not in Tyumen Airlines fleet list 27oct00
	RA-76518	II-76T	KrasAir	ZIA	17aug01	l/n DME 22nov01; in KrasAir fleet list jan02
	RA-76518	II-76T	Aviacon Zitotrans	BTS	10may02	in basic Aeroflot c/s, no titles; l/n ORB 12oct02
	RA-76518	II-76T	TyumenAviaTrans	rgd	06feb02	in basic Aeroflot c/s with own titles; f/n SVX 06jul03, minus at least one engine; l/n SVX 24aug03
	RA-76518	II-76T	Aviacon Zitotrans	TMP	01apr04	initially in basic Aeroflot c/s with own titles and tail logo; seen CGN 08jul05 with additional 'UN' titles; repainted in white c/s with light grey undersides, with titles and tail logo; f/n as such EKT 25jan09
	UP-17633	II-76T	Air Almaty	FJR	02mar09	in white c/s with light grey undersides, initially without titles; l/n as such FJR 18aug09; f/n with titles JNB 25sep09; l/n FJR 11sep10
	EK-76633(2)	II-76T	Ark Airways	res	2010	in white c/s with light grey undersides, with titles; f/n NLV 24mar11; see c/n 0053459764
	UR-CIE	II-76T	ZetAvia	rgd	08jul11	to Technoline FZC of Sharjah, UAE; already transferred Jun11; in white c/s with light grey undersides, 'Ark Airways' titles still visible when seen NLV 29jun11; new CoFR issued 11jan16; l/n AQJ 17nov17; canx between 20dec19 and 19feb20; reported jul20 to have been placed in storage
0934 20599	CCCP-76519	II-76T	AFL/Internat.-SVO	mfd	31oct79	line # 15-10; d/d 31oct79; toc 22nov79; f/n PRG 26nov79; rgd 11feb80; l/n SVO 05sep93
	RA-76519	II-76T	Aeroflot Rus. Al	FRA	21jan94	with grey tail; l/n FJR 17nov97
	RA-76519	II-76T	Ilavia	SHJ	14oct98	l/n OST 21apr99; not in apr00 fleet list; l/n ZIA 17aug01, titles not reported; soc and canx 26apr02 as sold to China; photo taken in China dated 17may02, still in Ilavia c/s with registration not visible; fate unknown
0934 20604	CCCP-86828	II-76M	Soviet AF/AFL c/s	d/d	05nov79	line # 16-01; delivered to Pskov; rgd only 30oct81; f/n Spenenberg 06oct90
	RA-86828	II-76M	Russian AF/AFL c/s	PKV	21aug95	based at Pskov by mar97, opb 708 vtap at Taganrog-Tsentralny by sep11; seen Taganrog-Tsentralny 19aug12/18aug15, still with Aeroflot titles; l/n Staraya Russa 22aug17
0934 20605	RF-86828	II-76M	Russian Air Force	Rzd	23jul19	in basic Aeroflot c/s with Russian flag on fin, no titles; l/n OVB 20jun20
	CCCP-76520	II-76T	AFL/Internat.-SVO	d/d	06nov79	line # 16-02; delivered to Irkutsk ?; toc 26jan80; f/n LUX 09feb80; rgd 28apr80
	CCCP-76520	II-76T	AFL/East Sib.-IKT	trf	01jul84	
	RA-76520	II-76T	Aeroflot	IKT	23dec93	
	RA-76520	II-76T	Baikalavia	rgd	25oct94	in Aeroflot c/s with titles; l/n IKT 11may95; soc 14dec96 as life-time expired; canx 15dec96; seen IKT 05jun01, wfu without engines at IKT, l/n 04jul04; broken up at IKT in 2004
0934 21612	5A-DLL (1)	II-76M	Libyan Arab	TIP	14nov80	line # 16-03; destroyed 15apr86 while being parked at Tripoli IAP when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; see c/n 0093493799
0934 21613	YK-ATA	II-76M	Syrianair	d/d	26mar80	line # 16-04; rgd 01apr80; opb 522 Sqn of the Syrian Air Force; in white/grey c/s with three blue cheatlines; f/n DAM 16jan81; l/n DAM 01sep04

	YK-ATA	Il-76T	Syrianair	DME	22nov06	tail turret removed; in full Syrianair c/s with 'Syrian' titles; overhauled at ZIA in 2018/19 (seen test-flying in bare metal feb19), returned to Syria 03jul19; l/n THR 02mar20
0934 21619	YK-ATB	Il-76M	Syrianair	d/d	20mar80	line # 16-05; opb 522 Sqn of the Syrian Air Force; in white/grey c/s with three blue cheatlines; f/n PRG apr80; l/n DAM feb99
	YK-ATB	Il-76T	Syrianair	SNN	23feb02	now with filled-in tail turret; opb the Syrian Air Force; in full Syrianair c/s; arrived for overhaul at ZIA dec16; f/n with just 'Syrian' titles dec17; returned from ZIA to Syria after overhaul 24mar18; l/n DAM 23feb23
0934 21621	CCCP-86925(1)	Il-76M	KGB/Aeroflot c/s	mfd	17dec79	line # 16-06; d/d 17dec79 to Sheremetyevo; rgd 07aug80; f/n SVO 25aug87; l/n DYU 19sep87; see c/n 0093492766; canx 18feb88
	CCCP-76457	Il-76M	KGB/Aeroflot c/s	rgd	04feb88	version from Soviet register; photo exists with tail turret; f/n SVO 22jul88
	CCCP-76457	Il-76T	KGB/Aeroflot c/s	SVO	08apr91	tail turret removed; l/n SVO 07sep93
	RA-76457	Il-76T	Abakan Avia	rgd	25mar04	CoR renewal 10mar94; confirmed as Il-76T but still on Russian register feb98 and Ilyushin OKB listing as Il-76M; l/n SVO 21aug99; canx but date unknown; sold at auction 16may03, was opb 1 ottap at Yoshkar-Ola-Daniilovo at the time
	RA-76457	Il-76T	United Nations	SHJ	09nov04	in Russian register oct04 as leased 'foreign lease' via Abakan Avia 18jun03/18jun06
	RA-76457	Il-76T	all-white c/s, n/t	SHJ	29dec06	with additional WFP on tail and titles; l/n Juba 29jun06
	RA-76457	Il-76T	United Nations	FIH	19jul07	in Sudanese list of foreign aircraft operating in Sudan jan07 as opb UNMIS; l/n SHJ 05may07
0934 21626	RA-76457	Il-76T	Abakan Avia	ABA	jun18	in all-white c/s with additional 'WFP' titles; seen ACC 20feb11, just United Nations titles; stationed in Kinshasa aug11, allocated code UNO-823; l/n EBB 13mar14; seen JUB 20jul14, again with 'WFP' titles and small operated by 'Abakan Air' behind the cockpit; l/n ABA 22sep17
	CCCP-86830	Il-76M	Soviet AF/AFL c/s	d/d	25dec79	line # 16-07; rgd 02nov81; delivered to Pskov; f/n Zerbst 27apr92; l/n Alt Lönnewitz (Falkenberg) 16nov92
	RA-86830	Il-76M	Russian AF/AFL c/s	Nvk	07jul94	based at Novgorod mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07 still with Soviet flag, wfu already for sometime; l/n aug11 as such; not visible on GE image dated 13sep13, presumably broken up
0934 21628	CCCP-86891	Il-76M	LII Zhukovski	d/d	01oct81	line # 16-17 and/or 16-07A (both numbers used in official documents); not an ex-export aircraft; c/n 1043418628 also ends at 628 and was confirmed in official files as such
	CCCP-86891	Il-76LL	LII Zhukovski	f/f	1982	engine test-bed; in Aeroflot c/s; used to test the D-18T jet engine (for the An-124); f/n GYG mar89; l/n ZIA 09jul94
	RA-86891	Il-76LL	LII Zhukovski	ZIA	24aug95	c/n checked; in Aeroflot c/s; still with D-18T; l/n ZIA (N55.570910 E38.139411) aug07/sep11, tail cone removed for an Il-76MD to RD conversion, wfu; canx but date unknown; seen again ZIA 23jul12 testing on its left wing
0934 21630	YI-AKP	Il-76M	IrAF/Iraqi Aw c/s	d/d	11mar80	line # 16-08; f/n ORY 04may81
	YI-AKP	Il-76M	Alia	ORY	21nov81	in full c/s
	YI-AKP	Il-76M	IrAF/Iraqi Aw c/s	ret	1982	f/n GVA 25jan82, in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n AMS 10sep86
	CCCP-76491	Il-76T	MAP Ulyanovsk APK	rgd	26nov87	f/n SVO 03jun89 in Aeroflot c/s and titles; l/n ULV 09sep92
	RA-76491	Il-76T	MAP Ulyanovsk APK	STN	17jan93	in full Aeroflot c/s and titles
	RA-76491	Il-76T	Aviastar	trf	02nov93	in full Aeroflot c/s and titles; a document dated 11oct95 gives Volga-Dnepr as the operator; rgd 11oct95 with owner as such according to Russian register feb01, however, Russian register mar03 gives Aviastar with the same rgd l; based at Ulyanovsk by mar97; sat wfu at BKA, seen aug01/aug09; scrapped at BKA dec09, nose and tail cut off by 05dec09, gone by 28dec09
0934 21635	YI-AKQ	Il-76M	IrAF/Iraqi Aw c/s	d/d	19feb80	line # 16-09; in white c/s with grey engines and belly, with 'Iraqi Airways' titles plus the logo and an Iraqi flag on the fin; f/n FRA 25jan86; l/n FRA 25apr86; returned to Soviet Union and converted to an Il-76LL engine test-bed; in 'blue' Aeroflot c/s including titles; version painted on the nose as 'Il-76T'; used to test the TV7-117 turbo-prop engine with SV-34 propeller (for the Il-114) - 70 flights with 210 hours; f/n ZIA aug90; sat wfu (without test engine) at ZIA, seen aug01/aug19; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display, but there was no interest; scrapped at ZIA starting 15apr21
	CCCP-06188	Il-76LL5	LII im. Gromova	f/f	1989	line # 17-01; delivered to Pskov; f/n jun81; rgd 30oct81; based at Pskov mar97; canx but date unknown in poor condition, wfu; l/n PKV jul11/aug11; broken up sep12
0934 21637	YI-AKU	Il-76M	IrAF/Iraqi Aw c/s	mfd	10mar80	line # 16-10; d/d 14mar80; f/n SDA sep82; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n CHR 24jun86
	CCCP-76754	Il-76T	MOM PO Transp. Av. AF/L/Far East	rgd	16sep87	f/n TAS 15sep87; in Aeroflot c/s with titles; l/n LTN 12apr92
	RA-76754	Il-76T	Aviatrans	trf	22mar93	f/n AMS 16feb93; l/n STN 09dec93
	RA-76754	Il-76T	Aeroflot c/s, n/t	SHJ	04feb99	already f/n LUX 24jan94; l/n Myachkovo 25aug97 engineless; reported for Atran still operated by Atran but reported for Krylo
	RA-76754	Il-76T	Aviast	ZIA	17aug99	l/n OSR 10oct03; l/n BKA 26aug04, no titles l; not in fleet list 18nov04
	RA-76754	Il-76T	Aviast c/s, n/t	ZIA	05aug05	l/n ZIA 26aug07, basic c/s, white tail; converted to true Il-76T; in Grizodubova fleet list 30dec06
	UN-76754	Il-76T	ATMA, n/t	DXB	09feb08	in basic Aviast c/s with white tail; l/n FJR 05mar08
	EK-76754	Il-76T	no titles	KBL	14jun08	in basic Aviast c/s with white tail; opb Click Airways; current on Armenian register 01jan09 as such; later opb Ayk Avia; l/n SHJ 17oct09; involved in an incident at SHJ 19oct09, aborted take-off due to vibrations and sustained damage to left main undercarriage
	EK-76155	Il-76T	Rus Aviation	SHJ	19nov09	Reliable Unique Services Aviation LLC; registration without hyphen; former registration EK-76754 still visible; seen DXB 08jan10 in white/light grey c/s with blue cheatline, no titles; seen FJR feb12, stored; canx 19jul12; l/n FJR jun16/mar18, as such
0934 21642	CCCP-86831	Il-76M	Soviet AF/AFL c/s	d/d	25dec79	line # 17-01; delivered to Pskov; f/n jun81; rgd 30oct81; based at Pskov mar97; canx but date unknown
	RA-86831	Il-76M	Russian AF/AFL c/s	PKV	feb11	in poor condition, wfu; l/n PKV jul11/aug11; broken up sep12
00034 21646	CCCP-86832	Il-76M	Soviet AF/AFL c/s	d/d	31jan80	line # 17-02; delivered to PanevePys; rgd 24mar89; f/n in East Germany 01dec90; l/n Mahlwinkel 12dec92
	RA-86832	Il-76M	Russian AF/AFL c/s	BKA	30aug94	based at Orenburg mar97; l/n Orenburg-2 (Southwest) aug12 11aug12, stored; canx but date unknown; broken up Orenburg mar13
00034 22650	CCCP-86833	Il-76M	Soviet AF/AFL c/s	d/d	03jan80	line # 17-03; delivered to Tartu; later opb 128 vtap at PanevePys; f/n Altenburg 17oct91; l/n Sperenberg 29jul94
	RA-86833	Il-76M	Russian AF/AFL c/s	Spr	09aug94	conducted the last flight within the re-deployment of the Russian forces from Germany 09aug94; based at Orenburg by mar97; later opb 103 vtap at Smolensk; named 'Valentina Grizodubova' 25may01 after a distinguished Soviet female pilot; seen Smolensk-Severnoy 26aug07; dbr 21apr08 on landing at Rogachovo (Novaya Zemlya archipelago) when overran the runway and suffered damage to the undercarriage and the underside of the fuselage; provisionally repaired on-site and ferried to Voronezh-Baltimor; used as a ground instructional airframe by Voronezhskoye VAIU (N51.62193 E39.16128), seen jul09/may12
00034 22655	CCCP-86834	Il-76M	Soviet AF/AFL c/s	IKT	04sep89	line # 17-04; dbr in a hard landing at Novokuznetsk before 1989 and flown after minimal repairs to Irkutsk, used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAIU) at the civil airfield until the College was closed down jan09, l/n oct09; offered for sale as scrap metal 05aug/04dec09; scrapped apr10, seen with wings and tail cut off 20apr/06may10
00034 22658	CCCP-86835	Il-76M	Soviet AF/AFL c/s	d/d	08feb80	line # 17-05; f/n KBL 1980; rgd 30oct81; delivered to Pskov; l/n Brandis apr92
	RA-86835	Il-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov based; canx but date unknown; l/n PKV feb11/aug11, wfu and in poor condition
00034 22661	CCCP-86836	Il-76M	Soviet AF/AFL c/s	d/d	27feb80	line # 17-06; rgd 15mar84; delivered to PanevePys; f/n in former East Germany 16mar91; still with prefix 'CCCP- mar/apr93
	RA-86836	Il-76M	Russian AF/AFL c/s	Spr	02sep94	based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; scrapped at Orenburg-2 (Southwest) nov12
00034 23668	CCCP-86837	Il-76M	Soviet AF/AFL c/s	d/d	29feb80	line # 17-07; delivered to PanevePys; f/n Eberswalde-Finow 03dec91; l/n Wittstock 03jun94
	RA-86837	Il-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 30aug11
	RF-86837	Il-76M	Russian Air Force	ph.	feb19	with small registration on the tail and equipped with guns; l/n CLK dec20
00034 23669	CCCP-86838	Il-76M	Soviet AF/AFL c/s	mfd	27mar80	line # 17-08; d/d 27mar80 to Tartu, later PanevePys based; f/n SZW 02dec90; still CCCP- mar/apr93
	RA-86838	Il-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; seen Klin-5 airbase 20aug01 and KLD 01sep07; l/n KLD 18jul12 with many parts missing, reported broken up jul12
00034 23675	5A-DKK	Il-76M	Libyan Arab	d/d	may80	line # 17-09; opb Libyan Air Force in full Libyan Arab gold c/s; f/n TIP 14nov80; w/o 07aug87 or 08aug87 during the evacuation of the Aouzou strip in northern Chad when Chadian insurgents recaptured the Aouzou strip and the aircraft took off under shelling, because of the resulting hurry the altimeter was not set correctly and the aircraft crashed on approach to Sebha, all occupants (several dozen people) killed; remains still present (N26.922946, E14.551432) 2009; registration subsequently worn by Yak-40 c/n 9420235
00034 23679	5A-DMM	Il-76M	Libyan Arab	mfd	may80	line # 17-10; f/n TIP 14nov80; opb Libyan Air Force; reported damaged ? 15apr86 Tripoli during American air-raids; not in official list as being destroyed before mar97; photo exists PRG in Libyan Arab gold c/s with titles; l/n TIP feb00, see next line
	5A-DMM	Il-76M	Jamahirian AT	TIP	30oct07	in all-white colours stored, registration removed and small unreadable Arabic titles port side, in poor condition; photo TIP oct09, shows Jamahirian Air Transport titles starboard side; l/n TIP jun10, with some engines removed
00034 23684	CCCP-86839	Il-76M	Soviet AF/AFL c/s	d/d	31mar80	line # 18-01; rgd 02nov81; delivered to Pskov; f/n LBG 15jun85; l/n Gross Dölln (Templin) 03dec92
	RA-86839	Il-76M	Russian AF/AFL c/s	PKV	25oct94	based at Pskov mar97; seen PKV 18aug03; canx but date unknown; l/n PKV feb11, wfu and in poor condition
00034 23688	CCCP-86840	Il-76M	Soviet AF/AFL c/s	d/d	31mar80	line # 18-02; delivered to Kedainiai; rgd 12jan88; f/n in East Germany 31jan91; based at Shadrinsk mar97
	RA-86840	Il-76M	Russian AF/AFL c/s	Ors	27aug03	l/n Orenburg-2 (Southwest) 2007 with totally worn out paint; canx but date unknown; broken up Orenburg apr13
00034 23690	CCCP-86841	Il-76M	Soviet AF/AFL c/s	d/d	16apr80	line # 18-03; rgd 01oct80; delivered to Vitebsk, later PanevePys based; f/n LBG 07may83; l/n Sperenberg 20nov92
	RA-86841	Il-76M	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; broken up Orenburg-2 (Southwest) 2012
00034 23694	CCCP-86842	Il-76M	Soviet AF/AFL c/s	d/d	22apr80	line # 18-04; rgd 30oct81; delivered to Pskov; f/n ORY 25sep85; l/n ORY 06oct85
	RA-86842	Il-76M	Russian AF/AFL c/s	PKV	25oct94	l/n PKV 21aug95; based at Pskov mar97; canx but date unknown; photo PKV mar07
	RA-86842	Il-76M	Russian Air Force	PKV	jan10	in basic Aeroflot c/s, no titles; l/n Ivanovo-Severnoy jun17
	RF-86842	Il-76M	Russian Air Force	Iva	22nov19	in basic Aeroflot c/s, no titles; l/n Shaikova late 2021
00034 23699	CCCP-76521	Il-76T	AFL/International	mfd	14may80	line # 18-05; opb Sheremetyevsk OAO; already f/n SVO 14apr80; d/d 14may80 to Magadan according Ilyushin OKB listing; toc 29may80; rgd 11jun80
	CCCP-76521	Il-76T	AFL/Magadan	trf	02oct84	opb 181 LO Magadanskogo OAO
	RA-76521	Il-76T	Magadan Cargo Al	rgd	28may93	still in full Aeroflot c/s including titles; f/n GDY 08jul94; l/n GDY 12may95

	RA-76521 ER-IBV	II-76T II-76T	Ilavia Aerocom	ZIA rgd	17aug99 01dec99	l/n ZIA 20aug99; soc 11nov99 as to Moldova and canx 29nov99 to Jet Line; in white c/s with grey belly, no titles; 'RA-76521' still visible on the wing; f/n OST 14feb00; in Jet Line fleet list 28apr05; seen ODS 30apr07/05may07, parked ?; current on Moldovan register 06may08 c/n confirmed; in white c/s with grey belly and engines, no titles; l/n ODS 15nov08 c/n confirmed; version painted on as 'II-76TD'; in white c/s with grey belly and engines, with full titles; l/n SHJ 10dec09
	UP-17627 UP-17627	II-76T II-76T	Jet Line Internat. Asia Continental	ODS GKE	27sep08 04mar09	version painted on as 'II-76TD', but on Ilyushin's website still as an II-76T; in white c/s with grey belly and engines, with titles; l/n KIV 07oct11
	4L-SKL	II-76T	Sky Georgia	SXF	21jan10	in white c/s with grey belly and engines, no titles; seen SHJ 08may13; canx between 01jan16 and 11mar16; l/n Bila Tserkva 23apr16/16mar17
	ER-IAF	II-76T	Aerotrascargo	KIV	04jan12	to the Artic Group of the UK; in white c/s with grey belly and engines, no titles; f/n Bila Tserkva 11may17; seen Bila Tserkva jul19/oct19; l/n TSN 20may20; canx between 27jun20 and 07aug20
	UR-CPV	II-76T	Yuzhmashavia	rgd	28feb17	line # 18-06; rgd 02nov81; delivered to Pskov; f/n ORY 25sep85; l/n Sperenberg oct90 based Novgorod mar97; seen Staraya Russa 21may99/07aug99; based Ivanovo-Severnoy by 2005; l/n OVB 06apr16, still with Aeroflot titles
00034 23701	CCCP-86843 RA-86843	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	27may80 23oct94	in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n Ivanovo-Severnoy (oct7)21 line # 18-07; d/d 19jun80; toc 22jun80; rgd 21jul80; f/n TAS 15sep87 named 'Ascona'; l/n AMS jan91, with additional Red Cross emblem
00034 24707	RF-86843 CCCP-76522 CCCP-76522 CCCP-76522 RA-76522 RA-76522	II-76M II-76T II-76T II-76T II-76T II-76T	Russian Air Force AFL/Tyumen-TJM Metro Cargo Inversija, n/t Inversija, n/t ODA/UNHCR	ph. mfd ZRH AMS AMS MSE	may18 12jun80 28oct90 23dec91 20apr93 15jul94	l/n AMS 16jun94 in basic Aeroflot c/s with a Russian flag on the fin, large 'ODA' (Overseas Development Agency) titles and a 'Union Jack' behind the cockpit in the starboard side and large 'UNHCR' titles behind the cockpit on the port side, 'UN' titles on the rear fuselage both sides; l/n SJJ jul94
	RA-76522 YL-LAK	II-76T II-76T	Inversija Inversija	SHJ rgd	22feb95 21apr95	line # 18-08; rgd 02nov81; delivered to Pskov; f/n BRS 01aug86 based at Pskov mar97; canx but date unknown; seen KLD 20aug03; l/n PKV jul11/aug11, wfu line # 18-09; rgd 02nov81; opb 334 vtap at Pskov; f/n Forli sep83; seen LHR 06feb87; l/n Neu Welzow 05jul93
00034 24711	CCCP-86844 RA-86844	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d PKV	30may80 21aug95	opb 334 vtap at Pskov; overhaul completed 19mar02; seen PKV 29may04; canx before aug10; stored at PKV, seen feb11/jul11; arrived with 123 ARZ at Staraya Russa for overhaul on 11jul11
00034 24715	CCCP-86851	II-76M	Soviet AF/AFL c/s	d/d	10jun80	in basic Aeroflot c/s with Russian flag on fin, no titles; l/n OVB 22jan22 line # 18-10; delivered to Kedainiai; f/n Merseburg 28jan91; still CCCP- mar/apr93; based at Shadrinsk mar97
	RA-86851	II-76M	Russian AF/AFL c/s	Wit	25mar94	without prefix, flag on fin painted out and RA- prefix visible under the paint; in basic Aeroflot c/s, no titles; seen CKL 10may15; l/n VKO jun21
00034 24719	RF-86851 CCCP-86852	II-76M II-76M	Russian Air Force Soviet AF/AFL c/s	Iva d/d	11aug19 30jun80	line # 19-01; rgd 30oct81; delivered to Pskov; f/n LBG 27mar85; l/n Jüterbog-Altes Lager 27oct90; a film clip exists, date unknown, of an II-76M with a Red Star on the tail, no titles and just '53' in the lower cockpit windows, suggesting it was this aircraft that was probably used for the film based at Pskov mar97; canx but date unknown; seen Smolensk-Severnoy aug07/sep10, wfu; broken up at Smolensk-Severnoy in 2013
	RA-86852 86852	II-76M II-76M	Russian AF/AFL c/s Armenian Air Force	Nvk Rzd	28sep02 18aug05	line # 19-02; delivered to 1 ae 196 vtap at Tartu; reportedly trf to Kedainiai later; used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, l/n may97
00034 24723	CCCP-86853	II-76M	Soviet AF/AFL c/s	d/d	26jun80	used as a ground instructional airframe by the VVATU technical school at Kiev-Vasilkiv, l/n jan04; scrapped line # 19-03; d/d 09sep80; on charge as of 01oct80; rgd 14oct80; f/n TAS 24sep89 named 'Locarno'; l/n SXF 05feb91 still CCCP- 20mar93
	RA-86853	II-76M	Russian AF/AFL c/s	Wit	12feb94	seen BKA 24aug97; in Aeroflot c/s and titles; l/n BKA 19aug99, as such; not current in fleet list 27oct00; l/n BKA aug01/aug05 in Aeroflot c/s, no titles; fuselage wfu in BASCO rework plant, broken up
00034 25728	CCCP-86854	II-76M	Soviet AF/AFL c/s	Vas	05may97	line # 19-04; delivered to Panevys; f/n Eberswalde-Finow 02dec90 based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug97; seen Staraya Russa sep02/aug07, wfu and broken up aug12
	86854 CCCP-76523 CCCP-76523 CCCP-76523 RA-76523 RA-76523	II-76M II-76T II-76T II-76T II-76T II-76T	Aeroflot c/s, n/t AFL/Tyumen-TJM Metro Cargo Aeroflot Aeroflot Tyumen Airlines	Vas mfd ZRH FRA trf	10may98 03sep80 12nov90 jul91 25nov93 31aug94	line # 19-05; delivered to Kedainiai; f/n Merseburg 18apr91; based at Shadrinsk mar97 canx but date unknown; broken up 2006
00034 25732	CCCP-76523 CCCP-76523 CCCP-76523 RA-76523 RA-76523	II-76T II-76T II-76T II-76T II-76T	Aeroflot c/s, n/t AFL/Tyumen-TJM Metro Cargo Aeroflot Tyumen Airlines	Vas mfd ZRH FRA trf	10may98 03sep80 12nov90 jul91 25nov93 31aug94	line # 19-06; delivered to Tartu; later based at Kedainiai; f/n Ked 07nov91; l/n Sperenberg 04sep94 based at Shadrinsk mar97; later opb 610 TsBPIPLS at Ivanovo- Severnoy; l/n Ivanovo-Severnoy 04apr04; featured in Russian action movie 'Lichny nomer' (Personal Number), was used in a crash landing scene at Ivanovo-Severnoy and probably dbr but see next line; seen Ivanovo-Severnoy 17aug05/30aug07 in damaged condition; registration sometimes reported as RA-86657 which is an II-62 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n Ivanovo-Severnoy 2021 line # 19-07; d/d 30sep80; toc 20oct80; rgd 11nov80; f/n VKO 22dec80
00034 25734	CCCP-86855 RA-86855	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	11jul80 25aug95	in Aeroflot c/s and titles; l/n TJM 15may95; seen BKA 01jul95, in Aeroflot c/s, no titles; l/n OST 25jan99, as such
00034 25740	CCCP-86856 RA-86856	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	31jul80 27aug03	l/n BUD 28may00 in basic AFL c/s with 'UN-WFP' on side of fuselage; still in KrasAir fleet list for jan03 but not jan04; trf to Abakan Avia
00034 25744	CCCP-86857 RA-86857	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sty	22aug80 21may99	in all-white c/s with large 'WFP' on tail and 'UN' on forward fuselage; l/n ZIA 30jun06 c/n confirmed; f/n SHJ 05may07; l/n FJR 23jun07; canx 02nov07 to Kazakhstan c/n confirmed; all-white c/s, no titles; l/n SHJ 29apr08
	RA-86857	II-76M	Soviet AF/AFL c/s	d/d	22aug80	all-white c/s, no titles; l/n OSS 25jan16/12jul19 wfu line # 19-08; delivered to Kedainiai; f/n Zerbst 13mar91; l/n Sperenberg 04sep94; based at Shadrinsk mar97
00034 25746	RF-86857 CCCP-76524 RA-76524 RA-76524 RA-76524	II-76M II-76T II-76T II-76T II-76T	Russian Air Force AFL/Krasnoyarsk-KJA Aeroflot KrasAir	KLD mfd KJA trf	10jun18 25sep80 13jul93 04may94	l/n Orenburg-2 (Southwest) 11aug12, stored; canx but date unknown; broken up nov12
	RA-76524	II-76T	United Nations/WFP	FJR	11dec99	line # 19-09; delivered to Kedainiai; f/n Neu-Welzow 22apr91; l/n Mahlwinkel 21dec92, active; based at Shadrinsk mar97; dbr when the undercarriage struts were damaged on landing at Shadrinsk in winter, details unknown; sat wfu at Shadrinsk, l/n 15aug99; scrapped at Shadrinsk, gone by early 2001
	RA-76524 ER-IAT UN-76032 UP-17612 CCCP-86858	II-76T II-76T II-76T II-76T II-76M	United Nations/WFP United Nations/WFP Eastern Express Eastern Express Soviet AF/AFL c/s	ZIA rgd SHJ DXB d/d	16aug05 12dec06 23dec07 08aug08 22aug80	line # 19-10; delivered to Kedainiai; f/n in East Germany aug80 and Kedainiai 07nov91; based at Shadrinsk mar97
00034 26751	RA-86858 CCCP-86859	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	Ors d/d	27aug03 29aug80	l/n KLD 20aug03; l/n KLD 18jul12; reported broken up jul12
	RA-86860 CCCP-86845	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	KLD d/d	24jun02 30aug80	line # 20-01; delivered to Tartu, later Kedainiai based; rgd 12jan88; f/n PRG 14dec88; based at Shadrinsk mar97
00034 26762	RA-86845 CCCP-86846 RA-86846 RA-86846	II-76M II-76M II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s Trans-Aero Veteran	Ors d/d SHJ trf	27aug03 19sep80 20jan94 24feb95	l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; broken up Orenburg-2 (Southwest) dec12 line # 20-02; delivered to Klin; l/n PRG 14dec88; sold 10aug92; l/n BKA 10sep92
	3D-RTA	II-76T	Air Pass	GOM	08aug97	in Ilyushin OKB listing mar97 with this operator nov94; in all-white c/s, grey undersides, no titles in all-white c/s, grey undersides, no titles; in Russian register with owner as Veteran and latest CofRs 29sep95 and 22nov96; photo SHJ feb96; l/n SHJ 07may97; in papers as an II-76T; canx as to Malaysia, date not given
	TL-ACY	II-76T	Centrafrican	RKT	11dec99	c/n in documents as 20-02 which is the line number; tail turret filled in; in white c/s with grey undersides and engines, no titles; l/n SHJ 14dec98
	UN-76007	II-76T	GST Aero	BTS	11may03	illegal TL- registration; no titles; former registration 3D-RTA still visible under paint; seen RKT 06oct00/26may01 with registration painted out; seen RKT 01feb02; l/n RKT 03mar03
	UN-76011	II-76T	East Wing	FJR	29jan07	c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; opb Buraq Air by jun04/aug05; l/n DXB aug05
	UP-17622	II-76T	East Wing	KUL	20jul08	c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, with titles; type painted as just 'II-76'; flight PAK-PDV planned 16jan07 with EWZ call-sign; l/n without titles KDH 18apr08; f/n with titles PED 11may08; l/n SOF 26jun08
	UP-17635	II-76T	Beibars	PDV	20may09	c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; type painted as just 'II-76'; l/n Gostomel 14apr09
	4L-AWA	II-76T	Air West Georgia	rgd	24sep09	c/n confirmed; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; type painted as just 'II-76'; registration not visible on photos; l/n Gostomel 21aug09; canx 07oct09
	3X-GFR	II-76TD	GR Avia	rgd	09dec10	version and c/n confirmed; tail turret filled in; confirmed by the Kazakh CAA as having been operated previously by Beibars and East Wing; owned officially by Overseas Cargo FZE but in fact by Alexander Zykov of Shymkent; leased by SP Trading; in white c/s with grey undersides and blue engines, no titles; flew arms from Montenegro to Burundi sep09; f/n BJM 10oct09; impounded at DMK 12dec09 after 35 tonnes of North Korean arms intended for Iran were found on board during refuelling, having arrived from Pyongyang; l/n FJR 10dec10; canx in late 2010 or early 2011
00034 26769	CCCP-86847 RA-86847	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	29sep80 20sep93	c/n confirmed; f/n SHJ 19apr11; tail turret filled in; in white c/s with grey undersides and blue engines, no titles; canx 08aug11; seen CPT 09nov11, active; reported stored Lilongwe, seen aug13; l/n mar16 sitting on its tail (S13.787938 E33.783983); photo jan23
00034 26776	CCCP-86848 RA-86848	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	30sep80 27aug03	based at Ivanovo mar97; seen Ivanovo-Severnoy 30aug07; l/n Ivanovo-Severnoy aug12/aug17, stored line # 20-04; delivered to Kedainiai; f/n LED 04jun90; l/n Kedainiai 07nov91; based at Shadrinsk mar97
00034 26779	CCCP-86849	II-76M	Soviet AF/AFL c/s	d/d	15oct80	l/n Orenburg-2 (Southwest) 11aug12, stored; canx but date unknown
	RA-86849	II-76M	Russian AF/AFL c/s	KLD	19may99	line # 20-05; delivered to Kedainiai; rgd 12jan88; f/n SZW 21nov90; l/n Sperenberg 01jun94; based at Shadrinsk mar97
	RF-86849	II-76M	Russian Air Force	ph.	late'21	seen Orenburg-2 (Southwest) 27aug03, fresh from overhaul; was canx but date unknown; l/n Ivanovo-Severnoy 19aug17, still with Aeroflot titles at Shaikova

00034 27782	CCCP-86850 RA-86850	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	16oct80 Jan94	line # 20-06; delivered to Kedainiai; f/n in (former) East Germany 31jan91; l/n Grossenhain 10nov92 based at Shadrinsk mar97; seen KLD 22aug08; l/n KLD aug12/apr15 stored; broken up KLD sep20
00034 27787	CCCP-76525 CCCP-76525 RA-76525	II-76T II-76T II-76T	AFL/East Sib.-IKT Baikalavia Baikalavia	mfd trf IKT	29oct80 30jun92 06jul94	line # 20-07; d/d 29oct80 to Irkutsk; toc 20nov80; rgd 12jan81; f/n IKT apr82 in Aeroflot c/s and titles; l/n IKT 11sep93, as such in Aeroflot c/s and titles; wfu at IKT, seen 05jun01/jun03; broken up at IKT aug03
00034 27792	CCCP-76526 CCCP-76526 RA-76526	II-76T II-76T II-76T	AFL/East Sib.-IKT Baikalavia Baikalavia	d/d trf IKT	20oct80 30jun92 06jul94	line # 20-08; toc 28nov80; rgd 12jan81; delivered to Irkutsk in Aeroflot c/s and titles; l/n IKT 05jul92, as such in Aeroflot c/s and titles; seen jun01, wfu in the Technical school (N52.264763 E104.36435) without engines; soc 08jul03; canx 12nov03; l/n apr16/aug22, as such line # 20-09; toc 09dec80; rgd 06jan81; opb 435 Lo 2-go Tyumenskogo OAO; f/n LED 24aug91 opb Tyumen Airlines initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 27796	CCCP-76527 RA-76527 RA-76527 EX-039	II-76T II-76T II-76T	AFL/Tyumen Aeroflot Tyumen Airlines	mfd SVO trf	20nov80 25feb93 22jul94	received Tu-154 engine pylons and nacelles for display; in white/light grey c/s with dark blue cheatline and engines, with titles; preserved in these fake markings at MSQ (replacing EW-76710 c/n 0063473182) from between 09jul13 and 14jul13, l/n apr17; see c/n 0063473173 with Tu-154 engine pylons and nacelles; in white/light grey c/s with dark blue cheatline and engines, with titles; preserved in these fake markings at MSQ (N53.892459 E28.033171), seen sep17/aug23 line # 20-10; delivered to Kedainiai; f/n Neurrupin 14jan90; l/n Mahlwinkel 17dec92 based at Shadrinsk mar97; seen KLD 22aug08; photo KLD apr14/apr15, stored; broken up KLD sep20 line # 21-01; d/d 28nov80 to Kedainiai; f/n Brandis 14apr91 based at Shadrinsk mar97; seen KLD 20aug03; l/n KLD aug12/apr15 stored; broken up KLD sep20 line # 21-02; delivered to Kedainiai; f/n PRG 14dec88; based at Shadrinsk mar97 canx but date unknown; l/n Orenburg-2 (Southwest) 29aug04 reported as CCCP- 1; photo jul10 in faded colours with Russian flag and clearly CCCP- prefix, RA- washed away ?; broken up Orenburg-2 (Southwest) apr13 line # 21-03; d/d 16dec80 to Kedainiai; f/n AOC 15apr92; still 'CCCP-' by 08jun94 based at Shadrinsk mar97; seen KLD 01sep07; video footage exists, swerved off the runway after landing at Pskov in 2008; l/n 2018 active, still with Aeroflot titles and equipped with guns in basic Aeroflot c/s, no titles; l/n Ivanovo-Severnny apr21 line # 21-04; rgd 11mar81; delivered to Vitebsk, later Klin and Novgorod based; f/n SNN 01nov84; based at Ivanovo mar97; seen Ivanovo-Severnny sep01/aug17 wfu; canx but date unknown line # 21-05; delivered to Chkalovski; f/n CKL 19jul91; Russian Parachute Research Institute based at Zhukovski mar97; l/n Smolensk-Severnny aug07/nov07, had been wfu for some time; broken up at Smolensk-Severnny in 2013 line # 21-06; rgd 11mar81; delivered to Vitebsk, later Pskov based; f/n LHR 19mar88 based at Novgorod mar97; l/n Novgorod-Krechevitsy 26aug07/30sep07, wfu; canx but date unknown; broken up at Novgorod-Krechevitsy in 2013 line # 21-07; delivered to Kedainiai; rgd 12jan88; f/n Spenberg 14aug92; based at Shadrinsk mar97; l/n Ivanovo-Severnny 22jun00 canx but date unknown; l/n Orenburg-2 (Southwest) 11aug12, stored line # 21-08; d/d 18may81; in white c/s with grey belly, with 'Iraqi Airways' titles, logo and flag on fin; f/n GVA 15dec81; l/n DRS 04jan82 in Aeroflot c/s in basic Aeroflot c/s; f/n SVO 16mar92 reportedly opb Atlant-Soyuz; in basic Aeroflot c/s returned to the lessor by the end of 1999; l/n BKA 25apr00 leased to Iran in late 1999 former registration EP-TPF still visible under the paint; l/n FRA 25sep00 in white c/s with green fin, with titles; f/n VKO 15aug01; soc 11apr05 as to Kyrgyzstan; l/n FJR 14apr05 c/n checked; in white c/s with green fin; l/n EIN 15aug05 version painted on as 'II-76T'; in all-white c/s, with titles; l/n FJR 03dec06 c/n confirmed; version painted on as 'II-76TD'; in white c/s with grey belly and engines, with titles; l/n KDH 17apr08 c/n confirmed; version painted on as 'II-76TD'; in white c/s with grey belly and engines, with titles; l/n GKE 09dec08 version painted on as 'II-76T'; in white c/s with grey belly and engines; l/n FJR 06aug11 version painted on as 'II-76T'; in white c/s with grey belly and engines, with 'Air Almaty' titles; seen JNB 28oct11 with an additional 'operated for Avient' sticker on the lower fuselage behind the cockpit; l/n in Jordan 07feb17 to Technoline FZC of Sharjah, UAE; version on the register and on the c/n plate as II-76T; registration already as such on the c/n plate when seen in Jordan 14dec17; new CoFR issued 02dec20; was rgd to Astra Way FZC of the UAE 17may21; l/n FRU 25sep22; canx between 23nov22 and 16feb23 line # 21-09; rgd 23mar81; delivered to Vitebsk; f/n LBG 06jun83 Pskov based mar97; l/n Smolensk-Severnny 26aug07, wfu; canx but date unknown in Aeroflot c/s, no titles, equipped with guns; l/n KHV 22nov20 line # 21-10; f/n PRG 15feb82, in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n PRG aug87 in Aeroflot c/s in Aeroflot c/s; l/n ZIA 15aug92 in basic Aeroflot c/s, no titles l/n BUD 14apr99; Aeroflot c/s, no titles; registration in flight plan as being S9-BAC ! of Air Cargo Centre; canx 10mar99 as leased to Sao Tomé and Príncipe c/n not confirmed, but see previous and next lines l/n ZIA 17aug01; registration 76756 only on top of the wings and traces of former foreign registration overpainted; had not moved since aug00 so probably stored; l/n ZIA 28mar02 c/n confirmed; reg applied on the fuselage instead of the tail; l/n ZIA 23aug04, no titles; soc 10mar04 as to Sao Tome and Principe c/n confirmed; in white/light grey c/s, # 2 engine with blue nacelle, no titles; l/n RKT nov11/feb15, stored line # 22-01; rgd 25jan82; delivered to Novgorod; f/n AMS 02sep90; l/n Spenberg oct90 based at Pskov mar97; l/n Staraya Russa 21aug03/jun08, wfu and broken up nov08 line # 22-02; rgd 25jan82; delivered to Novgorod, later Pskov based; no reports based at Novgorod mar97; seen Smolensk-Severnny 18aug03 active; canx but date unknown; l/n SVX 19mar14 active, equipped with guns in Aeroflot c/s, no titles, equipped with guns; l/n OVB jan22 line # 22-03; rgd 25jan82; f/n in East Germany before 1990; based at Pskov mar97 l/n PKV feb11/aug11, wfu and in poor condition line # 22-04; rgd 02nov81; delivered to Novgorod; f/n LHR 31mar89 based at Pskov by mar97; overhauled at Staraya Russa, seen there sep02/aug03; later opb 708 vtap at Taganrog-Tsentralny, f/n there 18may11; l/n Ivanovo-Severnny aug15, still with Aeroflot titles in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi feb22 line # 22-05; opb 334 vtap at Pskov, was the commander's aircraft; rgd 30oct81; f/n BRU jul89; l/n FRA 10nov90 opb 334 vtap at Pskov by mar97; later opb 103 vtap at Smolensk; overhaul completed 26may03; named 'Gvardeiski Krasnoselski' 19may04; later based at Orenburg and at Ivanovo-Severnny; l/n Ivanovo-Severnny feb16 based at Ivanovo-Severnny; named 'Gvardeiski Krasnoselski'; l/n nov18 based at Ivanovo-Severnny; in basic Aeroflot c/s; named 'Gvardeiski Krasnoselski'; l/n OVB nov21 line # 22-06; rgd 30oct81; delivered to Pskov; f/n CGN 06feb91; still CCCP- 19mar93 based at Pskov mar97; l/n PKV 08aug99; canx but date unknown; seen Staraya Russa sep02/sep07, wfu already for some years and broken up oct08 line # 22-07; delivered to Kedainiai; rgd 12jan88; f/n Zerbst 23may91; l/n Spenberg aug92 based at Shadrinsk mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown line # 22-08; titles as such; f/n PRG 15may82 l/n TIP feb00, titles not reported l/n DME 25jun05; in Libyan Arab gold c/s without titles and tail logo with grey undersides; seen TIP 09oct09; photo TIP 16jul14 with red/white/green flag, reported as damaged this date after rocket attacks; destroyed TIP 27jul14 whilst parked, struck by RPG fire and caught fire, the rear fuselage and tail section only remain line # 22-09; registration not confirmed; converted by TMZ by oct83 to, see next line third A-50 prototype; l/n aug93 wfu; c/n confirmed; code reported in official list and also in list as wfu/used as ground instructional airframe by mar97; fate unknown
00034 27796	CCCP-76527 RA-76527 RA-76527	II-76T II-76T II-76T	AFL/Tyumen Aeroflot Tyumen Airlines	mfd SVO trf	20nov80 25feb93 22jul94	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	RA-76527 RA-76527 EX-039	II-76T II-76T II-76T	Sukhoi Aviacon Zitotrans Reem Air	TYN SVX DXB	14apr00 14aug01 12oct04	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	UN-76034	II-76T	Air Almaty	FJR	13feb08	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	UP-17602	II-76T	Air Almaty	ALA	27aug08	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	EK-76602(2)	II-76T	Ark Airways	rgd	01apr10	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	ER-IBA	II-76T	Aerotranscargo	FJR	27oct12	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	'EW-76709'	II-76T	Trans Avia Export	MSQ	01jul13	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	no reg	II-76T	Trans Avia Export	ph.	sep17	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 27798	CCCP-86829 RA-86829	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d KLD	27oct80 19may99	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 27804	CCCP-86861 RA-86861	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	28nov80 16may99	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 27806	CCCP-86862 RA-86862	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	02dec80 27aug03	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 28809	CCCP-86863 RA-86863	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Ors	16dec80 29aug97	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 28816	RF-86863 CCCP-86864	II-76M II-76M	Russian AF/AFL c/s Soviet AF/AFL c/s	f/n d/d	2020 29dec80	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 28817	CCCP-86865 RA-86865	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	31dec80 14jun99	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00034 28821	CCCP-86866 RA-86866	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	29dec80 23oct94	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00134 28828	CCCP-86867	II-76M	Soviet AF/AFL c/s	d/d	14jan81	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00134 28831	RA-86867 YI-AKW	II-76M II-76M	Russian AF/AFL c/s Iraqi/Iraqi Aw c/s	Ors mfd	27aug03 29apr81	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	CCCP-78731 CCCP-78731 RA-78731 RA-78731 EP-TPF RA-78731 RA-78731 EX-046 EX-046 UN-76022	II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T	MOM "Polyot" TransSuper no titles Remex Payam Air Volga-Dnepr Atlant-Soyuz no titles Reem Air Asia Continental	rgd trf BKA BKA no PRG rgd BTS CGN GKE	25dec87 13mar92 21may96 15apr97 no reports 20may00 17jan01 03jun05 02nov05 26apr07	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	UP-17618	II-76T	Asia Continental	BUD	18sep08	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	UP-17618 UP-17618	II-76T II-76T	no titles Air Almaty	SHJ Wtk	05nov09 01oct11	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	UR-CPS	II-76T	ZetAvia	rgd	28dec17	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00134 28833	EX-76011 CCCP-86868 RA-86868 RF-86868	II-76T II-76M II-76M II-76M	New Way Cargo Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	rgd d/d PKV SVX	31jan23 30jan81 25oct94 23sep18	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
00134 28839	YI-AKW	II-76M	Iraqi/Iraqi Aw c/s	d/d	01jul81	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	CCCP-76756 CCCP-76756 RA-76756 RA-76756	II-76T II-76T II-76T II-76T	MAP LII Zhukovski MRP NPO "Vzlyot" NPO "Vzlyot" Elf Air	Tac rgd STR SHJ	25apr89 17feb90 18sep92 21jan94	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles; f/n as such SHJ 22nov98; l/n TJM 15aug99 in basic 'blue' Aeroflot c/s with 'Sukhoi' titles; l/n FAB 20jul00 l/n BTS 06jul03; soc and canx 01sep04 as sold to Kyrgyzstan c/n confirmed; in white c/s with light grey belly; l/n with titles SHJ 26mar05; seen without titles SHJ 03dec06; f/n with titles again KIV 17jun07; l/n KIV 06sep07 in white c/s with light grey belly; titles not reported FJR 13feb08; seen FJR 05mar08; l/n KDH 19apr08, titles not reported
	S9-BAC no reg	II-76T II-76T	not reported Aeroflot c/s, n/t	LAD ZIA	feb00 18aug00	initially still in full Aeroflot c/s including titles; l/n as such SHJ 30mar97; received 'Tyumen Airlines' titles

00134 30878	5A-DNI 5A-DNI	II-76T II-76T	Jamahiria AT Libyan Air Cargo	d/d RKT	05jun81 19apr04	line # 22-10; photo 1982; f/n OST 12dec89; l/n MLA 17sep01 using call-sign 'Libyan Arab Air Force 5911' confirmation of titles welcome; stored at RKT, in all-white c/s, no titles, seen as such oct04/mar18
00134 30882	5A-DNK 5A-DNK	II-76T II-76T	Jamahiria AT Libyan Arab Cargo	d/d PRG	02jun81 03aug91	line # 23-01; f/n PRG 27sep81 rgd 30oct91; l/n JNB 03jul99; seen WDH 12aug00 all-white c/s, no titles; photo DXB 15dec00, with titles; l/n TIP 07nov05; photos undergoing rework at Staraya Russa in feb08 seen FCO 31aug10, in white c/s with green cheatline and fin, l/n SSH 18jan11 in all-white c/s with red/blue cheatline and new Libyan flag on the tail; destroyed by fire at MJI 30jan15, exact details unknown
00134 30888	5A-DNK 5A-DNK	II-76T II-76T	Jamahiria AT Libyan Air Force	DME ph.	26jun08 25dec13	line # 23-02; d/d 28may81; toc 17jun81; rgd 17jul81; f/n IKT 23sep86; l/n BKA 13apr92 f/n BKA 07jul92; in Aeroflot c/s and titles with Russian flag in basic Aeroflot c/s with Pride African International sticker on fin; l/n IKT 05jul95 leased from 30dec97; CoFR renewal 25may99; l/n DME 04oct99; soc and canx 31jan00 as sold to China in a non-airworthy condition (left behind in China after 1999 customs problems with East Line ?) c/n not confirmed; China Electronic Technology Group Corporation; KJ2000 test aircraft with smaller non-standard rotordome, in basic Aeroflot c/s with Chinese flag on tail and roundel on rear fuselage, 'YH2000' on tail and still with II-76T designation line # 23-03; d/d 14may81; toc 28may81; rgd 26jun81; f/n VKO 26sep86; l/n KJA 01jul92
00134 30890	CCCP-76459 RA-76459 RA-76459	II-76T II-76T II-76T	AFL/Krasnoyarsk-KJA Aeroflot KrasAir	mfd LUX trf	14may81 03jan93 04may94	f/n SHJ 13nov95; current in fleet list by 02nov04; on Russian register oct04 as 'foreign lease' via Atlant-Soyuz 20aug03/30dec04; l/n KJA 09jul05; soc 08sep05 as to Kyrgyzstan c/n confirmed; in basic Aeroflot c/s, no titles; current in fleet list by dec05; l/n GME 06aug06 was still an II-76T in fact; l/n GKE 08may08 c/n confirmed; was still an II-76T in fact; l/n MSQ 03jun09 in white/light grey c/s; l/n with 'II-76TD' painted on GKE 23feb11; seen painted as 'II-76T' KWG 23dec11; l/n MVQ jun14/apr18, stored
00134 30893	EX-062 UN-76021 UP-17617 4L-SKG	II-76T II-76TD II-76TD II-76TD	Reem Air Asia Continental Asia Continental Sky Georgia	ZRH GKE BRQ BOD	11oct05 08may07 01jul08 15jan10	line # 23-04; converted by TANTK im. Berieva at Taganrog to, see next line laser test aircraft (izd. IA or 761A) based on the II-76M; had an AI-24UBE APU (later replaced by an AI-24UBEAI APU), an enlarged nose housing a "Ladoga-3" (izdeliye 3L) radar for seeking high-altitude targets and some unknown device (possibly a kind of radar array) behind the sealed cargo doors; laser turret installed in the cargo bay which opened to the top; engaged a target in low earth orbit for the first time 27apr84; was used in 1983/87 to test the laser for the "Polyus" ("Skif DM") combat satellite the launch of which failed 15may87; reportedly substantially damaged in a ground fire at Chkalovski in 1989 (or jun86 ?) modified laser test aircraft (izd. IA2); based at Taganrog; seen under maintenance at Taganrog in 1993; 37 cycles only by feb94; photo CKL aug96; l/n CKL 20aug99 in faded c/s, still with 'CCCP-' prefix and Aeroflot titles
00134 30879	CCCP-86879 CCCP-86879	II-76A1 A-60 (1A)	primer ? TANTK/AFL c/s	f/f d/d	19aug81 02oct83	line # 23-04; converted by TANTK im. Berieva at Taganrog to, see next line laser test aircraft (izd. IA or 761A) based on the II-76M; had an AI-24UBE APU (later replaced by an AI-24UBEAI APU), an enlarged nose housing a "Ladoga-3" (izdeliye 3L) radar for seeking high-altitude targets and some unknown device (possibly a kind of radar array) behind the sealed cargo doors; laser turret installed in the cargo bay which opened to the top; engaged a target in low earth orbit for the first time 27apr84; was used in 1983/87 to test the laser for the "Polyus" ("Skif DM") combat satellite the launch of which failed 15may87; reportedly substantially damaged in a ground fire at Chkalovski in 1989 (or jun86 ?) modified laser test aircraft (izd. IA2); based at Taganrog; seen under maintenance at Taganrog in 1993; 37 cycles only by feb94; photo CKL aug96; l/n CKL 20aug99 in faded c/s, still with 'CCCP-' prefix and Aeroflot titles
00134 30897	CCCP-86879	A-60 (1A2)	TANTK/AFL c/s	f/f	29aug91	in basic Aeroflot c/s with a 'Sokol-Echelon' (a GSKB "Almaz-Antei" laser research programme) badge, no titles; contract for modernisation between TANTK im. Berieva and GSKB "Almaz-Antei" signed 01jun06 (code name of the laser complex "Duelyant-T"); modernised with an additional large housing on top of the fuselage behind the wings and two aeriels forward of the wings; f/n as such Taganrog-Yuzhny 03apr07; seen Taganrog-Yuzhny 18may13; a new laser station was to be installed in 2014/15; l/n Taganrog-Yuzhny apr19
00134 30879	RA-86879	A-60 (1A2)	TANTK/AFL c/s	Tag	31aug04	line # 23-05; d/d 18jun81 to Kedainiai; rgd only 12jan88; f/n in East Germany 03apr90; l/n Kedainiai 07nov91; still 'CCCP-' by mar/apr93 based at Shadrinsk mar97; l/n Ryazan-Dyagilevo jun02/aug05; photo (location unknown) aug07, paintwork in very poor condition; offered for sale as scrap metal 09feb09, was in 360 ARZ at Ryazan at that time; seen in 360 ARZ 27mar09 in the process of being scrapped, already many parts of the airframe cut off
00134 30891	CCCP-86880	II-76M	Soviet AF/AFL c/s	mfd	18jun81	line # 23-06; rgd 21jul81; based at Sheremetyevo; f/n SVO 25aug87; canx 04feb88 opb mil. unit 83475 at Chashnikovo/SVO; f/n SVO 22jul88; l/n SVO 27aug93 opb mil. unit 83475 at Chashnikovo/SVO; last overhaul completed 03sep97; l/n SVO 27nov06, still in full Aeroflot c/s; offered for sale by Russian privatisation agency 29mar07 with t/ 7,528 hours and 3,785 cycles; sold to Avia-lizing 27apr07 in all-white c/s; initially no titles; l/n as such RKT 14nov07; seen SHJ 06dec07 with small titles under the cockpit; l/n RKT 15nov08 titles not reported; stationed in Entebbe aug11, operating for United Nations and allocated code UNO-824; seen in full UN colours BOM dec11; seen FIH 08nov12; l/n MGQ 30sep13 all-white c/s, 'UN' still visible on tail all-white c/s, 'UN World Food Programme' titles and badge on forward fuselage; opf United Nations at Juba (UNO 062H); CoFR renewal 03jul15; l/n JUB 06dec21; canx 16feb23 tracked over South Sudan 08may23 in all-white c/s with 'World Food Programme' titles, 'WFP' on the tail and small operated by 'MAK KG', call-sign 'UNO-050H'
00134 30901	CCCP-86926 CCCP-76780 RA-76780	II-76T II-76T II-76T	KGB/Aeroflot c/s KGB/Aeroflot c/s FSB/Aeroflot c/s	d/d rgd SVO	24jun81 04feb88 11apr94	line # 23-07; delivered to Kedainiai; rgd 12jan88; f/n Kedainiai 07nov91 based at Shadrinsk mar97; canx but date unknown; seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013 line # 23-08; rgd 30aug81; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; in fleet list mar07 as stored; l/n DAM feb08 line # 23-09; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; l/n SVO mar01 opb the Syrian Air Force; in full Syrianair c/s; overhauled at ZIA nov15/jul16; l/n AUH 24mar22 line # 23-10; delivered to Kedainiai; rgd 12jan88; f/n Spenberg 19apr90; based at Shadrinsk mar97; canx but date unknown; l/n Novgorod-Krechevitsy 05aug01 seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013
00134 30911	RA-76780	II-76T	Abakan Avia	ZIA	16aug07	line # 24-01; delivered to Kedainiai; rgd 12jan88; f/n in (former) East Germany 11jun90 photo at Domna; based at Shadrinsk mar97; seen Smolensk-Severnly 09aug99; canx but date unknown; l/n Smolensk-Severnly aug07/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344 soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.984755 E37.441954), seen mar95/oct23 line # 24-03; d/d 11aug81 to Kedainiai; rgd 12jan88; f/n Neuruppin 14jan90; l/n Kedainiai 07nov91 Shadrinsk based mar97; seen Klin-5 airbase 07aug99; canx but date unknown; l/n KLD aug12/apr15, stored; broken up KLD sep20 line # 24-04; toc 18sep81; rgd 23oct81; f/n ZRH 17apr82; l/n SVO 11apr94 seen wfu SVO may95; soc 05feb96 as life-time expired and canx same date; l/n feb06; broken up at SVO line # 24-05; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 21jun91 based at Smolensk mar97; canx but date unknown; l/n Smolensk-Severnly 24aug04/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-06; delivered to Kedainiai; rgd 12jan88; f/n in former East Germany 30nov90 based at Shadrinsk by mar97; later opb 708 vtap at Taganrog-Tsentralny; l/n operational Smolensk-Severnly 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny; l/n sep11/ apr19 line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); rgd only 12jan88; f/n SZW 07jun91; l/n Kedainiai 07nov91 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; last flight in Air Force service 16feb99, t/t 2,428 hours and 1,790 cycles by then; stored at Novgorod-Krechevitsy, l/n 07aug99 in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up initially opb 708 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed in late 2007; trf to 675 osap on at Nizhni Novgorod before may12; l/n Yermolino nov14 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Ryazan-Dyagilevo 25jul16; l/n ZIA mar21 line # 24-08; f/n PRG 08jun82 l/n TIP apr01; wfu in Libyan Arab gdp c/s with registration/titles and tail logo removed TIP 2003/sep09 line # 24-09; d/d 06oct81; rgd 18oct81; toc 01nov81; f/n IKT apr82; photo exists at Pevek in Aeroflot c/s with blue tail; later repainted back to standard c/s; l/n SVO 11sep92 in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93 l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line c/s, no titles; soc 01sep05 as to Kyrgyzstan l/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; l/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles only; l/n KDH 20apr08 c/n confirmed by Kazakhstan CAA; l/n SHJ 01jul09 c/n confirmed; with Sakaviaservice engraved on the c/n plate, forward bulkhead, in all-white colours no titles; seen BOM 10jul10, as such; canx late 2010/early 2011; l/n OSS 01aug15, stored; sections only 12jul19 line # 24-10; toc 23oct81; rgd 25dec81; f/n TAS 24apr89 l/n SVO 11sep92 see c/n 0053464934 f/n IST jun96; seen KJA 09jul05 with additional 'UN-WFP' titles; stored at KJA, still with these titles, l/n 10jul07/jul08
00134 31906	CCCP-86881 RA-86881	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Nvk	29may81 07aug99	line # 23-08; rgd 30aug81; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; in fleet list mar07 as stored; l/n DAM feb08 line # 23-09; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; l/n SVO mar01 opb the Syrian Air Force; in full Syrianair c/s; overhauled at ZIA nov15/jul16; l/n AUH 24mar22 line # 23-10; delivered to Kedainiai; rgd 12jan88; f/n Spenberg 19apr90; based at Shadrinsk mar97; canx but date unknown; l/n Novgorod-Krechevitsy 05aug01 seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013
00134 31911	YK-ATC	II-76M	Syrianair	d/d	31jul81	line # 24-01; delivered to Kedainiai; rgd 12jan88; f/n in (former) East Germany 11jun90 photo at Domna; based at Shadrinsk mar97; seen Smolensk-Severnly 09aug99; canx but date unknown; l/n Smolensk-Severnly aug07/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344 soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.984755 E37.441954), seen mar95/oct23 line # 24-03; d/d 11aug81 to Kedainiai; rgd 12jan88; f/n Neuruppin 14jan90; l/n Kedainiai 07nov91 Shadrinsk based mar97; seen Klin-5 airbase 07aug99; canx but date unknown; l/n KLD aug12/apr15, stored; broken up KLD sep20 line # 24-04; toc 18sep81; rgd 23oct81; f/n ZRH 17apr82; l/n SVO 11apr94 seen wfu SVO may95; soc 05feb96 as life-time expired and canx same date; l/n feb06; broken up at SVO line # 24-05; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 21jun91 based at Smolensk mar97; canx but date unknown; l/n Smolensk-Severnly 24aug04/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-06; delivered to Kedainiai; rgd 12jan88; f/n in former East Germany 30nov90 based at Shadrinsk by mar97; later opb 708 vtap at Taganrog-Tsentralny; l/n operational Smolensk-Severnly 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny; l/n sep11/ apr19 line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); rgd only 12jan88; f/n SZW 07jun91; l/n Kedainiai 07nov91 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; last flight in Air Force service 16feb99, t/t 2,428 hours and 1,790 cycles by then; stored at Novgorod-Krechevitsy, l/n 07aug99 in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up initially opb 708 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed in late 2007; trf to 675 osap on at Nizhni Novgorod before may12; l/n Yermolino nov14 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Ryazan-Dyagilevo 25jul16; l/n ZIA mar21 line # 24-08; f/n PRG 08jun82 l/n TIP apr01; wfu in Libyan Arab gdp c/s with registration/titles and tail logo removed TIP 2003/sep09 line # 24-09; d/d 06oct81; rgd 18oct81; toc 01nov81; f/n IKT apr82; photo exists at Pevek in Aeroflot c/s with blue tail; later repainted back to standard c/s; l/n SVO 11sep92 in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93 l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line c/s, no titles; soc 01sep05 as to Kyrgyzstan l/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; l/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles only; l/n KDH 20apr08 c/n confirmed by Kazakhstan CAA; l/n SHJ 01jul09 c/n confirmed; with Sakaviaservice engraved on the c/n plate, forward bulkhead, in all-white colours no titles; seen BOM 10jul10, as such; canx late 2010/early 2011; l/n OSS 01aug15, stored; sections only 12jul19 line # 24-10; toc 23oct81; rgd 25dec81; f/n TAS 24apr89 l/n SVO 11sep92 see c/n 0053464934 f/n IST jun96; seen KJA 09jul05 with additional 'UN-WFP' titles; stored at KJA, still with these titles, l/n 10jul07/jul08
00134 31915	YK-ATD YK-ATD	II-76M II-76T	Syrianair Syrianair	d/d DAM	31jul81 01sep04	line # 23-08; rgd 30aug81; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; in fleet list mar07 as stored; l/n DAM feb08 line # 23-09; without tail turret; opb 522 Sqn of the Syrian Air Force; f/n DAM 21oct81; l/n SVO mar01 opb the Syrian Air Force; in full Syrianair c/s; overhauled at ZIA nov15/jul16; l/n AUH 24mar22 line # 23-10; delivered to Kedainiai; rgd 12jan88; f/n Spenberg 19apr90; based at Shadrinsk mar97; canx but date unknown; l/n Novgorod-Krechevitsy 05aug01 seen Novgorod-Krechevitsy 30sep07, wfu already for sometime; l/n aug11 as such; broken up at Novgorod-Krechevitsy in 2013
00134 31917	CCCP-86882	II-76M	Soviet AF/AFL c/s	d/d	10jul81	line # 24-01; delivered to Kedainiai; rgd 12jan88; f/n in (former) East Germany 11jun90 photo at Domna; based at Shadrinsk mar97; seen Smolensk-Severnly 09aug99; canx but date unknown; l/n Smolensk-Severnly aug07/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344 soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.984755 E37.441954), seen mar95/oct23 line # 24-03; d/d 11aug81 to Kedainiai; rgd 12jan88; f/n Neuruppin 14jan90; l/n Kedainiai 07nov91 Shadrinsk based mar97; seen Klin-5 airbase 07aug99; canx but date unknown; l/n KLD aug12/apr15, stored; broken up KLD sep20 line # 24-04; toc 18sep81; rgd 23oct81; f/n ZRH 17apr82; l/n SVO 11apr94 seen wfu SVO may95; soc 05feb96 as life-time expired and canx same date; l/n feb06; broken up at SVO line # 24-05; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 21jun91 based at Smolensk mar97; canx but date unknown; l/n Smolensk-Severnly 24aug04/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-06; delivered to Kedainiai; rgd 12jan88; f/n in former East Germany 30nov90 based at Shadrinsk by mar97; later opb 708 vtap at Taganrog-Tsentralny; l/n operational Smolensk-Severnly 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny; l/n sep11/ apr19 line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); rgd only 12jan88; f/n SZW 07jun91; l/n Kedainiai 07nov91 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; last flight in Air Force service 16feb99, t/t 2,428 hours and 1,790 cycles by then; stored at Novgorod-Krechevitsy, l/n 07aug99 in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up initially opb 708 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed in late 2007; trf to 675 osap on at Nizhni Novgorod before may12; l/n Yermolino nov14 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Ryazan-Dyagilevo 25jul16; l/n ZIA mar21 line # 24-08; f/n PRG 08jun82 l/n TIP apr01; wfu in Libyan Arab gdp c/s with registration/titles and tail logo removed TIP 2003/sep09 line # 24-09; d/d 06oct81; rgd 18oct81; toc 01nov81; f/n IKT apr82; photo exists at Pevek in Aeroflot c/s with blue tail; later repainted back to standard c/s; l/n SVO 11sep92 in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93 l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line c/s, no titles; soc 01sep05 as to Kyrgyzstan l/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; l/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles only; l/n KDH 20apr08 c/n confirmed by Kazakhstan CAA; l/n SHJ 01jul09 c/n confirmed; with Sakaviaservice engraved on the c/n plate, forward bulkhead, in all-white colours no titles; seen BOM 10jul10, as such; canx late 2010/early 2011; l/n OSS 01aug15, stored; sections only 12jul19 line # 24-10; toc 23oct81; rgd 25dec81; f/n TAS 24apr89 l/n SVO 11sep92 see c/n 0053464934 f/n IST jun96; seen KJA 09jul05 with additional 'UN-WFP' titles; stored at KJA, still with these titles, l/n 10jul07/jul08
00134 31921	CCCP-86883 RA-86883	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d	04aug81 1996	line # 24-01; delivered to Kedainiai; rgd 12jan88; f/n in (former) East Germany 11jun90 photo at Domna; based at Shadrinsk mar97; seen Smolensk-Severnly 09aug99; canx but date unknown; l/n Smolensk-Severnly aug07/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344 soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.984755 E37.441954), seen mar95/oct23 line # 24-03; d/d 11aug81 to Kedainiai; rgd 12jan88; f/n Neuruppin 14jan90; l/n Kedainiai 07nov91 Shadrinsk based mar97; seen Klin-5 airbase 07aug99; canx but date unknown; l/n KLD aug12/apr15, stored; broken up KLD sep20 line # 24-04; toc 18sep81; rgd 23oct81; f/n ZRH 17apr82; l/n SVO 11apr94 seen wfu SVO may95; soc 05feb96 as life-time expired and canx same date; l/n feb06; broken up at SVO line # 24-05; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 21jun91 based at Smolensk mar97; canx but date unknown; l/n Smolensk-Severnly 24aug04/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-06; delivered to Kedainiai; rgd 12jan88; f/n in former East Germany 30nov90 based at Shadrinsk by mar97; later opb 708 vtap at Taganrog-Tsentralny; l/n operational Smolensk-Severnly 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny; l/n sep11/ apr19 line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); rgd only 12jan88; f/n SZW 07jun91; l/n Kedainiai 07nov91 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; last flight in Air Force service 16feb99, t/t 2,428 hours and 1,790 cycles by then; stored at Novgorod-Krechevitsy, l/n 07aug99 in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up initially opb 708 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed in late 2007; trf to 675 osap on at Nizhni Novgorod before may12; l/n Yermolino nov14 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Ryazan-Dyagilevo 25jul16; l/n ZIA mar21 line # 24-08; f/n PRG 08jun82 l/n TIP apr01; wfu in Libyan Arab gdp c/s with registration/titles and tail logo removed TIP 2003/sep09 line # 24-09; d/d 06oct81; rgd 18oct81; toc 01nov81; f/n IKT apr82; photo exists at Pevek in Aeroflot c/s with blue tail; later repainted back to standard c/s; l/n SVO 11sep92 in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93 l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line c/s, no titles; soc 01sep05 as to Kyrgyzstan l/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; l/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles only; l/n KDH 20apr08 c/n confirmed by Kazakhstan CAA; l/n SHJ 01jul09 c/n confirmed; with Sakaviaservice engraved on the c/n plate, forward bulkhead, in all-white colours no titles; seen BOM 10jul10, as such; canx late 2010/early 2011; l/n OSS 01aug15, stored; sections only 12jul19 line # 24-10; toc 23oct81; rgd 25dec81; f/n TAS 24apr89 l/n SVO 11sep92 see c/n 0053464934 f/n IST jun96; seen KJA 09jul05 with additional 'UN-WFP' titles; stored at KJA, still with these titles, l/n 10jul07/jul08
00134 31928	CCCP-76460(1) RA-76460(1)	II-76T II-76T	AFL/Internat.-SVO Aeroflot Rus. AI	mfd LUX	21aug81 08feb93	line # 24-01; delivered to Kedainiai; rgd 12jan88; f/n in (former) East Germany 11jun90 photo at Domna; based at Shadrinsk mar97; seen Smolensk-Severnly 09aug99; canx but date unknown; l/n Smolensk-Severnly aug07/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-02; d/d 21aug81; toc 04sep81; rgd 23oct81; f/n PRG 08nov81; l/n SVO 11sep92; see c/n 1023410344 soc 30aug95 as life-time expired and canx same date; used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGTU GA) at SVO (N55.984755 E37.441954), seen mar95/oct23 line # 24-03; d/d 11aug81 to Kedainiai; rgd 12jan88; f/n Neuruppin 14jan90; l/n Kedainiai 07nov91 Shadrinsk based mar97; seen Klin-5 airbase 07aug99; canx but date unknown; l/n KLD aug12/apr15, stored; broken up KLD sep20 line # 24-04; toc 18sep81; rgd 23oct81; f/n ZRH 17apr82; l/n SVO 11apr94 seen wfu SVO may95; soc 05feb96 as life-time expired and canx same date; l/n feb06; broken up at SVO line # 24-05; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 21jun91 based at Smolensk mar97; canx but date unknown; l/n Smolensk-Severnly 24aug04/sep10 wfu; broken up at Smolensk-Severnly in 2013 line # 24-06; delivered to Kedainiai; rgd 12jan88; f/n in former East Germany 30nov90 based at Shadrinsk by mar97; later opb 708 vtap at Taganrog-Tsentralny; l/n operational Smolensk-Severnly 24aug04; canx but date unknown; sat wfu at Taganrog-Tsentralny; l/n sep11/ apr19 line # 24-07; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); rgd only 12jan88; f/n SZW 07jun91; l/n Kedainiai 07nov91 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; last flight in Air Force service 16feb99, t/t 2,428 hours and 1,790 cycles by then; stored at Novgorod-Krechevitsy, l/n 07aug99 in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up initially opb 708 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed in late 2007; trf to 675 osap on at Nizhni Novgorod before may12; l/n Yermolino nov14 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Ryazan-Dyagilevo 25jul16; l/n ZIA mar21 line # 24-08; f/n PRG 08jun82 l/n TIP apr01; wfu in Libyan Arab gdp c/s with registration/titles and tail logo removed TIP 2003/sep09 line # 24-09; d/d 06oct81; rgd 18oct81; toc 01nov81; f/n IKT apr82; photo exists at Pevek in Aeroflot c/s with blue tail; later repainted back to standard c/s; l/n SVO 11sep92 in Aeroflot c/s and titles; f/n OST 06jan93 in basic Aeroflot c/s; l/n 20mar93 l/n DME 26aug95 stored DME aug03/jul04, no engines; ready for service DME 25jun05; seen ZIA 20aug05 basic East Line c/s, no titles; soc 01sep05 as to Kyrgyzstan l/n RKT 27oct06 c/n confirmed; f/n SHJ 01dec06; l/n RKT 23jun07; ex reg EX-069 visible; canx 10aug07 to Kazakhstan at SHJ 14nov07 all-white, small titles

	EK-76463(1)	II-76T	no titles	KJA	11jan11	without engines; in white c/s with blue undersides; was never officially registered according to the Armenian CAA; seen KJA 10aug12, engineless; l/n KJA jul14/jun15, still as such
00134 32961	5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG 5A-DNG	II-76T II-76T II-76T II-76T II-76T II-76T II-76T II-76T	Libyan Arab Jamahirian AT Libyan Arab Cargo all-white c/s, n/t Libyan Afr. Air Tr Jamahiria AT all-white c/s, n/t no titles	d/d MLA BKA JNB TIP Sty FJR	09jan82 21apr89 15mar90 apr00 18aug04 26aug07 15may12	photo in all-white c/s with titles as such; l/n FRA 19may89 reported as Libyan Arab; l/n FRA 30jul91, photo proof in white c/s with grey undersides operating for the Libyan Air Force; l/n OUA jul00 in all-white c/s with titles and tail logo; l/n TIP 24apr05 in white c/s with green cheatline and fin, with titles; l/n MJI 18jul10 l/n FJR 19aug12/06sep12 in white c/s with green cheatline and fin; destroyed TIP 16jul14 whilst parked, struck by RPG fire and caught fire
00134 32966	CCCP-86888 RA-86888	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d trf	09nov81 1992	line # 25-02; delivered to 600 vtap at Kedainiai (relocated to Shadrinsk in 1992); rgd only 12jan88; f/n PRG 14dec88 opb 600 vtap at Shadrinsk from 1992 (still by mar97) and by 110 vtap at Novgorod-Krechevitsy by 1999; l/n Novgorod-Krechevitsy 07aug99; stored at Novgorod-Krechevitsy for some 10 years, l/n sep07; overhauled by 123 ARZ at Staraya Russa in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n OVB 12jun09; l/n OVB 08jul15 opb 70 osap on at Yermolino, but not taken up, see next line
00134 32969	RF-76329 RF-86888 CCCP-86892	II-76M II-76M II-76M	Russian MVD/VV Russian MVD/VV Rosgvardiya Rosgvardiya Soviet AF/AFL c/s	rgd toc trf IKT d/d	2006 ? 2009 ? 05apr16 21aug17 20nov81	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; l/n YKS mar23 line # 25-03; delivered to Novgorod; rgd 05oct90; f/n Ivanovo-Severnoy 24aug95; based at Ivanovo-mar97; l/n Ivanovo-Severnoy mar02/aug17, wfu; canx but date unknown line # 25-04; delivered to Kedainiai, later Shadrinsk based; rgd 12jan88; f/n Merseburg 18apr91; l/n Mahliwinkel 24may94 based at Smolensk-mar97; canx but date unknown; seen Smolensk-Severnoy 26aug07/sep10 wfu; broken up at Smolensk-Severnoy in 2013
00134 32975	CCCP-86893 RA-86893	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Sms	03dec81 09sep97	line # 25-05; delivered to Ivanovo; no reports based at Ivanovo-Severnoy mar97; seen Ivanovo-Severnoy 30aug07; damaged 07oct09 just before take-off from Ivanovo-Severnoy when the pilot engaged full throttle in preparation for take-off when # 3 engine broke off the pylon (probably due to fatigue failure) and flew for 150 metres, no-one was hurt, t/t 3,607 hours and 6,206 cycles by then; photo feb10 still with Aeroflot titles; l/n Ivanovo-Severnoy aug12/aug17, wfu
00134 32977	CCCP-86894 RA-86894	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Iva	16dec81 24aug95	line # 25-06; d/d 28feb82; no reports, see below in white c/s with grey undersides, with 'Iraqi Airways' titles, logo and flag on fin; l/n GVA may82 converted to a single point tanker aircraft with refuelling pod (probably a Douglas D-704 'Buddy') carried on the centreline on the underside of the fuselage on a pylon; a poor quality photo exists with registration visible, but not clear; in white c/s with grey undersides, Iraqi Aw logo and flag on the fin with two black vertical stripes on the rear fuselage beneath the tail; operational by 1985 according to intelligence reports; a later photo shows without Iraqi Airways logo and with the registration removed; converted back to a standard aircraft, see next line
00134 33984	4600 YI-ALL YI-ALL CCCP-76755 CCCP-76755 RA-76755 YL-LAL	II-76M II-76M II-76M II-76T II-76T II-76T II-76T	Iraqi Air Force IrAF/Iraqi Aw c/s IrAF/Iraqi Aw c/s MAP Moscow APO Inversija Inversija Inversija	mfd CHR rgd BRU KLD rgd	08jan82 03mar82 04oct88 26may92 05may94 28feb96	in white c/s with grey undersides, with 'Iraqi Airways' titles, logo and flag on fin, two vertical stripes overpainted but visible on the rear fuselage beneath the tail and what looks to be the Air Force serial overpainted by the registration; l/n LHR 04jun86 in Aeroflot c/s; f/n DME 08dec89; l/n DME 22sep91 leased from Aviatrans soc and canx 21feb96 as to Latvia; l/n BKA 12mar96 f/n MAN 02apr96; l/n as such KWI 16jun04; seen KUL 22jan05 with additional 'www.adagold.com' titles; l/n as such JNB 04jul08; seen DXB 10jul09 with Inversija logo on fin and 'LARK' titles on rear fuselage; operator's certificate suspended 16mar10; l/n RIX 01dec10, still with Inversija logo and 'LARK' titles; current on register by 22aug11; sold to either Aerorent or Ergostar in summer 2011, officially for spares; ferried from Riga to Zhukovski 18nov11 (probably last flight); l/n jul12 and broken up aug12
00134 33985	CCCP-86895 RA-86895	II-76M II-76M	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Iva	30dec81 24aug95	line # 25-07; delivered to Ivanovo; version given in Ilyushin OKB listing mar97 as II-76U; f/n BKA 19may91 version painted as 'II-76MD'; Ivanovo based mar97; seen Staraya Russa 21aug03; l/n Staraya Russa 26aug07, in poor condition; broken up sep08
00134 33990	YI-AKX CCCP-76757 RA-76757 RA-76757 RA-76757	II-76M II-76T II-76T II-76T II-76T	IrAF/Iraqi Aw c/s MAP Moscow APO Aeroflot Aviatrans Atran	mfd rgd DME DME trf	27nov81 04oct88 20mar93 04may94 24spr94	line # 25-08; d/d 11dec81; f/n ORY 07apr82; in full Iraqi Airways green c/s in Aeroflot c/s; f/n DME 02aug90; l/n DME 10sep92 see trf next line f/n KUF 28nov97; l/n Myachkovo aug01/aug05, wfu; soc 01sep05 as life-time expired; broken up around 2005
00134 33996	4660 YI-ALO CCCP-76788(1) RA-76788(1) RA-76788(1) RA-76788(1) RA-76788(1) RA-76788(1)	II-76M II-76M II-76T II-76T II-76T II-76T II-76T II-76T	Iraqi Air Force IrAF/Iraqi Aw c/s MAP Moscow APO Aviatrans Inversija Express Air Cargo Express Air Cargo Aviatrans	d/d PRG rgd rgd OST OST OST Iva	26jan82 14jun82 04oct88 28may93 02sep93 11feb94 09jun94 21aug96	line # 25-09; no reports, see below in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n FRA 22jun86, an overpainted patch can be seen above the registration suggesting the Air Force serial was worn f/n DME 02aug90 in Aeroflot c/s and titles; l/n DME 22feb92; see c/n 0033446325 in Aeroflot c/s, no titles, operated 'INV' flight this date; leased from Aviatrans in Aeroflot c/s, no titles, operated 'EXP' flight this date in basic ex Aeroflot c/s, with titles; l/n RIX nov94, leased from Aviatrans in basic ex Aeroflot c/s, no titles, soc and canx 25nov98 as life-time expired; seen Myachkovo jul00/jun02 wfu; broken up jul02, remains only in a pile aug02
00134 33999	4601 YI-ALP CCCP-76789 RA-76789 RA-76789	II-76M II-76M II-76T II-76T II-76T	Iraqi Air Force IrAF/Iraqi Aw c/s MAP Moskovski OAO Aviatrans Atran	d/d PRG rgd LUX DME	17feb82 07aug82 04oct88 13may94 18aug97	line # 25-10; no reports, see below in white c/s with light grey belly and engines, with 'Iraqi Airways' titles plus a logo below the Iraqi flag on the fin; an overpainted patch could be seen by the registration, suggesting the Air Force serial had been worn; l/n OST 16jun86 in standard 'blue' Aeroflot c/s; f/n DME 15mar90; l/n DME 10sep92 l/n AMS 07jul95; new CoFR issued 30nov94; Aviatrans was renamed Atran 01jan97 in basic 'blue' Aeroflot c/s with own titles and logo; sat wfu at Myachkovo, seen jul00/aug03; soc 18apr03 as life-time expired and time between overhauls exceeded; canx 09sep03; scrapped at Myachkovo before jul04
00134 34002	CCCP-86871 RA-86871	II-76MD II-76MD	Ilyushin OKB Ilyushin OKB	f/f ZIA	06mar81 19aug97	line # 26-01; d/d 25mar81; delivered to Zhukovski; f/n ZIA 16aug92; l/n ZIA 03sep93; became a prototype for the demilitarised II-76MD designated II-76MDP; Aeroflot c/s at Zhukovski 30jun06 avionics test-bed with ECM antennas for II-76MF in wingtips; Zhukovski based; Aeroflot c/s; canx but date unknown; seen ZIA aug07/jul17, wfu active, with call-sign '86871'; now without turret
00134 34008	no reg CCCP-86872 RA-86872	II-76MD II-76MD II-76MD	bare metal c/s Soviet AF/AFL c/s Russian AF/AFL c/s	ZIA d/d Grd	feb18 30jun81 19apr94	line # 26-02; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n TAY 14nov91; l/n Eberswalde-Finow 01dec92 opb 196 vtap at Tver-Migalovo; stored at KLD, seen jul12/apr15; reflown after storage 04aug17 and ferried to 123 ARZ for overhaul; l/n Staraya Russa 22aug17 in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n OVB feb22
00134 34009	RF-86872 CCCP-86889	II-76MD II-76PP	Russian Air Force Soviet AF/AFL c/s	ph. IKT	25sep18 06jul92	line # 26-03; ECM aircraft (izd. 176) based on the II-76MD, production completed in 1983; f/f in 1987; version confirmed in line-number list; type painted as 'II-76MD'; underwent trials at the Chornaya Rechka radio-electronic test range near Tashkent; did not enter series production because it was not possible to reach electromagnetic compatibility of the jamming equipment; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVVAU) at the civil airport until the College was closed down jan09; offered for sale as scrap metal 05aug09 but still present (N52.269001 E104.34739) may10/16aug19
00134 34013	CCCP-86890	II-76MD	Soviet AF/AFL c/s	d/d	04dec81	line # 26-04; delivered to the SibNIA institute at Novosibirsk; no reports; mentioned in bulletin 1603-BUV as not being concerned by that bulletin
00134 34018	CCCP-86896 YA-YAA RA-86896 RA-86896	II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Aeroflot fcs Russian AF/AFL c/s Zenit	mfd TV trf	23nov81 02nov88 11apr95	line # 26-05; d/d 23nov81; according official OKB list to Afghanistan c/n not confirmed; in a BBC film showing YA- on wing using call-sign 'YAA', a shot of the flight-deck showed 06146; in a Russian II-76 book as CCCP-06146; returned from Afghanistan 12may92; reported flew to 123 ARZ; f/n MSE 22may93; c/n confirmed; stored at Manston until 23apr94, operator by this time not known; converted to II-76TD, see next line
00134 34023	RF-86897 CCCP-86897 RA-86897	II-76TD II-76MD II-76MD	Atlas Air Atlas Air, n/t GST Aero East Wing East Wing Soviet AF/AFL c/s Russian AF/AFL c/s	rgd RKT SHJ FJR KUL d/d Iva	01dec98 27mar01 06nov01 29dec06 12jul08 25dec81 26may99	f/n OST 14jan96, in Aeroflot c/s, no titles; retains tail turret; CoFR renewal 11jun98; soc and canx 09dec98 as to Iran; l/n FJR 17dec98 f/n LGW 07jan99; in white c/s with grey undersides; l/n THR mar01; leased from Zenit l/n FJR 25may01; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE turret removed by dec03; seen USH 10nov04 with additional 'Scientific Research Centre' titles; photo FJR 24oct05, showing titles scrubbed, l/n FJR 22feb06, reported as GST Aero; reportedly put into storage mar06; l/n Gostomel 09jun06; reported for Berkut registration without hyphen; flight PDV-ABB planned 22dec06 with EWZ call-sign; c/n checked on the pressure bulkhead of the cargo bay ASK 27jul07; l/n FJR 13feb08 c/n checked DXB 05may09; l/n FJR may12/jun16, stored
00234 35028	RF-86897 CCCP-86898 RA-86898	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	OVB d/d Spr	jan19 28jan82 04oct93	line # 26-06; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany 28may90; l/n Ivanovo-Severnoy 02sep97 based at Ivanovo-mar97; seen Orenburg-2 (Southwest) 29aug04; canx but date unknown; seen Chelyabinsk-Shagol sep08 l/n OVB 02oct21 l/n OVB 02oct21 line # 26-07; delivered to Tartu, later based at Ivanovo and Tver; f/n Grossenhain 02jul91; l/n Gross Dölln (Templin) 25aug93 based at Novgorod by mar97; l/n Orenburg-2 (Southwest) 30aug11

00234 35030	RF-86898 CCCP-86899 CCCP-86899	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Ukraine Air Force	PKV d/d OZH	feb18 27jan82 22mar97	in basic Aeroflot c/s with Russian flag on the fin, no titles; l/n OVB 17jul21 line # 26-08; delivered to Zaporozhye; f/n Finsterwalde 18jul91
00234 35034	CCCP-86900 86900 RA-86900	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s	d/d KLD KLD	12feb82 20aug95 30jun03	based at Zaporozhye mar97 operated by Khors Air; seen OZH 28apr99/26may02 wfu, in very faded Aeroflot c/s, no titles or flag; l/n OZH 08jul07; broken up after aug08 and before sep10 line # 26-09; delivered to Tartu; f/n AOC 10jul91; l/n KLD 07jul94 l/n KLD 25aug95; based at Tver by mar97 opb 196 vtap at Tver; seen KLD 20aug03, fresh from overhaul; named 'Tver' may03 after the main VTA base; l/n apr14, still with 'Aeroflot' titles and equipped with guns; probably wfu by 2012/13; l/n 2020, location withheld
00234 36038	RF-86900 CCCP-86901	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	ph. d/d	02sep21 08feb82	active after overhaul; named 'Tver'; destroyed on take-off from Dushanbe-Gissar Air Base 20oct23, the crew heard a bang during the take-off roll due to an exploding tyre, followed by a fire warning on the no.4 engine, power was lost and the aircraft pulled to the right and veered off the runway, coming to rest in a field, a fire erupted, consuming the aircraft, the crew was not injured line # 26-10; mfd reported as 22feb82 which is not in line with the d/d; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n KBL 08feb89; trf (on paper) to the AFL/Uzbekistan directorate 04jul89 for use in Afghanistan
00234 36043	RA-86901 RF-86901 CCCP-86902 RA-86902	II-76MD II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	KLD ph. d/d Kub	20aug95 02jan17 26feb82 01sep93	opb 196 vtap at Tver-Migalovo; offered for sale by the Russian privatisation agency dec07, but not sold; stored at KLD, seen may13; ferried to 123 ARZ for overhaul 08apr15; t/t 3,542 hours and 2,441 cycles by 20apr15 opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; opb 235 vtap at ULY from 01dec17; l/n LED 16jul23 line # 27-01; delivered to 1 ae 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n Zerbst 13mar91 opb 196 vtap at Tver-Migalovo; seen KLD 20aug03; stored at KLD, seen aug12/may13; t/t 2,840 hours and 1,934 cycles by 19aug15
00234 36048	RF-86902 CCCP-86903 UR-86903 UR-76382 RA-76382	II-76MD II-76MD II-76TD II-76TD	Russian Air Force Soviet AF/AFL c/s Atlant Atlant Atlant	KLD d/d no SHJ rgd	mar17 10mar83 no 29oct94 18feb95	opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; seen in water-bomber configuration Kubinka 05aug17; opb 235 vtap at ULY from 01dec17; l/n CKL oct22 line # 27-02; delivered to Zaporozhye; no reports converted to II-76TD in 1991 supplied to owner 21mar94 according to Russian canx register, see next line f/n SHJ 21feb95; seen SHJ 13apr95; in fleet list 29apr95; soc and canx 10oct95 as to Ukraine; d/d 04mar96 to Budapest; l/n BUD 15jun96 f/n BUD 16aug96; Zaporozhye based mar97; l/n BUD 02may00; named 'Saint George'; no titles by 19may00
00234 36050	HA-TCG HA-TCG	II-76TD II-76TD	Atlant Aerobatics Atlant Hungary	rgd BUD	30jul96 22may00	was not reported anywhere between nov01 and feb04; seen FJR 06jun07 and not reported again until, CIT 15feb10, fuselage only, tail and wings cut off; l/n CIT 20jan11; centre section of fuselage remains CIT (N42.362403 E69.499451) 19jun11/mar23; canx 22nov17 (CoFA expired 03mar06) line # 27-03; rgd 23nov83; delivered to Zaporozhye; f/n PRG 02jan89; based at Zaporozhye mar97; l/n Bila Tserkva 27feb01, engines, rudder and tailplane missing; broken up summer 2001
00234 36054	CCCP-86905 CCCP-86905	II-76MD II-76MD	Soviet AF/AFL c/s AFL/Uzbekistan-TAS	mfd trf	25mar82 04jul89	line # 27-04; opb 1 ae 196 vtap at Tartu; photo KBL 13feb89 trf for flights to Afghanistan after the withdrawal of the Soviet forces; opb svodny aviaotryad at TAS, flown by Aeroflot crews; dbr 12jun90 on a flight from Tashkent to Kabul when a "Stinger" SAM hit the forward fuselage on the left-hand side while the aircraft was at 7,700 metres altitude above Pagman pass (70 km from Kabul), causing engines No. 1 and 2 to fail and making a large hole in the fuselage, the aircraft force-landed wheels-up on the grass at Kabul 8 minutes after the hit, all 10 crew escaped; t/t 3,343 hours and 2,342 cycles
00234 36059	"30" red "30" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d	30dec83 08may95	line # 27-05; the first production A-50; late d/d due to the conversion; based initially at Siauliai and later at Beryozovka overhead Moscow; based at Beryozovka by mar97; later opb 2457 aviatsionnaya baza BP SRLDN at Ivanovo-Severnoy; seen Ivanovo-Severnoy 26may99/17aug05; repainted in white/light grey c/s with two thin blue cheatlines, no titles; f/n as such Alabino 24apr10; f/n with 'VVS Rossi' titles and Russian stars Ivanovo-Severnoy 03aug11; earmarked by the Russian MoD for conversion into an A-90 jamming aircraft with "Diskomfort" jamming complex 23sep10, but not yet handed over to TANTK im. Berieva by aug12; seen Taganrog-Yuzhny 19aug12; l/n Taganrog-Yuzhny apr19
00234 36064	CCCP-86906 RA-86906 RA-86906	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	f/f Spr CKL	23jul83 17aug93 26dec08	line # 27-06; II-76MD "Skalpel-MT" (izd. 576) medevac version; photo TAS 1984 in standard Aeroflot c/s; delivered to Chkalovski 15jan84; late d/d; rgd 30jun87; carried Red Cross on the fin instead of flag; based at Zaporozhye with 338 vtap in the late 1980s, operated flights to Kabul via Tashkent and transported troops back to hospitals in Moscow and Leningrad; f/n Sperenberg 25mar91 carried Red Cross on fin instead of flag; based at Chkalovski mar97; l/n CKL 14dec07 opb 8 adon at Chkalovski; in basic Rossiya c/s without titles; carried Red Cross on fin instead of flag and '223 LO' badge behind cockpit; seen ZRH 04apr17, now with Russian flag instead; rgd Red Cross on fin; l/n CKL dec22
00234 36065	CCCP-86907 RA-86907 RF-86907	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d KLD KLD	09apr82 05may94 27may17	line # 27-07; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n in former East Germany 16jan91 opb 196 vtap at Tver-Migalovo; seen KLD 22aug08; stored at KLD, seen apr14/aug15; t/t 2,367 hours and 1,692 cycles by 08oct15 opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; opb 235 vtap at ULY from 01dec17; l/n OVB may23
00234 37070	CCCP-86908 RA-86908 RF-86908	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d PKV OVB	17apr82 25oct94 11may18	line # 27-08; delivered to 1 ae 196 vtap at Tartu; f/n LED 12mar90 based at Pskov mar97; l/n Pskov feb11/jul11, wfu; flown to Staraya Russa end 2016 for overhaul in basic Aeroflot c/s, no titles; l/n Ivanovo-Severnoy oct21
00234 37076	CCCP-86909 UR-86909 RA-76383	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Atlant Atlant	d/d no rgd	22apr82 no 18feb95	line # 27-09; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany 03jun91 possibly became UR-76383; supplied to owner 21mar94 according to Russian canx register, see next line f/n SHJ 21feb95; retains tail turret; seen MSE 13jul95; in fleet list 29apr95; soc and canx 10oct95 as to Ukraine; l/n SHJ apr96
00234 37077	9L-LBK EP-TQC EP-ALB T9-CAA T9-QAA T9-CAC	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Atlant logo, n/t Qeshm Air Atlas Air Phoenix Phoenix Phoenix	SHJ SHJ FJR rgd rgd rgd	03oct96 10nov97 10feb98 01nov98 29dec98 29dec98	in basic Aeroflot c/s; operator reported as Air Sultan; logo painted out by 18jan97; seen SHJ 09may97; in white/grey c/s with thin black cheatline by oct97 in white/grey c/s with thin black cheatline; l/n FJR 13jan98 in white/grey c/s with thin black cheatline and red titles; l/n RKT 15dec98; see rgd next line see l/n date previous line; f/n SHJ jan99 reported seen jan99, but not taken up; see rgd next line f/n SHJ 03feb99; in white/grey c/s with thin black cheatline, blue engines; l/n SHJ 07oct00; the reason behind the Bosnia-Herzegovina registration was that it was jointly operated with Bio Air Company in white/grey c/s with thin black cheatline, blue engines; l/n SHJ 26may01 confirmed ex T9-CAC and c/n checked; in white/grey c/s with thin black cheatline, blue engines; seen FJR nov03/feb06 derelict in pieces by 27oct06, l/n as such 03dec06; canx from register before jan07; broken up 2007
00234 37084	CCCP-86910 RA-86910 RA-86910 5A-DNC 5A-DNC	II-76MD II-76MD II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Jamahiria AT Libyan Arab	d/d KLD PKV d/d SXF	20apr82 05may94 1jan08 02dec82 11jul84	line # 27-10; delivered to 3 ae 196 vtap at Tartu; f/n in (former) East Germany 17aug90; l/n Sperenberg 23jan93 based at Tver mar97; l/n Seshcha 09sep06 in basic Aeroflot c/s, no titles; l/n PKV 17jun16 line # 28-01 and PRG 03mar86 in all-white c/s; photo ATH 17jan91 in full Libyan Arab gold c/s; believed wfu with registration/titles and tail logo removed at TIP 31oct07/31oct09
00234 37086	5A-DNB 5A-DNB	II-76TD II-76TD	Jamahiria AT Libyan Arab	d/d BKA	06oct82 15mar90	line # 28-02; f/n PRG 03mar86 and TIP jun99; l/n TIP apr01; in Libyan Arab gold c/s; seen wfu with registration/titles and tail logo removed TIP 31oct07/31oct09
00234 37090	CCCP-76464 RA-76464 RA-76464 RA-76464 RA-76464 RA-76464 RA-76464 RA-76464	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Krasnoyarsk-KJA Aeroflot KrasAir Fime Air Cargo S Aeroflot KrasAir Aeroflot c/s, n/t KrasAir	mfd LUX trf LUX LUX SVO DME KJA	17may82 27mar93 05apr94 23sep94 02may95 16jul95 09aug00 03jun01	line # 28-03; d/d 17may82; toc 21jun82; rgd 28jul82; f/n TAS 24apr89 operated by Atlant-Soyuz mar99; l/n DME 22jul00
00234 37093	EX-86911 JY-JIA	II-76TD II-76TD	Botir Avia Jord.Int.Air Cargo	SAW rgd	05apr05 20apr05	Ist Atlant-Soyuz 08oct03/30oct04; current in fleet list 19nov06; for sale on web mar07 for \$1,000,000, t/t 19,518 hours, seen KJA aug07/oct09, stored to Phoenix Avia; f/n IEV 08jan10 in Aeroflot c/s, titles partly covered by snow; l/n SHJ 25jan10, still wearing KrasAir titles
00234 38099	3X-GGU CCCP-86912	II-76TD II-76MD	ex-JIAC c/s Soviet AF/AFL c/s	Mkk TAS	23feb14 15sep87	still in Aeroflot c/s with Russian flag on the tail and RA- prefix under the wings; using Rayyan, Pakistan call-signs, DXB 16mar10; photo KDH 05aug10, now without Russian flag on the tail; l/n SHJ 12jan12; canx 08may12 opb Silkline KWN-KWI this date; c/n confirmed by Ilyushin; in basic ex Aeroflot c/s, white tail; f/n SHJ 08jul12; l/n ALA 09jun13 in white c/s with grey undersides; no dash in the registration c/n confirmed by ilyushin.org; f/n MSQ 05aug14, in white c/s with grey undersides and titles; l/n ADA 06dec22
00234 38101	CCCP-76465 EX-86911 3X-GGU CCCP-86912	II-76TD II-76TD II-76TD II-76MD	AFL/Krasnoyarsk-KJA Botir Avia ex-JIAC c/s Soviet AF/AFL c/s	mfd SAW Mkk TAS	10jun82 05apr05 23feb14 15sep87	line # 28-04; d/d 21may82; delivered to Zaporozhye; rgd 14dec88; f/n DME 18may91; Zaporozhye based mar97; l/n Bila Tserkva 25apr99 with green cheatline, no titles but small 'Botir Avia' badge; canx 20mar06; see next line c/n confirmed by Jordanian CAA; registered to Botir Avia (Bishkek); operated for Jordanian Air Force; f/n ADJ 19apr05, with Jordanian flag on tail; seen ADJ 21apr11; l/n Mykolayiv 28sep11 still with green cheatline; l/n Mykolayiv-Kulbakino jul19; see II-18 c/n 182004801 line # 28-05, which is confirmed in official line-number list as an instructional airframe mar97; c/n only mentioned in a 1986 technical operations manual about the II-76; seen Balashov, in the flying Academy (N51.531808 E43.185605) 20aug06/aug12; still visible on GE in 2018 line # 28-06; d/d 10jun82; toc 07jul82; rgd 13aug82; f/n DME 01feb84

	RA-76465 RA-76465	II-76TD II-76TD	Aeroflot KrasAir	BAK trf	09sep92 05apr94	f/n FJR 29nov95; with grey tail; seen KJA 04jul03 engineless; offered for sale mar07 with t/t 19,079 hours, for \$ 700,000; l/n KJA aug07/jan12, stored
00234 38108	CCCP-86913	II-76MD	Soviet AF/AFL c/s	mfd	28jun82	line # 28-07; d/d 28jun82 to Kryvy Rih; f/n TAS 15sep87; rgd 24mar89; trf (on paper) to AFL/Uzbekistan 04jul89 for use in Afghanistan; based at Ivanovo mar97; seen Ivanovo-Severnly 30mar02 wfu, parked on the grass; seemed to have been preserved in the museum of 610 TsBPIPLS VTA at Ivanovo (N57.045075 E40.995000) seen aug03/aug15; offered for sale by Russian privatisation agency 04jul06 with t/t 3,384 hours
00234 38111	CCCP-86914	II-76MD	Soviet AF/AFL c/s	d/d	15jun82	line # 28-08; delivered to Kryvy Rih; rgd 24mar89; Kryvy Rih based according to document mar97; seen Bila Tserkva sep96/jun13, (N49.810707 E30.042692) stored and missing many parts; l/n dec13, just the fuselage remained; no longer visible on GE 2014
00234 38116	CCCP-86915	II-76MD	Soviet AF/AFL c/s	mfd	05jul82	line # 28-09; d/d 05jul82 to Kryvy Rih; rgd 24mar89; trf on paper to the AFL/Uzbekistan directorate 04jul89 for use in Afghanistan; f/n KBL 24mar89; l/n SVO 18may91, with chaff dispensers
00234 38120	86915 CCCP-86916 UR-86916 EX-86916	II-76MD II-76MD II-76MD II-76TD	Ukraine AF, n/t Soviet AF/AFL c/s Liana Botir Avia	Krv d/d Blt OST	05jul96 13jul82 11sep96 25feb01	Kryvy Rih based mar97; l/n Kryvy Rih 26apr99; reported broken up jun99 line # 28-10; delivered to Kryvy Rih; rgd 24mar89; f/n Brandis 07jun91 based at Kryvy Rih mar97, operated by Lana; l/n Bila Tserkva 25apr99 named 'Camilla'; t/t 2,273 hours 36 minutes and 1,533 cycles as of 11oct01; arrived FJR 08oct02, and parked since that time; still current in fleet list dec05; repainted all-white without titles by mar09, l/n FJR jan11/sep22, stored; scrapped 2022
00234 38122	CCCP-86917 EX-86917 ST-EWB	II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Botir Avia East West Cargo	d/d SHJ SHJ	26aug82 05may01 27sep04	line # 29-01; delivered to Kryvy Rih; f/n BOJ 15jul90; l/n Bila Tserkva sep96/jun99 stored; based at Kryvy Rih mar97 l/n SHJ 18apr04; only has a BA logo; named 'Medina' c/n confirmed by Sudanese CAA; l/n SHJ 27jan05; w/o 03feb05 on a flight from Sharjah to Nyala (carrying 46 tons of humanitarian aid for refugees in the war-torn Sudanese province of Darfur) when reported problems with the fuel system and the pilot was advised to make an emergency landing at Aad Babaker (about 15 km west of Khartoum), but the aircraft did not make it and crashed in the desert near Khartoum and broke up
00234 38127	CCCP-86918 86918 UR-76318	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Ukraine AF, n/t	d/d Krv Mtp	13aug82 05jul96 22mar97	line # 29-02; delivered to Kryvy Rih; rgd 24mar89; f/n in the Baltics nov91 registration was faded; Kryvy Rih based, operated by Atlant mar97; not in 1998 fleet list; seen Melitopol 06may98; l/n Melitopol 29apr99; reported broken up 1999
00234 38129	CCCP-86919 UR-76319 EX-86919 ST-EWC ST-EWC	II-76MD II-76MD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atlant Botir Avia East West Cargo Air West Cargo	d/d Blt SHJ SHJ FRA	27aug82 11sep96 05aug02 02nov03 27mar05	line # 29-03; delivered to Kryvy Rih; rgd 24mar89; f/n TAS 15sep89 based at Kryvy Rih mar97, operated by Atlant; l/n Bila Tserkva 14jun99; not in 1998 fleet list l/n SHJ 25sep03; canx 22sep03 l/n SHJ 16mar05 current on register jan07; l/n KRT jan08/mar10 wfu and missing engines; not visible on GE sep13 and probably broken up
00234 39133	CCCP-86927 CCCP-76781 RA-76781	II-76TD II-76TD II-76TD	KGB/Aeroflot c/s KGB/Aeroflot c/s FSB/Aeroflot c/s	mfd rgd	15aug82 04feb88 16mar92	line # 29-04; rgd 26aug82; d/d to Sheremetyevo 28aug82; f/n SVO 30may83; based at Sheremetyevo in 1982/1987; canx 04feb88 f/n SVO 22jul88; l/n SVO 11sep92 at Damgarten; based at Sheremetyevo by mar97, later opb 1 ottap at Yoshkar-Ola-Danilovo; l/n BKA 19aug99; wfu and canx, but date unknown; seen in bare metal c/s without engines in the BASCO rework plant at BKA (N55.617558 E38.073437) jun00/aug11, identified by the line number; very derelict by apr12 and fuselage forward of wings cut off by jun12
00234 39140	5A-DNA 5A-DNA	II-76TD II-76TD	Jamahiria AT Libyan Arab Cargo	d/d BKA	30sep82 25sep91	line # 29-05; f/n PRG 28jan83; l/n MAO 21apr83 impounded at Bykovo 1991/may00 due to United Nations embargo; in non-flying condition after ban was lifted, seen in bare metal undergoing refurbishment jun00/jul04 with the line number painted on
00234 39141	5A-DNA 5A-DNT 5A-DNT 5A-DNT	II-76TD II-76TD II-76TD II-76TD	Buraq Air Transp. Jamahiria AT Libyan Arab Libyan Arab Cargo	BRQ d/d FRA BKA	25sep04 01jan83 1987 20jul91	c/n not checked !; reported burnt out TIP 17mar11 line # 29-06; f/n PRG 18sep83 in all-white c/s with titles and small black tail logo; l/n MLA 24aug89 and 25sep91; with small orange/green tail logo, by apr92; l/n TIP 07nov05; stored, registration removed before TIP 31oct07; l/n TIP 07oct09, registration still visible on top of wing
00234 39145	5A-DNS 5A-DNS 5A-DNS	II-76TD II-76TD II-76TD	Jamahiria AT Libyan Arab Jamahirian AT	d/d PRG STR	15jan83 1984 02nov90	line # 29-07; f/n MAO 08may83 l/n MXP 15jan85 in all-white c/s with titles as such; l/n active LBG 14jun91; sat wfu at TIP, seen feb00/oct09; registration removed before 31oct07, but still recognisable by oct09; l/n TIP jun13, as such
00234 40152	CCCP-86920 86920 UR-86920	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Lana Atlant Lana	d/d Mtp Mtp Mtp	06sep82 22mar97 25aug97 06may98	line # 29-08; delivered to Kryvy Rih; f/n KBL 13feb89; rgd 24mar89 unsure if it carried a prefix; based at Kryvy Rih mar97, operated by Lana also still carries 'Lana' titles, see next remark ! l/n Melitopol 29apr99 as such; l/n Melitopol may07, titles not reported; broken up 2007
00234 40153	CCCP-76466	II-76TD	AFL/Ulyanovsk HFS	mfd	08sep82	line # 29-09; toc 22sep82; rgd 10oct82; opb Ulyanovsk Tsentr GA SEV; f/n VKO 14sep86; w/o 20oct89 on a training flight from Ulyanovsk to Leninakan with 37 tonnes of humanitarian aid for the victims of the Leninakan earthquake on board when the crew fed a wrong air pressure into the altimeter (distorting the displayed height by 1,100 metres) so that the aircraft crashed on approach to Leninakan at a speed of 440 km/h, all 10 crew and 5 passengers killed; t/t 2,053 hours 49 minutes and 2,193 cycles; soc 19feb90; canx 01mar90
00234 40157	CCCP-76467 RA-76467	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al	d/d LUX	17sep82 26nov92	line # 29-10; toc 05oct82; f/n FRA 09oct82; rgd 15oct82; l/n SVO 11sep92 l/n SVO mar02/jan04 minus three engines; soc 27nov03 as life-time expired; canx 04mar04; broken up
00234 40161	CCCP-86921 UR-86921 RA-76849	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Hoseba Aviast	d/d ZIA VKO	05jan83 24aug95 06aug99	line # 30-01; delivered to Zaporozhye; f/n Merseburg 17jul91 l/n ZIA 23aug97: logo only behind cockpit, no titles; based at Zaporozhye mar97, operated by Hoseba tail turret removed; CoFR renewal 10jan00; current in fleet list dec05; stored Bykovo (N55.615321 E38.051497), seen aug04/oct11; still current on Russian register nov09; seen very derelict by apr12/oct12; completely scrapped by 26sep13
00234 40168	CCCP-86922 86922	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	29oct82 22mar97	line # 30-02; delivered to Zaporozhye; no reports based at Zaporozhye mar97, operated by Hoseba; in faded Aeroflot c/s, no titles or flag; l/n OZH 28apr99/jul07, wfu; broken up after aug08 and before sep10
00234 41169	CCCP-86923 86923	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	21oct82 22mar97	line # 30-03; delivered to Zaporozhye; no reports based at Zaporozhye mar97; seen OZH 18may98 wfu; in basic Aeroflot c/s, no titles or flag, without registration but '86923' on engine covers; l/n OZH 08jul07, with CCCP- prefix bleeding through; broken up after aug08 and before sep10
00234 41174	CCCP-86924 UR-86924 UR-86924	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s United Nations ex UN c/s, n/t	d/d ZAG OST	05jan83 03feb94 16sep96	line # 30-04; rgd 23nov83; delivered to Zaporozhye; f/n Merseburg 17jul91 in all-white c/s with titles and large 'UN' on the tail; leased from Air Service; l/n ZAG 08jun95 based at Zaporozhye mar97, operated by Air Service; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,705 hours and 2,000 cycles; seen Melitopol 06aug09/14may13, still in ex UN colours, missing an engine, wfu; reported broken up in 2018
00234 41180	CCCP-76530 RA-76530 RF-76530	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Ors ph.	30oct82 21apr97 17jun17	line # 30-05; delivered to Zaporozhye, later Ukurei based; no reports based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04 still with old flag! at Pogonovo, in basic Aeroflot c/s, no titles; in water bomber configuration this date; l/n over Moscow 06may21
00234 41181	CCCP-76531 76531	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OZH	30nov82 06jul96	line # 30-06; delivered to Zaporozhye; no reports based at Zaporozhye mar97, operated by Khors Air; in basic Aeroflot c/s, no titles; l/n OZH 08jul07; broken up after aug08 and before sep10
00234 41186	CCCP-76499 RA-76499 RA-76499	II-76TD II-76TD II-76TD	MOM NPO "Energiya" RKK "Energiya" Kosmos	mfd VKO trf	oct82 28aug93 20jul95	line # 30-07; d/d 05nov82; rgd 12dec82; in full Aeroflot c/s including titles; f/n VKO 23apr89; seen with additional large 'UN-WFP' titles SVO 07jul92; l/n 15may93 reported for Korsar; in basic Aeroflot c/s, no titles; l/n PRG 18nov94 owned by RKK "Energiya", based at VKO; in white/light grey c/s with blue/white/red cheatline and blue fin, with titles; f/n VKO 11mar96; opb Aeronet during 2002; l/n VKO 01oct02; soc and canx 17apr03 as to Kazakhstan
	UN-76499 UN-76499	II-76TD II-76TD	no titles Euro-Asia Air	SHJ DXB	may03 23sep03	c/n not checked; in white/light grey c/s with ex-Kosmos cheatline and blue fin in white/light grey c/s with ex-Kosmos cheatline and blue fin, titles carried on the left side only; l/n VKO 21aug05
	UN-76499	II-76TD	ATMA	KBL	09feb06	In an official document dec05 as opb ATMA; in white/light grey c/s with ex-Kosmos cheatline and white fin, no titles; l/n MSQ 08aug06
	UN-76499	II-76TD	Air Almaty	FJR	03dec06	In white/light grey c/s with ex-Kosmos cheatline and white fin, with titles; already reported in an Air Almaty fleet list 30aug06; l/n SHJ 19aug07
	UN-76499	II-76TD	ATMA	DXB	12nov07	In white/light grey c/s with ex-Kosmos cheatline and white fin, with 'Atma' titles; l/n operational DXB 14nov09; seen FJR jan11/jun16, stored; offered for sale on the internet may15; l/n FJR 14jan18/sep22; see next line
00234 41189	UP-17632 YI-ALQ CCCP-76823 RA-76823 RA-76823 RA-76823 EX-123 UP-17630 4L-MGC no reg EX-123	II-76TD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Asia Wing IRAF/Iraqi Aw c/s LII Zhukovski Elf Air Airstars Grizodubova AvCo ex-Aeroflot c/s SkyLink Arabia SkyLink Arabia no titles	rgd d/d rgd rgd rgd rgd FRU FRU	unknown 04dec82 12mar92 11oct92 25may01 09dec03 25jul08 24dec08 13mar10 22oct13 14dec23	c/n confirmed; already current on register by late 2011, see previous line; not taken up line # 30-08; f/n CHR jun83 and MUC 11aug83; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n OST 09jun86; returned to Soviet Union prior to jan91 in Aeroflot c/s, small titles only; f/n AMS 14jul93; converted to real II-76TD by ARZ-123 in 1998; l/n SHJ 16nov00 f/n SXF 26jun01; in basic ex Aeroflot c/s, white tail with titles; l/n DME 28aug03 f/n DME 26apr04; seen DME 05jul06 named 'Kreml'; in fleet list 30dec06; l/n ZIA 26aug07 with small blue badge on tail, no titles; l/n RKT 15sep08; small badge no longer on tail RKT oct08 l/n RKT 25feb10 l/n DXB 30oct10, previous registrations RA-76823 and UP-17630 both visible under paint; canx late 2010/early 2011, operator reported as Sun Way; seen FJR 06sep11 in basic ex Aeroflot c/s, white tail and without registration; l/n FRU 10jul19/01oct20, stored in basic ex Aeroflot c/s, white tail; registration very clear on the rear fuselage, suggesting either a sticker has been removed or the registration has been re-applied
00234 41195	CCCP-76468 RA-76468	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al	mfd LUX	27oct82 01dec92	line # 30-09; d/d 25nov82; rgd 20dec82; on charge as of 01jan83; f/n ZRH 20feb83; l/n BKA 10sep92 with grey tail; seen SVO sep03/jan04 stored; soc 27nov03 as life-time expired; canx 04mar04; broken up

00234 41200	YI-ALR	II-76MD	IrAF/Iraqi Aw c/s	mfd	01dec82	line # 30-10; d/d 04dec82; in white c/s with grey undersides and engines, with 'Iraqi Airways' titles plus a logo on the fin; f/n STN 20jan83; l/n LHR 25jan86; returned to the Soviet Union prior to jan91
	CCCP-76821	II-76TD	MAP Tashkent APO	rgd	22apr91	tail turret removed; in Aeroflot c/s; f/n DME 17feb92
	UK-76821	II-76TD	TAS A/c Prod Corp	SHJ	11nov95	in white c/s with double red cheatline and light blue undersides and engines, with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; based at Tashkent by mar97; l/n OSR 28dec98
	UK-76821	II-76TD	Airstars	DME	01jun01	in basic Tashkent Aircraft Production Corporation c/s with own titles plus a logo on the fin; according to the Russian register feb01 leased by the TAPC to Abakan Avia 07sep00/31dec01; l/n DME 08oct02
	UK-76821	II-76TD	TAS A/c Prod Corp	Tac	24may04	in full c/s with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; l/n SHJ 20dec04; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; current in fleet list nov06, see below
	4K-AZ62	II-76TD	Silk Way Airlines	KNR	02dec06	already in fleet list 30oct06; in basic TAPC c/s with 'Silk Way' titles; f/n KNR 02dec06; l/n GYD 07aug07; no longer in fleet list 18jan08
	UK-76821	II-76TD	TAS A/c Prod Corp	DEL	13dec07	in full c/s with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; current on register dec10; stored at Tashkent-Tuzel following the closure of the factory
	UK-76821	II-76TD	Uzbekistan Airways	rgd	24mar15	still in full TAPC c/s including titles; sat wfu at Tashkent-Tuzel, seen may15/may21; offered for sale jan16/may22; still current on register 27aug19; to be scrapped if not sold by 01jul22; still present Tashkent-Tuzel 18aug23
00234 41201	CCCP-76532	II-76MD	Soviet AF/AFL c/s	d/d	29sep82	line # 31-01; delivered to Zaporozhye; f/n EVN dec88
	UR-76532	II-76MD	all-white c/s, n/t	SJJ	19apr94	
	UR-76532	II-76MD	Sipan	BEY	30aug95	with blue cheatline and emblem on tail, titles in Armenian script
	UR-76532	II-76MD	Hoseba	MSE	02feb96	based at Zaporozhye mar97, operated by Hoseba; l/n OZH 07may97, titles not reported
	UR-76532	II-76MD	Ukraine Air Force	OZH	26aug97	in basic ex Aeroflot c/s, no titles; seen OZH 28apr99; l/n OZH 08jul07, wfu; broken up after aug08 and before sep10
00234 42205	CCCP-76533	II-76MD	Soviet AF/AFL c/s	d/d	28dec82	line # 31-02; rgd 23nov83; delivered to Zaporozhye; f/n Zerbst 02dec90
	RA-76533	II-76MD	Russian AF/AFL c/s	Iva	24aug95	based at Ivanovo mar97; at Orenburg-2 (Southwest) 27aug03; canx but date unknown; l/n CKL 05feb09, flying
	RA-76533	II-76MD	Russian Air Force	ABA	may14	in basic Aeroflot c/s, no titles
	RF-76533	II-76MD	Russian Air Force	ph.	aug14	in basic Aeroflot c/s, no titles; l/n OVB 13oct17
00234 42210	CCCP-76534	II-76MD	Soviet AF/AFL c/s	d/d	29dec82	line # 31-03; rgd 23nov83; delivered to Zaporozhye; f/n LED 04sep88
	UR-76534	II-76MD	Hoseba	ADB	04jul94	in basic ex Aeroflot c/s, no flag and small badge behind the cockpit; l/n Gostomel 22sep94
	UR-76534	II-76MD	United Nations	ZAG	15dec94	l/n LAD 01apr96; small 'Hoseba' titles and logo behind cockpit
	UR-76534	II-76MD	Hoseba	OZH	06jul96	l/n OZH 22mar97; based at Zaporozhye mar97, operated by Hoseba
	UR-76534	II-76MD	Ukraine Air Force	OZH	28apr99	in basic ex Aeroflot c/s, no titles; with both UR- prefix and CCCP- prefix visible; broken up after aug08 and before sep10
00234 42213	CCCP-76535	II-76MD	Soviet AF/AFL c/s	d/d	30dec82	line # 31-04; delivered to Zaporozhye; rgd 14dec88; f/n Altenburg 16jul91
	UR-76535	II-76MD	ZIA	Oem	may94	
	UR-76535	II-76MD	Hoseba	Kub	08may95	based at Zaporozhye mar97, operated by Hoseba; l/n OZH 07may97, titles not reported
	UR-76535	II-76MD	Ukraine Air Force	OZH	26aug97	in basic ex Aeroflot c/s, no titles; l/n OZH 08jul07 wfu, CCCP- prefix visible; broken up after aug08 and before sep10
00234 42218	CCCP-76498	II-76TD	MAP Tashkent APO	mfd	30dec82	line # 31-05; d/d 30dec82 to Sheremetyevo; rgd 01feb83 f/n DME 14sep87 in Aeroflot c/s; l/n SVO 11sep92
	RA-76498	II-76TD	Aeroflot	AMS	29oct92	trf 27aug93; l/n SVO 21may96
	RA-76498	II-76TD	Moscow Airways	BKA	04jul93	
	RA-76498	II-76TD	ex Moscow Aw c/s	SVO	14apr97	no titles, operated for Continental Airways; last CofR renewal 28mar97
	RA-76498	II-76TD	Continental Aw	VKO	24aug97	still in ex-Moscow Airways c/s; soc and canx 03nov97 as to United Arab Emirates; l/n SHJ 17nov97
	EP-ALC	II-76TD	Atlas Air	SHJ	may98	in ex-Moscow Airways c/s; l/n SHJ 22nov98
	ST-AQA	II-76TD	ex Moscow Aw c/s	SHJ	27nov98	l/n SHJ 15dec98; 'EP-ALC' and 'ST-AQA' on cockpit panels
	ST-AQA	II-76TD	Phoenix	OST	23jan99	in ex-Moscow Airways c/s; had additional 'Trans Attico' titles ATH feb99/SHJ mar00 but subsequently removed; l/n FJR 25may01
	UN-76002	II-76TD	all-white c/s, n/t	VIE	13dec01	l/n FJR 29dec01
	UN-76002	II-76TD	GST Aero	SHJ	21aug02	l/n FJR 15may05
	ER-IBC (2)	II-76TD	Tiramavia	rgd	01mar06	see c/n 0083489863; f/n FJR 08may06; l/n SHJ 31aug06
	ER-IBC (2)	II-76TD	all-white c/s, n/t	BEN	11jan07	l/n SHJ 26mar07; blue engines; canx 09nov07 to Kazakhstan
	UN-76033	II-76TD	all-white c/s, n/t	FJR	08jan08	l/n FJR 13feb08; blue engines
	UP-17624	II-76TD	East Wing	PDV	27sep08	in white c/s with grey undersides and with titles; l/n FJR feb12/sep22, stored; c/n obtained from CofA
00234 42221	CCCP-76536	II-76MD	Soviet AF/AFL c/s	d/d	24jan83	line # 31-06; delivered to Zaporozhye; f/n in East Germany before 1990
	CCCP-76536	II-76MD	Ukraine Air Force	OZH	26aug97	l/n OZH 29apr99; based at Zaporozhye mar97, operated by Khors Air; in basic ex Aeroflot c/s, no titles or flag; l/n OZH 08jul07/06aug08 wfu; broken up before sep10
00334 42225	CCCP-76537	II-76MD	Soviet AF/AFL c/s	mfd	25jan83	line # 31-07; rgd 12feb85; delivered to Zaporozhye; f/n in East Germany before 1990
	UR-76537	II-76MD	United Nations	SJJ	apr94	in all-white c/s with titles and large 'UN' on the tail; leased from Air Service; l/n KTM 20dec95
	UR-76537	II-76MD	ex UN c/s, n/t	OST	21jan96	opb Air Service; based at Zaporozhye mar97; seen Melitopol 29apr99 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,933 hours; l/n Melitopol may07
00234 42231	CCCP-76538	II-76MD	Soviet AF/AFL c/s	d/d	31jan83	line # 31-08; rgd 12feb85; delivered to Zaporozhye; later based at Ukurei; f/n Tashkent-Tuzel apr90
	RA-76538	II-76MD	Russian AF/AFL c/s	Ors	21apr97	based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; underwent overhaul until 2006
	RA-76538	II-76MD	Russian Air Force	PKV	22dec06	in basic Aeroflot c/s, no titles; h/o to 334 vtap at Pskov nov06 and named 'Pskov' 22dec06; l/n over Moscow 03may14; seen PKV 31may14, with Russian stars on tail; l/n PKV 19apr16; seen Ivanovo-Severnny 2021 now in standard c/s with Russian flag on tail still named 'Pskov'
00334 42234	CCCP-76539	II-76MD	Soviet AF/AFL c/s	mfd	31jan83	line # 31-09; d/d 31jan83 to Zaporozhye; rgd 23nov83; f/n GVA 17dec88
	UR-76539	II-76MD	not reported	KRR	19sep94	probably Ukrainian Air Force
	UR-76539	II-76MD	Hoseba	LUX	24may95	manned by a crew from 338 vtap at Zaporozhye; w/o 06jun96 on a flight from Kinshasa to Athens when the crew taxied backwards by using the thrust reversers and forgot to extend the flaps before take-off, the aircraft failed to lift off, veered off the runway with the nose gear up in the air, ran over rough ground, ended up in a hollow, turned over, broke up and caught fire, all 7 crew and 3 passengers killed; t/t 2,134 hours and 1,358 cycles
00334 42238	CCCP-76540	II-76MD	Soviet AF/AFL c/s	mfd	18feb83	line # 31-10; rgd 23nov83; delivered to Zaporozhye 19feb83; f/n FRA 17dec88
	CCCP-76540	II-76MD	Ukraine Air Force	OZH	06may98	based at Zaporozhye mar97; in basic Aeroflot c/s, no titles or flag; seen OZH 28apr99, wfu; canx but date unknown; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,519 hours; l/n OZH 06aug08, as such; broken up before sep10
00334 42241	CCCP-76541	II-76MD	Soviet AF/AFL c/s	mfd	28feb83	line # 32-01; rgd 23nov83; delivered to Zaporozhye; f/n Sperenberg 11jun91
	UR-76541	II-76MD	United Nations	ZAG	feb94	l/n ZAG mid-1995
	UR-76541	II-76MD	ex UN c/s, n/t	OZH	22mar97	based at Zaporozhye, operated by Aviaservice mar97; l/n OZH 06may98 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,989 hours; l/n Melitopol may07, titles not reported
00334 42247	YI-ALS	II-76MD	IrAF/Iraqi Aw c/s	d/d	02feb83	line # 32-02; f/n CHR 16may83; in full Iraqi Airways green c/s; l/n LHR 10may86; returned to Soviet Union prior to jan91
	CCCP-78738	II-76TD	LII Zhukovskii	rgd	29mar91	f/n BKA 25sep91 in Aeroflot c/s; still CCCP- 06jul93
	RA-78738	II-76TD	Aeroflot	SVO	24feb94	reported for Volare
	RA-78738	II-76TD	Aeroflot c/s, n/t	DME	18aug97	reported for Gromov Air; stored at Zhukovskii (N55.570900 E38.140288), seen aug11/aug19
00334 43249	CCCP-76542	II-76MD	Soviet AF/AFL c/s	d/d	28feb83	line # 32-03; rgd 23nov83; delivered to Zaporozhye; f/n in East Germany before 1990
	RA-76542	II-76MD	Russian AF/AFL c/s	PKV	05aug96	based at Pskov mar97; canx but date unknown; l/n PKV jul11/jan14, stored in very faded colours
	RF-76542	II-76MD	Russian Air Force	PKV	may18	in basic Aeroflot c/s, no titles; l/n OVB 01aug20
00334 43255	CCCP-76543	II-76MD	Soviet AF/AFL c/s	mfd	31mar83	line # 32-04; rgd 12feb85; delivered to Zaporozhye; f/n Gross Dölln 21may91
	UR-76395	II-76MD	Khors Air	STN	24oct93	based at Zaporozhye mar97, in basic ex Aeroflot c/s with tail logo; operated by Khors Air; seen OZH 18may98; not in 1998 fleet list; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,744 hours
	UR-76395	II-76MD	Ukraine Air Force	OZH	28may02	wfu, in basic Aeroflot c/s with ex-Khors Air tail logo; no titles, CCCP- prefix bleeding through; l/n OZH 08jul07, broken up after aug08 and before sep10
00334 43258	"46" red (2)	A-50	Soviet AF/PVO	d/d	28feb89	line # 32-05; delivered to Siauliai; late delivery due to tests ?; see c/n 0053451498
	"46" red (2)	A-50	Russian Air Force	Kin	16apr97	based at Ukurei mar97; seen Ivanovo-Severnny may99/jun00 and Staraya Russa aug03/oct10
00334 43262	CCCP-76544	II-76MD	Soviet AF/AFL c/s	d/d	10mar83	line # 32-06; delivered to 3 ae 196 vtap at Tartu; rgd only 01dec99; f/n Zerbst 25nov90
	RA-76544	II-76MD	Russian AF/AFL c/s	KLD	05may94	opb 196 vtap at Tver-Migalovo by mar97; offered for sale in 1998; but was not sold; seen KLD 22aug02; l/n operational Byelaya 21aug11; stored at KLD, seen jul12/aug15
00334 43266	RF-76544	II-76MD	Russian Air Force	KLD	12aug17	in basic Aeroflot c/s, no titles; l/n 25nov20
	CCCP-76545	II-76MD	Soviet AF/AFL c/s	d/d	31mar83	line # 32-07; delivered to 3 ae 196 vtap at Tartu; rgd only 01dec89; f/n in former East Germany 29nov90
	RA-76545	II-76MD	Russian AF/AFL c/s	KLD	05may94	opb 196 vtap at Tver-Migalovo; offered for sale by the Russian privatisation agency dec07, but was not sold; seen KLD 22aug08; canx but date unknown; stored at KLD, seen apr15
	RF-76545	II-76MD	Russian Air Force	KLD	dec17	in basic Aeroflot c/s, no titles
	RF-76545	II-76MD-M	Russian Air Force	ZIA	14oct20	now without guns and turret; in basic Aeroflot c/s, no titles; l/n ZIA 23dec20
00334 43272	CCCP-76546	II-76MD	Soviet AF/AFL c/s	d/d	26mar83	line # 32-08; delivered to Tartu; f/n in (former) East Germany 27nov90
	RA-76546	II-76MD	Russian AF/AFL c/s	KLD	20aug95	based at Tver mar97; l/n KLD 18jul12
	RF-76546	II-76MD	Russian Air Force	jan15		in basic Aeroflot c/s, no titles, equipped with guns; l/n SVX 22aug21
00334 43273	CCCP-76547	II-76MD	Soviet AF/AFL c/s	d/d	30mar83	line # 32-09; delivered to 3 ae 196 vtap at Tartu; f/n KOQ 26jan91; l/n Mahlwinkel 17dec92
	RA-76547	II-76MD	Russian AF/AFL c/s	KLD	05may94	based at Tver mar97; seen CKL 16aug08; l/n 21may12 with Aeroflot titles, location unknown
	RA-76547	II-76MD	Russian Air Force	ZIA	10aug12	in basic Aeroflot c/s, no titles; l/n KLD 19jan19
00334 43278	CCCP-76548	II-76MD	Soviet AF/AFL c/s	d/d	27apr83	line # 32-10; delivered to 3 ae 196 vtap at Tartu; f/n KOQ 16jan91
	RA-76548	II-76MD	Russian AF/AFL c/s	KLD	05may94	based at Tver mar97; l/n KLD aug12/jun16, stored
	RF-76548	II-76MD	Russian Air Force	KLD	12aug17	in basic Aeroflot c/s, no titles; received substantial damage to its rear fuselage and loading ramp when a snow removal vehicle hit it at Vladivostok on 07dec21
00334 44283	CCCP-76549	II-76MD	Soviet AF/AFL c/s	d/d	16apr83	line # 33-01; delivered to Tartu; f/n Merseburg 07jun91
	RA-76549	II-76MD	Russian AF/AFL c/s	KLD	05may94	Tver based mar97; l/n KLD 2012 still with Aeroflot titles
	RA-76549	II-76MD	Russian Air Force	CKL	27feb14	in basic Aeroflot c/s, no titles and equipped with guns; l/n Ivanovo-Severnny jun16
	RF-76549	II-76MD	Russian Air Force	Kub	aug16	in basic Aeroflot c/s, no titles; l/n OVB 10jul21
00334 44286	CCCP-76469	II-76TD	AFL/Tyumen	mfd	10apr83	line # 33-02; d/d 10apr83 to Tyumen; toc 07may83; rgd 17may83; f/n ZRH mar86
	CCCP-76469	II-76TD	AFL/Internat.-SVO	trf	14jun88	l/n SVO 11sep92
	RA-76469	II-76TD	Aeroflot Rus. Al	BKA	27apr93	with grey tail; l/n SVO 26aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up

00334 44291	CCCP-76470	II-76TD	AFL/Internat.-SVO	d/d	22apr83	line # 33-03; toc 07may83 rgd 13may83; f/n ZRH 16jun83; c/n given in MGA document as 0033445291; initially in Aeroflot colours with blue tail, repainted by 1990 with white tail; l/n SVO 14aug92 with grey tail; seen SVO mar02, stored/wfu in good condition; soc 27nov03 as life-time expired; canx 04mar04; l/n aug07; broken up
	RA-76470	II-76TD	Aeroflot Rus. AI	LUX	02jan93	
00334 45294	CCCP-76556	II-78	Ilyushin OKB	f/f	26jun83	line # 33-04; II-78 prototype; in Aeroflot c/s; d/d 30jun83 to ZIA; f/n BKA 22feb92; l/n ZIA 03sep93
	RA-76556	II-78	Ilyushin OKB	DXB	08nov93	initially in full Aeroflot c/s; photo AVV mar95 without titles; based at Zhukovskiy mar97; still not current on Russian register feb98; l/n as such Ryazan-Dyagilevo 29aug07; refuelling kit removed around 2008; l/n 12aug19, location withheld
00334 45299	5A-DND	II-76TD	Jamahiria AT	d/d	29apr83	line # 33-05; f/n SXF 29may84; l/n TIP jun99, titles not reported
	5A-DND	II-76TD	Libyan Air Cargo	TIP	18aug04	opf the Air Force; seen ACC 10oct04, green tail and cheatline no titles; seen MLA 23jun09; l/n TIP 16jul14, in the same c/s and seemingly intact (parked next to 5A-DNG on the ramp that had been destroyed)
00334 45302	5A-DNF	II-76TD	Jamahiria AT	PRG	29may84	line # 33-06; photo MXP jun85; destroyed 15apr86 while being parked at Tripoli IAP when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; wreck seen TIP jun99/apr01, titles not reported; w/o also confirmed in official line number list
00334 45306	CCCP-76550	II-76MD	Soviet AF/AFL c/s	d/d	25may83	line # 33-07; delivered to 1 ae 196 vtap at Tartu; f/n TAS 25apr89; rgd only 01dec89; l/n Mahlwinkel 09dec92
	RA-76550	II-76MD	Russian AF/AFL c/s	KLD	05may94	based at Tver mar97; l/n Seshcha 21aug12 active, still with 'Aeroflot' titles
	RF-76550	II-76MD	Russian Air Force	Pri	26mar15	still with 'Aeroflot' titles; l/n OVB 24aug19
00334 45309	CCCP-76551	II-76MD	Soviet AF/AFL c/s	d/d	20may83	line # 33-08; mfd reported as 31may83 which is not in line with the d/d; delivered to 2 ae 196 vtap at Tartu; on TASS photo 29may86; l/n SXF 15sep88
	RA-76551	II-76MD	Russian AF/AFL c/s	Wit	11may94	based at Tver mar97; seen KLD jun12 still with Aeroflot titles and equipped with guns; l/n KLD 14aug12 as such
	RA-76551	II-76MD	Russian Air Force	LED	07may13	over Moscow; in basic Aeroflot c/s, no titles; l/n OVB 2018
	RA-76551	II-76MD	Russian Air Force	30dec21		in basic Aeroflot c/s, no titles; l/n CKL may22
00334 45313	CCCP-76552	II-76MD	Soviet AF/AFL c/s	mfd	31may83	line # 33-09; d/d 31may83 to Tartu; trf on paper to the AFL/Uzbekistan directorate 04jul89 for use in Afghanistan; f/n KBL jan90
	RA-76552	II-76MD	Russian AF/AFL c/s	Spr	10feb94	based at Ivanovo mar97; l/n Orenburg-2 (Southwest) 29aug04; seen CEK sep08 still with Aeroflot titles and chaff dispensers; l/n OVB 25sep14
	RF-76552	II-76MD	Russian AF/AFL c/s	OVB	02jul15	still with Aeroflot titles; l/n PVG 24may20
00334 45318	CCCP-76553	II-76MD	Soviet AF/AFL c/s	d/d	07jun83	line # 33-10; delivered to 196 vtap at Tartu; rgd only 01dec89; f/n in East Germany before 1990
	RA-76553	II-76MD	Russian AF/AFL c/s	KLD	19aug97	based at Tver mar97; l/n CKL 20aug07
	RA-76553	II-76MD	Russian Air Force	CKL	22may09	in basic Aeroflot c/s, no titles; l/n VKO 29mar13 as such; equipped with guns; l/n Chelyabinsk-Shagol jun14
00334 45324	RF-76553	II-76MD	Russian Air Force	ZIA	jun15	in basic Aeroflot c/s, no titles, equipped with guns; l/n PKV aug18
	CCCP-76554	II-76MD	Soviet AF/AFL c/s	d/d	15jun83	line # 34-01; delivered to 37 vtap at Artsys; later opb 192 vtap at Ukurei; f/n in East Germany before 1990
	RA-76554	II-76MD	Russian AF/AFL c/s	Ors	21apr97	opb 117 vtap at Orenburg-2 by mar97; l/n operational Orenburg-2 29aug04; stored in faded colours at Orenburg-2, seen in 2010; arrived for overhaul with 123 ARZ at Staraya Russa 21jan11 (seen under overhaul 03feb11)
	RA-76554	II-76MD	Russian Air Force	Sty	19may11	equipped with guns; in basic 'blue' Aeroflot c/s with the registration on the side of the rear fuselage now, no titles; l/n Ryazan-Dyagilevo 25may14
	RF-76554	II-76MD	Russian Air Force	SVX	24aug14	equipped with guns; in basic 'blue' Aeroflot c/s with the registration on the side of the rear fuselage, no titles; l/n CKL oct22
00334 46325	CCCP-76555(2)	II-76MD	Soviet AF/AFL c/s	mfd	22jun83	line # 34-02; delivered to 363 vtap at Krivoi Rog 30jun83; f/n in East Germany before 1990; trf to the Ukrainian Air Force in 1992; see c/n 1033416515
	UR-76555(2)	II-76MD	Avialini. Ukrayiny	YOW	18oct94	based at Kryvy Rih, operated by Avialiniyi Ukrayiny by mar97; in basic Aeroflot c/s with additional 'Avialiniyi Ukrayiny Cargo' titles; l/n as such Kryvy Rih 17may98; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 1,988 hours; on a photo at SVO in 2001 in very faded former Avialiniyi Ukrayiny c/s, no titles; converted to, see next line
	RA-76788(2)	II-76TD	Volga-Dnepr	rgd	16may01	turret removed; leased from VARZ-400; in white c/s with grey undersides, with titles; f/n ZIA 23aug03; l/n DEL 21jan05; see c/n 0023433996
	EX-033	II-76TD	Click Airways	SHJ	24jun05	c/n checked; reported opb Click Airways on lease from VARZ-400 jun06/oct06; in white c/s with grey undersides, no titles; l/n SHJ 29jul07
	UN-76026	II-76TD	Eastern Express ?	KDH	01oct07	c/n not confirmed; in white c/s with grey undersides, no titles; operated a Beibars flight 01oct07; l/n SHJ 02jun08
	UP-17606	II-76TD	Eastern Express ?		jul08	c/n confirmed and reported checked; in white c/s with grey undersides, no titles; seen SHJ 07mar09; l/n SHJ 19apr11
	3X-GGX	II-76TD	GR Avia ?	OSS	06nov11	c/n confirmed; in white c/s with grey undersides, no titles
	ER-IAD	II-76TD	Jet Star	trf	jan13	c/n confirmed; current on register 19apr13; in white c/s with grey undersides, no titles; f/n SHJ 30apr13; l/n SHJ 08may13
	UR-CMB	II-76TD	Eleron	rgd	09oct13	in white c/s with grey undersides, no titles; f/n OSS 24oct13; operated by Alfa Air by oct15, see next line; l/n SHJ 13nov17; offered for sale on the internet feb19
	UR-CMB	II-76TD	Alfa Air	rgd	23may19	to Global Charter Services of the UAE; canx between 31dec19 and 26jan20
	UP-17656	II-76TD	Jenis Air	dec19		reported on the Ilyushin OKB website; CoFA expired 21may20; operating from BEN for the Hafta Affiliated Forces (HAF) since jun20 according to UN document dated 08mar21; photo exists, in white c/s with grey undersides, no titles
	5A-7656	II-76TD		ph.	29may21	c/n confirmed, in white c/s with grey undersides, no titles; opb Hafta Affiliated Forces (HAF); took part in the parade over Benghazi 29may21
00334 46329	CCCP-76557	II-76MD	Soviet AF/AFL c/s	d/d	30jun83	line # 34-03; delivered to Kryvy Rih; f/n in (former) East Germany 04jun90
	76557	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih by mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 1,557 hours and 1,170 cycles; stored at Melitopol with prefix 'CCCP-' bleeding through, seen aug10/aug13
00334 46333	CCCP-76558	II-76MD	Soviet AF/AFL c/s	d/d	14jul83	line # 34-04; delivered to Tartu; f/n TAY 14nov91; l/n Spenenberg 08feb93
	RA-76558	II-76MD	Russian AF/AFL c/s	KLD	05may94	based at Tver mar97; l/n KLD 14aug12
	RF-76558	II-76MD	Russian Air Force	KLD	jul14	in basic Aeroflot c/s, no titles, equipped with guns; l/n PEK 15oct23
00334 46340	CCCP-76559	II-76MD	Soviet AF/AFL c/s	mfd	28jul83	line # 34-05; delivered to Kryvy Rih; f/n in (former) East Germany 15mar91
	76559	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih mar97; l/n Kryvy Rih 23jun99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,851 hours
00334 46341	CCCP-76560	II-76MD	Soviet AF/AFL c/s	mfd	29jul83	line # 34-06; delivered to Kryvy Rih; rgd 23mar89; no reports
	UR-76560	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih mar97, operated by Avialiniyi Ukrayiny; seen Kryvy Rih 17may98; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,616 hours and 1,213 cycles; l/n Kryvy Rih jul11/mar17, wfu and in poor condition, with some engines missing, 'CCCP' prefix bleeding through and small 'Sipan' ? (Armenia) emblem on the tail; reported scrapped sep19
00334 46345	CCCP-76471	II-76TD	AFL/Magadan-GDX	mfd	26jul83	line # 34-07; d/d 26jul83; toc 13aug83; rgd 06sep83; f/n TAS 15sep87; l/n SVO 19mar93
	RA-76471	II-76TD	Magadan Cargo AI	trf	20may93	f/n SVO 13jun93, in Aeroflot c/s and titles
	EP-MKA	II-76TD	Aeroflot c/s, n/t	OST	26aug94	still carried RA-76471 on the tail and EP-MKA on the forward fuselage; l/n KBP 22sep94
	RA-76471	II-76TD	Aeroflot c/s, n/t	OST	30nov94	l/n DME 23aug97
	RA-76471	II-76TD	Atlant-Soyuz	BUD	01jun98	in basic ex-Aeroflot c/s with titles and tail logo
	RA-76471	II-76TD	Sukhoi	ZIA	22aug99	
	RA-76471	II-76TD	Magadan Avialeas.	ATH	11sep99	MagadanAviaLeasing; in basic ex-Aeroflot c/s with titles; l/n SHJ 17oct99
	RA-76471	II-76TD	Atruvera	rgd	08sep00	f/n DME 01jun01; stored at DME with faded titles (previous titles also visible); l/n DME aug01/nov06; many parts missing by jul06; broken up; still current on register jan23
00334 46350	CCCP-76472	II-76TD	AFL/Magadan-GDX	d/d	30jul83	line # 34-08; mfd 02aug83; toc 20aug83; rgd 06sep83; f/n OVB 19sep86; l/n AMS 17may93
	CCCP-76472	II-76TD	Aeroflot	DME	01sep93	'Aerotrans' titles on left side
	RA-76472	II-76TD	Aeroflot	AMS	25jan94	
	RA-76472	II-76TD	North-East Cargo	trf	25jul94	in Aeroflot c/s and titles; l/n DME 27nov97
	RA-76472	II-76TD	Atlant-Soyuz	ZIA	17aug99	operated by Atlant-Soyuz from mar99; l/n VKO 22jun00/13jul00 in VARZ rework, missing two engines with small 'Atlant-Soyuz' titles since jul04; l/n KDH 15apr08 with additional ALCI titles
	RA-76472	II-76TD	Airlines 400	VKO	11sep00	l/n FJR 13feb08, still in full Airlines 400 c/s with additional 'ALCI' titles; l/n SHJ 24may08
	UN-76472	II-76TD	Beibars n/t	SAW	08jul07	still in full Airlines 400 c/s with additional 'ALCI' titles; l/n FJR 02nov11; operator given as 'Air Trast' in official UAE document following an incident at DWC 20jun12, after damaging all 16 tyres on landing due to the parking brake being set to 'on' before landing; seen Mazar-I-Sharif 11jan12, in white c/s, blue cheatline and grey undersides, no titles, with '562' in rear lower cockpit window on the starboard side, presumably the window was changed during overhaul, see c/n 0033447365; seen DWC 14sep12 in same c/s with Air Trust titles and badge on tail; l/n DWC 16nov13
	UP-17625	II-76TD	Air Trust	ph.	jul08	owned by Air Trust Kazakhstan; photo mar16 in Saudi Arabia, in white c/s with grey undersides and blue cheatlines, no titles; l/n FJR 05jun16; canx between 01dec18 and 07dec18
	UR-EAA	II-76TD	Yevropa Air	rgd	25jun14	line # 34-09; f/n ORY 26may89
00334 46356	5A-DNH	II-76TD	Jamahiria AT	d/d	17aug83	reported as wfu this date; seen TIP 15may03/26jun04; believed stored with registration removed TIP oct07/oct09
	5A-DNH	II-76TD	Libyan Arab	TIP	apr01	
00334 47357	5A-DNL	II-76TD	Jamahiria AT	PRG	11feb84	line # 34-10; l/n SXF 12jul84; damaged 15apr86 while being parked at Tripoli IAP when was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; l/n TIP jun99, condition and titles not reported; see also An-72 c/n 36572080789
00334 47364	CCCP-76561	II-76MD	Soviet AF/AFL c/s	d/d	30aug83	line # 35-01; delivered to Kryvy Rih; rgd 23mar89; f/n in East Germany 05jul91; reported in one source as to Soviet Air Force "23" red before becoming UR-76561, but this is unconfirmed
	UR-76561	II-76MD	Air Ukraine Cargo	ZAG	09jun95	based at Kryvy Rih mar97 opb Avialiniyi Ukrayiny; l/n Kryvy Rih 12may97; correct no titles ? see above and below
	UR-76561	II-76MD	Aeroflot c/s, n/t	Krv	05jul96	
	UR-76561	II-76MD	Air Ukraine Cargo	Krv	05may98	l/n Kryvy Rih 17may98 but reported no titles
	RA-76368	II-76TD	Rus	ZIA	17aug01	l/n DME 28aug02; lsd to Atruvera 11jun03
	RA-76368	II-76TD	Atruvera	DME	17aug03	l/n DME 27aug03
	ER-IBT	II-76TD	Airline Transp.Inc	rgd	25mar04	f/n KBL 23may04; l/n SHJ 13apr05; all-white no titles; canx 13may05
	EX-070	II-76TD	Click Airways	SHJ	15may05	in all-white colours no titles; no longer in Chinese CAA approved fleet list oct06; l/n SHJ 29jul07
	UN-76027	II-76TD	Eastern Express	KDH	08sep07	in all-white c/s, no titles; l/n KWI 02jan08

00334 47365	UN-76027	II-76TD	United Nations	KRT	24jun08	reported opb Eastern Express
	UP-17607	II-76TD	all-white c/s, n/t	SHJ	25jul08	c/n confirmed by Kazakhstan CAA; l/n RKT 30dec09
	4L-GLK	II-76TD	Sakaviashervice n/t	DXB	10mar10	its first registration (CCCP-76561) just visible; in all-white c/s; l/n OCT 19oct10; canx late 2010/early 2011
	3X-GGP	II-76TD	all-white c/s, n/t	SHJ	06aug11	seen OSS 06nov11; operator reported as GR Avia, stored at Osh; l/n OSS 25sep15/12nov22, wfu
	CCCP-76562	II-76MD	Soviet AF/AFL c/s	mfd	29aug83	line # 35-02; delivered to Kryvy Rih; no reports
	76562	II-76MD	Ukraine AF, n/t	Krv	21mar97	based at Kryvy Rih mar97; l/n Kryvy Rih 26apr99
	UR-76562	II-76TD	white c/s, n/t	SHJ	17apr01	offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,385 hours; l/n SHJ 09may01
	UR-76562	II-76TD	Aram Air	SHJ	26may01	
	EP-RAJ	II-76TD	Aram Air	SHJ	may01	'562' visible behind cockpit windows; l/n as such RKT 18mar02; seen RKT 19aug02 and DXB 25sep02, titles not reported
	RDPL-34138	II-76TD	Euro Asia Aviation	BTS	09jan03	based at Sharjah; also reported ex EP-RAM but '562' on engine covers; l/n SHJ 05may03
ST-AWR	II-76TD	East West Cargo	FRA	22jul03	c/n from Sudanese CAA; named 'Faris'; '562' visible behind cockpit windows; l/n SHJ 27nov04	
ST-AWR	II-76TD	Air West Cargo	FJR	06mar05	named 'Faris'; '562' visible behind cockpit windows; seen FJR feb08/sep08, stored; repainted all-white by oct08; operator now given as Ababeel Aviation from FJR ground log 01nov08; also in Alfa Airlines fleet 2008, new trading name of Ababeel Aviation	
ST-AWR	II-76TD	Alfa Airlines	FJR	15nov09	in all-white c/s with Alfa Airlines.sd titles (painted as such); l/n FJR 18nov11	
ST-AWR	II-76TD	Tarco Air	ELF	02feb12	all-white c/s with grey undersides and gold stripe, no titles; opb United Nations may14; l/n KRT oct14	
ST-AWR	II-76TD	Nile Basin	JUB	11nov14	all-white c/s with grey undersides and gold stripe, titles and logo behind cockpit; l/n KRT 04apr15; seen KRT 17dec16/2018, same c/s but no titles or logo	
00334 47372	CCCP-76563	II-76MD	Soviet AF/AFL c/s	mfd	31aug83	line # 35-03; delivered to Kryvy Rih; no reports
	76563	II-76MD	Avialini. Ukrayiny	LUX	05may95	based at Kryvy Rih mar97, opb Avialiniyi Ukrayiny; l/n Kryvy Rih 12may97
	UR-76563	II-76MD	Air Ukraine Cargo	Krv	05may98	l/n Kryvy Rih 17may98, reportedly no titles; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,003 hours and 1,559 cycles; l/n Kryvy Rih sep09/mar17, wfu and in poor condition; reported scrapped sep19
00334 47373	CCCP-76564	II-76MD	Soviet AF/AFL c/s	mfd	27sep83	line # 35-04; delivered to Kryvy Rih 29sep83; no reports
	76564	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih mar97; l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,760 hours
00334 47379	"38" red	A-50	Soviet AF/PVO	d/d	29jun88	line # 35-05; delivered to Siauliai, late d/d; later to Beryozovka and still based there mar97
00334 48382	"38" red	A-50	Russian Air Force	Iva	26may99	seen Ivanovo-Severny aug07; l/n Ivanovo-Severny 08may15, stored
	CCCP-76565	II-76MD	Soviet AF/AFL c/s	mfd	30sep83	line # 35-06; the last five digits of the c/n are given in several documents as 47382; delivered to 363 vtap at Krivoi Rog-Dolgintsevo; no reports
	76565	II-76MD	Ukraine Air Force	trf	1992	opb 363 vtap at Kryvy Rih (disbanded 02may00); in basic Aeroflot c/s with Ukrainian flag on fin, no roundels and no titles; seen Kryvy Rih 05jul96/26apr99; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 1,710 hours and 1,172 cycles; sold to Ukrainskaya aviatsionnaya transportnaya kompaniya (UATK), but never operated by them; sat wfu at Kryvy Rih, seen nov09/mar17, prefix 'CCCP-', 'Aeroflot' titles and Soviet flag bleeding through; sold by UATK to Granpaks 17jan18; scrapped at Kryvy Rih, rear fuselage cut off by 27feb18
00334 48385	CCCP-76566	II-76MD	Soviet AF/AFL c/s	mfd	29sep83	line # 35-07; delivered to Kryvy Rih; f/n in East Germany before 1990
	76566	II-76MD	Ukraine AF, n/t	Krv	05jul96	based at Kryvy Rih mar97; l/n Kryvy Rih 26apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,682 hours
00334 48390	CCCP-76567	II-76MD	Soviet AF/AFL c/s	d/d	30sep83	line # 35-08; delivered to Kryvy Rih; f/n Jüterbog 05apr91
	76567	II-76MD	Ukraine AF, n/t	Krv	05jul96	Kryvy Rih based mar97; l/n Kryvy Rih 26apr99
	RA-76848	II-76TD	Rus	rgd	09feb01	f/n DME 11may01; l/n DME 01jun01; turret removed
	RA-76848	II-76TD	all-white c/s, n/t	DME	02apr02	l/n DME 28aug02; leased to Abakan Avia 27apr02/03jul04, see next line
	RA-76848	II-76TD	Atruvera	DME	10aug03	l/n DME 28aug03; canx 21mar04 as leased to Moldova
	ER-IBN	II-76TD	Airline Transp.Inc	rgd	28may04	l/n KBL jun04; in all-white c/s, no titles; l/n BTS apr06
	ER-IBN	II-76TD	Trast-Aero	USH	19jan07	with 'www.trast-aero.com' titles; leased to Trade Aero Space Technologies apr07; l/n SHJ 06jun07; canx 09aug07 to Belarus
EW-263TH	II-76TD	all-white c/s, n/t	REC	30oct07	c/n confirmed; with Belarus flag and small 'ALE' sticker (Antarctic Logistics Expeditions LLC), reported operating for Avient; photo apr08, all-white c/s without sticker and flag; l/n DXB 17mar09; reported delivered on lease to Trans Avia Export by jul08	
4L-GLX	II-76TD	Skyway n/t	SHJ	26jun09	c/n confirmed; in all-white c/s; l/n SHJ 17mar10; operator from official document dec09 and operating flights as such mar10; l/n SHJ 24sep10; canx late 2010/early 2011	
ER-IAG	II-76TD	Jet Star	OSS	16may15	stored, in all-white c/s no titles; was already canx between 08may13 and 02jul13; l/n OSS 25sep15/12jul19, wfu	
00334 48393	YI-ALT	II-76MD	IrAF/Iraqi Aw c/s	d/d	30sep83	line # 35-09; replacement for c/n 073410292; f/n FCO 23feb84; in full Iraqi Airways green c/s; l/n ATH 12jul90; evacuated to Iran 16jan91 and impounded there
	15-2284	II-76TD	Iranian RGC AF	THR	dec98	c/n from PARS Aviation Service; converted from MD to TD and tail turret removed; in all-white c/s, no markings apart from serial and Iranian flag on nose; last overhaul completed 20oct96; t/t 2,747 hours and 1,018 cycles by 19mar05; repainted by feb10 after rework in Russia, with white fuselage, large green and smaller red cheatline along the fuselage and tail, grey undersides, no titles; l/n THR 10aug13; reported still active jan14, see next line
	EP-PUL	II-76TD	Pouya Air	rgd	14oct13	registration assigned for international flights only, according to sources; see l/n previous line; f/n THR 19feb14, in basic IRGC AF c/s with emblem on tail; l/n THR 10feb19
00334 48398	YI-ALU	II-76MD	IrAF/Iraqi Aw c/s	d/d	31oct83	line # 35-10; in full green Iraqi Airways c/s; f/n PRG 25feb85; l/n LHR 16jul86, photo PRG aug89 ?; destroyed during the Gulf War jan91 (according to one source destroyed by bombing on the ground at Al-Tooz 18jan91 and according to another source shot down by a USAF F-15C 27jan91 while trying to escape to TFB.2 at Tabriz in Iran)
00334 48404	CCCP-76473	II-76TD	AFL/GosNII GA	mfd	29oct83	line # 36-01; d/d 31oct83; toc 30nov83
	CCCP-76473	II-76TD	AFL/Internat.-SVO	toc	27sep84	rgd 05oct84; f/n ZRH 14oct84; l/n SVO 11sep92
	RA-76473	II-76TD	Aeroflot Rus. Al	LUX	08nov92	with grey tail by 1994; seen SVO may95/sep95 without engines
	RA-76473	II-76TD	Ilavia	ZIA	11may96	l/n ZIA 08jul98; soc and canx 16oct98 as to Iran, but still present on Russian register sep01 marked 'excluded, foreign work'
EP-ALG	II-76TD	Atlas Air	rgd	01aug98	f/n SHJ 14dec98; in all-white c/s with grey undersides; l/n NBO 11may01; leased from Ilavia; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE	
9L-LCW	II-76TD	all-white c/s, n/t	FNA	2001	l/n SHJ 24aug02	
ST-AQY	II-76TD	Trans Attico	SHJ	27jan03	c/n from Sudanese CAA; in all-white c/s with grey undersides, no titles; leased by Volga Atlantic Airlines during mar03; l/n KND 30nov03	
UN-76008	II-76TD	all-white c/s, n/t	DXB	26feb04	opb Buraq Air jun04; banned by the EU mar06; l/n JNB 05apr06; opb GST Aero	
UN-76010	II-76TD	East Wing	FJR	29jan07	c/n confirmed; l/n BRQ 27feb08	
UP-17623	II-76TD	East Wing	JNB	18sep08	c/n confirmed in document mar10; in white/grey c/s; l/n FJR 11sep10	
UP-17644	II-76TD	Air Trust	FJR	12nov11	c/n confirmed; in all-white c/s, no titles; seen FJR may12/mar18, stored; l/n sep22, missing many parts	
CCCP-76474	II-76TD	AFL/Internat.-SVO	mfd	30sep83	line # 36-02; d/d 31oct83; toc 02dec83; f/n ZRH 11dec83; initially in Aeroflot c/s with blue tail; repainted with white tail by apr89 and subsequently grey tail; l/n BKA 01jun92 with Russian flag but still with CCCP- prefix	
RA-76474	II-76TD	Aeroflot Rus. Al	LUX	27nov92	with grey tail; seen stored missing engines at SVO, jun94/sep95	
RA-76474	II-76TD	Ilavia	PRG	04apr97	l/n SHJ feb98; soc and canx 16oct98 as to Iran, but still present on Russian register sep01 marked 'excluded, foreign work'	
EP-ALF	II-76TD	Atlas Air	rgd	01aug98	f/n IST 24sep98; l/n FJR 02apr99; canx 24apr99	
UN-76001	II-76TD	all-white	ZIA	15aug01	with small Kazakh flag on fuselage; c/n not checked, but in the Russian Register sep01 as sold to Kazakhstan as UN-76001 for Gulf Sand Tours Cargo	
RA-76474	II-76TD	Ilavia	rgd	24sep01	f/n DME 19aug02; seen ZIA 23aug03 with additional 'East Line' titles; stored in a derelict state at DME, f/n 18apr06, l/n 05jul06; broken up DME at the ATB around 17/21jul06; still current on register jan23	
00334 48409	YI-ALV	II-76MD	IrAF/Iraqi Aw c/s	d/d	31oct83	line # 36-03; replacement for c/n 073410308; f/n SDL 24oct84; in full Iraqi Airways green c/s; seen FRA 14jan86 and 27oct86; damaged by bombing at Al Miqdadiyah Salum 29jan91, but repaired; f/n active SDA dec00; seen SDA jun03/jul17 (N33.250111 E44.236299) in damaged condition, no engines
	5-8207	II-76MD	Iranian Air Force	SYZ	14mar00	line # 36-04; replacement for c/n 073410301; f/n MRS 27mar84; in full Iraqi Airways green c/s; l/n LHR 19mar86; evacuated to Iran 16jan91 and impounded there
00334 48420	CCCP-76568	II-76MD	Soviet AF/AFL c/s	mfd	30nov83	c/n from Ilyushin source; in two tone grey camo c/s with light grey undersides, no markings apart from serial and Iranian flag on the fin; last overhaul completed 13jan98; t/t 2,727 hours and 1,090 cycles; grounded Shiraz since early 2000s after it was deemed too expensive to convert to II-76TD standard; l/n SYZ 07feb11
UR-76568	II-76MD	Atlant	Krv	21mar97	line # 36-05; d/d 30nov83, delivered to Artsyz; rgd 11jun86; f/n CGN 29may91	
00334 48421	CCCP-76569	II-76MD	Soviet AF/AFL c/s	mfd	1983	based at Artsyz mar97; seen Kryvy Rih 26apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,238 hours and 1,684 cycles; seen OZH jul07/15apr19, wfu with Atlant tail logo
	76569	II-76MD	Soviet AF/AFL c/s	mfd	1983	line # 36-06; opb 37 vtap at Artsyz; rgd only 11jun86; w/o in the late hours of 18oct89 on a transport flight with 48 paratroopers from Nasonaya to Bolgrad when the inter-shaft bearing of engine No. 1 failed and the engine suffered an uncontained failure at a height of 1,600 metres 5 minutes after take-off, the engine caught fire and separated some 1.5 minutes later and the left wing caught fire as well as the fuel tanks in the wing were damaged, the crew tried to return to Nasonaya but the wing failed and the aircraft crashed in shallow water of the Caspian Sea (some 1.5 km off-shore and 5,250 metres from the runway threshold) 16 minutes into the flight, all 9 crew members and 48 passengers were killed; canx 07feb90
00334 48427	CCCP-76570	II-76MD	Soviet AF/AFL c/s	mfd	30nov83	line # 36-07; delivered to Artsyz; f/n Zerbst 12may91
	UR-76570	II-76MD	Ukraine Air Force	OZH	06jul96	reported in Atlant fleet list
	UR-76570	II-76MD	Belbek 5P	Mtp	22mar97	based at Artsyz mar97; l/n as such Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,818 hours; seen Melitopol may07/may13 in poor condition
00334 48429	CCCP-76571	II-76MD	Soviet AF/AFL c/s	mfd	23oct83	line # 36-08; delivered to Artsyz 30nov83; rgd 11jun86; f/n SXF 03may91; l/n in the Baltics nov91
	UR-76571	II-76MD	Atlant	no	reports	
	UR-76571	II-76MD	Belbek 5P	OST	14mar95	based at Artsyz mar97; in basic ex Aeroflot c/s with Belbek 5P titles and logo on the tail; l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,059 hours
00334 49434	CCCP-76572	II-76MD	Soviet AF/AFL c/s	d/d	16dec83	line # 36-09; delivered to 1 ae 196 vtap at Tartu; f/n in (former) East Germany 11mar91; l/n Grossenhain 13may93
	RA-76572	II-76MD	Russian AF/AFL c/s	Spr	14jul94	based at Tver mar97; l/n KLD aug12/apr15, stored
RF-76572	II-76MD	Russian Air Force	Sty	22aug17	in basic Aeroflot c/s no titles; l/n OVB 17jul23	

00334 49437	CCCP-76573 UR-76573 UR-76573	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Belbek 5P	d/d PED Mtp	19dec83 17dec93 22mar97	line # 36-10; rgd 02apr87; delivered to Artsyz; f/n in (former) East Germany 21mar91; l/n UTC 23mar93 in Atlant fleet list; l/n OZH 06jul96 based at Artsyz mar97; seen Melitopol 29apr99 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,082 hours; l/n Melitopol may07, titles not reported
00334 49441	CCCP-76574 UR-76574 UR-76574	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Lana	mfd Krv Krv	29dec83 05jul96 05may98	line # 37-01; delivered to Kryvy Rih; rgd 23mar89; f/n in East Germany 20dec91 l/n Kryvy Rih 21mar97, titles not reported based at Kryvy Rih mar97, opb Lana; l/n Kryvy Rih 17may98; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,013 hours f/n FIH 21feb04, no titles, c/n checked; in white c/s with blue/white/red cheatline; no titles; seen TIP 27jan06 operating for Air Libya Tibesti; trf to Victoria Air mar06 with 'Morning Star' titles
	9Q-CGV	II-76TD	Gran Propeller	rgd	11jun03	in white c/s with blue/white/red cheatline, small 'Morning Star' titles on right-hand side only; seen COO 12jul09; stored at Rundu, Namibia (S17.961448 E19.724985) from 26dec09, still present aug18, part of an on-going legal dispute with the Authorities
	9Q-CGV 9Q-CGV	II-76TD II-76TD	Morning Star Alajnihah Air Trp	MJI MJI	dec06 28oct07	line # 37-02; delivered to Artsyz; no reports based at Kryvy Rih mar97; l/n Kryvy Rih 12may97 seen Kryvy Rih 26apr99 with faded titles; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,519 hours; l/n Kryvy Rih 10oct08 in poor condition with 'CCCP-' prefix bleeding through; reportedly broken up
00334 49445	CCCP-76575 76575 76575	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force Air Ukraine Cargo	mfd Krv Krv	26dec83 05jul96 05may98	line # 37-03; delivered to Kryvy Rih; rgd 23mar89; f/n UTC 31mar93 based at Kryvy Rih mar97, opb Volare but not in mar00 fleet list 1; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,121 hours and 1,538 cycles; l/n Melitopol 27sep11/10may13, stored
00434 49449	CCCP-76576 UR-76576	II-76MD II-76MD	Soviet AF/AFL c/s Volare logo, n/t	d/d Mtp	06jan84 14sep96	line # 37-04; c/n given by Ilyushin OKB as 0033449455, in several official Ilyushin OKB listings as YI-ALY !; replacement for c/n 073410293; in full Iraqi Airways green c/s; f/n LHR 20aug86; evacuated to Iran 16jan91 and impounded there
00434 49455	YI-ALX	II-76MD	IrAF/Iraqi Aw c/s	d/d	07feb84	c/n from Ilyushin source; version confirmed; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; retains tail turret; last overhaul completed 26feb98; grounded Shiraz after it was deemed too expensive to convert to II-76TD standard; t/t 1,978 hours by 19mar05; stored at SYZ (N29.549794 E52.579213) and seen there sep06/feb22, parts cannibalised to repair 5-8202; by feb22 the former Iraqi Airways c/s were clearly visible again
	5-8201	II-76MD	Iranian Air Force	SYZ	03sep06	line # 37-05; delivered to Ukurei and still based there mar97; late d/d; probably one of the eight uncoded A-50s seen Ivanovo summer 1999, reported Ivanovo-Severnaya 28aug04 as unmarked
00434 49460	"34" red	A-50	Soviet AF/PVO	d/d	31aug87	line # 37-06; rgd 11jun86; delivered to Pskov; f/n Spereberg 07jul90 based at Pskov mar97; l/n PRN 06jul99; canx but date unknown
00434 49462	CCCP-76577 RA-76577 RA-76577	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Wit OVV	19jan84 13apr94 01mar09	in basic Aeroflot c/s no titles, equipped with guns; l/n 2019 location withheld
00434 49468	CCCP-76578 UR-76578	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	mfd Krv	28jan84 05jul96	line # 37-07; rgd 02apr87; f/n in former East Germany 21mar91; l/n UTC 23mar93 based at Artsyz by mar97; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 2,135 hours
	RA-76578	II-76TD	Ilavia	rgd	04jun02	leased from Novares OAO 27may02/27may03; f/n SVO mar03, in full c/s; retains the filled-in tail turret; l/n DME 28aug03; canx 23jan04 as sold to Cambodia
	RDPL-34146	II-76TD	Imtrec Aviation	BKK	18feb04	c/n confirmed; operator given as Lao Capricorn Air in a FJR ground log 01nov08; l/n SHJ 24oct09, still as Imtrec Aviation
	YA-KAN	II-76TD	Kabul Air	rgd	05oct09	with red titles on the forward fuselage and very large registration; f/n DXB 09nov09; l/n Al Udeid 26jun11; grounded according to the register dated 03nov11
	3X-GFS	II-76TD	GR Avia	KDH	09sep11	in all-white c/s, no titles; seen without registration OSS 07nov12
	EY-602 (2)	II-76TD	Asia Airways	trf	dec12	in all-white c/s, no titles; f/n DWC 22dec12; l/n JUB 06jun15; see c/n 1013405177
	YA-KAN	II-76TD	Kabul Air ?	BEN	01feb17	photo of the rear of the aircraft only, in all-white c/s with grey undersides
	UP-17649	II-76TD	Kaz Air Trans			details from Ilyushin.org 26mar18; operator from russianplanes.net; reported stored TEQ in late 2020, in all-white c/s with grey undersides; l/n TEQ 20aug21
	no reg no reg	II-76TD II-76TD		TEQ	04oct21 14jun23	in all-white c/s with grey undersides; l/n TEQ 22nov22, being worked upon the airframe according to flight trackers flew TEQ-MJI this date, using call-sign LAAF761; last tracked 17nov23 IST-MJ with the same call-sign; photos suggest no serial is worn
00434 49471	CCCP-76579	II-76MD	Soviet AF/AFL c/s	d/d	31jan84	line # 37-08; rgd 11jun86; delivered to Artsyz; f/n Eberswalde-Finow 09jul91; l/n 06jul93, still with prefix 'CCCP-'
	UR-76579	II-76MD	Atlant	Krv	21mar97	based at Artsyz mar97; l/n Kryvy Rih 26apr99; sold to China Aviation Technology Industries in early 2002; seen at Xian-Yanliang without titles and prefix, in the process of being converted to the static test airframe of the KJ2000 by the First Aircraft Institute
	no serial	KJ2000	First Aircr. Inst.	ph.	02mar09	at Xian-Yanliang (N34.663932 E109.24538); static test airframe; in dark grey/light grey c/s with 'The First Aircraft Institute' titles in English on the right-hand side and in Chinese on the left-hand side, institute's logo on fin; l/n jul09/oct19
00434 50476	CCCP-76580 UR-76580 UR-76580	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Belbek 5P	d/d no reports LAD	15feb84 09mar95	line # 37-09; delivered to Artsyz; f/n ADD apr89 see next line
						based at Artsyz mar97; in basic ex Aeroflot c/s with Belbek 5P titles and logo on the tail; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,006 hours; l/n OZH 08jul07 still with Belbek 5P titles and with Atlant titles and tail logo bleeding through; broken up before sep10
00434 50479	not known	II-76MD	Soviet AF/AFL c/s			line # 37-10; was planned to be an ECM aircraft (Izd. 176) based on the II-76MD; production completed in 1987, but was later decommissioned based upon decrees of the MAP/factory in 1990; not mentioned in the Ilyushin OKB line-number list mar97
00434 50484	CCCP-76581 UR-76581 EK-76717(2)	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Atlant South Airlines	d/d KBP DXB	29feb84 29jun95 19oct06	line # 38-01; rgd 14jan87; delivered to Artsyz; f/n Merseburg 05jul91; l/n UTC 24apr93 based at Artsyz mar97, operated by Avialiniyi Ukrayiny mar97; seen KBP sep99/may04, stored c/n confirmed; see c/n 0073474216; current on Armenian register 01jan09 as such; in dark blue/white c/s; l/n SHJ 23dec09 as such; seen FJR mar10, no titles and without hyphen in the registration; l/n PNR 20jan12; canx 16apr12
	EY-637	II-76TD	Khatlon Air	DWC	may12	c/n not checked; in basic ex South Airlines c/s, no titles; '17' of the ex registration still visible; l/n OSS 07nov12/27sep17, stored
	EP-PUN	II-76TD	Pouya Air	THR	01mar18	no titles; two blue cheatlines same as South Airlines scheme and South Airlines titles visible on top of forward port fuselage
00434 50487	CCCP-76582 UR-76582 UR-76582	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Centre	mfd OZH OZH	24feb84 06jul96 22mar97	line # 38-02; rgd 11jun86; delivered to Artsyz; f/n Grossehain 02jul91 l/n BUD 11jul96
00434 50491	CCCP-76583	II-76MD	Soviet AF/AFL c/s	d/d	29mar84	based at Artsyz mar97; l/n OZH 28apr99 as such; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,021 hours; l/n SHJ 24apr01, titles not reported; l/n OZH 08jul07/06aug08
	UR-76583	II-76MD	Atlant	KBP	03jul96	line # 38-03; c/n in old Soviet register as 0043450441 in error; delivered to Artsyz; rgd only 11jun86; f/n in East Germany 09jun90; l/n UTC 24apr93, c/n checked
	UR-76583	II-76TD	Ukraine Government	KBP	sep06	based at Artsyz by mar97, operated by Avialiniyi Ukrayiny; l/n as such KBP 13may98; seen in bare metal TAS 24may04/20jul04; converted to, see next line
	6331	II-76TD	Chinese Air Force	ph.	30jul08	and KBP 18mar07; carried large 'Ukrayina' titles; with tail turret removed; l/n KBP 05jul07; ferried to Mykolayiv for maintenance jul07; sold to China Aviation Technology Corp and exported 14aug07 with a set of refuelling equipment from an II-78; was for conversion as an II-76 refuelling aircraft, but the project later failed and China have since purchased II-78 aircraft from Ukraine
	B-....	II-76TD	Chinese Air Force	ph.	17sep12	at Hubei-Dangyang; c/n not confirmed, but very likely; in white c/s with two small blue cheatlines, no markings apart from the serial and a pylon under the starboard wing; l/n Hubei-Dangyang 10oct09; probably became, see the next two lines
	21141	II-76TD	Chinese Air Force	ph.	apr13	version painted as such, in civilian c/s with titles and military roundels; serial obscured by the wing; became see next line
00434 50493	CCCP-76584 UR-76584	II-76MD II-76MD	Soviet AF/AFL c/s ATI Airlines	mfd SHJ	30mar84 01mar96	c/n not confirmed; opb 39th Transport Regiment at Dangyang; in civilian c/s with titles and military roundels; l/n NAY 12jul14; repainted in light blue c/s with white undersides, with titles and military roundels, red code; f/n SVX 18aug19; seen TYN 15jan22, now with yellow code; l/n TAO 03jan23
	RA-76380(2) EW-243TH UN-76020	II-76TD II-76TD II-76TD	Tesis Gomelavia Asia Continental	rgd GKE BTS	20nov02 13oct06 11feb07	line # 38-04; rgd 11jun86; delivered to Artsyz; f/n Zerbst 02jun91 based at Kryvy Rih mar97, opb Altoplan; l/n as such OST jul98; seen Kryvy Rih 26apr99, titles not reported; not in fleet list 13sep00; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,124 hours; converted to, see next line
						turret removed, acquired oct02; f/n TSN 01apr04; l/n BUD 15sep04; see c/n 1033418578
00434 51498	"46" red (1) no code	A-50	TANTK	d/d	30jun85	in white/grey c/s; l/n FJR 13feb08; dbr 14feb08 on landing at Kandahar when # 1 engine exploded and the left wing and wing root burnt away; wreck cannibalized by technicians flown in by II-76TD UN-76021 17mar08; broken up at Kandahar apr08
00434 51503	CCCP-76585 UR-76585 76585	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF, n/t Ukraine AF, n/t	d/d Krv OZH	30mar84 05jul96 22mar97	line # 38-05; test aircraft, opb TANTK at Taganrog; in Soviet Air Force c/s; no reports; see c/n 0033443258
00434 51508	CCCP-76586 UR-76396	II-76MD II-76MD	Soviet AF/AFL c/s Khors Air	d/d ATH	30mar84 09may94	opb TANTK at Taganrog; still in Soviet Air Force c/s; this is probably the uncoded A-50 seen Taganrog-Yuzhny aug99/aug12
	UR-76396	II-76MD	Ukraine Air Force	OZH	28may02	line # 38-06; rgd 11jun86; delivered to Artsyz; f/n Alt Lönnewitz (Falkenberg) 05jun91
00434 51509	5A-DNO 5A-DNO	II-76TD II-76TD	Jamahiria AT Libyan Arab	d/d MLA	19may84 02mar85	based at Dzhankoi mar97; seen OZH 18may98/28apr99 without registration, but with '76585' on engine covers; seen Melitopol 27may02/03may13
	EX-043	II-76TD	Reem Air	rgd	02nov04	line # 38-07; rgd 12feb85; delivered to Zaporozhye; l/n BRU 23aug88
						in basic ex Aeroflot c/s with tail logo and titles; based at Zaporozhye mar97, operated by Khors Air; l/n OZH 28apr99
						wfu, in basic Aeroflot c/s with ex-Khors Air tail logo; no titles, CCCP- prefix bleeding through; l/n OZH 08jul07, broken up after aug08 and before sep10
						line # 38-08; f/n PRG 10jan85
						seen MRS 20apr85; l/n PRG 04aug86; seen stored at RKT jan04/feb04; see c/n 1003403063; l/n TIP 18aug04
						operated arms flights from Tuzla-Dubrave to Rwanda according to official documents; canx 11may05; returned to Libya

	5A-DNO	II-76TD	all-white c/s, n/t	TIP	07nov05	seen FJR 06aug11, operating 'GAK' flight, Global Aviation; seen Misurata 21may13, in same c/s with small Libyan flag; l/n MSQ 26nov16 as such; seen IST 18nov21, first sighting in five years; l/n MJI 17jun23 line # 38-09
00434 51516	5A-DNP 5A-DNP 5A-DNP	II-76TD II-76TD II-76TD	Jamahiria AT Libyan Arab Al Jamahiria AT	d/d MRS PRG	16may84 may85 06sep88	location not confirmed; in all-white c/s with 'Libyan Arab Airlines' titles operated by the Libyan Air Force; equipped with 2 in-flight refuelling pods (developed by the West German company ITTL) around 1988/89; underwent successful refuelling trials e.g. with 2 'Mirage' F-1ADs before the programme was cancelled due to US pressure on ITTL; titles not visible on the photo with the pod seen TIP jun99/26jun04, titles not reported; believed wfu (with the registration removed) when seen TIP 31oct07/31oct09; fate unknown
	5A-DNP	II-76TD	Libyan Arab Cargo	SVO	08apr91	line # 38-10; rgd 12feb85; delivered to Zaporozhye; f/n ORY 26oct90; l/n Jüterbog 1991 with additional 'Air Nacola' titles; based at Zaporozhye mar97, opb Khors Air; l/n BUD 20nov98 l/n SHJ 09feb03; l/n FIH 11sep03, titles not reported
00434 51517	CCCP-76587 UR-76397 UR-UCV UR-UCV	II-76MD II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Khors Air Ukrainian Cargo Aw United Nations	d/d LUX STN FIH	30mar84 29mar94 04apr01 21feb04	opb Ukraine Cargo Airways; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08; l/n mar10/15apr19 as such
	CCCP-76475 RA-76475 RA-76475	II-76TD II-76TD II-76TD	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	13apr84 26apr93 01jan95	line # 39-01; d/d 26apr84; toc 22may84; rgd 31may84; f/n TAS 15sep87
	EP-TPV RA-76847 4L-SKN	II-76TD II-76TD II-76TD	Payam Air Aviaco Zitotrans Sky Georgia	rgd no rgd	01jan00 reports jul10	f/n OST 24jan95; initially in basic ex Aeroflot c/s with titles, later repainted into red/white c/s with tail logo; l/n DME 19aug99; soc 29dec99 as to Iran f/n SHJ 13jan00; in basic ex Samara c/s and tail logo with Payam tiles; stored at KUF, seen jul04/dec05 based at KUF; current on Russian register nov09
	CCCP-76476 RA-76476	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al	mfd MST	26apr84 02dec92	f/n BTS 05apr11, in basic ex Samara c/s, no tail logo or titles, still wearing "EP-TPV" on top of starboard wing, repainted in white c/s with grey undersides and with titles; f/n HHN 21oct11 as such; damaged Erzurum, Turkey 30oct11, cockpit clipped by the wing of another II-76 EX-036 on landing, causing extensive damage; seen nov18 stored, with parking fee debts of over 1 million euros; still present 2022 (N39.96058 E41.18426); to be auctioned 22nov22; l/n 17dec22
	RA-76476	II-76TD	Airstars	rgd	12feb02	line # 39-02; d/d 26apr84; toc 20jun84; rgd 29jun84; f/n AMS 27aug84; l/n SVO 16aug92 with grey tail; CoFR renewal 21apr98; l/n OST 16aug00, reported by the crew that it was on its last flight and would be scrapped; seen SVO oct00/aug01, stored
	EW-430TH	II-76TD	Ruby Star	ZIA	06aug14	f/n DME 24apr02; basic ex Aeroflot c/s with titles and tail logo; offered for sale jul04 with t/t 25,878 hours; l/n ZIA 21aug11, engineless; seen ZIA aug12, bare metal without registration; seen ZIA 06mar13 all-white c/s, no titles; l/n ZIA 30aug13 as such
	EW-395TH EW-395TH EW-395TH	II-76TD II-76TD II-76TD	Ruby Star Trans Avia Export WFP	MSQ trf MSQ	11nov15 dec16 ? 29aug21	c/n from Ilyushin.org, in all-white c/s with grey undersides, no titles, small Belarus flag behind the cockpit; l/n NEG 19aug15
	EW-395TH RA-76476	II-76TD II-76TD	Trans Avia Export Abakan Avia	PEK rgd	04sep21 19sep22	c/n from Ilyushin.org, in all-white c/s with grey undersides, no titles; l/n MSQ 24apr16 in all-white c/s with grey undersides, no titles; l/n MSQ 16apr19; reported opb Abakan Air jul19 in all-white c/s with 'World Food Programme' titles and small 'Transaviaexport' titles on the lower forward fuselage
	CCCP-76588 RA-76588	II-76MD II-76MD	Soviet AF/AFL c/s Atruvera	f/f Siv	20apr84 26oct94	in all-white c/s with grey undersides, no titles
	RA-76588 RA-76588	II-76MD II-76TD	Aeroflot c/s, n/t Rus	Pus OST	07aug99 03aug00	f/n ZIA 23sep22, undertook test flights this date; CoFR renewal 31oct22; in all-white c/s no titles; l/n ZIA nov23
	CCCP-76589 CCCP-76443	II-76MD II-76MD	Soviet AF/AFL c/s unknown	mfd rgd	29apr84 21sep92	line # 39-03; d/d 27apr84 to Artsyz; rgd 14jan87; f/n KBP 22aug91
	UR-76443 UR-76443	II-76MD II-76MD	United Nations Atlant	rgd OST	26jan93 15nov94	leased to Tupolev Aerotrans 30jan96, returned and stored Siverskaya 07may96; according OKB this was Melitopol based mar97; leased to Ros JCS sep99 and sold to them 30may00
	RA-76443 76443	II-76MD II-76MD	Atlant-Soyuz Ukraine AF/AFL c/s	Mtp	jan06 may07	turret removed; w/o 14jul01 when crashed shortly after take-off from Chkalovskaya due to being overloaded by 15 tonnes and pilot error (early stabilizer trim change), experiments showed either of these factors singly would not have caused the crash, all 8 crew and 2 passengers killed; t/t 3,523 hours and 1,831 cycles
00534 52537	"39" red	A-50	Soviet AF/PVO	d/d	31oct88	line # 39-04; delivered to Melitopol; rgd 12feb85; f/n Eberswalde-Finow 01dec90
	"39" red CCCP-76590 UR-76590 UR-76590	A-50 II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s ATI Airlines Aeroflot c/s, n/t	Iva d/d MST Krv	04apr04 30may84 25mar96 17may98	according to Russian register feb98 with owner given as 'Ukraine' and also mentioned in the MGA document; f/n LCA 24dec92, in Aeroflot c/s and titles; seen LTN 08jan93 opb Pacific Express; still 'CCCP-' 17jul93, soc 06feb95, see rgd next line
	CCCP-76591 RA-76591 RA-76591 RA-76591 ER-IBO ER-IBO EX-071	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atruvera Rus Volga-Dnepr Airline Transp.Inc white/grey c/s,n/t	mfd SVO VKO DME rgd FRU	29may84 19sep93 06sep99 10aug03 15jun04 aug05	line # 39-05; delivered to Sialuia, late d/d; later to Beryozovka and still based there mar97; probably one of the eight uncoded A-50s seen at Ivanovo summer 1999
	EX-071 4L-GNI	II-76TD II-76TD	Photros Air Sakaviaservice n/t	DXB MYP	24nov06 08jul08	c/n not checked; l/n Ivanovo-Severny 19aug11/19aug17, stored
00434 52544	CCCP-76590 UR-76590 UR-76590	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s ATI Airlines Aeroflot c/s, n/t	d/d MST Krv	04apr04 30may84 25mar96 17may98	line # 39-06; rgd 30jun87; delivered to Artsyz; f/n Spenberg 07jul90 based at Kryvy Rih mar97, operated by Altoplan; l/n Kryvy Rih 05may98 seen Kryvy Rih 26apr99; seen Chuhuyiv aug05/aug10, CCCP- prefix still visible on tail; just CCCP- prefix carried by aug12; l/n sep12 as such
	CCCP-76591 RA-76591 RA-76591 RA-76591 ER-IBO ER-IBO EX-071	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atruvera Rus Volga-Dnepr Airline Transp.Inc white/grey c/s,n/t	mfd SVO VKO DME rgd FRU	29may84 19sep93 06sep99 10aug03 15jun04 aug05	line # 39-07; d/d 29may84 to Artsyz; rgd 14jan87; f/n in (former) East Germany 05dec91 based at Melitopol mar97; l/n VKO 06aug99
	EX-071 4L-GNI	II-76TD II-76TD	Photros Air Sakaviaservice n/t	DXB MYP	24nov06 08jul08	tail turret removed; l/n DME 25aug02
	CCCP-76492(1) CCCP-76492(1)	II-76MD II-76LL3	MAP LII Zhukovski MAP LII Zhukovski	d/d f/f	19jun84 26dec86	f/n TLS 24apr04; soc 24may05 as to Moldova
	RA-76492(1)	II-76LL3	LII Zhukovski	photo		l/n SHJ 18jul04, no titles; l/n SHJ 16mar05; 'Air Trans' badge since mid jan05; canx 10jun05
	76492(1)	II-76LL3	LII Zhukovski	ZIA	19aug07	c/n confirmed; seen SHJ 14nov05 opb Tenir Airlines; in Air Almaty fleet list sep06; l/n DXB 17nov06, titles not reported
	CCCP-76592(1) RA-76592(1) RA-76592(1)	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr VKO	31may84 14may94 19aug99	reported 17jan07 in Chinese CAA documents as opb Tenir Air; l/n as such JNB 05jun07; seen JNB 31aug07 without titles; l/n KDH 16apr08 as such
	CCCP-76607 CCCP-76607	II-78 II-78MKI	Soviet AF/AFL c/s AK im. Ilyushina	d/d ph.	19jun84 05may12	operator reported as Rus Aviation in FJR ground log dec08; according to Georgian CAA opb Sakaviaservice dec09; l/n SHJ 11sep10; crashed 28nov10 two minutes after take-off from Karachi Airport at 01:45am local; Georgian register 10jun13 gives operator as Sun Way and owner as AirTransInc, canx 15may11
	CCCP-76593 UR-76390	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d ZAG	12jun84 may94	line # 39-08; delivered to Zhukovski; rgd 2feb85; see c/n 093418548 engine test-bed; in Aeroflot c/s; canx 31may87; used to test the D-90A (PS-90A) jet engine (for the II-96 and Tu-204) until 1994; f/n ZIA 16aug92; l/n ZIA 23aug03
	CCCP-76594 UR-76391 RA-76391	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Atlant	mfd AMS rgd	18may84 28nov93 29jun94	engine test-bed; prefix not confirmed; in Aeroflot c/s; used to test the NK-93 ducted propjet engine, f/f with a switched-off NK-93 29dec06; 'Aeroflot' titles and Soviet flag painted out by apr07; flight tests started 03may07
	UR-76391	II-76MD	Atlant	Mtp	22mar97	repainted in all-white c/s with 'Gromov Flight Research Institute' titles; named 'Mikhailch'; second test flight with the NK-93 engine conducted 15dec08; the NK-93 programme was terminated after only three test flights and the engine was to be removed by 14may09 on the basis of a decree dated 03apr09; used to test the Indian GTRE GTX-35VS "Kaveri" jet engine, carried additional 'GTRE-DRDO' titles during the test campaign; first test flight with the "Kaveri" conducted 03nov10; l/n as such ZIA 17feb17; used to test the TV-7-117ST turbo-prop engine (for the II-112V); f/n with this engine on position No. 2 ZIA 17jul17 and first test flight conducted 12sep17; used to test the exhaust assembly of an engine for a supersonic business jet on position No. 4; l/n ZIA 25jul21
	CCCP-76595 UR-76595	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	12jul84 26jan93	line # 39-09; delivered 31may84 to Artsyz, later Ivanovo based; rgd 30jun87; f/n in (former) East Germany 13jul91; see c/n 0083483502
	CCCP-76607 CCCP-76607	II-78 II-78MKI	Soviet AF/AFL c/s AK im. Ilyushina	d/d ph.	19jun84 05may12	based at Pskov mar97; l/n SHJ 07apr99 in basic Aeroflot c/s, no titles; '224 LO' badge on fin, f/n as such VKO 18jun02; l/n CKL 23jul07; seen CKL 12mar09, without '224 LO' badge on fin; l/n Minsk-Machulishchi jan22
	CCCP-76593 UR-76390	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d ZAG	12jun84 may94	line # 39-10; operated for a short time by 409 apsz at Uzyn; converted to, see below dynamic test airframe for this version; underwent fatigue trials with the Novosibirsk Scientific Research Institute (SibNIA) in 1990/2004; '76607' on wing visible on photo taken 05may12; the SibNIA demanded from AK im. Ilyushina and the Russian MoD to remove the airframe from its territory, but both denied ownership and a court ruled 10lpr13 that the owner of the airframe cannot be established
	CCCP-76594 UR-76391 RA-76391	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Atlant	mfd AMS rgd	18may84 28nov93 29jun94	line # 40-01; delivered to Artsyz; no reports based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,794 hours and 1,095 cycles; seen Melitopol may07, Aeroflot titles bleeding through; l/n Melitopol 27jul11/14may13, stored
	UR-76391	II-76MD	Atlant	Mtp	22mar97	line # 40-02; delivered to Artsyz d/d 18jun84; rgd 30jun87; f/n flying over Kiev 22aug91
	CCCP-76595 UR-76595	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	12jul84 26jan93	according to Russian register and also mentioned in MGA document; no reports; in fleet list 29apr95; soc in 1995?, returned to Ukraine
	CCCP-76477 RA-76477 RA-76477 RA-76477	II-76TD II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al ODA Aeroflot Rus. Al Ilavia	mfd LUX FRA SVO DME	06jul84 28nov92 06aug94 21aug95 05aug96	based at Melitopol mar97; not in 1998 fleet list; seen Melitopol may98/apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,159 hours and 1,305 cycles; l/n Melitopol 27sep11, Atlant tail logo with very faded paint, stored
	EP-ALE	II-76TD	Atlas Air	rgd	01aug98	line # 40-03; delivered to Melitopol; f/n Zerbst 01jul91
	CCCP-76477 RA-76477 RA-76477 RA-76477	II-76TD II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al ODA Aeroflot Rus. Al Ilavia	mfd LUX FRA SVO DME	06jul84 28nov92 06aug94 21aug95 05aug96	f/n MSE 05oct95; based at Melitopol, opb Atlant mar97; canx 21mar97; seen Melitopol 29apr99 offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,116 hours and 1,632 cycles; seen Melitopol 06aug08, Aeroflot titles bleeding through; l/n 27sep11/14may13
	EP-ALE	II-76TD	Atlas Air	rgd	01aug98	line # 40-04; d/d 26jul84; toc 11aug84; f/n ZRH 18aug84; rgd 24aug84; l/n SVO 11sep92
	CCCP-76477 RA-76477 RA-76477 RA-76477	II-76TD II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al ODA Aeroflot Rus. Al Ilavia	mfd LUX FRA SVO DME	06jul84 28nov92 06aug94 21aug95 05aug96	opb Overseas Development Agency, UK, with a 'Union Jack' on the tail with grey tail; l/n NKM 01dec95
	EP-ALE	II-76TD	Atlas Air	rgd	01aug98	l/n OST 30jul97; soc and canx 16oct98 as to Iran, but was still present on Russian register sep01 marked 'excluded, foreign work'
	CCCP-76477 RA-76477 RA-76477 RA-76477	II-76TD II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al ODA Aeroflot Rus. Al Ilavia	mfd LUX FRA SVO DME	06jul84 28nov92 06aug94 21aug95 05aug96	f/n IST 12sep98; l/n SHJ 13mar01; leased from Ilavia

	EP-ALE	II-76TD	all-white	RKT	15apr01	l/n IST 24may01; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE	
	9L-LCX	II-76TD	all-white c/s, n/t	FJR	28dec01	l/n SHJ 19jan02; still with EP-ALE on engine covers	
	ST-AQR	II-76TD	all-white c/s, n/t	SHJ	20feb02	l/n JNB 13oct02; opb Aeroflot	
	ST-AQR	II-76TD	Trans Attico	SHJ	02dec02	in white/light grey c/s; l/n FJR 31mar09, operational	
	ST-AQR	II-76TD	Alfa	JUB	17jun09	in white/light grey c/s; seen FJR dec12, stored; offered for sale on the internet may15; l/n FJR jun16/mar18, stored; l/n sep22, missing many parts	
00434	53577	"47" red	A-50	Soviet AF/PVO	d/d	09dec86	line # 40-05; delivered to Vitebsk; transferred to Belarus and based at Vitebsk according to official mar97 list
	"47" red	A-50	Russian Air Force	Akc	14aug96	opb 2457 AB BP SRLDN at Ivanovo-Severnoy; carried a 'AB BP SRLDN' badge behind the cockpit; seen Ivanovo-Severnoy 04aug01/aug07	
	"47" red	A-50U	Russian Air Force	Tag	21may11	the first A-50U from series-conversion by TANTK im. Berieva	
	RF-92957	A-50U	Russian Air Force	Tag	aug11	also carried code "47" red; based at Ivanovo-Severnoy; with 'VVS Rossii' titles and Russian stars; h/o 31oct11; l/n OMS 18aug17; seen Kubinka 24aug18, now with 'VKS Rossii' titles; l/n 27aug18, location withheld	
00434	53583	CCCP-76596	II-76MD	Soviet AF/AFL c/s	mfd	27jul84	line # 40-06; delivered to Melitopol 23jul84; f/n SOF 13jun88
	76596	II-76MD	Ukraine AF/AFL c/s	Mtp	14sep96	still with 'Aeroflot' titles; based at Melitopol mar97; seen Melitopol 29apr99, wfu, CCCP- prefix overpainted; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,790 hours and 1,323 cycles; l/n 27sep11/14may13; reported broken up in 2018	
00434	53585	CCCP-76597	II-76MD	Soviet AF/AFL c/s	mfd	30jul84	line # 40-07; delivered to Melitopol; no reports
	76597	II-76MD	Ukraine AF/AFL c/s	Mtp	06jul96	l/n Melitopol 14sep96, still with 'Aeroflot' titles	
	76597	II-76MD	Ukraine Air Force	Mtp	07may97	based at Melitopol mar97; in basic Aeroflot c/s, no titles; seen OZH 28may02; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,815 hours and 1,423 cycles; l/n OZH jul07/15apr19, 'CCCP-' prefix also visible	
00434	53591	CCCP-76598	II-76MD	Soviet AF/AFL c/s	d/d	30jul84	line # 40-08; delivered to Artsyz; f/n in (former) East Germany 21dec91; l/n SVO 24jun92
	76598	II-76MD	Ukraine AF/AFL c/s	Mtp	06jul96	still with 'Aeroflot' titles; l/n Melitopol 14sep96	
	76598	II-76MD	Ukraine Air Force	Mtp	07may97	based at Melitopol by mar97; in basic Aeroflot c/s, no titles; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 1,545 hours and 1,230 cycles; stored at OZH, seen jul07/15apr19, prefix 'CCCP-' bleeding through	
00434	53593	CCCP-76599(1)	II-76MD	Soviet AF/AFL c/s	d/d	08aug84	line # 40-09; delivered to Artsyz, later Ivanovo based; f/n flying over Kiev 22aug91; l/n Spenberg 03dec93; see c/n 0083483502
	RA-76599(1)	II-76MD	Russian AF/AFL c/s	Maw	04mar94	based at Taganrog mar97; l/n Novgorod-Krechevitsy 19aug03	
	RA-76599(1)	II-76MD	Russian Air Force	CKL	01aug07	in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22, prefix not visible on photo	
	CCCP-76609	II-78	Soviet AF/AFL c/s	d/d	29sep84	line # 40-10; delivered to Uzyn; opb 409 apsz at Uzyn; f/n Spenberg 06oct90	
	UR-76609	II-78	Busol Airline	LAD	09mar95	based at Uzyn mar97; l/n Uzyn 25apr99; refuelling equipment removed	
	76609	II-78	no titles	Uzn	27jun99	confirmation without titles welcome	
	7T-WIF	II-78	Algerian Air Force		photo	refuelling equipment removed, version painted as an Il-76; opb 374 Sqn; engine cover seen on 7T-WID	
00434	54602	CCCP-76600	II-76MD	Soviet AF/AFL c/s	d/d	15aug84	FLL 04may01; seen Boufarik aug10 with titles
	UR-76392	II-76MD	United Nations	NBO	03sep93	line # 41-01; delivered to Artsyz; f/n IEV 22aug91	
	UR-76392	II-76MD	all-white c/s, n/t	AMS	20dec93	l/n NBO nov93; leased from Atlant	
	UR-76392	II-76MD	Atlant	Mtp	06may98	based at Melitopol mar97; l/n Melitopol 25aug97; owned by Atlant	
	CCCP-76601	II-76MD	Soviet AF/AFL c/s	d/d	24aug84	l/n Melitopol 19apr99 as such; l/n Melitopol may07, titles not reported	
	UR-76601	II-76MD	Centre	OZH	06jul96	line # 41-02; rgd 02apr87; delivered to Artsyz; f/n Spenberg 03may91	
	76601	II-76MD	Ukraine AF/AFL c/s	Mtp	08jul07	based at Kryvy Rih mar97; l/n OZH 26apr99 as such	
	CCCP-76602(1)	II-76MD	Soviet AF/AFL c/s	d/d	29aug84	prefix reported as such, prefix 'CCCP-' also visible; l/n Melitopol 07oct10/23jul13	
	4K-78130	II-76MD	Aeroflot c/s, n/t	SHJ	13sep93	line # 41-03; delivered to Artsyz, later Ivanovo based; f/n flying over Kiev 22aug91	
	4K-78130	II-76MD	Aeroflot c/s, n/t	SHJ	17jan05	still with 'Aeroflot' titles KBP 22sep94	
	UR-78130	II-76MD	Aeroflot c/s, n/t	DXB	18nov00	l/n KVD 16may96; Gyandzha based mar97; operated for Azerbaijan Air Force	
	4K-78130	II-76MD	Azerbaijan Al	SHJ	09may01	l/n SHJ 23jan01; ATI Airlines/AHC; in Azerbaijan register 12dec00 as UR-78130 !	
	EX-78130	II-76MD	Click Airways		2004	l/n DXB 10may04; still with 'ATI' titles and 'AHC/Azerbaijan Al logo on the tail	
						no longer in Chinese CAA approved fleet list oct06; probably one of the two stored at Baku-Qala since at least 2010 and broken up between oct18/feb19	
00434	54615	CU-T1258	II-76MD	Cubana	mfd	02sep84	line # 41-04; d/d 29sep84; seen ORY mar85; last overhaul completed 28may90; l/n AMS 03feb94
	CU-C1258	II-76MD	Cubana	HAV	15nov96	l/n HAV 24apr00	
	CU-C1419	II-76MD	Cubana	CDG	18aug00	flew Gander-Ivanov-Frankovsk 09nov01; not in fleet list 04feb02	
	ER-IBE	II-76TD	Aerocom, n/t	rgd	16may02	f/n BTS 14jun02 in all-white c/s, grey undersides with red cheattlines (partial ex Cubana scheme); operated by Jet Line and in fleet list 28apr05; for sale on web jul05 with t/t 6,881 hours and 2,148 cycles for \$ 1,700,000; canx 05jul06 as to Angola; l/n LAD 22jul06	
	D2-FCO	II-76TD	white/blue c/s n/t	LAD	25oct06	c/n not confirmed; no turret, red paint at top of rudder suggests this may be ex ER-IBE; seen LAD 30oct11; l/n LAD jun14/dec14, wfu; broken up by aug15	
00434	54618	"33" red	A-50	Soviet AF/PVO	d/d	27may87	line # 41-05; delivered to Siauliai (late d/d); based at Beryozovka by mar97
	"33" red	A-50	Russian Air Force	Kln	10sep95	opb 2457 AB BP SRLDN at Ivanovo-Severnoy; carried an 'AB BP SRLDN' badge behind the cockpit; seen Ivanovo-Severnoy 26may99/06aug06	
	"33" red	A-50U	Russian Air Force	Tag	21may11	the second A-50U from series-conversion by TANTK im. Berieva at Taganrog (conversion started in early 2011); seen Taganrog dec12 on a test-flight, partially repainted in grey c/s and with 'VVS Rossii' titles on the fin	
	RF-50602	A-50U	Russian Air Force	Tag	feb13	also carried code "33" red; in dark grey c/s with 'VVS Rossii' titles and Russian stars; officially h/o to the Russian Air Force after the conversion apr13 (as the 2nd A-50U); opb agbgsdrfo 610 TsBPPLS at Ivanovo-Severnoy from apr13; named 'Vladimir Ivanov' since late 2015; seen Rostov-na-Donu Tsentralny now with 'VKS Rossii' titles; l/n 2021 location unknown	
00434	54623	CCCP-76603(1)	II-76MD	Soviet AF/AFL c/s	mfd	29jul84	line # 41-06; delivered 31aug84 to Artsyz; f/n Spenberg 24apr91
	UR-76603(1)	II-76MD	Air Service	Mtp	14sep96	based at Melitopol mar97; l/n Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,405 hours	
	UR-76603(1)	II-76MD	Atlant	Mtp	22mar97	carried additional 'Kyrgyzstan Airlines' titles; photo FRU 26sep03 with just 'UAA' titles on port side; l/n BUD 01oct03	
	UR-CBR	II-76TD	Ukr. Air Alliance	BRQ	14jul03	in all-white c/s, no titles; f/n BTS 10mar04; last F1 check completed 20sep04; l/n SHJ 04mar05; w/o 23mar05 on a flight from Mwanza (Tanzania) via Khartoum to Osijek (Croatia) with a cargo of fish when the crew did not monitor the altitude after take-off from Mwanza at night and the aircraft hit the surface of Lake Victoria at 317 km/h 1.71 km beyond the end of runway 30, all 8 crew killed; t/t 2,615 hours and 1,548 cycles; canx 07jun06	
	ER-IBR	II-76TD	Airline Transp.Inc	rgd	20jan04	line # 41-07; rgd 14jan87; delivered to Melitopol; f/n CGN 10jan91; Ukurei based probably end 1991 until mid 1993 ?	
00434	54625	CCCP-76604	II-76MD	Soviet AF/AFL c/s	d/d	27sep84	based at Orenburg mar97; l/n Orenburg-2 (Southwest) 29aug04; canx but date unknown; l/n Staraya Russa 03mar11, undergoing rework
	RA-76604	II-76MD	Russian AF/AFL c/s	Ors	21apr97	in basic Aeroflot c/s without titles and equipped with guns; l/n SVX 28jun14	
	RA-76604	II-76MD	Russian Air Force	Sty	2011	line # 41-08; rgd 14jan87; delivered to Melitopol; f/n in (former) East Germany 12oct90	
	RF-76604	II-76MD	Russian Air Force	Sec	16mar16	Tver based mar97; seen KLD 01sep07; canx but date unknown; l/n KLD apr14/apr15, stored	
	CCCP-76605	II-76MD	Soviet AF/AFL c/s	d/d	25sep84	location withheld; l/n Ryazan-Dyagilevo jun21	
	RA-76605	II-76MD	Russian AF/AFL c/s	KLD	05may94	line # 41-09; d/d 16oct84; opb 363 vtap at Krivoi Rog; rgd only 23mar89; f/n CKL 09apr91; trf to the Ukrainian Air Force in 1992	
	RF-76605	II-76MD	Russian Air Force	ph.	jan19	in basic Aeroflot c/s with 'LANA' (sic) titles and logo; based at Kryvy Rih and opb Liana by mar97; Liana ceased operations in 1997; seen Kryvy Rih 17may98, stored; offered for sale by the Ukrainian privatisation agency 18apr01 with t/t 2,261 hours and 1,488 cycles, but could not be sold; sat wfu at OZH, seen jul07/apr19 and seen at an early stage of scrapping jan20	
	CCCP-76606	II-76MD	Soviet AF/AFL c/s	mfd	15oct84	line # 41-10; delivered to Uzyn; photo 1989	
	UR-76316	II-76MD	Liana	VKO	28sep93	based at Uzyn mar97; refuelling equipment removed; l/n Uzyn 02may99	
00434	54640	CCCP-76610	II-78	Soviet AF/AFL c/s	d/d	29dec84	c/n confirmed from slide; opb 374 Sqn; seen oct03; l/n Boufarik 20apr14, in very faded c/s and probably has not flown for many years
	UR-76610	II-78	BSL Airline	Uzn	10may98	line # 42-01; in all-white c/s; f/n PRG 05apr85; photo without titles, FRA 21may88; seen LWO 06aug05 and MRS 15mar07, again with titles; dbr probably oct07 in a hard landing at Bamako Mali, nose-gear collapsed, nose section and loading ramp damaged; sat in this condition on a taxiway, seen 17oct/15nov07; seen 08apr08 with engines removed, being slowly cannibalized and scrapped	
	7T-WIL	II-78	Algerian Air Force	TMR	oct02	line # 42-02; the Ilyushin OKB listing dated mar97 gives this registration, c/n and d/d (and was at TAPO in 1990 according to this listing), but there are no sightings of 5A-DNV as an Il-76; which was known to have been an An-26 c/n 12301 by 1990; it may perhaps be possible that 5A-DNV was re-registered 5A-DNV due to a clash with the An-26 or is simply given in error in the OKB listing; the Libyan CAA report this c/n as 5A-DNU and c/n 0043454651 as 5A-DNW, with no mention of 5A-DNV	
00434	54641	5A-DNQ	II-76TD	Jamahiria AT	d/d	10oct84	c/n not confirmed; the Ilyushin OKB listing and BASCO have no details of this registration in their files; damaged 15apr86 whilst parked at Tripoli IAP after it was hit by Mk.82 AIR bombs which were released by F-111F s/n 71-0893 (call-sign 'Puffy-11') of the 492nd TFS, 48th TFW of the US Air Force; reported repaired and flown back to the Soviet Union via Prague 29oct87; also reported TIP jun99 and TIP feb00, status and titles not noted
00434	54645	5A-DNV	II-76TD	Jamahiria AT ?	d/d	24oct84	line # 42-03; the Ilyushin OKB listing dated mar97 gives this registration, c/n and d/d; the Libyan CAA report this c/n as 5A-DNW and c/n 0043454645 as 5A-DNU !
	5A-DNW	II-76TD	Libyan Arab	PRG	29oct87	in all-white c/s, no titles; with a LCR call-sign this date	
00434	54651	5A-DNU	II-76TD	Jamahiria AT ?	d/d	30oct84	and CAI 26oct03; port undercarriage damaged, Bobo Dioulasso 11jul04 on landing, photo exists as such nov04; seen TIP 31oct07, all white c/s, serial faded/removed; l/n ANMM may08, titles not reported
	5A-DNU	II-76TD	Libyan Arab Cargo	MLA	09jun00	line # 42-04; delivered to Melitopol 30oct84; f/n in East Germany before 1990	
	5A-DNU	II-76TD	Libyan Air. Fir Tr	MAD	03oct03	leased from Atlant; in all white c/s with Red Cross on the fuselage and fin; l/n NBO 03aug94	
00434	55653	CCCP-76611	II-76MD	Soviet AF/AFL c/s	mfd	29oct84	based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,454 hours; l/n Melitopol may07
	UR-76393	II-76MD	Atlant	BTS	jan94		
	UR-76393	II-76MD	Red Cross	SHJ	06feb94		
	UR-76393	II-76MD	Ukraine AF, n/t	Mtp	14sep96		

00434 55660	CCCP-76612 RA-76612	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	31oct84 20jun99	line # 42-05; delivered to Melitopol; f/n LED 31aug91 based at Taganrog mar97; seen Taganrog-Tsentralny 31aug04; featured in tender issued 04apr07; l/n Staraya Russa 11may11 on overhaul
	RA-76612 RF-76612	Il-76MD Il-76MD	Russian Air Force Russian Air Force	Tgr BQT	dec11 12jun17	in basic Aeroflot c/s, no titles; l/n Kubinka 10sep16 in basic Aeroflot c/s, no titles; seen Ryazan 25may18, in water bomber configuration; l/n VKO apr19; seen Rostov-na-Donu Tsentralny mid 2020 showing RA- under its wings but registration on the tail not visible
00434 55664	CCCP-76613 RA-76613 RA-76613 RF-76613	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Ors Ors CKL	20oct84 21apr97 21oct11 jun15	line # 42-06; delivered to Melitopol, later Ukurei based; f/n Sperenberg 27aug91 based at Orenburg mar97; l/n SVX 23jun06 with titles; photo Staraya Russa 13apr11 undergoing rework in basic Aeroflot c/s, no titles, equipped with guns; l/n OVB oct14 in basic Aeroflot c/s, no titles, equipped with guns; l/n OVB 10aug16
00434 55665	CCCP-76614 UR-76614 UR-76614 UR-76614	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s UNHCR Skylink Ukraine AF, n/t	mfd SJJ OST Mtp	28oct84 may94 25jul94 25aug97	line # 42-07; delivered to Melitopol; rgd 14jan87; f/n ZRH 06jan89 with Canadian flag; leased from Atlant based at Melitopol mar97; seen Melitopol 29apr99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,374 hours and 1,585 cycles; seen Melitopol 06aug09, all-white c/s, no titles, wfu, 'UN' still visible under paint; l/n 27sep11/14may13, stored; reported broken up jul18
00434 55672	CCCP-76615 RA-76615 RA-76615 RF-76615	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d KLD CKL ph.	30oct84 05may94 may10 05may15	line # 42-08; delivered to Tartu; f/n Grossenhain 24dec90 based at Tver by mar97; l/n KLD 01sep07 equipped with guns; opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s, no titles; l/n OVB 06feb15 with Russian Stars on the tail; l/n LED 25mar21
00434 55676	CCCP-76616	Il-78	Soviet AF/AFL c/s	mfd	31mar85	line # 42-09; d/d 31mar85 to Uzyn; seen Sperenberg 06oct91, in Aeroflot c/s and titles with Soviet flag, registration painted out on the tail, 'CCCP-' still on the top of the port wing, with call-sign '76616' this date; seen again as CCCP-76616 Engels 13aug96; also see '616' black c/n 063407185 based at Engels mar97; l/n CKL 28may01, titles not reported reportedly opb 203 oapzs at Ryazan; details from russianplanes.net; seen Ryazan-Dyagilevo 06may15, stored; l/n Ryazan-Dyagilevo 23aug18, as such; see c/n 1013407227
	RA-76616 "53" blue	Il-78 Il-78	Russian AF/AFL c/s Russian Air Force	Eng Rzd	12aug99 09may10	line # 42-10; c/n not confirmed and not mentioned in the Ilyushin OKB line-number list mar97; it is reported that this line-number was planned to be built originally as an ECM aircraft (izd. 176) based on the Il-76MD, delivered to Krivoi Rog and to have undertaken some tests at Kirovskoye, presumably only completed with some of the equipment; f/n in (former) East Germany, exact date and location unknown; see next line
00434 55677	CCCP-76617	Il-76MD	Soviet AF/AFL c/s		bef.'90	c/n confirmed operated an Icar Airlines (ICR) flight this date finally departed 17apr96, leased from Avilond l/n Kirovskoye 07may98; subsequent fate ?
	UR-76441 UR-76441 UR-76441 UR-76441 UR-76441	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Tristar Airways Avilond Romoco Cargo SA Avilond	OSR OST JNB Kke	07mar95 24jun95 aug95 24aug97	line # 43-01; delivered to Kryvy Rih; rgd 23mar89; f/n Gross Dölln 13jul91 l/n SXF 20jul95 with titles; based at Kryvy Rih mar97, opb Lana; was reported without registration 17may98; l/n Kryvy Rih 26apr99
00434 55682	CCCP-76618 UR-76618	Il-76MD Il-76MD	Soviet AF/AFL c/s Lana	d/d OST	29dec84 06feb95	in basic ex Aeroflot c/s, no titles; offered for sale by Ukrainian privatisation agency in 2005 with t/t 2,249 hours and 1,436 cycles; seen OZH 08jul07/15apr19, CCCP- prefix bleeding through on the tail
00434 55686	CCCP-76619 UR-76320	Il-76MD Il-76MD	Soviet AF/AFL c/s Lana	mfd OST	29nov84 20apr95	line # 43-02; delivered to Kryvy Rih 29dec84; rgd only 23mar89; f/n LCA 16jul90 based at Kryvy Rih mar97; l/n Kryvy Rih 17may98; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 1,950 hours
	UR-UDB	Il-76MD	Ukrainian Cargo Aw	KBP	31may02	stored as of jun06; not in fleet list 01mar07; seen OZH jul07/oct10; canx 13aug08; registration removed but still readable when seen stored OZH 25sep12/02aug18
00434 56692	CCCP-76620 UR-76620	Il-76MD Il-76MD	Soviet AF/AFL c/s Volare logo, n/t	mfd DXB	26dec84 16nov95	line # 43-03; delivered to Kryvy Rih; rgd 23mar89; f/n KBP 22aug91 based at Kryvy Rih mar97, opb Volare; l/n OST 14may99 with small blue badge on tail; not in Volare fleet list mar00
	UR-UCL	Il-76MD	United Nations	SEZ	18jun00	operated by Ukraine Cargo Airways; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 2,021 hours; converted to, see next line
	UR-UCL	Il-76TD	United Nations	PED	22jun04	version painted as just Il-76; l/n OZH 28dec04
	UR-UCL	Il-76TD	Ukrainian Cargo Aw	OZH	07jul07	still with UN-WFP titles; stored at OZH jun06; not in fleet list 01mar07; canx 01oct08, with version given as such; seen OZH may10/aug10; l/n OZH 22sep10/03aug18 with serial removed; reported in the process of being broken up feb19
00434 56695	CCCP-76621	Il-76PS	Soviet AF/AFL c/s	f/f	18dec84	line # 43-04; c/n and line # not confirmed for this registration, but very likely; this c/n is mentioned in bulletin 1603-BUV as not being applicable to that bulletin; SAR version with a droppable "Fregat" life-boat; 'Il-76MD' on nose; project closed down 07apr89 (ironically the day the submarine "Komsomolets" sank); wfu with only about 300 cycles; photo 1991 at Lugansk; used as ground instructional airframe by the technical school at Lugansk; l/n apr99; preserved in Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jun08/nov13
00434 56700	CCCP-76493 CCCP-76493 RA-76493 RA-76493 RA-76493 RA-76493 RA-76493 4L-FFF	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	MAP Voronezh APO Pacific Express Aeroflot c/s, n/t Atlant-Soyuz Titan Aero Volga-Dnepr Eastern Exp. Geor.	d/d AKL OST rgd rgd rgd rgd SHJ	29dec84 29jun92 28aug93 21feb00 25dec01 21jun04 15sep09	line # 43-05; rgd 06mar85; in Aeroflot c/s; f/n FRA 25dec90; l/n SVO 08apr91 leased from Voronezh Aviation Production Association; l/n MEL 27jul92; in basic ex Aeroflot c/s, white tail l/n SHJ 08oct99; reported for Voronezh Aviation Production Association f/n DME 22jul00; l/n Voronezh-Pridacha 08aug01 f/n DME 15jan02; in basic ex Aeroflot c/s, white tail; l/n ZIA 23aug03 f/n GYD jun04; l/n FJR 04may09 opb Eastern Express Georgia in basic ex-Aeroflot c/s, no titles; renamed Skyway and in official document dec09 as such; l/n DXB 02jul10 f/n OSS 12jul19; in all-white c/s with grey undersides, no titles; c/n confirmed by Kazakhstan CAA, see next line
	UP-17643	Il-76TD		rgd	<jul11	current on register 19apr13; canx before 12dec13, marks ntu, see previous line
00534 57702	ER-IAA CCCP-76622 UR-76622 UR-76622 UR-76622 76622	Il-76TD Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Jet Star Soviet AF/AFL c/s Atlant Air Service Ukraine Air Force	no d/d SHJ OST OZH	reports 31jan85 01feb94 26oct96 08jul07	line # 43-06; delivered to Melitopol; f/n in East Germany before 1990 based at Melitopol mar97; l/n Melitopol 29apr99 with Ukraine badge on tail, CCCP- prefix still visible; seen OZH 06aug08/15apr19 with CCCP- bleeding through
00534 57705	CCCP-76623 RA-76623	Il-76MD Il-76MD	LII Zhukovski LII Zhukovski	d/d ZIA	31jan85 03sep93	line # 43-07; delivered to Zhukovski; rgd 25dec87; l/n SVO 23apr89; Aeroflot c/s, still CCCP- 15may93; became a prototype for the demilitarised Il-76MD designated Il-76MDP Aeroflot c/s; water bomber; reported for Gromov Air; extinguished a fire in an ammunition depot Vladivostok 15may92; Chkalovski based mar97; seen Staraya Russa 07aug99 and again BKA 29jul00 with wings removed !; soc 01jul01 as life-time expired; canx 16oct01; l/n Staraya Russa aug02/sep02 with many parts missing, scrapped
00534 57710	CCCP-76624 UR-76624	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d OST	28feb85 05jul96	line # 43-08; rgd 14jan87; delivered to Melitopol; f/n Sperenberg 25may91 based at Melitopol mar97; in basic ex Aeroflot c/s, no titles or flag; seen Melitopol 06may98; l/n Melitopol 28mar02
	76624	Il-76MD	Ukraine Air Force	OZH	08jul07	in basic ex Aeroflot c/s, no titles or flag with faded UR- prefix bleeding through, wfu; l/n OZH 27jul11/15apr19, as such
00534 57713	CCCP-76625 UR-76321 76321	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant Ukraine AF, n/t	d/d rgd Mtp	31jan85 26jan93 27may02	line # 43-09; rgd 14jan87; delivered to Melitopol; f/n CGN 02feb91 f/n AMS 29sep93; based at Melitopol mar97, operated by Atlant; l/n Melitopol 29apr99; canx 21mar97 with 'CCCP-76625' still on top of wings; l/n Melitopol 29aug10
00534 57720	CCCP-76626 CCCP-76423 RA-76423 UR-76423 76423	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Aeroflot Atlant Atlant Ukraine AF, n/t	d/d JNB rgd Mtp Mtp	31jan85 24apr93 29jun94 06may98 27may02	line # 43-10; rgd 14jan87; delivered to Melitopol; f/n ADD apr89 l/n JNB 05may93; officially rgd 26jan93 as UR- f/n OST 25jul94; l/n MST 16jan95; in fleet list 29apr95; soc and canx 08aug95 as to Ukraine based at Melitopol mar97 operated by Atlant; officially canx 21mar97; l/n Melitopol 29apr99 l/n Melitopol 22jun11
00534 58722	K2661	Il-76MD	Indian Air Force	d/d	28feb85	line # 44-01; f/n BKA 24aug95; coded 'A' 44 sqdn; seen KBP 11sep96 coded 'Y'; l/n IXC 12jan00 as such; seen NAG mar06, no code and in light grey c/s; seen ZIA 26feb15, as such; l/n Leh apr17 in a flypast over Chandigarh, serial not visible in the photo
00534 58725	K12661 K2662	Il-76MD Il-76MD	Indian Air Force Indian Air Force	ph. d/d	06oct22 30mar85	line # 44-02; f/n BOD jul85; seen AGR 11mar98 and nov01, coded 'B', 44 sqdn; seen DME 10jul08, as such without tail turret; l/n Bangalore-HAL 24may13 still coded 'B' still coded 'B'; l/n CGK 29may21
00534 58731	K12662 K2663	Il-76MD Il-76MD	Indian Air Force Indian Air Force	ZIA d/d	aug18 31mar85	line # 44-03; f/n CAI jun86; seen AGR 11mar98 and nov01, coded 'C', 44 Sqn, named 'Bharani'; seen NAG mar06, no code; l/n DME 03dec14, as such; seen ZIA 21aug15, coded 'C'; l/n DMK 18jun21
00534 58733	CCCP-76627 UR-76317	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	28feb85 26jan93	line # 44-04; rgd 14jan87; delivered to Melitopol; f/n Zerbst 02dec90 f/n Melitopol 06jul96; based at Melitopol mar97, opb Atlant; l/n Melitopol 06may98; seen Melitopol 29apr99, titles not reported; canx date given as per UR-UCW
	UR-UCW	Il-76TD	United Nations	ACC	12jun04	opb Ukraine Cargo Airways; in all-white c/s; in Ukraine Cargo Airways fleet list jan02 and 01mar07; l/n as such NBO 09dec05; seen KBP 10jun06 in all-white c/s without titles, stored; seen as such OZH 08jul07/15apr19; was canx 30apr09
00634 58738	"48" red "48" red	A-50 A-50	Soviet AF/PVO Russian Air Force	d/d Kln	30sep86 02sep97	line # 44-05; late d/d; delivered to Vitebsk according to the mar97 list, but reportedly operated by the otryad at Ukurei and detached to Vitebsk most of the time based at Pechora-Beryozovka mar97; photo exists with '8738' on engine cover; l/n Ivanovo-Severny 08may15, stored
00534 58741	CCCP-76628 UR-76628	Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force	mfd trf	28feb85 1992	line # 44-06; opb 363 vtap at Kryvy Rih; rgd 23mar89; f/n BOJ 15jul90; l/n Sperenberg oct91 in basic Aeroflot c/s, no titles; f/n Kryvy Rih 05jul96; based at Kryvy Rih by mar97, operated by Avialiniy Ukrainy; l/n Kryvy Rih 21mar97; leased by the Ukrainian MoD to Volare 05aug99 in basic Aeroflot c/s with own logo on fin, no titles; l/n ORY 12aug99; still in Volare fleet list mar00 leased from Volare; in basic Aeroflot c/s with own titles and "Volare" logo on fin; l/n MUC 05mar01 in basic Aeroflot c/s with own logo on fin; initially without titles; l/n as such JNB 09oct03; f/n with titles JNB 26apr04; l/n JNB 15nov06
	UR-76628 UR-76628 UR-76628	Il-76MD Il-76TD Il-76TD	Volare East Line Volare	SIN DUS OST	24feb98 27dec99 18mar01	to Dateline Overseas of Cyprus; painted in full c/s, but never entered service; CoFA expired 28aug09; there is a photo from late 2010, but it does not show the registration; stored at ULY, seen 22apr11/jun12; offered for sale on the internet 27may11 with t/t 5,979 hours, for \$ 2,950,000
	RA-76628	Il-76TD	Polet	rgd	29oct08	to Dateline Overseas of Cyprus; in basic Polet c/s, no titles; ferried from ULY to NLV 04jul12; photos at NLV 23jul12 and 03aug12, but registration not visible on either photo; l/n operational JNB 29mar13; CoFA
	UR-CIU	Il-76TD	ZetAvia	rgd	02jul12	

00534 58745	CCCP-76629 UR-76629	II-76MD II-76MD	Soviet AF/AFL c/s ATI Airlines	d/d Mtp	28feb85 06jul96	expired 28jun14; stored at FJR, seen oct13/jun16; offered for sale 10sep14, but could not be sold; canx 15nov17; l/n FJR 10dec17/25mar18, stored line # 44-07; delivered to Kryvy Rih; rgd 23mar89; f/n Alt Lönnewitz (Falkenberg) 03dec90 based at Kryvy Rih based mar97, operated by Avialiniyi Ukrayiny; l/n Melitopol sep97 as such; seen OST aug98 with additional 'AZAL' logo; l/n OST 21dec98 as such; not in fleet list 13sep00
00534 58749	76629 CCCP-76630 UR-76630 UR-UCO UR-UCO UR-UCO UR-UCO	II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD	Ukraine AF, n/t Soviet AF/AFL c/s Atlant United Nations DFS Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw	Mtp d/d LUX BDS BOH EMA FIH KBP	06aug08 31mar85 14jan94 18mar01 31jan02 12nov05 17may06 07sep06	l/n Melitopol 12jun09/03may13, missing engines line # 44-08; delivered to Melitopol; f/n Spenberg 21nov90 based at Melitopol mar97; seen Melitopol 06may98; l/n Melitopol 29apr99, titles not reported opb Ukraine Cargo Airways; in all-white c/s opb Ukraine Cargo Airways; in all-white c/s; l/n FIH 21feb04 converted to II-76TD by nov05; in all-white c/s, no titles, UN markings overpainted
00534 58756	CCCP-76631 76631 76631	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Atlant Ukraine AF, n/t	d/d Mtp Mtp	31mar85 06jul96 07may97	reported again FIH jan07 as United Nations; seen EIN 08/14nov07 in all-white c/s, no titles; l/n OZH 07sep09/15apr19; canx 20jul10 line # 44-09; delivered to Melitopol; rgd 27jun90; f/n CGN 10jan91
00534 59757	CCCP-76632 RA-76632 RA-76632	II-78 II-78 II-78	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Iva KLD	06jun85 24aug95 aug10	based at Melitopol mar97; l/n Melitopol 29aug10/may13, CCCP- prefix still visible on tail line # 44-10; delivered to Uyzn; later based at Engels; photo 1991 based at Ivanovo mar97 (sole Ivanovo II-78); l/n Ryazan-Dyagilevo 09may10 in basic Aeroflot c/s, no titles; seen Ryazan-Dyagilevo 16aug14; to undergo overhaul by 360 ARZ in 2016; l/n Ryazan-Dyagilevo 08sep16 parked on the 360 ARZ ramp; also carried code "63" blue, in white/grey c/s with Russian Stars on tail and 'VKS Rossi' titles; l/n Ryazan-Dyagilevo 30aug21
00534 59764	RF-94280 CCCP-76633(1)	II-78 II-76MD	Russian Air Force Soviet AF/AFL c/s	Rzd d/d	23aug18 31mar85	line # 45-01; rgd 14jan87; delivered to Melitopol; f/n Alt Lönnewitz (Falkenberg) 06dec90; see c/n 093420594
	76633(1) UR-76633(1) UR-76633(1) UR-76633(1) UR-76633(1) 76633(1) CU-T1271 CU-C1271	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Ukraine Air Force Aeroflot c/s, n/t ATI Airlines Aeroflot c/s, n/t Air Service ex-Aeroflot c/s Cubana Cubana	Mtp OST SHJ Mtp Mtp Mtp d/d	06jul96 14nov96 19jan97 25aug97 06may98 27may02 30mar85 may96	l/n OST 18mar97; based at Melitopol mar97, operated by Avilond; not in 1998 fleet list l/n Melitopol 29apr99 no titles; l/n Melitopol 01jan11, with Ukraine AF badge line # 45-02; mfd given as 21apr85 from Aviacion en Cuba facebook site; f/n SNN 21feb88 seen HAV jul99/mar00 stored in faded c/s; last flight 04jan97 with t/ 25,067.24 hours and 8,611 cycles; l/n HAV jan01/apr02 unmarked and no colours, down on its tail, nose up; gone by jan03 and broken up; was not in fleet list 04feb02
00534 59770	CCCP-76634 RA-76634	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	19apr85 21apr97	line # 45-03; delivered to Melitopol (still based there jul91); rgd only 30jun87; f/n in former East Germany 21nov90 initially based at Ukurei; based at Orenburg-2 by mar97; seen Orenburg-2 29aug04; seen in 123 ARZ at Staraya Russa 13apr11, awaiting overhaul, t/t 2,569 hours and 1,811 cycles by then in basic Aeroflot c/s, no titles; l/n OVB 29mar15 leased from the Russian Air Force; in basic Aeroflot c/s with a Syrian flag on the fin, no titles; l/n DAM 22jan17
	RA-76634 RA-76634 YK-ATF	II-76MD II-76MD II-76MD	Russian Air Force Syrian Air Force Syrian Air Force	Ors KAC ph.	06feb12 nov15 05may19	at an airfield in Iran; in basic Aeroflot c/s with a Syrian flag on the fin, no titles and also painted as 'II-76T' by the registration on the rear fuselage; l/n DAM 14mar23
00534 59775	CCCP-76635 RA-76635	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Dem	30apr85 03jun93	line # 45-04; delivered 05apr85 to Melitopol, but see mfd; later based at Taganrog; no reports based at Chkalovski mar97; l/n CKL 29dec15, still in full Aeroflot c/s with titles; l/n CKL jul19
00534 59777	"31" red	A-50	Soviet AF/PVO	d/d	31dec86	line # 45-05; delivered to Beryozovka and still based there mar97; late d/d
00534 59781	CCCP-76636 UR-76636	II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s	Iva mfd	26may99 30apr85	seen Ivanovo-Severnoy aug07; l/n Ivanovo-Severnoy 08may15/2019, stored line # 45-06; d/d 04may85 to 369 vtap at Dzhankoi; f/n in former East Germany 09jan91 no titles, logo only; based at Dzhankoi by mar97; l/n Kryvy Rih 12may97; mentioned in legal documents as leased to Volare from the Ukrainian MoD from 05aug97
	UR-76636 UR-76636 UR-76636 UR-76636	II-76MD II-76MD II-76TD II-76TD	Avialini. Ukrayiny Volare, no titles East Line Volare	BUD OST OST BUD	16feb98 15may99 02apr00 20oct01	still with a 'Volare' logo on the fin; l/n RKT 18dec98 l/n OST 21oct99 still with a 'Volare' logo on the fin; l/n RKT 14oct00 in basic 'blue' Aeroflot c/s with own titles; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; canx 20jul10; sat wfu at NLV (N47.056559 E31.920474), seen oct09/oct12 and sitting on its tail feb17/sep21; survived the fighting at NLV 27feb22, seen 01apr22
00534 59788	CCCP-76478 RA-76478	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. AI	mfd LUX	29may85 13nov92	line # 45-07; d/d 05jun85; toc 29jun85; photo exists ZRH ? aug85 in standard Aeroflot c/s; l/n LUX 01jun87; repainted with red cheatline and red outer wing surfaces; f/n MLA 24mar89; l/n SVO 08jul92 with red cheatline and red outer wing surfaces; repainted into standard c/s with grey tail by aug95; l/n SVO 12jan04 stored; soc 27nov03 as life-time expired; canx 04mar04; broken up
00534 60790	CCCP-76479 RA-76479 ER-IBK	II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. AI ex-Aeroflot c/s	mfd SNN rgd	14may85 11jan93 31mar05	line # 45-08; d/d 31may85; toc 26jun85; rgd 05jul85; f/n SNN 28oct85; initially in standard c/s; l/n GVA 21nov85; repainted in full 'Polar' c/s; was the first II-76 to make a landing in Antarctica 25feb86, having flown Moscow-Leningrad-Lamaca-Djibouti-Maputo- ôMolodetzchnayaô station- ôNovolazarevskayaô station and back, between 18feb86 and 04mar86, delivering to Antarctica 58 participants of the 31st Soviet Antarctic Expedition and bringing back 59 participants of the previous expedition; l/n SNN 28mar88; repainted with white tail but retained the red cheatline; seen ATH 09jun92, now with grey tail, Russian flag and still with CCCP- prefix; l/n FRA 30sep92
	EW-264TH UP-17628	II-76TD II-76TD	ex-Aeroflot c/s ex-Aeroflot c/s	SHJ SHJ	12nov07 09aug08	with red cheatline and grey tail; repainted into standard c/s, still with grey tail after overhaul in 1999; l/n SVO jun04/sep04 stored, gone by 19oct04; soc 12nov04 as to Moldova with grey tail, no titles; f/n ZIA 19aug05; damaged at Dubai 12feb06, when it missed the taxiway after landing and ended up in the sand, causing extensive damage to the nose and wingtip; reported RKT 19oct06 as Tiramavia but confirmation welcome; reported for Jet Stream Airlines nov06; l/n RKT 01feb07 no titles, grey tail; canx 09aug07 to Belarus l/n KDH 21apr08, still with grey tail and no titles
00534 60795	CCCP-76481 CCCP-76481 CCCP-76481 CCCP-76481 CCCP-76481 CCCP-76481 EP-ALA ST-AQB ST-AQB ST-AQB	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/GosNII GA Metro Cargo AFL/GosNII GA Sudania, n/t Mexair, n/t AFL/GosNII GA GosNII GA Atlas Air Atlas Air Phoenix AZZA	d/d AMS SVO OST RTM SVO SVO TAS rgd OST HAM	23jul85 14jan91 26sep91 29oct91 11nov91 08jul92 19mar93 11nov97 26nov98 20mar99 13jun00	line # 45-09; in Aeroflot c/s; delivered to Sheremetyevo; toc 15aug85; CofR renewal 25sep87 leased from AFL/GosNII GA; named 'Berne' in Aeroflot c/s leased from AFL/GosNII GA leased from AFL/GosNII GA l/n AMS 07oct92; in Aeroflot c/s, no titles in Aeroflot c/s, no titles; l/n SVO 22aug97; leased to Phoenix FZE, UAE 23oct97; soc and canx 21nov97 as leased to Iran, but still present on Russian register sep01 marked as 'excluded' based at SHJ; in white/grey c/s with thin black cheatline and red titles; l/n SHJ 22nov98, c/n checked f/n SHJ 25nov98; in white/grey c/s with thin black cheatline; l/n OST 23mar99 in white/grey c/s with thin black cheatline with red titles; seen SHJ 26apr00, with additional 'Trans Attico' titles; considered not airworthy without rework by Russian authorities 14sep99 not current on register jan07; wfu at KRT, titles and registration painted out, seen jan06/jun12 with CCCP-76481 visible again on top of the wings; l/n jan13; broken up KRT jul13
00534 60797	CCCP-76637 UR-76637 UR-76637	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Atlant	d/d Dzh Mtp	31may85 06jul96 06may98	line # 45-10; delivered to Melitopol; rgd 27jun90; f/n Merseburg 23may91 based at Melitopol mar97
00534 60802	76637 CCCP-76638 RA-76638 RA-76638	II-76MD II-76MD II-76MD II-76MD	Ukraine AF, n/t Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd PKV GVA	27may02 31may85 05aug96 16jun03	l/n Melitopol 07oct10/03may13 line # 46-01; delivered 31may85 to Dzhankoi; rgd 12mar92; f/n SZW 15aug92 based at Pskov mar97; l/n VKO 22aug01 l/n PKV 20aug03, no titles; seen HAJ 07apr05 with 224th Flight Unit badge, no titles; l/n LED 18jun22
00534 60805	CCCP-76639 RA-76639 RF-76639	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Ors PEE OVB	20jun85 21apr97 19jul10 19dec14	line # 46-02; rgd 14jan87; delivered to 175 vtap at Melitopol (still based there jun91); f/n SNN 29nov89; l/n KHV oct92 initially based at Ukurei; based at Orenburg by mar97; l/n Ivanovo-Severnoy 30aug07 equipped with guns; in basic Aeroflot c/s, no titles; l/n CKL 14jun13 equipped with guns; in basic Aeroflot c/s, no titles; l/n PEE 29apr15; reportedly leased to the Syrian Air Force in autumn 2015; reported by some sources apr19 as likely to have become YK-ATE following photos of YK-ATF c/n 0053459770 appearing, but as of apr22, some three years later, there are still no confirmed sightings or photos as such
00534 60811	CCCP-76640(1) RA-76640(1) RF-76640(1)	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Klin PKV	28jun85 16may99 jan18	line # 46-03; d/d 28jun85 to Klin; see c/n 0053465956 based at Klin mar97; l/n Pskov jan10/jul11, wfu still with Aeroflot titles in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22
00534 60813	CCCP-76641 RA-76641	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Sty	29jun85 07aug99	line # 46-04; d/d 29jun85 to Klin; f/n Klin-5 airbase 06may94; based at Klin mar97; l/n Klin-5 airbase 02sep97 opb 334 vtap at Pskov; named 'Nikolai Zaitsev' 01jun05 after a WWII Hero of the Soviet Union; equipped with guns; seen PKV 16aug12; to undergo overhaul at 360 ARZ in 2017
00534 60820	RF-76641 CCCP-76642 RA-76408 UR-76408 UR-76408 UR-76408 UR-76408 UR-76408 4K-AZ19 4K-AZ19	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Russian AF/AFL c/s Soviet AF/AFL c/s Aeroflot c/s, n/t Pacific Express Atlant Ukraine Air Force Air Service Azerbaijan AI Silk Way AI, n/t	ph. d/d rgd rgd rgd SIN HEL Mtp OST BKK BTS	jan19 28jun85 29oct92 26jan93 12apr93 08jul94 14sep96 28nov96 30jun02 03oct02	location withheld; l/n KHV 25jan22 line # 46-05; rgd 14jan87; delivered to Melitopol; f/n CGN 21may91 according to Russian register; no reports; ntu ? f/n LUX 04mar93 leased from Atlant l/n OST 04sep94 l/n OST 28nov96; both times as Air Force l/n Melitopol 29apr99; Melitopol based, operated by Atlant mar97; canx 23sep08 ! l/n EDL 17sep02; checked as ex UR-76408 converted to TD by jun03; l/n GKE 23jun04; AZAL tail logo

	4K-AZ19	II-76TD	Silk Way Airlines	IST	09sep04	turret filled in; in white/blue c/s with 'Silk Way Azerbaijan Cargo' titles; seen ZIA 21aug11, awaiting service life extension; seen again GYD 19feb12; l/n GYD 20may13; seen GYD oct15/apr18, stored engineless
00534 60822	CCCP-76643(1) RA-76643(1)	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	29jun85 01sep94	line # 46-06; delivered to Ivanovo; f/n in (former) East Germany 04jun90; see c/n 0083488643 Ivanovo based mar97; l/n Ivanovo-Severnny 22jun00; canx but date unknown; l/n Pskov jan10/jul11 wfu, still with Aeroflot titles
00534 60827	RF-76643(1) CCCP-76644 RA-76433 UR-76433	II-76MD II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Atlant	PKV mfd rgd rgd	10jun16 29jun85 20oct92 26jan93	in basic Aeroflot c/s, no titles; l/n OVB mar23 line # 46-07; delivered 29jun85 to Melitopol; rgd 06feb89; f/n Spereberg 07dec90 according to the Russian register feb98 with owner given as 'Ukraine' based at Melitopol; f/n Spereberg 18nov93, the crew requested asylum in Russia after the unauthorised flight to Spereberg; opb Atlant mar97; canx 21mar97; l/n Uzyn 27jun99 f/n BAK 19may02; l/n IST 08aug02; tail logo only; canx 31oct02 l/n SHJ 20feb04; yellow 'AZAL' badge on tail; crashed 18may04 after take-off from Urumqi probably due to being overloaded; still given as current on Azerbaijan register 22nov05
00534 60832	ER-IBS 4K-AZ27	II-76MD II-76TD	Azerbaijan AI, n/t Silk Way AI, n/t	rgd CGN	04oct01 16nov02	line # 46-08; d/d 23jul85; toc 29aug85; rgd 10sep85; f/n SNN 27sep85; l/n SVO 30jun92 with grey tail; seen stored at SVO aug03/jul04; soc and canx 12aug04 as to Moldova no titles but with 'Air Trans' logo; f/n SHJ 08oct04; l/n SHJ 22may05; canx 26may05 c/n checked; in basic Aeroflot c/s, no titles; l/n SHJ 30sep06 in basic Aeroflot c/s, no titles; f/n RKT 01feb07; l/n RKT 26mar07; canx 04oct07 as to Kazakhstan small titles by the nose; l/n DXB 11jan08 c/n not confirmed; l/n DXB 09dec09 c/n not confirmed; in basic Aeroflot c/s with grey fin, with titles as such; l/n SHJ 08feb10 c/n confirmed and checked AKT 14mar10; in basic Aeroflot c/s with grey fin, no titles c/n confirmed; in basic Aeroflot c/s with grey fin; l/n SHJ 21aug11 c/n confirmed; current on register 12dec13; canx before 20may14 owned by Alpha Express Aviation of Sharjah; f/n Eritrea 09feb16, in basic ex Aeroflot c/s with grey fin, no titles; seen FJR 02jun16; canx between 07jun19 and 29jun19; l/n FJR sep22, missing many parts line # 46-09; rgd 14jan87; delivered to Melitopol; f/n Brandis 07dec90 based Melitopol mar97 operated by Antey; seen Melitopol 08jul07 'CCCP-' prefix visible; l/n may13/aug13 in fair condition with Ukrainian shield on tail
00534 61834	CCCP-76645 76645	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine AF, n/t	d/d Mtp	29jul85 06jul96	line # 46-10; d/d 16oct85; opb 409 apsz at Uzyn; no reports prefix not confirmed for this sighting !; based at Uzyn mar97 opb 374 Sqn; seen Boufarik nov04; seen ZIA 14jul11 with Algerian Air Force titles; l/n 05jul22 during the flypast over Algiers
00534 61837	CCCP-76646 UR-76646 7T-WIH	II-78 II-78 II-78	Soviet AF/AFL c/s Aeroflot c/s, n/t Algerian Air Force	mfd Uzn Sty	25sep85 16may98 19aug03	line # 47-01; delivered to Dzhankoi; f/n SVO 03jun89 based Dzhankoi mar97, operated by Veteran; l/n Melitopol 29apr99 small 'Speed Space' titles near the door; l/n Melitopol 07oct10/30jun13 stored line # 47-02; delivered to Melitopol; later based at Ukrei; rgd 06feb89; f/n Spereberg 28aug89 based at Orenburg mar97; l/n Tver-Migalovo 01sep07 basic ex-Aeroflot c/s no titles, equipped with guns; l/n Taganrog Tsentralny apr19 line # 47-03; opb 44 Sqn; named 'Kartika'; f/n DXB sep89; seen AGR 05dec98 and nov01 with code 'D'; seen ZIA 21aug07, stripped of paint but still coded 'D'; seen LEH 24oct14, without turret; l/n ZIA nov16 still with code 'D'; l/n ALA 11nov23 line # 47-04; f/n BKA 28feb90; seen AGR 11mar98 and 05dec98, coded 'E' 44 sqdn; named 'Rohini'; seen PKV sep07, coded 'E', tail turret removed; l/n CKL sep21, as such line # 47-05; f/n apr94; seen DEL 03jul98 and BHI 04feb01, coded 'F', 44 sqdn; tail turret removed and avionics upgraded in 2006, callsign 'VU-FGF', f/n Hasimara as such; seen TSE 05may12, still coded 'F'; seen ZIA mar17 and Staraya Russa 22aug17 still coded 'F'; l/n SIN 07jun21
00534 61843	CCCP-76647 UR-76647 76647	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Ukraine AF, n/t	d/d OST Mtp	29jul85 18oct95 27may02	line # 47-06; delivered to Melitopol; f/n in East Germany before 1990 opb 708 vtap at Taganrog-Tsentralny by mar97; l/n Smolensk-Severnny 19may08 opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s, no titles; l/n OVB aug21 line # 47-07; d/d 31aug85 to Dzhankoi; f/n SZW 05jul91; rgd 12mar92; l/n Grossenhain 12feb93 based at Pskov mar97; l/n KBL 05feb02, still with Aeroflot titles; soc and canx 16feb04; featured in tender issued 04apr07
00534 61848	CCCP-76648 RA-76648 RA-76648	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Ors CKL	30jul85 21apr97 02sep10	in basic Aeroflot c/s, no titles; l/n LED aug21 line # 47-08; delivered to Melitopol; rgd 25feb91; l/n Kötén 23may91; l/n UTC 27apr93 based Melitopol mar97; not in 1998 fleet list; l/n Uzyn 22jun99 in white c/s with grey undersides and red/black/orange cheatlines, no titles; l/n LAD 22jul06; turret filled in; used T-900 as call-sign between feb02 to dec04; opb Angola Air Charter according to JP-05; flew MSQ-LXR 10jan07; seen LAD 17mar07 in dark grey c/s with light grey undersides, no titles; l/n LAD 08mar08; photos exist as an instructional airframe at Cabo Ledo (S9.6464969 E13.275507), visible on GE since 02feb10; photo mar12; still visible on GE apr19
00534 61849	KI2664	II-76MD	Indian Air Force	d/d	29aug85	line # 47-09; delivered to 175 vtap at Melitopol; rgd 14jan87; f/n SNN 30jul88 based at Melitopol by mar97, operated by Atlant; in basic 'blue' Aeroflot c/s with own titles; f/n Melitopol 22mar97; l/n Melitopol 06may98; canx 21mar97 in basic 'blue' Aeroflot c/s, no titles; wfu around 2007; sat wfu at Melitopol, seen oct10/jun13; destroyed by a Russian attack on Melitopol 24feb22 (the forward fuselage burnt out) line # 47-10; delivered to Uzyn; f/n ZRH 06jan89 based at Uzyn mar97; l/n Uzyn 16may98 confirmation as such welcome no titles or version and '4628.79' painted on tail, refuelling equipment removed; opb 374 Sqn; photo date unknown with titles; seen Boufarik aug10; seen ZIA 25jan14; seen ZIA 15may15, with '2879' on the tail and 'II-78' on the nose; l/n ZIA 26jan22
00534 62856	KI2665	II-76MD	Indian Air Force	ZIA	05jul17	line # 48-01; delivered to Dzhankoi; f/n DME 12jun90 based at Dzhankoi mar97, operated by Antey mar97; l/n Kryvy Rih 17may98 in basic ex Aeroflot c/s with Ukrainian shield on fin, no titles; stored at OZH, l/n OZH jul11/15apr19 with 'CCCP-' prefix bleeding through
00534 62857	K2666	II-76MD	Indian Air Force	d/d	26sep85	line # 48-02; rgd 14jan87; delivered to Melitopol; was equipped with the experimental L-369 system for radio electronic counter-measures (the equipment was removed in 1990); f/n HAJ 12may90; still had pods on the wingtips and sensors behind the nose when seen Spereberg 1991; trf to the Ukrainian Air Force by jul92, but still carried the prefix 'CCCP-' when seen ZIA 06jul93
00534 62864	KI2666 CCCP-76649 RA-76649 RA-76649	II-76MD II-76MD II-76MD II-76MD	Indian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	ALA d/d Tgr Sty	24sep18 31aug85 20jun99 15oct10	line # 48-03; confirmed as such welcome no titles or version and '4628.79' painted on tail, refuelling equipment removed; opb 374 Sqn; photo date unknown with titles; seen Boufarik aug10; seen ZIA 25jan14; seen ZIA 15may15, with '2879' on the tail and 'II-78' on the nose; l/n ZIA 26jan22
00534 62865	CCCP-76650 RA-76650	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	12aug85 08apr94	line # 48-04; delivered to Dzhankoi; f/n DME 12jun90 based at Dzhankoi mar97, operated by Antey mar97; l/n Kryvy Rih 17may98 in basic ex Aeroflot c/s with Ukrainian shield on fin, no titles; stored at OZH, l/n OZH jul11/15apr19 with 'CCCP-' prefix bleeding through
00534 62872	RF-76650 CCCP-76651 UR-76651 D2-FCN	II-76MD II-76MD II-76MD II-76TD	Russian Air Force Soviet AF/AFL c/s Khors Air Angolan Air Force	PKV d/d LTN SHJ	may16 31aug85 08nov95 31jan01	line # 48-05; delivered to Dzhankoi; f/n DME 12jun90 based at Dzhankoi mar97, operated by Antey mar97; l/n Kryvy Rih 17may98 in basic ex Aeroflot c/s with Ukrainian shield on fin, no titles; stored at OZH, l/n OZH jul11/15apr19 with 'CCCP-' prefix bleeding through
00534 62873	CCCP-76652 UR-76322	II-76MD II-76MD	Soviet AF/AFL c/s Atlant	d/d rgd	24sep85 26jan93	line # 48-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90 based at Melitopol mar97, operated by Antey; l/n Melitopol 29apr99 l/n SHJ 28may04; opb Azov Avia; no titles
00534 62879	CCCP-76653 76653 UR-76653 7T-WIQ	II-78 II-78 II-78 II-78	Soviet AF/AFL c/s Ukraine Air Force Atlant Algerian Air Force	d/d Uzn Blt SVO	31dec85 28jun95 25apr99 26may03	near Darfur, Sudan; with 'WFP' on tail and operated by Azov Avia; l/n SHJ 01sep06 in all-white c/s, 'WFP' titles still visible and UR-ZVB still visible on top of the wing; wfu 31oct06; offered for sale on the internet in 2009 with t/t 3,801 hours and 1,970 cycles; sat wfu at Melitopol, l/n may13 line # 48-04; rgd 14jan87; delivered to Melitopol; photo DYR 1987; f/n MST 12dec91 based at Melitopol mar97; seen Mykolayiv-Kulbakino 30apr99; seen OZH 08jul07/aug18 wfu, still in basic ex Aeroflot c/s, no titles; seen 15apr19 in very poor condition line # 48-05; airborne command post (II-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; d/d 22sep87 to Zhukovski, late d/d; f/n ZIA 18aug91; l/n ZIA 04sep93; see c/n 1023414450 in Aeroflot c/s; based at Chkalovski mar97; l/n CKL feb10, active in very faded c/s; repainted in basic Aeroflot c/s, no titles, with 'GLITS' badge on starboard side, CKL sep10; l/n CKL aug18, active in basic Aeroflot c/s with Russian stars on the fin, 'VKS Rossiit' titles and with a 'GLITS' badge on the starboard side; f/n CKL jul19; l/n CKL mar21 active
00534 62884	CCCP-76654 UR-76654 UR-76654	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Avilond Ukraine Air Force	d/d SHJ OZH	27sep85 14feb96 28may02	line # 48-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90 based at Melitopol mar97, operated by Antey; l/n Melitopol 29apr99 l/n SHJ 28may04; opb Azov Avia; no titles
00534 63885	CCCP-76655	II-76MD	Soviet AF/AFL c/s	d/d	30sep85	near Darfur, Sudan; with 'WFP' on tail and operated by Azov Avia; l/n SHJ 01sep06 in all-white c/s, 'WFP' titles still visible and UR-ZVB still visible on top of the wing; wfu 31oct06; offered for sale on the internet in 2009 with t/t 3,995 hours and 2,104 cycles; stored Melitopol, l/n 06aug08/10may13 line # 48-07; delivered to Melitopol; rgd 25feb91; f/n in the Baltics nov91
	UR-76655 76655	II-76MD II-76MD	Air Service Ukraine Air Force	LUX Mtp	01sep95 may07	leased from the Ukrainian Air Force, based at Melitopol by mar97; l/n Melitopol 29apr99 initially in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; stored at Melitopol, seen may10/apr13; ferried to Mykolayiv-Kulbakino jul18 for overhaul by NARP; seen jul19, in bare metal c/s; repainted in dark grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles in Ukrainian and English; f/n as such in NARP 27sep19; ferried Mykolayiv-Kulbakino to Melitopol 16dec19 after overhaul; l/n Dublin 14may22/08mar23
00534 63891	CCCP-76656 CCCP-76656 UR-76656 UR-76656 UR-ZVC 76656	II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Ukraine Air Force not reported Azov Avia Azov Avia Ukraine Air Force	d/d JNB Mtp Mtp BTS Mtp	30sep85 09dec92 25aug97 06may98 30apr03 06aug08	line # 48-07; delivered to Melitopol; was equipped with the experimental L-369 system for radio electronic counter-measures (the equipment was removed in 1990); f/n HAJ 12may90; still had pods on the wingtips and sensors behind the nose when seen Spereberg 1991; trf to the Ukrainian Air Force by jul92, but still carried the prefix 'CCCP-' when seen ZIA 06jul93 leased from the Ukrainian Air Force, based at Melitopol by mar97; l/n Melitopol 29apr99 initially in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; stored at Melitopol, seen may10/apr13; ferried to Mykolayiv-Kulbakino jul18 for overhaul by NARP; seen jul19, in bare metal c/s; repainted in dark grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles in Ukrainian and English; f/n as such in NARP 27sep19; ferried Mykolayiv-Kulbakino to Melitopol 16dec19 after overhaul; l/n Dublin 14may22/08mar23
00534 63896	CCCP-76657 76657	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d Mkk	30sep85 22aug97	line # 48-08; rgd 14jan87; delivered to Melitopol; photo DYR 1987; f/n MST 12dec91 based at Melitopol mar97; seen Mykolayiv-Kulbakino 30apr99; seen OZH 08jul07/aug18 wfu, still in basic ex Aeroflot c/s, no titles; seen 15apr19 in very poor condition line # 48-05; airborne command post (II-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; d/d 22sep87 to Zhukovski, late d/d; f/n ZIA 18aug91; l/n ZIA 04sep93; see c/n 1023414450 in Aeroflot c/s; based at Chkalovski mar97; l/n CKL feb10, active in very faded c/s; repainted in basic Aeroflot c/s, no titles, with 'GLITS' badge on starboard side, CKL sep10; l/n CKL aug18, active in basic Aeroflot c/s with Russian stars on the fin, 'VKS Rossiit' titles and with a 'GLITS' badge on the starboard side; f/n CKL jul19; l/n CKL mar21 active
00534 63900	CCCP-76450(1) RA-76450(1)	II-82 II-82	LII Zhukovski LII Zhukovski	f/f CKL	29apr87 29aug95	line # 48-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90 based at Melitopol mar97, operated by Antey; l/n Melitopol 29apr99 l/n SHJ 28may04; opb Azov Avia; no titles
	RF-93646	II-82	Russian Air Force	photo		near Darfur, Sudan; with 'WFP' on tail and operated by Azov Avia; l/n SHJ 01sep06 in all-white c/s, 'WFP' titles still visible and UR-ZVB still visible on top of the wing; wfu 31oct06; offered for sale on the internet in 2009 with t/t 3,995 hours and 2,104 cycles; stored Melitopol, l/n 06aug08/10may13 line # 48-07; delivered to Melitopol; rgd 25feb91; f/n in the Baltics nov91
00534 63902	CCCP-76658 UR-76658 UR-ZVB UR-ZVB UR-ZVB 76658	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Air Service United Nations Tobruk Air United Nations Ukraine AF, n/t	d/d ATH BUD HAJ ph. Mtp	31oct85 12oct95 09feb03 12jun04 15feb05 12oct07	line # 48-08; rgd 14jan87; delivered to Melitopol; was equipped with the experimental L-369 system for radio electronic counter-measures (the equipment was removed in 1990); f/n HAJ 12may90; still had pods on the wingtips and sensors behind the nose when seen Spereberg 1991; trf to the Ukrainian Air Force by jul92, but still carried the prefix 'CCCP-' when seen ZIA 06jul93 leased from the Ukrainian Air Force, based at Melitopol by mar97; l/n Melitopol 29apr99 initially in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; stored at Melitopol, seen may10/apr13; ferried to Mykolayiv-Kulbakino jul18 for overhaul by NARP; seen jul19, in bare metal c/s; repainted in dark grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles in Ukrainian and English; f/n as such in NARP 27sep19; ferried Mykolayiv-Kulbakino to Melitopol 16dec19 after overhaul; l/n Dublin 14may22/08mar23
00534 63908	CCCP-76659 RA-76659 RA-76659 RA-76659 RA-76659	II-76MD II-76MD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atruvera Aviacon Zitotrans Sukhoi Atruvera	d/d PKC FJR SHJ rgd	31oct85 08jul94 12nov95 16dec98 18feb00	line # 48-08; rgd 14jan87; delivered to Melitopol; f/n CGN 21feb91; l/n UTC 27apr93
	ER-IBL ER-IBL EX-075 EX-075 4L-GLP	II-76TD II-76TD II-76TD II-76TD II-76TD	Airline Transp.Inc Juba Air Cargo white/grey c/s,n/t Tenir Air Eastern Exp. Geor.	rgd SHJ SHJ SHJ FJR	23apr04 21nov04 24jun05 12jan07 14sep08	leased from Atruvera; still present 20jan96; based at Melitopol mar97, opb Atruvera l/n SHJ 26oct99 f/n VKO 29may00, still with tail turret; l/n TSN 03nov03, with tail turret removed; soc and canx 20apr04 as to Moldova f/n SDA jun04, no titles; l/n KBL 09nov04 l/n SHJ 22may05; canx 01jun05 c/n confirmed; opb Tenir AI; l/n RKT 03dec06; in Air Almaty fleet list sep06 reported in Chinese CAA documents; seen SHJ 29jul07, all-white c/s, no titles; l/n KDH 08may08 all-white no titles; according Georgian CAA opb Skyway dec09 the new name of Eastern Express Georgia; l/n SHJ 17jul10, still no titles; canx late 2010/early 2011 l/n OSS 06nov11/25nov23, stored; details from russianplanes.net
00534 63910	3X-GGO CCCP-76660	II-76TD II-76MD	all-white c/s, n/t Soviet AF/AFL c/s	KDH d/d	15jul11 01nov85	line # 48-08; rgd 14jan87; delivered to Melitopol; f/n CGN 21feb91; l/n UTC 27apr93

	76660	II-76MD	Ukraine AF, n/t	Mtp	06jul96	based at Melitopol mar97; seen Melitopol 27may02 as such; l/n Melitopol 26aug09/06jul13, with Avilond titles visible under paint
00534 63913	CCCP-76661 76661 76661	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Air Ukraine Cargo Ukraine Air Force	d/d ZAG Mtp	31oct85 13jun95 06jul96	line # 48-09; opb 175 vtap at Melitopol; rgd 25feb91; f/n Merseburg 06may91
						based at Melitopol by mar97; in basic 'blue' Aeroflot c/s with Ukrainian roundels and a Ukrainian shield on the fin, no titles; stored at Melitopol, seen jul07/may13; arrived at Mykolayiv-Kulbakino oct18 for overhaul with NARP (entered into the books 13nov18); seen being stripped of paint outside the hangar at NARP jul19; seen under overhaul aug20; repainted in dark grey c/s with medium grey undersides and Ukrainian shield on the fin; test flown after overhaul 02jul21 and flew to Melitopol 03aug21; l/n Deblin 14may22/08mar23
00534 64919	CCCP-76662 UR-76662	II-78 II-78	Soviet AF/AFL c/s BSL Airline	d/d Uzn	31mar86 10may98	line # 48-10; opb 409 apsz at Uzyn; photo exists based at Uzyn mar97; l/n as such Uzyn 16may98; refuelling equipment removed; seen Bila Tserkva 25apr99, titles not reported
	7T-WIS	II-78	Algerian Air Force	Sty	26aug07	opb 374 Sqn; reported to be the only II-78 in service as of 2007; seen DME 22oct07, refuelling equipment now removed, version still painted as II-78; seen Boufarik aug10; seen Boufarik 15apr14, missing engines; l/n ZIA sep19
00534 64922	CCCP-76663 UR-76663 UR-CAT	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Aeroflot c/s, n/t Ukr. Air Alliance	d/d OST BTS	26nov85 12dec95 04mar04	line # 49-01; delivered to Melitopol; f/n Alt Lönnewitz (Falkenberg) 06feb91; rgd 25feb91; l/n UTC 28apr93 reported for Polyssaviatrans; based at Melitopol mar97, opb Icar; l/n Melitopol 29apr99 opb Awsaj Aviation of Libya with 'UAA' titles and logo; opb Tobruk Air jan05; l/n Melitopol 01nov06; not in fleet list oct07 and reported stored
00534 64926	76663 CCCP-76664 CCCP-76664 UR-76664 4K-AZ22	II-76TD II-76MD II-76MD II-76MD II-76TD	Ukraine Air Force Soviet AF/AFL c/s Aeroflot c/s, n/t Khors Air Silk Way Al, n/t	Mtp d/d JNB ATH CGN	06aug08 30nov85 aug92 28jul95 04may03	l/n Melitopol 10may13 line # 49-02; delivered to Melitopol; rgd 14jan87; f/n Brandis 13nov90; l/n NRT 1991 and JNB 10oct92, operated for SAA; l/n SIN 13oct92 based at Melitopol mar97, opb Antey; l/n Melitopol 29apr99 owned by Ukrainian deputy Anatoli Lyovin; registration painted on as 4KAZ-22, small AZAL badge on tail; l/n SHJ 30sep04; canx 01dec04
	4L-ZIL 4L-ZIL 4L-ZIL	II-76TD II-76TD II-76TD	Sarit Airlines Global Georgian Aw Royal Al Cargo	rgd SHJ DXB	21dec04 15may05 sep05	in full c/s with tail logo; f/n 14jan05; l/n SHJ 20apr05 with red cheatline, no titles; l/n SHJ 22jul05 w/o 11nov05 on a flight from Kabul to Bagram, crashed into a mountain in the Khak-e Shahidan area of the Guldara district, 30 km north-west of Kabul, all eight persons aboard killed
00534 64930	CCCP-76665 76665	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d Mkk	30oct85 10may97	line # 49-03; rgd 14jan87; delivered to Melitopol; f/n CGN 07feb91 reported Mykolayiv-Kulbakino 18sep96 but 'CCC' in prefix missing based at Melitopol mar97, opb Antey; in basic ex Aeroflot c/s, no titles; seen Mykolayiv-Kulbakino 30apr99, as such; l/n OZH 08jul07/15apr19, in all-white c/s, no titles; registration from top of the wing only
00534 64934	CCCP-76666 RA-76666 RA-76666 RA-76666 RA-76666	II-76MD II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Atruvera Iron Dragonfly Atruvera Aviacon Zitotrans	mfd Siv LUX RKT	25dec85 26oct94 21nov95 oct97 18mar98	line # 49-04; d/d 25dec85 to Melitopol; rgd 25feb91; f/n Neuruppin 21may91 in basic ex Aeroflot c/s with titles and logo on the tail; l/n AMS 30aug95 in basic ex Aeroflot c/s with large 'IDF' and logo on the tail; l/n SHJ 12feb96 photo proof; in Ilyushin OKB listing mar97 as Atruvera in basic ex Aeroflot c/s, with titles and logo on the fuselage and Atruvera logo on the tail; version painted as such, still with tail turret; soc 04dec98 as to UAE; l/n RKT 15dec98
	RA-76666 RA-76666	II-76TD II-76TD	Atlant-Soyuz Atlant-Soyuz	SHJ OST	13jul99 20dec99	in all-white c/s, no titles; converted by ARZ-123 during 1999, tail turret removed, to full II-76TD standard l/n SHJ 14apr05; had additional 'Aviakompaniya Pravitelstva Moskvy' (Moscow Government Air Company) titles; soc 27jun05 as to Kyrgyzstan
	EX-066 EX-066 EW-239TH UP-17638 4L-SKY EW-343TH ER-1AN	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Reem Air Reem Air Gomelavia Asia Continental Sky Georgia Trans Avia Export Aerotrascargo	EIN EIN HHN TMP FNB trf trf	14jul05 04aug05 20apr06 16jun09 23oct09 jul12 mar13	in all-white c/s with grey undersides, no titles; owned by Lider Ltd in all-white c/s with grey undersides and with titles; l/n ASB 26feb06 seen FJR 14sep08/01nov08, parked; l/n RUN 29mar09 c/n confirmed; operated by Asia Continental Avialines; l/n TBS 22sep09 in white/light grey c/s, former registration '76666' still visible on tail; l/n KWG 21dec11 f/n SHJ 15nov12; l/n FJR 15feb13 current on register 19apr13; f/n MVQ 28apr13, all-white c/s with grey undersides, no titles; l/n stored MVQ 02jul14; canx 23dec14
	RA-76463(2) RA-76463(2) RA-76463(2)	II-76TD II-76TD II-76TD	Abakan Avia United Nations Abakan Avia	rgd JUB	15feb18 12apr22	operator from russianplanes.net; f/n TJM 15oct19 in all-white c/s, no titles; l/n IKT 20dec21; see c/n 0013432960 in all-white c/s with 'WFP' on the fin; l/n 17oct22 over South Sudan canx 24nov22 as sold abroad; CoFR renewal 16dec22; flight trackers show active ZIA 26sep23 with NKP (Abakan Air) call-sign; l/n TAS 22oct23, in all-white c/s, no titles
00534 64938	CCCP-76451	II-82	LII Zhukovski	d/d	30nov87	line # 49-05; airborne command post (II-76VKP aka izd. 9-A9676/65s324); in Aeroflot c/s; delivered to Zhukovski, late d/d; f/n ZIA 16aug92; l/n ZIA 04sep93
	RA-76451 UR-76667 UR-76667 UR-76667 EP-ALK EP-RAB RDPL-34141 RDPL-34141	II-82 II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	LII Zhukovski Soviet AF/AFL c/s Aeroflot c/s, n/t all-white c/s, n/t Atlas Air Aram Air all-white c/s, n/t Astro Air	ZIA d/d ZIA SHJ SHJ SHJ rgd BKK	22aug95 31jan86 27aug95 08aug01 03sep01 25jan02 13dec02 28dec02	in Aeroflot c/s; based at Chkalovski mar97; seen CKL 13aug12, still with Aeroflot titles; l/n CKL may22 line # 49-06; delivered to Dzhankoi; l/n SVO 03jun89 based at Dzhankoi mar97, operated by Veteran; l/n Melitopol 29apr99; not in 2000 fleet list converted to TD in 2001; l/n SHJ 11aug01; canx 21aug01 l/n SHJ 28dec01; ex reg checked ending in '7.667' in all-white c/s with grey undersides, tail logo and titles; l/n SHJ 09nov02 f/n SHJ 03dec02; 'Aram Air' titles removed this date titles on right side and Euro Asia Aviation on left side; l/n BKK 01jan03; w/o 31jan03 when crashed on approach to Baucau (East Timor); remains of the wreck visible (S8.4661558 E126.385191) on GE image dated 01apr04
00534 65946	CCCP-76668 RA-76432	II-76MD II-76MD	Soviet AF/AFL c/s unknown	mfd rgd	30jan86 15oct92	line # 49-07; delivered 30jan86 to Dzhankoi; rgd 14jan87; f/n Brandis 04apr92; l/n Ivanovo-Severny 24aug95/24apr97 according to Russian register feb98 with owner given as 'Ukraine', but serial was probably never used, see above and below
	RA-76668 RA-76668	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Iva KLD	26aug97 jun07	based at Ivanovo mar97; l/n Ivanovo-Severny (North) 06aug06 with '224 LO' badge, no titles; photo 02sep10 location unknown without '224 LO' badge; l/n Ivanovo-Severny 15jan16
	RF-76668 RF-76668 CCCP-76669	II-76MD II-76MD-M II-76MD	Russian Air Force Russian Air Force Soviet AF/AFL c/s	ZIA ZIA mfd	2017 07dec22 30jan86	in basic Aeroflot c/s, no titles; l/n ZIA jun19 in basic Aeroflot c/s, no titles, tail turret removed; l/n LED 21oct23 line # 49-08; d/d 30jan86 to Dzhankoi; f/n in (former) East Germany 12dec91; rgd 12mar92; l/n Grossenhain 08jun93
	RA-76669 RA-76669	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Spr VKO	26apr94 10jun00	based at Pskov mar97; l/n SHJ 05feb98 seen PKV 06aug01 with '224 LO' badge, no titles; featured in tender issued 04apr07; seen PKV jan08, no titles and with '224 LO' badge; seen Kubinka 16mar12 equipped with guns; l/n LED 31jul22
00534 65956	CCCP-76494	II-76TD	MOM Omsk	mfd	04dec85	line # 49-09; d/d 20dec85 to Omsk; rgd 24feb86; in full Aeroflot c/s including titles; f/n DME 14sep87; l/n SOF 31jul92
	RA-76494 RA-76494 RA-76494 RA-76494	II-76TD II-76TD II-76TD II-76TD	Aviaobshchemash Remex East Line Aviast Atlant-Soyuz	trf SHJ LUX rgd rgd	12nov93 30nov98 23feb00 20dec00 01feb02	initially in full Aeroflot c/s including titles; f/n GVA 01nov94; l/n with titles DME 20aug97; f/n without titles DME 24aug97 l/n ZIA 21aug99; in basic ex Aeroflot c/s with tail logo and titles; returned to the lessor Aviaobshchemash by the end of 1999 in basic ex Aeroflot c/s with titles; l/n DME 03sep00
	EX-064 EW-240TH UP-17640 UR-CID	II-76TD II-76TD II-76TD	Reem Air Gomelavia Asia Continental ZetAvia	DXB HHN GKE KDH	03jun05 27apr06 08jul09 26jan10	seen VKO 17apr02, titles not read off; f/n DME 13aug03; in basic ex Aeroflot c/s with titles; l/n SHJ 15mar05; canx 14may05 as to Kyrgyzstan c/n checked; owned by TBK Service; initially in basic Aeroflot c/s with just a small badge on the fuselage, no titles; l/n as such BTS 22aug05; repainted in white c/s with light grey undersides, with titles; f/n as such EIN 14nov05; l/n HHN 14mar06 in white c/s with light grey undersides; l/n FJR 12mar09 c/n confirmed; in white c/s with light grey undersides; seen without any markings SCO 22oct09 c/n from Ilyushin website; owned by Technoline FZC of Sharjah, UAE and opb Ukraine Air Alliance; assumed to be still associated with Asia Continental as 'CID' is their airline code; in white c/s with light grey undersides, no titles; l/n SHJ 01mar10; the previous operator Ukraine Air Alliance reported 'leased by our company on a temporary basis and at present it has been excluded from our AOC and withdrawn from the State Register of Civil Aircraft of Ukraine in mar10
	EK-76640(2) UR-CID UP-17645 UP-17645	II-76TD II-76TD II-76TD II-76TD	Ark Airways ZetAvia Air Almaty Sigma Airlines	rgd rgd DAM rgd	23mar10 24jun11 mar17 14aug17	in white c/s with light grey undersides, no titles; ferried SIP-SHJ 02apr10; f/n SHJ 10apr10; l/n NLV 24mar11; see c/n 0053460811 to Technoline FZC of Sharjah, UAE; in white c/s with light grey undersides, no titles; f/n FJR 06aug11; l/n JUB 28aug14, with a ZetAvia call-sign; new CoFR issued 11jan16; canx 26oct16 in all-white c/s with light grey undersides and with titles; l/n JUB 04jul17 l/n AQJ 17nov17; in all-white c/s with light grey undersides and with titles; l/n DWC 05dec18; opb Hafta Affiliated Forces (HAF) in Libya; photo Tamanhint Air Base 29jan19; l/n 26aug19; canx 10sep19
	5A-POL	II-76TD	Libyan Government	trf	sep19	details from Ilyushin.org website dec19; opb Police Aviation according to UN document 08mar21; f/n IST 21mar20; in all-white c/s with light grey undersides, no titles; seen IST 21feb21; reported parked at Misrata apr21; still as such according to satellite image 04may23
00634 65958	CCCP-76670 UR-76670	II-78 II-78	Soviet AF/AFL c/s BSL Airline	d/d MST	31mar86 22jul95	line # 49-10; opb 409 apsz at Uzyn; f/n Tashkent-Tuzel mar86 refuelling equipment removed in the early 1990s; based at Uzyn by mar97; in basic Aeroflot c/s; seen Uzyn 02may99; stored at Mykolayiv-Kulbakino from 2002, seen aug10/sep21; was used as a spares resource for the Chinese and Pakistan Air Force II-78 contracts
00634 65963	CCCP-76671 UR-76671 4K-76671 UR-76671 UR-UCQ UR-UCQ UR-UCQ UR-UCQ	II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Veteran Veteran Veteran Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw United Nations	mfd photo SHJ OZH LIS FIH BUD KRT	31jan86 11nov95 23jun99 01nov01 21feb04 24dec04 25oct05	line # 50-01; opb 369 vtap at Dzhankoi; no reports; trf to the Ukrainian Air Force in 1992 leased from the Ukrainian Air Force based at Dzhankoi, opb Veteran by mar97; l/n OZH 28apr99 confirmation as 'UR-' welcome; in basic Aeroflot c/s, no titles l/n SHJ 07feb03; l/n FIH 11sep03, titles not reported opb Ukrainian Cargo Airways in white c/s with light grey belly, no titles opb Ukrainian Cargo Airways; in full white UN c/s; l/n as such KRT 28feb06

	UR-UCQ	II-76TD	Ukrainian Cargo Aw	KBP	10jun06	in all-white c/s, no titles; canx 31dec08; last flight 30sep09; t/t 5,306 hours 26 minutes and 2,766 hours (never overhauled); sat wfu at OZH, seen jul07/apr19 (without registration from at least sep10); offered for sale as scrap metal and sold to TOV Radalis 10dec19 and scrapped 2020
00634 65965	CCCP-76452	II-76/976	LII Zhukovski	d/d	27may87	line # 50-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d (due to the conversion); version painted on as '976'; in Aeroflot c/s; f/n ZIA jun92; stored at ZIA from around 1995, seen aug05/aug16
	76452	II-976	Rosatom	rgd	2017	on the experimental aviation register; without rotodome, but still a missile tracking/telemetry relay aircraft, in particular for tests of the nuclear-powered cruise missile 9M730 "Burevestnik"; seen in bare metal with just the serial on the fin ZIA 23aug17; left ZIA for the first "Burevestnik" test campaign (which took place at the Nyonoksa range west of Arkhangelsk) 18oct17 and returned to ZIA 07nov17; l/n in bare metal SLY 05nov17; painted in grey c/s with blue trim, with "Gosudarstvennaya Korporatsiya po Atomnoi Energii "Rosatom" titles and a "FRYaTs-VNIIEF" (Russian Scientific Research Institute of Experimental Physics) logo, version painted on as 'II-976 SKIP'; f/n as such ARH 31jan18; l/n OVB 01aug23, active line # 50-03; f/n ATH 06jun86; seen AGR 11mar98, coded 'G' 44 sqdn; seen WTN 29jun07, still coded 'G' without tail turret; l/n AGR 10mar08, as such; l/n DEL 01jan10
00634 65970	K2878	II-76MD	Indian Air Force	d/d	31mar86	still coded 'G'; l/n SIN 05may21
00634 65973	KI2878 K2879	II-76MD II-76MD	Indian Air Force Indian Air Force	DME d/d	23may18 31mar86	line # 50-04; f/n LGG 19sep87; seen AGR 11mar98 and DEL 13dec07, coded 'H', 44 sqdn; seen MDL 27oct08, with tail turret removed; uses call-sign VU-FGH; seen DME 29nov15, still coded 'H'; l/n ZIA sep16 still coded 'H'
00634 66979	KI2879 "32" red	II-76MD A-50	Indian Air Force Soviet AF/PVO	ph. d/d	26feb23 20may87	in the Ladakh region; in all-grey c/s, still coded 'H' line # 50-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncodded A-50s seen at Ivanovo summer 1999, code "32" read on covers 06aug99; reported in storage at 123 ARZ from 2000, still without code; seen Staraya Russa aug02/sep08, as such line # 50-06; d/d 25feb86 to Melitopol; f/n in (former) East Germany 02jun90; rgd 25feb91
00634 66981	CCCP-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 RA-76672 EP-CFC RA-76672 ER-IBM	II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Atruvera Express Air Cargo Aeroflot c/s, n/t Atruvera KrasAir Aeroflot c/s, n/t Atruvera Airstars Chabahar Air Atruvera Airline Transp.Inc	mfd OST OST OST OST OST OST NUE DME OST rgd rgd	25feb86 15aug94 12dec94 10may95 aug96 15dec98 07aug00 jul00 01jun01 19jan02 02jul02 24may04	with Atruvera logo on the tail with Atruvera logo on the tail based Melitopol mar97; CofR renewal 11jul97; l/n SHJ 31mar98 l/n ZIA 22aug99; converted to II-76TD l/n SVO 08aug00 l/n NUE 23aug00 in basic ex Aeroflot c/s with titles and tail logo; leased from Atruvera, CofR renewal 29aug01; l/n DME 22nov01 in basic ex Aeroflot c/s with titles and white tail; l/n SHJ 31may02; leased from Atruvera f/n ZIA 19aug03; l/n ZIA 22aug03; soc and canx 19may04 as to Moldova Airline Transport Incorporation; in all-white c/s with 'Air Trans' logo; named 'Sergi Radonezhski' after a Russian saint; f/n BUD 10jun04; l/n BUD 01dec04; severely damaged 30dec04 on a UN relief flight from Billund (Denmark) via Baku to Kabul when tried to land at Kabul in below-minima weather conditions and descended too fast, 910 metres from the runway threshold and 45 metres to the left of its extended centreline the left main landing gear hit an obstacle and was ripped off, the belly of the fuselage was also damaged, the captain decided to go around and divert to Dushanbe, the aircraft landed there on grass on the two remaining gears, all 6 crew and 2 passengers escaped unhurt; the investigation showed that the crew used outdated Jeppesen information and that all 4 engines were beyond their time between overhaul and the aircraft should not have had a CofA; canx 06mar06; hulk sat at DYU, engines removed, l/n 23mar06
00634 66988	CCCP-76673 UR-76323 UR-76323 76323	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s United Nations Atlant Ukraine AF, n/t	d/d rgd Mtp Mtp	25feb86 26jan93 22mar97 27may02	line # 50-07; delivered to Melitopol; rgd 06feb89; f/n Alt Lönnewitz (Falkenberg) 04dec90 f/n NBO 16oct93; in all-white c/s with 'UN' and 'WFP' titles; leased from Atlant; l/n EBB jun94 based at Melitopol mar97, in ex UN all-white c/s, no titles; canx 21mar97; l/n Melitopol 29apr99 still in ex UN all-white c/s with Ukrainian shield on the fin; l/n Melitopol 07oct10/01jun13
00634 66989	CCCP-76674 UR-76394 UR-CAP	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Atlant Ukr. Air Alliance	d/d Mtp rgd	25feb86 06may98 16aug02	line # 50-08; rgd 14jan87; delivered to Melitopol; f/n Brandis 01dec90 based at Melitopol, opp Atlant mar97; l/n Melitopol 29apr99 f/n BRQ sep02; carried additional 'Kyrgyzstan Airlines' titles aug/oct03; opp Tobruk Air jan05; current in fleet list 31oct05; sold jan06; l/n KRT 27feb06
	ST-EWD	II-76TD	Air West Cargo		oct06	mentioned in UN report; f/n KRT 19jan07; c/n confirmed, from Air Operator's Certificate; l/n KRT 10feb09, all-white; l/n Mykolayiv-Kulbakino mar10 on overhaul and flew again on 29dec10
	ST-EWD	II-76TD	Alfa Airlines	NLV	26feb11	in all-white c/s with small 'Alfa' titles; l/n KRT 15may14; seen JUB 08jun14, without titles; l/n KRT 22jun15/28mar16, stored without titles and with an unknown tail logo
	ST-EWD	II-76TD	Kush Aviation	KRT	23aug16	in all-white c/s with gold cheatline and grey undersides, no titles or badge; aircraft being worked upon; still current and monitored aug18 according to MIDRMA RVSM listing; l/n KRT 09mar23, stored; destroyed KRT 16apr23 during fighting between different factions of the military
00634 66995	CCCP-76453	II-76/976	LII Zhukovski	d/d	08sep87	line # 50-09; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d (due to the conversion); version painted on as '976'; in Aeroflot c/s; photo published 23may91; f/n ZIA 16aug92; l/n ZIA 03sep93
	RA-76453	II-76/976	LII Zhukovski	ZIA	24aug95	version painted on as '976'; in full Aeroflot c/s with an additional LII badge on the nose; stored at ZIA, l/n jun16
	76453	II-976	Rosatom	rgd	2017	on the experimental aviation register; without rotodome, but still a missile tracking/telemetry relay aircraft, in particular for tests of the nuclear-powered cruise missile 9M730 "Burevestnik"; seen in bare metal with just the serial on the fin ZIA 19aug17; left ZIA for the first "Burevestnik" test campaign (which took place at the Nyonoksa range west of Arkhangelsk) 18oct17 and returned to ZIA 07nov17; l/n in bare metal SLY 05nov17; painted in grey c/s with blue trim, with "Gosudarstvennaya Korporatsiya po Atomnoi Energii "Rosatom" titles and a "FRYaTs-VNIIEF" (Russian Scientific Research Institute of Experimental Physics) logo, version painted on as 'II-976 SKIP'; f/n as such ZIA 20dec17; seen ARH jan18 and 26feb18; l/n ZIA jul21 active
00634 66998	CCCP-76675 76675 882792BT	II-78 II-78 II-78MP	Soviet AF/AFL c/s Ukrainian AF, n/t Pakistan Air Force	d/d Uzn f/f	30jun86 28jun95 11dec10	line # 50-10; opp 409 apsz at Uzin; no reports based at Uzyn by mar97; seen Uzyn 27jun99; l/n Mykolayiv-Kulbakino 03sep99; sold to Pakistan from Mykolayiv-Kulbakino; in basic Pakistan Air Force c/s, but without roundels, flag and serial; flew under this temporary Ukrainian number (a sort of diplomatic clearance number) allowing it to overfly countries on delivery/ferry flights; l/n Mykolayiv-Kulbakino 30dec10
	R11-003	II-78MP	Pakistan Air Force	ISB	05feb11	in dark grey c/s with light grey undersides, with titles; ferried to Mykolayiv-Kulbakino in late dec20 for overhaul by NARP; seen in bare metal under overhaul sep21; reflown in late dec21 and ferried from Ukraine to Pakistan 27jan22; f/n again CRX 03apr22; l/n CTU 28aug23
00634 67003	CCCP-76676 UR-76676 UR-UCB UR-UCB	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Ukrainian Cargo Aw United Nations	d/d RKT JNB FIH	31mar86 18jan96 12aug00 15mar01	line # 51-01; delivered to Dzhankoi; f/n CGN 23dec91 based at Dzhankoi mar97; l/n OZH 06may98; not in fleet list 2000 l/n OST 01sep00 l/n OZH 28may02; involved in an accident in the DR Congo 08may03, losing many passengers when the cargo door broke open in flight; stored as of jun06
	UR-UCB	II-76MD	Ukrainian Cargo Aw	OZH	08jul07	in all-white c/s with titles and logo; not in fleet list 01mar07; canx 13aug08; seen OZH 06aug08/07sep09; l/n OZH 06oct10/02aug18, serial removed; reported in the process of being broken up feb19
00634 67005	CCCP-76677 UR-76677 4K-76677 UR-76677 76677	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Veteran Ukraine Air Force Ukraine Air Force	d/d OST ATH Mtp Mtp	31mar86 29aug95 09oct95 29apr99 08jul07	line # 51-02; delivered to Dzhankoi; f/n AOC 05jul91 based at Dzhankoi mar97, operated by Veteran; l/n Melitopol 06may98 based Melitopol jun99; l/n KRK 29sep99 l/n Melitopol 30jul09/03may13, no titles
00634 67011	CCCP-76678 UR-UDC UR-UDC UR-UDC	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s ex-Aeroflot c/s Ukrainian Cargo Aw Gals	d/d OZH OZH	31mar86 28may02 08jul07	line # 51-03; delivered to Kirov; no reports; still based at Kirov mar97 no titles; reported in JP-01 as Galairservice in fleet list jun06 as stored, not in fleet list 01mar07 with titles as such, "CCCP-76678" visible on tail; l/n OZH 06aug08 canx 13aug08; seen OZH 22sep10/15apr19, with serial removed but still with titles
00634 67014	CCCP-76679	II-76MD	Soviet AF/AFL c/s	no	reports	line # 51-04; c/n only mentioned in a 1986 technical operations manual about the II-76; opp 369 vtap at Dzhankoi; w/o 02apr87 on a training flight from Dzhankoi (practising formation flight at night) when left its position in the formation due to crew error, collided at a height of 1,500 metres with II-76MD CCCP-76685, exploded and crashed into Lake Sivash, all 8 crew members were killed
00634 67020	CCCP-76680 RA-76431	II-76MD II-76MD	Soviet AF/AFL c/s	d/d rgd	18apr86 15oct92	line # 51-05; rgd 14jan87; opp 369 vtap at Dzhankoi; f/n SVO 03jun89 according to the Russian register feb98, with the owner given as 'Ukraine'; UR-76431 was reported at Melitopol 14sep96, but the sighting is not in line with other reports, was possibly in error for UR-76437 ?; see next line
	UR-76680 UR-76680	II-76MD II-76MD	Ukraine AF/AFL c/s Busol Airline	KBP	22sep94 nov94	in white/light grey c/s with 'Ukrainian flag' cheatline, initially with 'Busol Airline' titles; seen OST apr95; based at Dzhankoi by mar97, operated by Veteran; l/n with titles KBP 15may98; f/n without titles KBP 25apr99; l/n KBP 07jul99
	76680	II-76MD	Ukraine Air Force	BZG	mar02	opb military unit A1049-G; in basic 'blue' Aeroflot c/s with Ukrainian roundels and a Ukrainian shield on the fin, no titles; stored at Melitopol, seen feb09/jun13; ferried to Mykolayiv-Kulbakino 26mar20 for overhaul by NARP; stored with NARP by aug20
00634 67021	CCCP-76681 UR-76681 UR-76681 UR-76681 UR-76681 UR-76681 EK-76727(2)	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Aeroflot c/s, n/t Air Service Belbek 5P ATI Airlines Ukraine Air Force South Airlines	d/d SIN ATH KBP KBP OST KBP	29apr86 24may93 23oct94 29jun95 05dec96 04may99 12nov06	line # 51-06; rgd 30jun87; delivered to Melitopol; f/n FRA 10nov90; l/n UTC 25apr93 and OST 11aug93; leased to SAA arrived JNB 05aug93, seen as such AMS 15nov93; l/n JNB 30jun94 full colour scheme; additional small SAA/SAL below the titles l/n OST 07oct96; see next line based at Kiev based mar97, operated by Avialiniyi Ukrainy; l/n OST 16may97; not in 1998 fleet list; with 'Ukraine' titles; seen KBP sep99/may04 wfu flight plan only this date; c/n confirmed; f/n SHJ 10jan07; seen SHJ 30may07, in full c/s; l/n FJR 12dec09; see c/n 0073475268
	EK-76021	II-76TD	Air Highnesses	rgd	20jan10	f/n MCT 17feb10, in basic South Airlines c/s, no titles; l/n FJR 06aug11; II-76 UN-76021 c/n 0013430890 also existed
	EK-76921	II-76TD	V-Bird Avia		12aug11	flight planned Yerevan-Erbusi to Fujairah this date; operated by SKIVA Air LLC; seen SHJ 06oct11; l/n SHJ 03feb12; canx 05mar12

	EY-617	II-76TD	Khatlon Air n/t	trf	mar12	c/n confirmed; owned by Azilzoda FZE; in basic South Airlines c/s, no titles; f/n SHJ 09mar12; l/n Yerevan-Erebuni 03aug14
00634 67027	CCCP-76682 UR-76682 882790BT	II-78 II-78 II-78MP	Soviet AF/AFL c/s Busol Airline Pakistan Air Force	d/d MST Mkk	25sep86 23may95 30aug11	line # 51-07; opb 409 apsz at Uzyn; no reports refuelling equipment removed; based at Uzyn by mar97; l/n Uzyn 22jun99 temporary Ukrainian number allowing to overfly countries on delivery/ferry flights (a sort of diplomatic clearance number); in basic Pakistan Air Force c/s, no roundel, flag or serial; f/f after overhaul and modification 02sep11; l/n Mykolayiv-Kulbakino 20sep11; ferried to Pakistan 23dec11
00634 68029	R11-004 CCCP-76683 UR-76683 UR-76683 76683	II-78MP II-76MD II-76MD II-76MD II-76MD	Pakistan Air Force Soviet AF/AFL c/s Atlant Veteran Ukraine Air Force	h/o d/d KBP Mtp Mtp	23dec11 29mar86 29jun95 06may98 27may02	l/n Nur Khan 10feb22 line # 51-08; opb 369 vtap at Dzhankoi; f/n SVO 03jun89; l/n Spenenberg 13mar91 l/n OZH 07may97, titles not reported based at Dzhankoi by mar97, operated by Veteran; l/n Melitopol 29apr99 equipped with guns; opb 25 BrTra at Melitopol; initially in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; f/n Melitopol 08jul07; l/n as such Mykolayiv-Kulbakino may13; overhauled by NARP at Mykolayiv-Kulbakino in 2011/dec13 and repainted in dark grey c/s with medium grey undersides, a Ukrainian shield on the fin and 'Zbroini Syly Ukrainy'/Ukrainian Armed Forces' titles in Ukrainian and English; f/n as such Mykolayiv-Kulbakino 20dec13; ferried to Melitopol 18jan14; l/n without name Melitopol 19jan14; named 'Oleksandr Bielyi' after a Ukrainian Air Force pilot who was killed 14jun14 when II-76MD 76777 was shot down; f/n as such KBP 28feb18; l/n Deblin 14may22/08mar23 line # 51-09; delivered to Dzhankoi; no reports based at Dzhankoi mar97, operated by Veteran; l/n Kryvyy Rih 17may98 not in 1998 fleet list; seen Kryvyy Rih 26apr99, titles not reported opf Azov Avia, with small 'AA' on nose; l/n SHJ 06dec03; w/o 04mar04 when crashed on take-off from Baku due to retracted leading-edge slats and flaps
00634 68036	CCCP-76684 UR-76684	II-76MD II-76MD	Soviet AF/AFL c/s Veteran	d/d OST	30apr86 03apr95	line # 51-09; delivered to Dzhankoi; no reports based at Dzhankoi mar97, operated by Veteran; l/n Kryvyy Rih 17may98 not in 1998 fleet list; seen Kryvyy Rih 26apr99, titles not reported
00634 68037	UR-ZVA	II-76MD	Aeroflot c/s, n/t	BTS	11dec02	opf Azov Avia, with small 'AA' on nose; l/n SHJ 06dec03; w/o 04mar04 when crashed on take-off from Baku due to retracted leading-edge slats and flaps
00634 68037	CCCP-76685	II-76MD	Soviet AF/AFL c/s	no	reports	line # 51-10; c/n only mentioned in a 1986 technical operations manual about the II-76; opb 369 vtap at Dzhankoi; w/o 02apr87 on a training flight from Dzhankoi (practising formation flight at night) when II-76MD CCCP-76679 left its position in the formation due to crew error and collided at a height of 1,500 metres with CCCP-76685 so that it exploded and crashed into Lake Sivash, all 8 crew members were killed line # 52-01; d/d 31may86; toc 18jun86; rgd 15jul86; f/n ANC 08jun89; seen BKA 11apr91; still CCCP-08apr93
00634 68042	CCCP-76483	II-76TD	AFL/Magadan-GDX	mfd	31may86	line # 52-01; d/d 31may86; toc 18jun86; rgd 15jul86; f/n ANC 08jun89; seen BKA 11apr91; still CCCP-08apr93
	RA-76483 RA-76483 RA-76483 RA-76483 RA-76483 RA-76483 RA-76483 RA-76483 RA-76483 RA-76483	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot North-East Cargo Atlant-Soyuz Sukhoi Airlines 400 Tesis Volga-Dnepr Abakan Avia Aero Rent Aviacon Zitotrans	MSE trf OST LBG rgd rgd KWI PEE Gos UUS	05aug93 25jul94 21aug98 06jun99 25jan01 12jul01 may08 08apr10 sep10 04jun11	in Aeroflot c/s and titles; l/n OST 15sep97 l/n ZRH 06jan99 l/n DME 03sep00; seen with additional 'SVGAL' titles aug00 f/n OST 17may01, in full c/s, operated an Atlant-Soyuz flight this date; not in dec01 fleet list acquired jun01; f/n DME 02apr02; l/n UUS 17nov07 in basic Tesis c/s, with Volga-Dnepr titles and tail logo; l/n SVX 22mar10 in basic ex-Tesis c/s with Abakan Avia titles; l/n PEE 09apr10 in white c/s, grey undersides and blue cheatline with small Aero Rent titles; l/n MSQ 23apr11 in white c/s, grey undersides and blue cheatline with titles; CoFR received 27jul12; l/n ABA 02nov12; stored at Orsha-Bolbasovo oct14/oct19; canx 13aug19 and no longer visible on GE at Orsha-Bolbasovo sep20, broken up ? line # 52-02; rgd 30jun87; delivered to 175 vtap at Melitopol; f/n OVb 03jul92 opb 708 vtap at Taganrog-Tsentralny by mar97; f/n SHJ 19jan98; l/n Taganrog-Tsentralny 20jun99 initially opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with a '224 LO' badge on the fin, no titles; new CoFR issued 07jun00, as operated by 224 LO; last overhaul completed nov11; t/t 5,084 hours and 2,501 cycles by 25nov11; new CoFR issued 30mar12; opb 117 vtap at Orenburg from 2014 until 30nov17; opb 235 vtap at ULY from 01dec17; l/n VKO 2021 line # 52-03; delivered to 369 vtap at Dzhankoi; f/n KBP 22sep94 opb 1st regiment at KBP; according to an Ilyushin OKB listing based at Dzhankoi by mar97; l/n KBP 27aug97 titles still visible under paint by 1999 in legal documents as leased to Volare by the Ukrainian MoD from 05aug97; given in register as owned by Aerotekhsviv of Kiev; in basic 'blue' Aeroflot c/s with a logo on the fin, initially no titles; l/n as such BUD 02nov03; received titles; f/n as such CPH 20feb04; l/n operational HHN 24dec05; still in fleet list jul06; canx 01oct08; sat wfu at NLV (N47.051241 E31.913419), seen sep09/sep21; survived the fighting at NLV 27feb22, seen 01apr22
00634 68045	CCCP-76686 RA-76686 RA-76686	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd trf VKO	20mar86 1992 20aug99	line # 52-02; rgd 30jun87; delivered to 175 vtap at Melitopol; f/n OVb 03jul92 opb 708 vtap at Taganrog-Tsentralny by mar97; f/n SHJ 19jan98; l/n Taganrog-Tsentralny 20jun99 initially opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with a '224 LO' badge on the fin, no titles; new CoFR issued 07jun00, as operated by 224 LO; last overhaul completed nov11; t/t 5,084 hours and 2,501 cycles by 25nov11; new CoFR issued 30mar12; opb 117 vtap at Orenburg from 2014 until 30nov17; opb 235 vtap at ULY from 01dec17; l/n VKO 2021 line # 52-03; delivered to 369 vtap at Dzhankoi; f/n KBP 22sep94 opb 1st regiment at KBP; according to an Ilyushin OKB listing based at Dzhankoi by mar97; l/n KBP 27aug97 titles still visible under paint by 1999 in legal documents as leased to Volare by the Ukrainian MoD from 05aug97; given in register as owned by Aerotekhsviv of Kiev; in basic 'blue' Aeroflot c/s with a logo on the fin, initially no titles; l/n as such BUD 02nov03; received titles; f/n as such CPH 20feb04; l/n operational HHN 24dec05; still in fleet list jul06; canx 01oct08; sat wfu at NLV (N47.051241 E31.913419), seen sep09/sep21; survived the fighting at NLV 27feb22, seen 01apr22
00634 69051	CCCP-76687 UR-76687	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d EIN	01jun86 23dec94	line # 52-04; replacement for c/n 093416506; f/n LHR 14jul86; in full Iraqi Airways green c/s; l/n LHR 15aug88; evacuated to Iran 19jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white c/s with green cheatline; t/t 3,389 hours and 1,355 cycles by 19mar05; l/n SYZ 03sep06, reported for Pars Air; f/f 27jan09 after two years of storage at THR; overhaul including conversion completed in late 2009 c/n not confirmed; operational; seen SYZ 15jan13, in all-white with grey undersides, no markings apart from serial and Iranian flag on the fin; seen THR 14jan17, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; l/n THR 16mar20 line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10, with first test carried out at Dash-e-Naz airport, Sari 06feb11; l/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/n 24may22 in Pakistan; seen THR 19feb23; in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; l/n BEN 16sep23
00634 69055	YI-ANA	II-76MD	IrAF/Iraqi Aw c/s	d/d	31may86	line # 52-04; replacement for c/n 093416506; f/n LHR 14jul86; in full Iraqi Airways green c/s; l/n LHR 15aug88; evacuated to Iran 19jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white c/s with green cheatline; t/t 3,389 hours and 1,355 cycles by 19mar05; l/n SYZ 03sep06, reported for Pars Air; f/f 27jan09 after two years of storage at THR; overhaul including conversion completed in late 2009 c/n not confirmed; operational; seen SYZ 15jan13, in all-white with grey undersides, no markings apart from serial and Iranian flag on the fin; seen THR 14jan17, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; l/n THR 16mar20 line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10, with first test carried out at Dash-e-Naz airport, Sari 06feb11; l/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/n 24may22 in Pakistan; seen THR 19feb23; in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; l/n BEN 16sep23
00634 69055	5-8210	II-76MD	Iranian Air Force	SYZ	14mar00	line # 52-04; replacement for c/n 093416506; f/n LHR 14jul86; in full Iraqi Airways green c/s; l/n LHR 15aug88; evacuated to Iran 19jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white c/s with green cheatline; t/t 3,389 hours and 1,355 cycles by 19mar05; l/n SYZ 03sep06, reported for Pars Air; f/f 27jan09 after two years of storage at THR; overhaul including conversion completed in late 2009 c/n not confirmed; operational; seen SYZ 15jan13, in all-white with grey undersides, no markings apart from serial and Iranian flag on the fin; seen THR 14jan17, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; l/n THR 16mar20 line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10, with first test carried out at Dash-e-Naz airport, Sari 06feb11; l/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/n 24may22 in Pakistan; seen THR 19feb23; in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; l/n BEN 16sep23
00634 69055	5-8210	II-76TD	Iranian Air Force	SYZ	feb10	line # 52-04; replacement for c/n 093416506; f/n LHR 14jul86; in full Iraqi Airways green c/s; l/n LHR 15aug88; evacuated to Iran 19jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white c/s with green cheatline; t/t 3,389 hours and 1,355 cycles by 19mar05; l/n SYZ 03sep06, reported for Pars Air; f/f 27jan09 after two years of storage at THR; overhaul including conversion completed in late 2009 c/n not confirmed; operational; seen SYZ 15jan13, in all-white with grey undersides, no markings apart from serial and Iranian flag on the fin; seen THR 14jan17, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; l/n THR 16mar20 line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10, with first test carried out at Dash-e-Naz airport, Sari 06feb11; l/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/n 24may22 in Pakistan; seen THR 19feb23; in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; l/n BEN 16sep23
00634 69057	"49"	A-50	Soviet AF/PVO	d/d	30sep87	line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10, with first test carried out at Dash-e-Naz airport, Sari 06feb11; l/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/n 24may22 in Pakistan; seen THR 19feb23; in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; l/n BEN 16sep23
00634 69062	CCCP-76688 UR-76688 UR-76688 UR-76688 D2-FEM	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Avialini. Ukrayiny ATI Airlines Ukraine titles Angolan Air Force	d/d RKT OST IEV HLA	31may86 18jan96 apr97 04may99 oct04	line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and 1,285 cycles by 19mar05; modified to water- bomber by Pars Aviation and h/o aug10, with first test carried out at Dash-e-Naz airport, Sari 06feb11; l/n THR 19nov11 all-white c/s and Iranian flag behind the cockpit; former prefix '15-' painted out and contours of IRGC badge still visible on tail reported active as such; in all-white c/s with Iranian flag behind the cockpit and without the badge on the fin; seen THR 02nov16, now with small badge on the tail; badge later removed; l/n 24may22 in Pakistan; seen THR 19feb23; in white c/s with grey undersides and green cheatline extending up the tail, no titles or badge; l/n BEN 16sep23
	T-908	II-76TD	Angolan Air Force	LAD	07nov12	line # 52-05; delivered to UKurei and still based there mar97; late d/d; f/n Ivanovo-Severnny 30aug07, code from engine covers ?; photo Ivanovo-Severnny 17aug13, reported as such, but no code is visible line # 52-06; rgd 30jun87; delivered to Melitopol; f/n ORY 21oct90; l/n CGN 22oct93 l/n KBP 19mar97; based at Kiev mar97 l/n KBP 15may98 l/n KBP 11sep99 wfu 'Gira Globo' badge on the nose; already in fleet list early 2004; noted using call-sign T-905 at least between sep04 and dec04; at SHJ 15may05 with 'Rei Ekuikiu' titles on nose and Gira Globo Lda. Aeronautica on tail; f/n as IL-76TD still with turret NOV 20nov07; seen LAD 28mar09 and LAD 07may10; see also T-905 c/n 1013407223; photo LAD 06apr11, in white c/s with grey undersides and two red cheatlines; l/n LAD 23jul12 c/n confirmed; in white c/s with grey undersides and two red cheatlines, 'OSB' (Organizacoos Santos Bikuku) titles; de-converted II-76MD with filled in turret; l/n LAD sep15; visible on GE images at Saurimo (S9.68665 E20.42276) with 'D2-FEM' on top of the wings; l/n may21 line # 52-07; delivered to Uzyn; f/n 01jul89 refuelling equipment probably removed based at Uzyn mar97; seen Uzyn 27jun99; refuelling equipment removed stored, still with BSL logo on fin, no titles; seen Bila Tserkva 03nov12 as such; moved to rework area by 21may13; flew Bila Tserkva to Mykolayiv-Kulbakino 12jul13; destined for the Chinese Air Force after rework seen 07apr16 test flying from Mykolayiv-Kulbakino this date, in bluish grey c/s with light grey undersides, no markings or registration worn; for Chinese Air Force; delivered Kulbakino to ISB-URC-Wuhan 07jun16; canx 14jun16 in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; seen 24may22 active, now with yellow code, without refuelling equipment; l/n URC 17jul23 line # 52-08; replacement for c/n 093418543; f/n FRA 17jul86; in full Iraqi Airways green c/s; l/n GVA 23feb90; evacuated to Iran 18jan91 and impounded there c/n from PARS Aviation Service; obviously converted from MD to TD; in all-white c/s, no markings apart from serial, Iranian flag behind the cockpit and unknown badge on fin; last overhaul completed 30sep96; t/t 2,562 hours and

	RA-76484	Il-76TD	Volga-Dnepr n/t	XCR	10nov14	in basic ex-Aeroflot c/s, white tail; named 'Nikolai Kolesnikov'; l/n ABA oct15/mar16, stored without engines
	RA-76484	Il-76TD	Abakan Air	rgd	30nov20	f/f ABA 04sep21 after 5 years of storage, in all white c/s, no titles; seen ZIA 25dec21; l/n jan22; canx 24nov22; the airframe was present EBB 04dec22, satellite image shows '76484' still visible on top of the starboard wing, see next line
	TL-LIZ	Il-76TD	Liz Aviation ?		20mar23	routed Lome to Bobo; details from flight trackers, giving this call-sign; last tracked flight 12jun23; photo Coru 22jun23, in all-white c/s, no titles
00634 70088	XT-EBO CCCP-76485	Il-76TD Il-76TD	Liz Aviation AFL/Yakutiya	MSQ mfd	26aug23 30jun86	in all-white c/s, no titles; last tracked flight 28dec23 from OUA line # 53-02; d/d 30jun86; toc 13aug86; rgd 02sep86; opb Yakutsk OAO; f/n DME 14sep87; l/n SVO 16apr92
	76485	Il-76TD	Yakutavia	YKS	05jul92	carried both 'Aeroflot' and 'Yakutavia' titles
	RA-76485	Il-76TD	Yakutavia	MST	15oct92	carried both 'Aeroflot' and 'Yakutavia' titles; l/n SXF 10oct94
	RA-76485	Il-76TD	Sakha Avia	trf	20jul95	f/n YEG 24mar96; CoFR renewal 30sep96; l/n ZIA 14aug01
	RA-76485	Il-76TD	Aviast	DME	22nov01	
	RA-76485	Il-76TD	Aviast	rgd	09jul02	with operator as East Line; seen DME 06mar03 with additional 'East Line' titles; l/n DME 16nov03
	RA-76485	Il-76TD	East Line	DME	11jul04	l/n RKT 06nov04; soc and canx 23aug04 as to Kazakhstan
	UN-76485	Il-76TD	ATMA	SHJ	13jan05	in basic Aeroflot c/s, no titles; l/n RIX jul06
	EW-258TH	Il-76TD	Gomelavia	GKE	27jun07	c/n confirmed, former registration '76485' still in cockpit; reported as involved in an incident at KDH 14aug08, details not known; l/n SHJ 06may09
	UP-I7637 EK-76485	Il-76TD Il-76TD	Asia Continental RUS Aviation	TMP rgd	19jun09 23oct09	Asia Continental Grey Airlines; l/n FJR 17oct09 Reliable Unique Services Aviation LLC; no hyphen in registration; in white c/s with grey undersides, no titles; f/n SHJ 09nov09; l/n SHJ 16sep11; canx 11apr12
	EY-660 EY-701 ER-IAP	Il-76TD Il-76TD Il-76TD	Khatlon Air Asia Airways Aerotranscargo	trf DWC rgd	may12 11dec12 13jun13	in white c/s with grey undersides; stored at FJR, seen feb13/24jan15; see rgd next line
	ER-IAR	Il-76TD	Grixona	KRT	18jun15	probably never taken up, see previous and next lines; current on register 14apr15 and 31dec15, canx between 01jan16 and 11mar16
	ER-IAX	Il-76TD	Oscar Jet	toc	feb16 ?	c/n from the Ilyushin website; opb Sky Prim Air; in white c/s with grey undersides, no titles; l/n SAW 04sep15; canx between 01jan16 and 11mar16
00634 70089	CCCP-76691 UR-76691	Il-76MD Il-76MD	Soviet AF/AFL c/s Veteran	mfd rgd	09jul86 20aug93	in white c/s with grey undersides, no titles; ferried from Bila Tserkva to IEV 03mar16; f/n SAW 28apr16; l/n operational JUB 25jan17; canx between 14jan18 and 22mar18; seen FJR 21jan20, being slowly disassembled and scrapped
	UR-UCT UR-UCT	Il-76MD Il-76MD	Ukrainian Cargo Aw Azov Avia	rgd OST	23sep98 15mar02	line # 53-03; opb 369 vtap at Dzhankoi; no reports; trf to the Ukrainian Air Force in 1992
	UR-UCT UR-UCT UR-UCT	Il-76MD Il-76TD Il-76TD	Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw	ODS EBB YTR	24may02 10may07 05oct07	leased from the Ukrainian Air Force; f/n Dzhankoi 06jul96; based at Dzhankoi, opb Veteran by mar97; seen Kryvy Rih 05may98 and 17may98, reportedly without titles
						in basic Aeroflot c/s, no titles; f/n OZH 28apr99; l/n OST 09jul01
						leased from Ukrainian Cargo Airways; in basic Aeroflot c/s with a small logo on the forward fuselage, no titles; l/n OST 07apr02
						in all-white c/s; seen ATH 27aug04; l/n SSG 31may05
						opb Ukrainian Cargo Airways; in full all-white UN c/s; l/n OZH 08jul07
						on all-white c/s, no titles; type painted on as 'Il-76TD'; sustained minor damage on approach to Trenton 05oct07 when the right main landing gear struck a group of trees approximately 70 feet high located on the approach centre-line, 0.7 nautical miles before the runway threshold; last flight 28may08; t/t not known as the technical passport got lost (never overhauled); canx 20jul10; sat wfu at OZH, seen oct10/apr19; offered for sale as scrap metal and sold to TOV Radalis 10dec19
00634 70096	CCCP-76692 RA-76424	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	mfd	15jul86 08oct92	line # 53-04; d/d 15jul86 to Melitopol; f/n AOC 05jul91; rgd only 22nov91
	UR-76424	Il-76MD	Atlant	rgd	26jan93	according to Russian register and also mentioned in MGA document; no reports, returned to Ukraine; soc 06feb95, see rgd next line
	UR-76424	Il-76MD	ATI Airlines	SHJ	11nov97	photo exists EVN mar93, with a white tail and without a flag or emblem; f/n AMS 27feb94; l/n OST 06sep97
						w/o 13jul98 on a flight from Ras al-Khaimah to Mykolayiv with the MTOW exceeded by between 15 and 25 tonnes when took off at night with tail wind at a temperature of 37° C, lost height after retracting the flaps and crashed into the Persian Gulf 16 km from the airport and 800 metres off the coast 140 seconds after lift-off, all 5 crew and 3 passengers killed; t/t 3,569 hours and 1,978 cycles; the wreck was recovered from the water and was still present on the airfield apr99; canx only 29sep03 !
00634 70100	CCCP-76693 RA-76693	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Wer	29jul86 17jun93	line # 53-05; delivered to Melitopol; no reports
	RF-76693 YI-ANC	Il-76MD Il-76MD	Russian Air Force Iraqi/Iraqi Aw c/s	OVB d/d	28feb17 18jun86	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny aug12/jun13 in faded c/s, still with titles
00634 70102	no serial	Baghdad-1	Iraqi Air Force			in basic Aeroflot c/s, no titles; l/n OVB jan22
						line # 53-06; replacement for c/n 093418548; f/n LHR 10sep86; in full Iraqi Airways green c/s; l/n SDA 30jul87; see next lines; evacuated to Iran 23jan91 and impounded there
						c/n not confirmed, AEW aircraft, converted from an Il-76MD in Iraq in 1988; had a Thomson-CSF TRS-2100 "Tigre S" surveillance radar mounted behind a blister radome in place of the aft clamshell doors; deemed unsuccessful due to unspecified problems; f/n SDA 11mar89, in full green Iraqi Airways c/s with titles; photo exists with titles overpainted, with badge of the Iraqi Baath party on the fin and without registration
	5-8205	Il-76	Iranian Air Force	THR	dec98	c/n not confirmed, but Pars Air document gives mfd as 1986; impressed by the Iranian Air Force with the blister radome still in place (the radar may have been removed, though); opb 73rd Transport Squadron at TFB.7 at Shiraz; originally in green ex Iraqi Airways c/s, l/n as such THR 01dec99; repainted in white/light grey c/s with '7' badge on fin, f/n as such 13mar00; t/t 1,269 hours and 508 cycles by 19mar05; l/n THR jun08/nov15; reportedly stored since its arrival in 1991; seen active for the first time THR 15jun21; l/n THR 23jan22 active
00634 70107	CCCP-76694 UR-76694 UR-76694 UR-76694 UR-76694 D2-FCM	Il-76MD Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD	Soviet AF/AFL c/s Veteran Yakutaviatrans Veteran Aeroflot c/s, n/t Angolan Air Force	d/d ZRH LUX ZIA Dzh LAD	15aug86 23dec93 13jan94 06may94 15sep96 15mar01	line # 53-07; delivered to Dzhankoi; f/n VKO 28aug93; l/n LNZ 05sep93
						all-white with small titles, no flag
						still wearing small 'Veteran' sticker
						l/n Dzhankoi 04jul96 still with titles ?; Dzhankoi based operated by Veteran mar97
						l/n Uzyn 22jun99; not in 1998 Veteran fleet list
						and LAD 06feb03; turret filled in; in white c/s with grey undersides and red/black/orange cheatlines, no titles; used T-901 as call-sign at least between feb03 and sep04; opb Angola Air Charter according JP-05; l/n MSQ 11may06, same c/s, no titles; seen LAD 17mar07, dark grey c/s with light grey undersides, no titles; l/n LAD (58.8569589 E13.225036) 08mar08; seen parked in the scrap compound, complete 28mar09; broken up and no longer visible on GE by jan13
00634 70112	CCCP-76695 UR-76695	Il-76MD Il-76MD	Soviet AF/AFL c/s Atlant	d/d Mtp	31jul86 14sep96	line # 53-08; delivered to Melitopol; f/n Sperenberg 13mar91; rgd only 22nov91
	UR-UCX UR-UCX UR-UCX	Il-76MD Il-76TD Il-76TD	United Nations United Nations Ukrainian Cargo Aw	VIE FIH OZH	14oct00 12feb05 08jul07	reported for Polyssaviatrans by sep96; based at Melitopol mar97, operated by Atlant; l/n Melitopol 06may98
						owned by Ukrainian Cargo Airways; converted to, see next line
						owned by Ukrainian Cargo Airways; l/n JNB 28aug06
						in all-white c/s, no titles; stored at OZH according to UCA fleet list 01mar07; sat wfu at OZH, seen jul07/aug18; canx 03feb10; l/n OZH 06oct10/15apr19, serial removed
00634 70113	CCCP-76696 UR-76444 RA-76444	Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Ukraine Air Force Atlant	d/d rgd EIN	06aug86 26jan93 27jul94	line # 53-09; delivered to Melitopol; f/n in East Germany before 1990; rgd only 22nov91
	UR-UCS UR-UCS	Il-76MD Il-76TD	United Nations Ukrainian Cargo Aw	PRN VIE	06jul99 02jan02	f/n ORV 11may93 with Ukrainian flag, no titles; canx date as per UR-UCS
						in fleet list 29apr95; soc 30may96; based at Melitopol mar97; l/n Melitopol 25aug97 as such; seen Melitopol 06may98 and OZH 28apr99, but titles not reported
						opb Ukraine Cargo Airways; l/n VIE 13oct99
00634 70118	CCCP-76697 UR-76697 UR-76697 76697	Il-76MD Il-76MD Il-76MD Il-76MD	Soviet AF/AFL c/s Veteran Ukraine Air Force Ukraine Air Force	d/d OZH FFD Mtp	12aug86 22mar97 21jul99 27may02	in all-white c/s without titles; l/n airworthy KBP 07jun05; canx 13aug08; sat wfu at KBP, seen may06/oct19; offered for lease feb17
						line # 53-10; delivered to 369 vtap at Dzhankoi; f/n Sperenberg 22mar91; l/n AMS 26dec93
						based at Dzhankoi by mar97, operated by Veteran; l/n Kryvy Rih 17may98
						based at Kryvy Rih by jun99; in basic 'blue' Aeroflot c/s, no titles; l/n TSR 18jun00
						opb 25 BrTra at Melitopol; initially in basic 'blue' Aeroflot c/s, no titles; l/n as such Melitopol 31jul13; seen with the nose in bare metal with NARP at Mykolayiv sep16; repainted in dark grey c/s with light grey undersides and 'Ukrainian Armed Forces' titles during overhaul by NARP; ferried from Mykolayiv-Kulbakino to Melitopol 03oct18; flew from Lielvarde via KBP to Melitopol 17feb22; reportedly the Il-76 which was destroyed by a Russian attack on Melitopol 24feb22 (burnt out completely)
00634 71123	CCCP-76698	Il-76MD	Soviet AF/AFL c/s	d/d	31aug86	line # 54-01; delivered to 369 vtap at Dzhankoi; f/n in East Germany before 1990; trf to the Ukrainian Air Force in 1992
	HA-TCD UR-76698	Il-76MD Il-76MD	Szer Bon Kft. Veteran	rgd ZIA	1995 03sep93	in official register, but not taken up
						in basic Aeroflot c/s with white fin; based at Dzhankoi by mar97, operated by Veteran; l/n Melitopol 06may98; seen Melitopol 29apr99, titles not reported
						in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; photo-proof of prefix
						based at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n Mykolayiv-Kulbakino 14jul17, active
00634 71125	CCCP-76455	Il-76/976	LII Zhukovski	d/d	18may89	line # 54-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d; in Aeroflot c/s; f/n Tashkent-Tuzel 25apr89; l/n ZIA 23aug97
	76455	Il-76/976	LII Zhukovski	ZIA	17aug99	in Aeroflot c/s; with Russian flag, but 'CCCP-' prefix still carried on the wings when seen ZIA 23aug03; f/n after modernisation ZIA 12sep17; l/n ZIA 21aug18; seen ZIA 12oct22, in bare metal c/s, active
00634 71131	CCCP-76699	Il-76MD	Soviet AF/AFL c/s	d/d	28aug86	line # 54-03; opb 175 vtap at Melitopol; f/n in (former) East Germany before 1991; l/n SZW 05jul91; rgd only 12mar92
	UR-76699	Il-76MD	Ukraine Air Force	Mtp	22mar97	based at Melitopol, operated by Avilond by mar97; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n Zeltweg 01jul00
	76699	Il-76MD	Ukraine Air Force	Mtp	27may02	opb 25 BrTra at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; was stored at Melitopol, seen feb09/jul13; f/n active again at Gostomel in 2014, with chaff/flare dispensers; seen flying Melitopol 22oct14; a contract for the prolongation of life-time until 28aug21 was signed with NARP 26apr19; seen KBP 22aug21; underwent maintenance at Melitopol and was captured there by Russian forces in late feb22; was adorned with the slogan 'Sila Rossii v kazhdom iz nas' (The strength of Russia is in each of us) on the upper side of the wing, as such on a photo aug22, in good condition

00634 71134	CCCP-76700 UR-76700 UR-76700 76700	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force ATI Airlines Ukraine Air Force	d/d Nor DXB Mtp	10sep86 15aug94 13oct97 08jul07	line # 54-04; delivered to Dzhankoi; l/n LWO 08jul19 l/n KBP 18mar97; 1st Polk, Bonspil; based at Dzhankoi mar97, operated by Veteran l/n BAK 30aug01; Azerbaijan logo; not in fleet list 13sep00 l/n Melitopol 06aug08/10may13
00634 71139	CCCP-76701 RA-76701	II-78M II-78M	Ilyushin OKB Ilyushin OKB	ZIA	07mar87 15may93	line # 54-05; II-78M prototype; d/d 16mar87 to Zhukovski; late f/f and d/d; in Aeroflot c/s; f/n ZIA 11aug92 in Aeroflot c/s; based at Zhukovski mar97; seen wfu Zhukovski 17aug99, engines and nose gear unit missing; l/n ZIA aug07/aug19, wfu line # 54-06; delivered to Ukurei; f/n Klin-5 airbase 07jul94; Ukurei based mar97; l/n Ivanovo-Severnoy 06aug99 opb 2457 AB BP SRLDN at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 15jul13 in basic Aeroflot c/s, no titles, equipped with guns; seen Ivanovo-Severnoy 11aug18 in water-bomber configuration; l/n LED 16sep23 line # 54-07; delivered 18sep86 to Melitopol; f/n CKL 20may91 based at Melitopol by mar97; in basic Aeroflot c/s, no titles; f/n Mykolayiv-Kulbakino 22aug97; l/n Mykolayiv-Kulbakino 30apr99 in basic Aeroflot c/s, no titles; f/n DME 29mar02 in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; l/n ADD 10feb03; canx 19feb03 reportedly leased from Sky Wind; in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; l/n SHJ 27nov04; 4K-AZ22 visible under paint on tail, painted in error ?; see also c/n 0053464926 in basic Aeroflot c/s with an 'AZAL' logo on the fin, no titles; 4K-AZ22 still visible under paint on tail, see above line; l/n FJR 22feb06; leased from Styron Trading Inc. and returned 03mar06 in basic Aeroflot c/s with an 'AZAL' logo on the fin; f/n JNB may06, with 'Lines-Cargo' titles and 4K-AZ22 still visible under paint on tail, see above lines; l/n as such PEK aug06; sustained significant damage from small arms projectiles and a rocket-propelled grenade (RPG) that fortunately failed to explode inside the aircraft whilst on approach to Mogadishu 09nov07, the aircraft landed safely; f/n without titles EBB 10nov07; stored at Mykolayiv-Kulbakino, seen aug10/dec10; registration later removed c/n confirmed by the Kazakh CAA; possibly rgd 01dec10; flew to NLV 10mar11; in basic Aeroflot c/s with white fin, with titles; l/n BTS 12apr11; l/n NLV 20mar12 to Technoline FZC of Sharjah, UAE; in basic Aeroflot c/s with white fin, no titles; f/n BRQ 29apr12; new CoFR issued 11jan16; seen JUB 12feb17; l/n SAL 07dec18, in white c/s with grey undersides and with www.zetavia.net titles; canx between 23dec20 and 16jan21 seen FRU the same date, in all white c/s, grey undersides, no titles; l/n NDJ aug21 in Khost, in all white c/s with Bu Shames titles; l/n KRT 21oct22 line # 54-08; delivered to Dzhankoi; f/n Sperenberg 26jul91; seen SVO 27apr93; l/n ZIA 15may93; see next line ntu ? see sightings previous line; canx as to Ukraine based at Dzhankoi, opb Veteran mar97; mentioned in legal documents as leased to Volare from the Ukrainian MoD from 05aug97; l/n OST lmay01 l/n BUD 20nov02; still in fleet list 30sep04; canx 31dec08; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; l/n NLV 03sep09; stored at NLV all-white c/s without registration, photo as such 17jan11 according to Ilyushin website jul11, presumably ntu according to Ilyushin website jul12, presumably ntu without registration painted on this date; l/n NLV 26sep12 as such; seen NLV 18nov12, active again after nearly 10 years, all-white c/s no titles; seen FJR oct13/feb15, stored; reported for Sky Prim Air; current on register 31dec15; l/n FJR jun16/sep22, as such line # 54-09; d/d 14oct86, replacement for c/n 093421630; in full 'green' Iraqi Airways c/s; f/n LHR 27nov86; l/n PRG 1988; evacuated to Iran 16jan91 and impounded there c/n confirmed by Pars Aviation Service and checked on rear pressure bulkhead as well as on plate in cargo bay at Zhukovski 06apr10, see c/n 0073481442; obviously converted from MD to TD; (possibly still seen as MD in Afghanistan apr02, as no type painted on the nose this date) in white/light grey c/s with green/gold cheatline and green fin (similar to Qeshm c/s), no markings apart from serial, Iranian flag on nose and badge on fin; overhaul completed 10oct96; t/t 2,822 hours and 1,615 cycles by 19mar05; f/n as II-76TD THR 02sep06; l/n as such THR feb10; seen under rework at Zhukovski 06apr10; seen flying Zhukovski 25jan11, repainted with white fuselage, large green and smaller red cheatline along the fuselage and tail, grey undersides, no titles; l/n THR 19nov11 at Hama, Syria; wet-leased by Syrian Air, in a slightly revised scheme, without the red cheatline and trim, with Syrian Air titles, logo and Syrian flag; l/n Hama 22sep13 f/n THR 03jan16; in white c/s with grey undersides, green cheatline and stripe across the tail; l/n Yazd 07oct22 line # 54-10; delivered to Melitopol; rgd 28dec88; was already f/n Kabul jul88 white tail, operated by SAA; l/n ORY 23nov92 departed JNB 17jul94 after storage in Aeroflot c/s, no titles; l/n LWO 23may03/11jul95 based at Lviv mar97, operated by Avialiniy Ukrainy; l/n LWO 30may03/mid05 flight planned with 'UTU' call-sign this date; operator reported in UN report as such; l/n KRT 01dec06 c/n confirmed; tail turret filled in; in all-white c/s with 'Trans Attico Cargo' titles; l/n KRT 28apr09 l/n MJI 07oct09; seen KWG 13apr10 all-white c/s with just 'Cargo' titles in green; l/n MJI 12nov11, with prefix removed; according to Ilyushin.org 25sep19, was authorised to fly until 30oct11, prior to next overhaul; fate ? line # 55-01; delivered to 175 vtap at Melitopol; f/n Sperenberg 26dec88 f/n JNB 24apr93 based at Melitopol, opb Antey by mar97; in basic 'blue' Aeroflot c/s, no titles; sat wfu with NARP at Mykolayiv-Kulbakino, seen 27may02/aug20; soc 01apr09 and entered into the books of NARP; was to be overhauled as of 2009, but nothing came of this and still seen at the plant sep21 line # 55-02; delivered to Dzhankoi; f/n Jüterbog 18jul91; see c/n 073410292 l/n ZIA 24aug95 f/n Dzhankoi 06jul96; based at Dzhankoi mar97, operated by Veteran; l/n Melitopol 06may98; not on Hungarian register oct97 as CoFA expired 01feb97! ex HA-TCE painted out but readable; seen OZH 08jul07/15apr19 with reg still painted out, 'Quick Air Trans' titles with 'CCCP-76707' once again clearly visible on the tail on the starboard side line # 55-03; opb the outlet of 929 GLITs at Chkalovski; rgd only 06may91; l/n LBG 25jun91; l/n 21jun93 opb the outlet of 929 GLITs at Chkalovski; f/n CKL 15aug99, c/n checked; carried 'Stinol' (a Russian brand of refrigerators) and 'Novolipetsk Iron & Steel Works' stickers when seen CKL 15aug99 to the Russian Federation, owned by the NII VVS of the Russian Air Force; version given as II-76TD on the register, possibly for insurance reasons; still in full Aeroflot c/s including titles; the lease ended 06nov97 opb the outlet of 929 GLITs at Chkalovski opb the outlet of 929 GLITs at Chkalovski; in basic Aeroflot c/s with a 'GLITs' badge, no titles; l/n CKL 17aug09; t/t 3,989 hours and 2,558 cycles by 26jan12; overhauled by ARZ-123 at Staraya Russa in 2012; still current on register 21jul20 with the rgd 14aug95 (the version was given on the register as II-76TD until 13may20 and changed to II-76MD 21jul20) opb the outlet of 929 GLITs at Chkalovski; in basic Aeroflot c/s, no titles and no badge; l/n CKL 20feb20 line # 55-04; rgd 24feb87; delivered to Vitebsk; f/n SNN 16nov87; transferred to Belarus but not noted after jul92, see next line opb Belarus Air Force basic ex Aeroflot c/s with blue tail, no logo or titles; seen Minsk-Machulishchi 17jun00; l/n Minsk-Machulishchi jun01; seen MSQ 20may05 still as such; seen MSQ may06/oct08, wfu; t/t less than 1,800 hours; photo MSQ 16jun09, in very faded c/s with fuselage cut into three and other parts including engines missing; see c/n 0003427796 line # 55-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncodded A-50s seen at Ivanovo summer 1999; code "35" was read off engine covers Ivanovo-Severnoy 19aug01 line # 55-06; d/d 29nov86 to Vitebsk; rgd 24feb87; f/n LBG 29may87; l/n PEK nov91; transferred to Belarus but not seen after jul92 until aug97 converted in 1998 to II-76TD, tail turret removed; l/n ZIA 19aug99 l/n DME 03sep00; in basic Trans Avia Export c/s to Krylo ?; f/n DME 13aug01; l/n VKO 16aug01; Atlant-Soyuz logo only leased from Trans Avia Export 25mar02/31mar03; leased to Ilavia 10mar04/10sep04 and seen DME 23jun04 with additional small 'Ilavia' titles l/n JNB 27aug05; in basic Aeroflot c/s with all white tail, no and small Belarus flag c/n confirmed; f/n KRT 17jun06; current on register jan07; l/n KRT 27feb07, named 'Sadeem' photo proof as such; with additional 'www.airtaxisudan.com' titles, named 'Sadeem' l/n POR 28aug07, in all-white c/s current in fleet list jan08; photo MSQ 20jan08, all-white c/s without registration; seen DME 09jul08, all-white with serial and titles; l/n SHJ 12mar09, as such; seen MSQ 16jun09 in full colours; l/n MSQ 18may12; subsequently preserved MSQ and f/n as such 15sep12; l/n 07may13; replaced by c/n 0003427796 and moved back onto the airfield; l/n MSQ jul14/15apr19, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; still parked MSQ 19may21, missing at least engine # 4 line # 55-07; d/d 29nov86 to Vitebsk; rgd 24feb87; f/n LBG 23jun87; transferred to Belarus but not noted after jul92 until first seen at Zhukovski 23aug97; converted in 1999 to II-76TD; seen VKO 17jun99, but prefix and titles not reported, CoFR issued 25feb99 to Ilavia ? according to Russian register feb01

	EW-76711 EW-76711	II-76TD II-76TD	Ilavia Atlant-Soyuz	ZIA ADD	19aug99 15mar01	tail turret removed; I/n ZIA 21aug99; not in apr00 fleet list in all-white c/s with titles and logo on the fin; I/n MSQ 20may05; leased 29aug00/31aug01 from Trans Avia Export and still in their fleet list 01sep03
	EW-76711	II-76TD	Trans Avia Export	MSQ	11aug06	seen MSQ 27aug07 in all-white c/s without titles, wfu; h/o to "Aviastar" at Ulyanovsk in 2007 as an instructional airframe for the preparation of the production of the II-76MD-90A, probably in early 2008; sat in an "Aviastar" hangar in primer without any markings and without engines, f/n aug08, seen 24aug12 in main production hangar (N54.374246 E48.616995) with 'MARKET' titles on lower fuselage port side only; I/n 18aug18
00634 73190	CCCP-76712	II-76MD	Soviet AF/AFL c/s	d/d	28nov86	line # 55-08; rgd 24feb87; delivered to Vitebsk; f/n LBG 24may87; transferred to Belarus but not noted after jul92 until first reported seen unmarked at Zhukovski 23aug97; converted to II-76TD
	RA-76712 EW-76712 EW-76712	II-76TD II-76TD II-76TD	Ilavia Ilavia Trans Avia Export	rgd OST MSQ	09jul98 07jun99 11may06	f/n SHJ feb99; tail turret removed; canx 26feb99 as to Belarus; CoFR renewal 09mar99 I/n MSQ 20may05; leased from Trans Avia Export 28nov01/31dec05 and still in their fleet list 01sep03 in all-white ex Ilavia c/s, no titles; seen MSQ aug06/15apr19, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15
00634 74193	CCCP-76713 RA-76713	II-76MD II-76MD	Soviet AF/AFL c/s Russian Air Force	mfd LUX	29nov86 06may99	line # 55-09; d/d 29nov86 to Taganrog; f/n Sprenberg 12apr91 based at Taganrog by mar97; in basic Aeroflot c/s, no titles, carried a '224 LO' badge; last overhaul completed in 2011; seen OVB 11aug16; I/n LED 30dec21
00634 74198	CCCP-76714 RA-76714 RA-76714 RF-76714	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Ors ph. ph.	26dec86 21apr97 jul10 29jan15	line # 55-10; delivered to Gyandzha, later Ukurei based based at Orenburg mar97; I/n Chelyabinsk-Shagol sep08, faded Aeroflot titles location unknown, in basic Aeroflot c/s, no titles; I/n CKL jul14 in basic Aeroflot c/s, no titles; chaff dispensers and under wing pylons fitted to carry bombs; seen Ivanovo-Severnoy 19aug17, in water bomber configuration; I/n ZIA 18may21
00734 74203	CCCP-76758 CCCP-76758 CCCP-76758	II-76TD II-76TD II-76TD	MAP Ulyanovsk APK Volga-Dnepr Heavylift	mfd STN STN	30dec86 04nov91 29jan92	line # 56-01; d/d 30dec86 to Ulyanovsk East; with tail turret; rgd 16sep87, version given as such in Soviet register; f/n BKA 25sep91
	RA-76758 RA-76758	II-76TD II-76TD	Heavylift Volga-Dnepr	STN STN	24feb93 10dec95	I/n BKA 22feb92; with additional small 'Oil Spill Service Centre, Southampton' titles, f/n SOU mar92, I/n STN 09sep92 with additional small 'Oil Spill Service Centre, Southampton' titles, I/n STN 28jun94; seen ZRH 13feb95 with just Heavylift titles
00734 74208	CCCP-76456 76456 760	II-76/976 II-76LL II-76LL	MAP LII Zhukovski Chinese Air Force Chinese Air Force	d/d ZIA photo	23oct89 23aug04 photo	still with tail turret and in full c/s; I/n ZIA 22aug99; turret removed by oct99; f/n YHM oct99; I/n BTS 09nov02; damaged beyond repair by a typhoon at Guam 08dec02; soc 22may03; canx 26may03 in line # 56-02; missile tracking/telemetry relay aircraft; delivered to Zhukovski, late d/d; in Aeroflot c/s; f/n ZIA jun92; I/n ZIA 17aug01; converted in early 2004 to, see next line engine test-bed; d/d 2005; opb China Flight Test Establishment; carried no markings apart from 'China Flight Test Establishment' logo and titles; used to test the WS10 turbofan engine (for the J10 and J11 fighters)
00734 74211	CCCP-76716 UR-76716 UR-76716	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Lana ATI Airlines	d/d OST ALP	29jan87 12jan94 16sep97	engine test-bed; opb China Flight Test Establishment; in light grey c/s with red/grey cheatline, carried no markings apart from 'China Flight Test Establishment' logo and titles; initially still with the WS10 turbofan on No. 2 position; seen Xian-Yanliang may11 with 4 standard engines; used to test the WS20 turbofan engine (for the Y20 transport) in spring 2013 and the WS18 turbofan engine 29oct14/16dec14
00734 74216	UR-76716 CCCP-76717(1) UR-76717(1) 4K-76717(1) UR-76717(1) UR-76717(1)	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	white/grey, n/t Soviet AF/AFL c/s Veteran Veteran Ukraine Air Force Lviv Airlines	Mtp d/d ZIA SHJ Krv OST	27may02 29jan87 24aug95 17mar96 26apr99 09apr00	line # 56-03; delivered to Dzhankoi; f/n in (former) East Germany 20nov90 photo with 'Lana' titles, OST dec94; I/n Kryvyy Rih 21mar97; based at Kryvyy Rih mar97, operated by Lana in all-white c/s, grey undersides; seen OST 04jul99 with additional AZAL tail logo and small 'AHC' on tail; I/n SXF 23dec00 I/n Melitopol may07/30jun13 stored line # 56-04; delivered to Dzhankoi; f/n DME 12jun90; see c/n 0043450484 based at Dzhankoi mar97 I/n SHJ 03apr97; I/n Kryvyy Rih 05may98, but prefix not read in basic Aeroflot c/s with Air Force roundels, no titles Lvivski avialiniyi; no titles, but logo on fin; last flight 29jan01; severely damaged 27jul02 when Ukrainian Air Force Su-27UB "42" crashed during an airshow at LWO and hit the nose of the parked II-76; still in fleet list jan04; stored with damaged nose at LWO, seen aug05/jan12; canx 13aug08; offered for sale 06may11 with t/t 3,249 hours and 1,582 cycles; in the process of being broken up 28jan12
00734 74219	CCCP-76718 RA-76718	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	31jan87 20jun99	line # 56-05; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; I/n Taganrog-Tsentralny 16sep11, still with titles; stored Staraya Russa apr12/oct12
	RA-76718	II-76MD	Russian Air Force	Roc	30nov13	in basic Aeroflot c/s, no titles; equipped with guns; seen OVB 19may15; I/n Taganrog Tsentralny 12mar19, stored, no engines
00734 74224	YI-ANE 5-8202	II-76MD II-76TD	IrAF/Iraqi Aw c/s Iranian Air Force	d/d ph.	23mar87 oct05	line # 56-06; replacement for c/n 093421635; f/n FRA 06jun87; in full Iraqi Airways green c/s; I/n MAN 30mar89; evacuated to Iran 18jan91 and impounded there at Omidiyeh AFB, missing three engines with damage to the port wing, in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,840 hours and 1,136 cycles by 19mar05; was damaged by an engine fire near Omidiyeh, after long-term storage and repairs, flown in 2008 back to Shiraz where it was properly overhauled, repainted and returned to service; seen SYZ 01jan09, c/n checked in navigator's cabin; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; seen SYZ feb10 with large 'II-76TD' designation behind the cockpit, had not flown since may09 due to fatigue in wing components; I/n SYZ feb14/feb22
00734 74226	CCCP-76719 RA-76719	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd TV	30jan87 18jan95	line # 56-07; delivered 31jan87 to Taganrog; no reports at Komsomolsk-na-Amure; opb 708 vtap at Taganrog-Tsentralny by mar97; I/n Taganrog-Tsentralny 10aug99
	RA-76719	II-76MD	Russian Air Force	TYN	apr00	opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with '224 LO' badge, no titles; I/n VRN 14may20
00734 75229	CCCP-76720 RA-76720	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	02feb87 14jul93	line # 56-08; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; I/n operational Taganrog-Tsentralny 31aug04; stored at Taganrog-Tsentralny, I/n sep11/aug12
00734 75236	RF-76720 YI-ANF 15-2281	II-76MD II-76MD II-76MD	Russian Air Force IrAF/Iraqi Aw c/s Iranian RGC AF	OVB d/d no	23aug16 30may87 reports	in basic Aeroflot c/s, no titles; I/n OVB 11jun22 line # 56-09; replacement for c/n 093421637; f/n FRA 16jul87; evacuated to Iran 16jan91 and impounded there c/n from Pars Aviation Service; possibly the reports of 15-2291 actually concern this aircraft; last overhaul completed 30oct96; dbr 24feb02 on a flight from Mashhad when # 3 engine caught fire, the crew managed to return to Mashhad and land the aircraft safely, all 230 occupants escaped unhurt but the right wing burnt through and bent to the ground; sat derelict at Mashhad (N36.218964 E59.653132), wings and tail cut off by jun09; I/n sep10
00734 75239	CCCP-76721 UR-76721 D2-FEW	II-78 II-78 II-76TD	Soviet AF/AFL c/s BSL Airline Angolan Air Force	d/d MST LAD	25apr87 24feb95 06feb03	line # 56-10; delivered to Uzyn; was the aircraft shown to US Secretary of Defense Frank Carlucci at Kubinka 02aug88, in basic Aeroflot c/s with Red Star, no code or registration worn based at Uzyn mar97; refuelling equipment removed; I/n Uzyn 22jun99 opb Angola Air Charter according to JP-05, converted to II-76TD; in Aeroflot c/s, no titles; c/n checked OZH 25dec04, serial T-904 painted on the flight-deck; seen LAD 03may06 in all-white c/s, no titles; seen MSQ 27aug07 in dark grey c/s with light grey undersides, no titles; I/n LAD 28mar09
00734 75242	T-907 D2-FEW CCCP-76722	II-76TD II-76TD II-76MD	Angolan Air Force Angolan Air Force Soviet AF/AFL c/s	LAD LAD d/d	11may10 20jul12 26feb87	c/n not confirmed; in dark grey c/s with light grey undersides with titles in dark grey c/s with light grey undersides with titles; I/n LAD 22dec14; possibly broken up line # 57-01; delivered to Taganrog; f/n Werneuchen 22apr93; I/n Ribnitz-Damgarten 08nov93, equipped with guns and flare dispensers based at Taganrog-Tsentralny mar97; I/n Taganrog-Tsentralny 31aug04
	RA-76722 RA-76722	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Maw PKV	26jan94 sep06	in basic Aeroflot c/s, no titles; seen CKL 14jul10, equipped with guns; seen Staraya Russa 27nov11, parts missing prior to overhaul; I/n OVB 17jun15
00734 75245	RF-76722 CCCP-76723 RA-76723	II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	Tgr d/d Ors	18aug15 27feb87 21apr97	in basic Aeroflot c/s, no titles; I/n VKO 28aug23 line # 57-02; delivered to Ukurei; f/n in (former) East Germany 12jan91 based at Orenburg mar97; I/n Orenburg-2 (Southwest) 29aug97; was destroyed on emergency landing at Privilshskiy 23jun00, overrun on landing after an inflight fire
00734 75250	CCCP-76724 RA-76724	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Tgr	28feb87 20jun99	line # 57-03; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny mar97/sep11; named 'Georgi Pakilyov' after a former Commander of the VTA, f/n as such CKL sep09; I/n SVX sep16, still with Aeroflot titles
00734 75253	RA-76724 RF-76724 CCCP-76725 RA-76725 RA-76725 RF-76725	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Russian Air Force Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	Kub VKO d/d Grd KLD OVB	apr17 29aug19 28feb87 27may94 03may12 07sep16	in basic Aeroflot c/s, no titles, but still named 'Georgi Pakilyov'; I/n OVB jun17 in basic Aeroflot c/s, no titles; I/n over Moscow 07may22 line # 57-04; delivered to Taganrog; f/n in (former) East Germany 04jun90 based at Taganrog mar97; I/n Taganrog-Tsentralny 31aug04; I/n I/n Pskov sep10 in basic Aeroflot c/s, no titles; I/n CKL 03feb16 in basic Aeroflot c/s, no titles; I/n OVB dec21
00734 75260	RF-76725 "36" red	II-76MD A-50	Russian Air Force Soviet AF/PVO	OVB d/d	07sep16 25jan88	line # 57-05; delivered to Beryozovka and still based there mar97; late d/d; probably one of the eight uncoated A-50s Ivanovo-Severnoy summer 1999, code "36" read off covers 06aug99/30aug07
00734 75261	CCCP-76726 RA-76726 RA-76726 RF-76726 CCCP-76727(1)	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force Soviet AF/AFL c/s	f/f Wit KLD ph. mfd	28feb87 07jun94 30dec11 07apr17 31mar87	uncoded A-50s Ivanovo-Severnoy summer 1999, code "36" read off covers 06aug99/30aug07 line # 57-06; delivered to Taganrog; f/n Eberswalde-Finow 22nov92 based at Taganrog by mar97; I/n ROV 18jun10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; I/n OVB 15apr16 in basic Aeroflot c/s, no titles; I/n Moscow region 2020 line # 57-07; d/d 31mar87 to Dzhankoi; f/n in former East Germany 19nov90; I/n ZIA 03sep93; see c/n 0063467021
00734 75268	UR-76727(1) UR-76727(1) UR-76727(1)	II-76MD II-76TD II-76TD	Volare logo, n/t East Line Volare logo, n/t Volare	MST OST OST NLV	14feb96 14jul00 16dec00 26may02	based at Dzhankoi mar97, opb Veteran; mentioned in legal documents as leased to Volare from the Ukrainian MoD from 05aug97; seen OST 28feb98 with additional 'Avialiniyi Ukrayiny' titles; I/n BKK 09oct99 carried a 'Volare' logo on fin; I/n DME 05sep00 I/n OST 16sep01 new with titles; still in fleet list 30sep04; canx 31dec08; mentioned in legal documents 12mar09 as a seized asset, due to substantial debts owed by the company; I/n NLV 03sep09

	3X-GFK	II-76TD	GR Avia, n/t	rgd	23jun10	f/n NLV 02nov10; with blue cheatline, white top and tail with grey undersides; ferried NLV-SHJ 13nov10 with Air Guinée call-sign; canx 24oct12; l/n NLV (N47.056246 E31.919929) 26sep12/sep21
00734 75270	CCCP-76728 UR-76728 UR-UCR UR-UCR	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Veteran Ukrainian Cargo Aw United Nations	d/d AMS IST BDS	31mar87 11jan94 21oct98 19mar01	line # 57-08; delivered to Dzhanokoi; f/n in (former) East Germany 09sep91 based at Dzhanokoi mar97; l/n OZH 07may97; not in 1998 fleet list l/n IST 12jan00 opb Ukraine Cargo Airways; in white/grey c/s, titles not noted; l/n OZH 28may02 as such; not in fleet list 01mar07; seen OZH 08jul07 in all-white c/s, no titles; l/n OZH 06aug08/07sep09 as such; canx 13aug08; l/n OZH 22sep10/15apr19 with serial removed line # 57-09; d/d 30mar87; opb 369 vtap at Dzhanokoi; f/n Eberswalde-Finow 05jul91; trf to the Ukrainian Air Force in 1992 leased from the Ukrainian Air Force; based at Dzhanokoi, opb Veteran by mar97; l/n OZH 07may97 in official register, but not taken up carried an 'Azerbaijan' logo; not in fleet list 13sep00 l/n OZH 28may02 in all-white c/s; initially no titles; l/n as such BZZ 17apr03; f/n with titles OSR 04apr04 operated for UNMIS in Sudan, based at Kadugli; in full all-white UN c/s, carried code 'UN517' in all-white c/s with 'Ukrainian Cargo Airways' titles and an 'UCA' logo on the fin; last flight 30mar09; t/t 6,772 hours 28 minutes and 2,628 cycles (never overhauled); canx 07jul11; sat wgt at OZH, seen oct10/aug18; offered for sale as scrap metal and sold to TOV Radalis 10dec19 line # 57-10; opb 409 apsz at Uzyn; no reports based at Uzyn mar97; l/n Uzyn 27jun99; refuelling equipment removed no titles basic Pakistan c/s no roundel, flag or serial, undertaking test flights same c/s as above and flew under this temporary Ukrainian number allowing it to overfly countries on delivery/ferry flights (a sort of diplomatic clearance number)
00734 76275	CCCP-76729 UR-76729 HA-TCF UR-76729 UR-UCU UR-UCU UR-UCU UR-UCU	II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Veteran Napkelet Airlines ATI Airlines United Nations Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw	mfd AMS res OST BDS BUD KRT BEG	23mar87 03mar94 1995 21jun98 08oct00 05mar03 25oct05 01apr06	line # 58-01; d/d 28apr87; toc 28may87; rgd 12jun87 named 'Zurigo'; photo LUX 16feb91 all white c/s grey undersides with Red Cross, no titles; seen LNZ 13mar91 again with titles and name; l/n AMS 09may91, as such l/n DME 10sep92 l/n DME 27apr93 f/n OST 25mar96; l/n ZIA 21aug99 f/n TSN 15apr00; l/n DME 28jun02, in full c/s, see next line leased from 28jun02 l/n SVO 03nov05, active; in Aviakompaniya im. Grizodubova fleet list 30dec06; stored on the grass at DME, seen aug07/dec07; broken up at DME 29jan08 (wings and tail cut off that day) line # 58-02; replacement for c/n 0013428839; f/n LHR 16jul87; in full Iraqi Airways green c/s; l/n LHR may90; evacuated to Iran 16jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,813 hours and 1,125 cycles by 19mar05 c/n not confirmed; operational; l/n SYZ 07feb11 line # 58-03; delivered to Ivanovo; rgd only 25feb91; no reports based at Ivanovo by mar97; l/n PKV 01apr10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; l/n OVB 04sep16 in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22 line # 58-04; opb 175 vtap at Melitopol; f/n Brandis 01jul91; rgd only 22nov91 based at Melitopol by mar97; in basic Aeroflot c/s with own titles; l/n Melitopol 29apr99 in basic Aeroflot c/s with roundels and a Ukrainian shield on the fin; left KBP 11apr00 for a para-dropping flight to the North Pole; carried the inscription 'Ukraine South Pole 2000' in English and Ukrainian behind the cockpit; took part in a fly-past over Kiev 24jul08; contract for the prolongation of life-time signed with NARP 23apr20; l/n Deblin 14may22/08mar23 line # 58-05; delivered to Beryozovka (late d/d) and still based there by mar97 opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'AB BP SRLDN' badge behind the cockpit; l/n Taganrog-Yuzhny 12dec06; arrived for conversion by TANTK im. Berieva at Taganrog-Yuzhny in autumn 2008 prototype of the conversion to this modernised version; underwent trials by jul09; joint state trials completed 26nov09; l/n with Red Stars and without titles Taganrog-Yuzhny 21may11; named 'Sergei Atayants' after the Deputy of the General Designer of ANTK im. Berieva; repainted in white/light grey c/s with 'VVS Rossi' titles and Russian stars; f/n as such ROV 19jan14; officially h/o to the Russian Air Force after the conversion 25mar14 (as the 3rd A-50U); opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; l/n over Moscow 03may14 over Moscow may14, in white/light grey c/s with 'VVS Rossi' titles and Russian stars, also carried code "37" red; opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; photo apr16 active and now named 'Sergei Atayants'; seen ZIA 22jul21 now with 'VKS Rossi' titles; l/n Kubinka aug21 line # 58-06; delivered to Melitopol; l/n KBL jan89 based at Novgorod mar97; l/n Novgorod-Krechevitsy 07aug99 seen Novgorod-Krechevitsy 24aug02, no titles; l/n KJA 02jul14 in basic Aeroflot c/s, no titles; l/n over Moscow 07may22 line # 58-07; f/n LHR 07oct87; in full Iraqi Airways green c/s; l/n LHR 12jul90; destroyed by bombing at Al-Qadisiya 18jan91 line # 58-08; delivered to Ivanovo; rgd 27jun90; f/n PEK nov91; transferred to Belarus but not noted between BTS 25feb93 and ZIA 08jul98 l/n ZIA 21aug99; tail turret removed l/n OST 15mar00 leased to Krylo from 30mar01, according to Russian register sep01 already reported in an incident report at Norilsk 23nov01 l/n SHJ 05mar08 in basic Trans Avia Export c/s; already reported in technical inspection document 25apr08; l/n LED 16dec09 in basic Trans Avia Export c/s, no titles; seen MSQ may13/jul16, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; seen MSQ 01oct16, in all-white c/s with grey undersides, no titles; l/n MSQ 19aug21 line # 58-09; delivered to Vitebsk; mfd reported as 31may87 which is not in line with the d/d; rgd 18aug87; f/n SNN 02dec87; l/n Ribnitz-Damgarten 07nov93, transferred to Belarus Air Force by jul92 l/n SHJ 14dec98; tail turret removed; CoFR renewal 19jul99 l/n LGK 05dec99 no reports; still in Trans Avia Export fleet list 01sep03 seen MSQ aug06/aug18, all-white c/s, no titles; stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15 line # 58-10; delivered to Uzyn; f/n TAS 13may88; trf to MOM KB, date unknown; l/n Yuzhnaya 15oct91; still 'CCCP-' by 06jul93 based at Uzyn by mar97; l/n Uzyn 27jun99; dbr whilst parked at Uzyn probably in the late 1990s, when its hardstand had not been completely cleared of snow so that the aircraft could not be pushed back to the rear end of the hardstand, when Il-78 UR-76653 taxied along at night its wing hit and destroyed the cockpit of 76736; scrapped line # 59-01; d/d 31may87 to Vitebsk; rgd 18aug87; f/n CDG 31dec89; transferred to Belarus, seen jul92; photo ZIA feb97, with turret section removed; see c/n 0083483502 based at Zhukovski mar97; f/n VKO 24aug97; tail turret removed; l/n LUX 29jan99; canx 23jun99 f/n SNN 13aug99, in all-white c/s, no titles; l/n SVO 19aug99 in all-white c/s with titles; l/n SNN 08nov00 in all-white c/s with titles; l/n VKO 01aug02; leased from Trans Avia Export 13jun01/17jul04 and still in their fleet list 01sep03; l/n MSQ 16feb04, titles not reported in all-white c/s, no titles; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; took off from Minsk 21sep12 bare metal, wearing no registration c/n from russianplanes.net; in bluish grey c/s with light grey undersides and titles with small Russian flag behind the cockpit; see also c/n 0083486582, 0093492763, 0093493794 and 1023498978 serial for delivery to China; details from a document, but possibly not worn externally in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Wuxi 03oct19 line # 59-02; delivered 30jun87 to Ivanovo; rgd 05oct90; f/n BKA 25sep91; still 'CCCP-' 06jul93 based at Ivanovo mar97; l/n Ivanovo-Severny 22jun00 in basic Aeroflot c/s, no titles, carried a '224 LO' badge; l/n PKV 2011 as such; seen PKV 25aug12 without '224 LO' badge; l/n KLD 16jun17 line # 59-03; opb 708 vtap at Kirovabad (relocated to Taganrog-Tsentralny apr/may92); f/n PEK 19nov91 opb 708 vtap at Taganrog-Tsentralny from 07apr95 (renamed 6958 AvB 15oct09); l/n Taganrog-Tsentralny 19aug12, still with titles; ferried to 123 ARZ at Staraya Russa jan13; t/t 2,487 hours and 1,921 cycles by 11jan13 at Rostov-na-Donu Tsentralny; c/n from russianplanes.net in basic Aeroflot c/s, no titles; l/n OVB 10jul21 line # 59-04; delivered to Taganrog; f/n Finsterwalde 19mar93; l/n Gross Dölln (Templin) 04aug93 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; named 'Taganrog' oct02; l/n Taganrog-Tsentralny 07feb13, still with titles
00734 76277	CCCP-76730 UR-76730 76730 -- 883383BC	II-78 II-78 II-78 II-78 II-78MP	Soviet AF/AFL c/s BSL Airline ex-Aeroflot c/s Pakistan Air Force Pakistan Air Force	d/d OST Mtp Mkk Mkk	31may87 15dec94 27may02 23jul10 27aug10	line # 58-01; d/d 28apr87; toc 28may87; rgd 12jun87 named 'Zurigo'; photo LUX 16feb91 all white c/s grey undersides with Red Cross, no titles; seen LNZ 13mar91 again with titles and name; l/n AMS 09may91, as such l/n DME 10sep92 l/n DME 27apr93 f/n OST 25mar96; l/n ZIA 21aug99 f/n TSN 15apr00; l/n DME 28jun02, in full c/s, see next line leased from 28jun02 l/n SVO 03nov05, active; in Aviakompaniya im. Grizodubova fleet list 30dec06; stored on the grass at DME, seen aug07/dec07; broken up at DME 29jan08 (wings and tail cut off that day) line # 58-02; replacement for c/n 0013428839; f/n LHR 16jul87; in full Iraqi Airways green c/s; l/n LHR may90; evacuated to Iran 16jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,813 hours and 1,125 cycles by 19mar05 c/n not confirmed; operational; l/n SYZ 07feb11 line # 58-03; delivered to Ivanovo; rgd only 25feb91; no reports based at Ivanovo by mar97; l/n PKV 01apr10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; l/n OVB 04sep16 in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22 line # 58-04; opb 175 vtap at Melitopol; f/n Brandis 01jul91; rgd only 22nov91 based at Melitopol by mar97; in basic Aeroflot c/s with own titles; l/n Melitopol 29apr99 in basic Aeroflot c/s with roundels and a Ukrainian shield on the fin; left KBP 11apr00 for a para-dropping flight to the North Pole; carried the inscription 'Ukraine South Pole 2000' in English and Ukrainian behind the cockpit; took part in a fly-past over Kiev 24jul08; contract for the prolongation of life-time signed with NARP 23apr20; l/n Deblin 14may22/08mar23 line # 58-05; delivered to Beryozovka (late d/d) and still based there by mar97 opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'AB BP SRLDN' badge behind the cockpit; l/n Taganrog-Yuzhny 12dec06; arrived for conversion by TANTK im. Berieva at Taganrog-Yuzhny in autumn 2008 prototype of the conversion to this modernised version; underwent trials by jul09; joint state trials completed 26nov09; l/n with Red Stars and without titles Taganrog-Yuzhny 21may11; named 'Sergei Atayants' after the Deputy of the General Designer of ANTK im. Berieva; repainted in white/light grey c/s with 'VVS Rossi' titles and Russian stars; f/n as such ROV 19jan14; officially h/o to the Russian Air Force after the conversion 25mar14 (as the 3rd A-50U); opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; l/n over Moscow 03may14 over Moscow may14, in white/light grey c/s with 'VVS Rossi' titles and Russian stars, also carried code "37" red; opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; photo apr16 active and now named 'Sergei Atayants'; seen ZIA 22jul21 now with 'VKS Rossi' titles; l/n Kubinka aug21 line # 58-06; delivered to Melitopol; l/n KBL jan89 based at Novgorod mar97; l/n Novgorod-Krechevitsy 07aug99 seen Novgorod-Krechevitsy 24aug02, no titles; l/n KJA 02jul14 in basic Aeroflot c/s, no titles; l/n over Moscow 07may22 line # 58-07; f/n LHR 07oct87; in full Iraqi Airways green c/s; l/n LHR 12jul90; destroyed by bombing at Al-Qadisiya 18jan91 line # 58-08; delivered to Ivanovo; rgd 27jun90; f/n PEK nov91; transferred to Belarus but not noted between BTS 25feb93 and ZIA 08jul98 l/n ZIA 21aug99; tail turret removed l/n OST 15mar00 leased to Krylo from 30mar01, according to Russian register sep01 already reported in an incident report at Norilsk 23nov01 l/n SHJ 05mar08 in basic Trans Avia Export c/s; already reported in technical inspection document 25apr08; l/n LED 16dec09 in basic Trans Avia Export c/s, no titles; seen MSQ may13/jul16, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; seen MSQ 01oct16, in all-white c/s with grey undersides, no titles; l/n MSQ 19aug21 line # 58-09; delivered to Vitebsk; mfd reported as 31may87 which is not in line with the d/d; rgd 18aug87; f/n SNN 02dec87; l/n Ribnitz-Damgarten 07nov93, transferred to Belarus Air Force by jul92 l/n SHJ 14dec98; tail turret removed; CoFR renewal 19jul99 l/n LGK 05dec99 no reports; still in Trans Avia Export fleet list 01sep03 seen MSQ aug06/aug18, all-white c/s, no titles; stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15 line # 58-10; delivered to Uzyn; f/n TAS 13may88; trf to MOM KB, date unknown; l/n Yuzhnaya 15oct91; still 'CCCP-' by 06jul93 based at Uzyn by mar97; l/n Uzyn 27jun99; dbr whilst parked at Uzyn probably in the late 1990s, when its hardstand had not been completely cleared of snow so that the aircraft could not be pushed back to the rear end of the hardstand, when Il-78 UR-76653 taxied along at night its wing hit and destroyed the cockpit of 76736; scrapped line # 59-01; d/d 31may87 to Vitebsk; rgd 18aug87; f/n CDG 31dec89; transferred to Belarus, seen jul92; photo ZIA feb97, with turret section removed; see c/n 0083483502 based at Zhukovski mar97; f/n VKO 24aug97; tail turret removed; l/n LUX 29jan99; canx 23jun99 f/n SNN 13aug99, in all-white c/s, no titles; l/n SVO 19aug99 in all-white c/s with titles; l/n SNN 08nov00 in all-white c/s with titles; l/n VKO 01aug02; leased from Trans Avia Export 13jun01/17jul04 and still in their fleet list 01sep03; l/n MSQ 16feb04, titles not reported in all-white c/s, no titles; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; took off from Minsk 21sep12 bare metal, wearing no registration c/n from russianplanes.net; in bluish grey c/s with light grey undersides and titles with small Russian flag behind the cockpit; see also c/n 0083486582, 0093492763, 0093493794 and 1023498978 serial for delivery to China; details from a document, but possibly not worn externally in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Wuxi 03oct19 line # 59-02; delivered 30jun87 to Ivanovo; rgd 05oct90; f/n BKA 25sep91; still 'CCCP-' 06jul93 based at Ivanovo mar97; l/n Ivanovo-Severny 22jun00 in basic Aeroflot c/s, no titles, carried a '224 LO' badge; l/n PKV 2011 as such; seen PKV 25aug12 without '224 LO' badge; l/n KLD 16jun17 line # 59-03; opb 708 vtap at Kirovabad (relocated to Taganrog-Tsentralny apr/may92); f/n PEK 19nov91 opb 708 vtap at Taganrog-Tsentralny from 07apr95 (renamed 6958 AvB 15oct09); l/n Taganrog-Tsentralny 19aug12, still with titles; ferried to 123 ARZ at Staraya Russa jan13; t/t 2,487 hours and 1,921 cycles by 11jan13 at Rostov-na-Donu Tsentralny; c/n from russianplanes.net in basic Aeroflot c/s, no titles; l/n OVB 10jul21 line # 59-04; delivered to Taganrog; f/n Finsterwalde 19mar93; l/n Gross Dölln (Templin) 04aug93 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; named 'Taganrog' oct02; l/n Taganrog-Tsentralny 07feb13, still with titles
00734 76281	R10-002 CCCP-76486 CCCP-76486	II-78MP II-76TD II-76TD	Pakistan Air Force AFL/Yakutiya-YKS Metro Cargo	d/d mfd CGN	29oct10 28apr87 09jan91	line # 58-01; d/d 28apr87; toc 28may87; rgd 12jun87 named 'Zurigo'; photo LUX 16feb91 all white c/s grey undersides with Red Cross, no titles; seen LNZ 13mar91 again with titles and name; l/n AMS 09may91, as such l/n DME 10sep92 l/n DME 27apr93 f/n OST 25mar96; l/n ZIA 21aug99 f/n TSN 15apr00; l/n DME 28jun02, in full c/s, see next line leased from 28jun02 l/n SVO 03nov05, active; in Aviakompaniya im. Grizodubova fleet list 30dec06; stored on the grass at DME, seen aug07/dec07; broken up at DME 29jan08 (wings and tail cut off that day) line # 58-02; replacement for c/n 0013428839; f/n LHR 16jul87; in full Iraqi Airways green c/s; l/n LHR may90; evacuated to Iran 16jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,813 hours and 1,125 cycles by 19mar05 c/n not confirmed; operational; l/n SYZ 07feb11 line # 58-03; delivered to Ivanovo; rgd only 25feb91; no reports based at Ivanovo by mar97; l/n PKV 01apr10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; l/n OVB 04sep16 in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22 line # 58-04; opb 175 vtap at Melitopol; f/n Brandis 01jul91; rgd only 22nov91 based at Melitopol by mar97; in basic Aeroflot c/s with own titles; l/n Melitopol 29apr99 in basic Aeroflot c/s with roundels and a Ukrainian shield on the fin; left KBP 11apr00 for a para-dropping flight to the North Pole; carried the inscription 'Ukraine South Pole 2000' in English and Ukrainian behind the cockpit; took part in a fly-past over Kiev 24jul08; contract for the prolongation of life-time signed with NARP 23apr20; l/n Deblin 14may22/08mar23 line # 58-05; delivered to Beryozovka (late d/d) and still based there by mar97 opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'AB BP SRLDN' badge behind the cockpit; l/n Taganrog-Yuzhny 12dec06; arrived for conversion by TANTK im. Berieva at Taganrog-Yuzhny in autumn 2008 prototype of the conversion to this modernised version; underwent trials by jul09; joint state trials completed 26nov09; l/n with Red Stars and without titles Taganrog-Yuzhny 21may11; named 'Sergei Atayants' after the Deputy of the General Designer of ANTK im. Berieva; repainted in white/light grey c/s with 'VVS Rossi' titles and Russian stars; f/n as such ROV 19jan14; officially h/o to the Russian Air Force after the conversion 25mar14 (as the 3rd A-50U); opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; l/n over Moscow 03may14 over Moscow may14, in white/light grey c/s with 'VVS Rossi' titles and Russian stars, also carried code "37" red; opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; photo apr16 active and now named 'Sergei Atayants'; seen ZIA 22jul21 now with 'VKS Rossi' titles; l/n Kubinka aug21 line # 58-06; delivered to Melitopol; l/n KBL jan89 based at Novgorod mar97; l/n Novgorod-Krechevitsy 07aug99 seen Novgorod-Krechevitsy 24aug02, no titles; l/n KJA 02jul14 in basic Aeroflot c/s, no titles; l/n over Moscow 07may22 line # 58-07; f/n LHR 07oct87; in full Iraqi Airways green c/s; l/n LHR 12jul90; destroyed by bombing at Al-Qadisiya 18jan91 line # 58-08; delivered to Ivanovo; rgd 27jun90; f/n PEK nov91; transferred to Belarus but not noted between BTS 25feb93 and ZIA 08jul98 l/n ZIA 21aug99; tail turret removed l/n OST 15mar00 leased to Krylo from 30mar01, according to Russian register sep01 already reported in an incident report at Norilsk 23nov01 l/n SHJ 05mar08 in basic Trans Avia Export c/s; already reported in technical inspection document 25apr08; l/n LED 16dec09 in basic Trans Avia Export c/s, no titles; seen MSQ may13/jul16, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; seen MSQ 01oct16, in all-white c/s with grey undersides, no titles; l/n MSQ 19aug21 line # 58-09; delivered to Vitebsk; mfd reported as 31may87 which is not in line with the d/d; rgd 18aug87; f/n SNN 02dec87; l/n Ribnitz-Damgarten 07nov93, transferred to Belarus Air Force by jul92 l/n SHJ 14dec98; tail turret removed; CoFR renewal 19jul99 l/n LGK 05dec99 no reports; still in Trans Avia Export fleet list 01sep03 seen MSQ aug06/aug18, all-white c/s, no titles; stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15 line # 58-10; delivered to Uzyn; f/n TAS 13may88; trf to MOM KB, date unknown; l/n Yuzhnaya 15oct91; still 'CCCP-' by 06jul93 based at Uzyn by mar97; l/n Uzyn 27jun99; dbr whilst parked at Uzyn probably in the late 1990s, when its hardstand had not been completely cleared of snow so that the aircraft could not be pushed back to the rear end of the hardstand, when Il-78 UR-76653 taxied along at night its wing hit and destroyed the cockpit of 76736; scrapped line # 59-01; d/d 31may87 to Vitebsk; rgd 18aug87; f/n CDG 31dec89; transferred to Belarus, seen jul92; photo ZIA feb97, with turret section removed; see c/n 0083483502 based at Zhukovski mar97; f/n VKO 24aug97; tail turret removed; l/n LUX 29jan99; canx 23jun99 f/n SNN 13aug99, in all-white c/s, no titles; l/n SVO 19aug99 in all-white c/s with titles; l/n SNN 08nov00 in all-white c/s with titles; l/n VKO 01aug02; leased from Trans Avia Export 13jun01/17jul04 and still in their fleet list 01sep03; l/n MSQ 16feb04, titles not reported in all-white c/s, no titles; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; took off from Minsk 21sep12 bare metal, wearing no registration c/n from russianplanes.net; in bluish grey c/s with light grey undersides and titles with small Russian flag behind the cockpit; see also c/n 0083486582, 0093492763, 0093493794 and 1023498978 serial for delivery to China; details from a document, but possibly not worn externally in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Wuxi 03oct19 line # 59-02; delivered 30jun87 to Ivanovo; rgd 05oct90; f/n BKA 25sep91; still 'CCCP-' 06jul93 based at Ivanovo mar97; l/n Ivanovo-Severny 22jun00 in basic Aeroflot c/s, no titles, carried a '224 LO' badge; l/n PKV 2011 as such; seen PKV 25aug12 without '224 LO' badge; l/n KLD 16jun17 line # 59-03; opb 708 vtap at Kirovabad (relocated to Taganrog-Tsentralny apr/may92); f/n PEK 19nov91 opb 708 vtap at Taganrog-Tsentralny from 07apr95 (renamed 6958 AvB 15oct09); l/n Taganrog-Tsentralny 19aug12, still with titles; ferried to 123 ARZ at Staraya Russa jan13; t/t 2,487 hours and 1,921 cycles by 11jan13 at Rostov-na-Donu Tsentralny; c/n from russianplanes.net in basic Aeroflot c/s, no titles; l/n OVB 10jul21 line # 59-04; delivered to Taganrog; f/n Finsterwalde 19mar93; l/n Gross Dölln (Templin) 04aug93 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; named 'Taganrog' oct02; l/n Taganrog-Tsentralny 07feb13, still with titles
00734 76288	YI-ANG 5-8203	II-76MD II-76MD	IrAF/Iraqi Aw c/s Iranian Air Force	d/d SYZ	26jun87 14mar00	line # 58-01; d/d 28apr87; toc 28may87; rgd 12jun87 named 'Zurigo'; photo LUX 16feb91 all white c/s grey undersides with Red Cross, no titles; seen LNZ 13mar91 again with titles and name; l/n AMS 09may91, as such l/n DME 10sep92 l/n DME 27apr93 f/n OST 25mar96; l/n ZIA 21aug99 f/n TSN 15apr00; l/n DME 28jun02, in full c/s, see next line leased from 28jun02 l/n SVO 03nov05, active; in Aviakompaniya im. Grizodubova fleet list 30dec06; stored on the grass at DME, seen aug07/dec07; broken up at DME 29jan08 (wings and tail cut off that day) line # 58-02; replacement for c/n 0013428839; f/n LHR 16jul87; in full Iraqi Airways green c/s; l/n LHR may90; evacuated to Iran 16jan91 and impounded there c/n not confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on the fin; t/t 2,813 hours and 1,125 cycles by 19mar05 c/n not confirmed; operational; l/n SYZ 07feb11 line # 58-03; delivered to Ivanovo; rgd only 25feb91; no reports based at Ivanovo by mar97; l/n PKV 01apr10; last overhaul completed in 2011 in basic Aeroflot c/s, no titles; l/n OVB 04sep16 in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22 line # 58-04; opb 175 vtap at Melitopol; f/n Brandis 01jul91; rgd only 22nov91 based at Melitopol by mar97; in basic Aeroflot c/s with own titles; l/n Melitopol 29apr99 in basic Aeroflot c/s with roundels and a Ukrainian shield on the fin; left KBP 11apr00 for a para-dropping flight to the North Pole; carried the inscription 'Ukraine South Pole 2000' in English and Ukrainian behind the cockpit; took part in a fly-past over Kiev 24jul08; contract for the prolongation of life-time signed with NARP 23apr20; l/n Deblin 14may22/08mar23 line # 58-05; delivered to Beryozovka (late d/d) and still based there by mar97 opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'AB BP SRLDN' badge behind the cockpit; l/n Taganrog-Yuzhny 12dec06; arrived for conversion by TANTK im. Berieva at Taganrog-Yuzhny in autumn 2008 prototype of the conversion to this modernised version; underwent trials by jul09; joint state trials completed 26nov09; l/n with Red Stars and without titles Taganrog-Yuzhny 21may11; named 'Sergei Atayants' after the Deputy of the General Designer of ANTK im. Berieva; repainted in white/light grey c/s with 'VVS Rossi' titles and Russian stars; f/n as such ROV 19jan14; officially h/o to the Russian Air Force after the conversion 25mar14 (as the 3rd A-50U); opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; l/n over Moscow 03may14 over Moscow may14, in white/light grey c/s with 'VVS Rossi' titles and Russian stars, also carried code "37" red; opb agbpsrdlo 610 TsBPiPLS at Ivanovo-Severny from 25mar14; photo apr16 active and now named 'Sergei Atayants'; seen ZIA 22jul21 now with 'VKS Rossi' titles; l/n Kubinka aug21 line # 58-06; delivered to Melitopol; l/n KBL jan89 based at Novgorod mar97; l/n Novgorod-Krechevitsy 07aug99 seen Novgorod-Krechevitsy 24aug02, no titles; l/n KJA 02jul14 in basic Aeroflot c/s, no titles; l/n over Moscow 07may22 line # 58-07; f/n LHR 07oct87; in full Iraqi Airways green c/s; l/n LHR 12jul90; destroyed by bombing at Al-Qadisiya 18jan91 line # 58-08; delivered to Ivanovo; rgd 27jun90; f/n PEK nov91; transferred to Belarus but not noted between BTS 25feb93 and ZIA 08jul98 l/n ZIA 21aug99; tail turret removed l/n OST 15mar00 leased to Krylo from 30mar01, according to Russian register sep01 already reported in an incident report at Norilsk 23nov01 l/n SHJ 05mar08 in basic Trans Avia Export c/s; already reported in technical inspection document 25apr08; l/n LED 16dec09 in basic Trans Avia Export c/s, no titles; seen MSQ may13/jul16, stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15; seen MSQ 01oct16, in all-white c/s with grey undersides, no titles; l/n MSQ 19aug21 line # 58-09; delivered to Vitebsk; mfd reported as 31may87 which is not in line with the d/d; rgd 18aug87; f/n SNN 02dec87; l/n Ribnitz-Damgarten 07nov93, transferred to Belarus Air Force by jul92 l/n SHJ 14dec98; tail turret removed; CoFR renewal 19jul99 l/n LGK 05dec99 no reports; still in Trans Avia Export fleet list 01sep03 seen MSQ aug06/aug18, all-white c/s, no titles; stored; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15 line # 58-10; delivered to Uzyn; f/n TAS 13may88; trf to MOM KB, date unknown; l/n Yuzhnaya 15oct91; still 'CCCP-' by 06jul93 based at Uzyn by mar97; l/n Uzyn 27jun99; dbr whilst parked at Uzyn probably in the late 1990s, when its hardstand had not been completely cleared of snow so that the aircraft could not be pushed back to the rear end of the hardstand, when Il-78 UR-76653 taxied along at night its wing hit and destroyed the cockpit of 76736; scrapped line # 59-01; d/d 31may87 to Vitebsk; rgd 18aug87; f/n CDG 31dec89; transferred to Belarus, seen jul92; photo ZIA feb97, with turret section removed; see c/n 0083483502 based at Zhukovski mar97; f/n VKO 24aug97; tail turret removed; l/n LUX 29jan99; canx 23jun99 f/n SNN 13aug99, in all-white c/s, no titles; l/n SVO 19aug99 in all-white c/s with titles; l/n SNN 08nov00 in all-white c/s with titles; l/n VKO 01aug02; leased from Trans Avia Export 13jun01/17jul04 and still in their fleet list 01sep03; l/n MSQ 16feb04, titles not reported in all-white c/s, no titles; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; took off from Minsk 21sep12 bare metal, wearing no registration c/n from russianplanes.net; in bluish grey c/s with light grey undersides and titles with small Russian flag behind the cockpit; see also c/n 0083486582, 0093492763, 0093493794 and 1023498978 serial for delivery to China; details from a document, but possibly not worn externally in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Wuxi 03oct19 line # 59-02; delivered 30jun87 to Ivanovo; rgd 05oct90; f/n BKA 25sep91; still 'CCCP-' 06jul93 based at Ivanovo mar97; l/n Ivanovo-Severny 22jun00 in basic Aeroflot c/s, no titles, carried a '224 LO' badge; l/n PKV 2011 as such; seen PK

00734 78337	RF-76740 CCCP-76741	II-76MD II-76MD	Russian Air Force Soviet PVO/AFL c/s	Tgr d/d	sep14 29jul87	in basic Aeroflot c/s, no titles, with Chaff dispensers; I/n OVB mar22 line # 59-05; mfd reported as being 30jul87 which is not in line with the d/d; delivered to Klin; possibly opb the A-50 otrpad at Vitebsk at some time; f/n Klin-5 airbase 06may94; I/n Klin-5 airbase 07jul94 based at Klin mar97; I/n PKV 29may04
	RA-76741 RA-76741	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Kln PKV	12oct94 jan08	in basic Aeroflot c/s, no titles; seen SVX 01nov13; to undergo overhaul at 360 ARZ in 2017; I/n Kubinka 18aug23
00734 78343	K2901	II-76MD	Indian Air Force	d/d	26nov87	line # 59-06; f/n MLE 11nov88; seen SHJ mar93 coded "T" named 'Indus'; seen DXB early 2000 coded 'Z', still named 'Indus' 25 sqdn; no longer with name when repainted in grey c/s; I/n BOM 19aug19, still coded 'Z'
00734 78346	KI2901 CCCP-76742 UR-76742 UR-76742 R09-001 883374BC	II-76MD II-78 II-78 II-78 II-78MP II-78MP	Indian Air Force Soviet AF/AFL c/s BSL Airline Ukraine AF, n/t Pakistan Air Force Pakistan Air Force	Ban d/d OST Mtp Mkk	12feb23 30sep87 01sep94 27may02 14nov09 19dec10	in grey c/s, coded 'Z' line # 59-07; opb 409 apsz at Uzyn; f/n CGN 29may91 based at Uzyn mar97; I/n Uzyn 27jun99; refuelling equipment removed to be sold to Pakistan; I/n Mykolayiv-Kulbakino 01sep09, stripped c/n from russianplanes.net; I/n CTU 03aug10 probably no Pakistan roundel, flag or serial were carried and flew under this temporary Ukrainian number allowing it to overfly countries on delivery/ferry flights (a sort of diplomatic clearance number)
00734 78349	R09-001 CCCP-76743 RA-76743	II-78MP II-76MD II-76MD	Pakistan Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Maw	25dec10 30jul87 22mar94	again in full colours; seen Nikolaev-Kulbakino 24mar12; I/n URC 02apr23 line # 59-08; delivered to Taganrog; f/n SVO 07apr89; I/n Werneuchen 08jun93 opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; I/n operational Taganrog-Tsentralny 12may08; stored at Taganrog-Tsentralny, I/n sep11
00734 78353	RA-76743 RF-76743 K2902	II-76MD II-76MD II-76MD	Russian Air Force Russian Air Force Indian Air Force	Tgr Kub d/d	nov12 25aug17 27nov87	active, repainted and equipped with guns; I/n ARH 29mar17 in basic Aeroflot c/s, no titles Kubinka 25aug17; I/n CKL 22mar20 line # 59-09; f/n PIK 11jun89 coded 'K'; seen AGR 18jan00 coded 'K'; seen BZZ 29jun03 without code; I/n DEL 26dec15
00734 78359	CCCP-76744	II-78	Soviet AF/AFL c/s	d/d	31dec87	line # 59-10; opb 409 apsz at Uzyn; photo Minsk-Minsk-Machulishchi 13feb92, demonstrated to CIS leaders, in basic Aeroflot c/s with Red Star, no code or registration worn and only '744' on the engine covers
	UR-76744	II-78	Busol Airline	no	reports	refuelling equipment removed and used for commercial cargo flights from 1993; impounded by Russian customs at Krasnodar sep93, after nine flights to Yerevan, carrying a total of approximately three hundred thousand litres of A-76 petrol; subsequently released and returned to Ukraine
	UR-76744 76744	II-78 II-78	BSL Airline Ukraine Air Force	OST Mtp	16oct94 08jul07	based at Uzyn by mar97; I/n Uzyn 27jun99 stored at Melitopol from 2001 to 2012; ferried to Mykolayiv-Kulbakino 20jun12 for overhaul by NARZ; repainted in medium grey c/s with light grey undersides without any markings after overhaul; f/f after overhaul 25mar14 (from Mykolayiv-Kulbakino)
	UR-CLX 20641	II-78 II-78	NARP Chinese Air Force	rgd ph.	28jul14 mar14	for the Chinese Air Force; delivered to Wuhan-Yangluo 18sep14; canx 23sep14 the first to be delivered; in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuan; I/n OVB 12jan21, without refuelling equipment and en route to ZIA and Staraya Russa for overhaul, now with yellow code
00734 79362	CCCP-76745 RA-76745 RA-76745 RF-76745	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Fst BYJ OVB	30jul87 08apr93 02sep12 01apr17	line # 60-01; delivered to Taganrog; f/n 1992 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; I/n Taganrog-Tsentralny 19sep11, still with titles in basic Aeroflot c/s, no titles; I/n Ryazan-Dyagilevo 08sep16 in basic Aeroflot c/s, no titles; I/n OVB 06oct21
00734 79367	CCCP-76487 RA-76487 RA-76487 RA-76487 UN-76487 UN-76487 UN-76487 EK-76487 EK-76111	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Yakutiya-YKS Aeroflot Sakha Avia Aviast no titles ATMA Air Almaty ATMA Click Airways Rus Aviation	mfd SVO trf ZIA RIX ZIA LJU DXB SHJ rgd	31jul87 20apr93 19oct94 18aug00 01may05 05aug05 24sep06 13apr07 23may08 29oct09	line # 60-02; d/d 31jul87; toc 18aug87; rgd 02sep87; f/n BKA 25sep91; I/n YKS 03jul92 f/n VIE 05Apr96; seen with additional 'Samara' titles dec98/21aug99 seen with additional small 'East Line' titles 08oct02; I/n DME 24aug03; not in fleet list 18nov04 in basic Aviast c/s; I/n RIX 02jun05; soc 10jun05 as to Kazakhstan in basic Aviast c/s, no titles in basic Aviast c/s, with titles; I/n BRQ 02feb07 in basic Aviast c/s, with titles; I/n RKT 05mar08 in basic Aviast c/s, no titles; later opb Ayk Avia; I/n KWI 01oct09 Reliable Unique Services Aviation LLC; no hyphen in registration; in white/light grey c/s with blue cheatline, initially without titles; f/n SHJ 09nov09; I/n as such SHJ 12apr10; f/n with titles DXB 21sep10; I/n EVN 13mar12; canx 11apr12
	EY-680 EY-702 ER-IAW	II-76TD II-76TD II-76TD	Khatlon Air Asia Airways Aerotrascargo	trf trf trf	may12 dec12 jul13	in white/light grey c/s with blue cheatline, no titles; f/n EVN jun12 in white c/s with two blue cheatlines; f/n DWC 11dec12 rgd 13jun13; current on register 09oct14; offered for sale on the internet as such, with location given as OSS; in all-white c/s, grey undersides, no titles; I/n KBP 25feb16; canx between 01jan16 and 11mar16
	ER-IAE	II-76TD	Grixona	rgd	unknown	rgd before 11mar16; f/n Bila Tserkva 25mar16, in all-white c/s with grey undersides, no titles; I/n JNB 24feb18; canx between 22mar18 and 03may18
	UP-17651	II-76TD	AZee Air	rgd	09jul19	f/n FJR 02dec19; owned by Space Cargo Inc (FZE), operating for the Haftar Affiliated Forces (HAF) since mar20 according to UN document; I/n Beida 22mar20; AOC suspended 21apr20; canx 13may20; CoFA expiry 25sep20
00734 79371	CCCP-76488 RA-76488	II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al	mfd SNN	jul187 20oct92	line # 60-03; d/d 29aug87; toc 23sep87; f/n SNN 11oct87; rgd 26oct87; I/n SVO 16aug92 with grey tail; I/n SVO 29aug03; soc 27nov03 as life-time expired; canx 04mar04; broken up
00734 79374	CCCP-76746 RA-76746	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Grd	29aug87 10may94	line # 60-04; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; I/n operational Taganrog-Tsentralny oct06; stored at Taganrog-Tsentralny, I/n jan12; ferried to Ryazan apr12
	RA-76746 RF-76746	II-76MD II-76MD	Russian Air Force Russian Air Force	Chh ZIA	21feb13 oct14	in basic Aeroflot c/s, no titles; equipped with guns; I/n ARH 29sep13 in basic Aeroflot c/s, no titles; equipped with guns; modernised by the Ilyushin OKB outlet at Zhukovski from late 2014 to, see next line
	RF-76746 76746 "43" red	II-76MD-M II-76MD-M A-50	Russian Air Force Russian Air Force Soviet AF/PVO	f/f ZIA d/d	28feb16 may16 31aug89	the first II-76MD-M; in basic Aeroflot c/s, no titles; now without guns and turret; f/n ZIA apr16 in basic Aeroflot c/s, no titles; I/n ZIA 04aug17; h/o 13mar18 at ZIA; I/n ZIA 23jul21 line # 60-05; late d/d; delivered to Beryozovka and still based there by mar97; was probably one of the eight uncoded A-50s seen at Ivanovo-Severnoy in summer 1999
00934 79377	"43" red	A-50	Russian Air Force	Iva	04aug01	c/n not checked; opb 2457 AB BP SRLDN at Ivanovo-Severnoy; carried an 'Aviatsionnaya Baza BP SRLDN' badge behind the cockpit; seen PKC 21aug11 with 'VVS Rossi' titles, but still with Red Stars; I/n Vorkuta-Soyetski 29may13
	RF-50608	A-50	Russian Air Force	trf	jul13	also carried code "43" red; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severnoy; in white/grey c/s with 'VVS Rossi' titles and Red Stars; f/n PKC sep14; I/n OVB 27aug17
	RF-50608	A-50U	Russian Air Force	h/o	29dec21	also carried code "43" red; seen on a test flight over Taganrog in autumn 2021, in faded colours; opb agbpsdrlo 610 TsBPIPLS at Ivanovo-Severnoy; possibly slightly damaged 26feb23 whilst parked at Minsk-Machulishchi, was attacked by 'Belarussian partisans' with drones, the 'partisans' reported that the front and central parts of the aircraft, the avionics and the radar aerial were damaged, but the aircraft left Machulishchi 02mar23
00734 79381	CCCP-76747 RA-76747 RA-76747 RF-76747	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	d/d Rzd KLD	31aug87 12jun99 23mar13	line # 60-06; delivered to Taganrog; no reports opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; I/n Staraya Russa 10jun12, still with titles in basic Aeroflot c/s, no titles and equipped with guns; I/n ABA 19aug14
00734 79386	CCCP-76748 76748 UR-76748 UR-76748 3C-HAV 3C-LGF	II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD	Soviet AF/AFL c/s Ukraine Air Force Avialini. Ukrayiny Air Ukraine Cargo Equatorial Cargo Equat. Guinea Gvt	mfd KBP KBP RKT KBP ACC VLC	sep15 30sep87 29jun95 12nov95 13may98 02nov02 25nov06	line # 60-07; d/d 30sep87 to Melitopol; f/n MST 25jul91 based at Kiev by mar97, opb Avialiniyi Ukrayiny; I/n KBP 19mar97 I/n KBP 11sep99, stored turret removed; c/n checked Vatry 14jun03; I/n SSG 06jul06, now without titles and tail logo c/n confirmed; Gobierno de la República de Guinea Ecuatorial; in basic Equatorial Cargo c/s, no titles; used RGE call-sign 25nov06; rgd only 02sep08 !; I/n SSG 02sep09; scrapped at SSG may13
00734 79392	CCCP-76749 76749 76749 UN-76005	II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Aeroflot c/s, n/t Atlant Aeroflot c/s, n/t GST Aero, n/t	d/d KBP KBP KBP IST	30sep87 03jul96 11sep96 18mar97 14jun02	line # 60-08; delivered to Melitopol; f/n TAS 13may88; rgd only 28dec88; I/n UTC 28apr93 reported for Avialiniyi Ukrayiny based at Melitopol mar97, opb Avialiniyi Ukrayiny; I/n KBP 11sep99, wfu opb Buraq Airlines; in all-white c/s with Kazakhstan flag; instruments on flight deck marked '749'; I/n MLA 09sep03
	5A-DMQ ST-ASX ST-ASX	II-76TD II-76TD II-76TD	Buraq Aviation Trans Attico United Arabian Al	DXB SHJ KRT	12feb04 08jan06 26oct07	without titles; seen BLL 13may04 with titles; I/n DXB 13mar05 current on register jan07; I/n as such KRT 15oct07 initially in white/grey c/s; repainted in white c/s with orange fin, cheatline and trim and dark blue engines, rear belly and trim, no titles; f/n as such FJR 28nov10; bought by South Airlines in late 2011; I/n KWG 05jun13
	ST-ASX	II-76TD	Kush Aviation	d/d	18jun13	ferried KWG-KRT this date; in white c/s with orange fin, cheatline and trim and dark blue engines, rear belly and trim, no titles; I/n KRT (N15.597954 E32.556291) 25may15/22nov17, wfu in storage area; broken up 26nov17
00734 79394	CCCP-76715 UR-76715 UR-UCA UR-UCA UR-UCA	II-76MD II-76MD II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Aeroflot c/s, n/t Ukrainian Cargo Aw all-white c/s, n/t Ukrainian Cargo Aw Ukrainian Cargo Aw	mfd OST OST SHJ STN KBP	30sep87 01mar97 26mar98 16feb99 28dec01 05mar06	line # 60-09; d/d 30sep87 to Melitopol; f/n KBL jan89; I/n Finow dec91 based at Melitopol mar97, operated by Azov Avia; I/n Melitopol 25aug97 seen ATH may98 with additional 'Air Ukraine' logo and titles beside front door; I/n BOJ 31may99 I/n HRE 12mar01; ex United Nations I/n KBP 05mar03
00734 79400	CCCP-76760 UR-76760 76760 UR-CML	II-78 II-78 II-78 II-78	Soviet AF/AFL c/s BSL Airline Ukraine Air Force NARP	d/d LTN Mtp rgd	01feb88 01jan95 27may02 10jun15	seen KBP 27aug08 in full colours; had United Nations code 'UNO-517' allocated but no reports a such; placed into storage; canx 08oct10; I/n OZH 05oct10/aug18 still with registration line # 60-10; delivered to Uzyn; no reports; mfd reported as being 29feb88 which is not in line with the d/d ! based at Uzyn mar97; I/n Uzyn 27jun99; refuelling equipment removed in basic Aeroflot c/s, no titles but roundel on fin; sat wfu at Melitopol, slowly being cannibalised, seen feb09/oct10; flew to Mykolayiv-Kulbakino 27jun13, for overhaul f/n Mykolayiv-Kulbakino 02jun15 test flying, in bluish grey c/s with light grey undersides, no markings or registration worn; I/n Mykolayiv-Kulbakino 03jun15, as such; operator is given in the Ukraine register as ZetAvia; delivery flight to China, commenced 26jun15, routing NLV-ISB-URC-WUH; canx 29jun15

	20642	Il-78	Chinese Air Force	ph.	oct20	in bluish grey c/s with light grey undersides, red code; opb 38th Air Regiment at Wuhan-Paozhuwan; I/n OVB 12jan21, without refuelling equipment and en route to ZIA and Staraya Russa for overhaul, now with yellow code; seen ZIA sep23 after overhaul, in bluish grey c/s with light grey undersides, red code and once again with refuelling equipment
00734 79401	CCCP-76761	Il-76MD	Soviet AF/AFL c/s	d/d	31oct87	line # 61-01; delivered to 196 vtap at Tartu (relocated to Tver-Migalovo in 1992); f/n LAD jan89; rgd only 11dec89; I/n Grossenhain 23jun93
	RA-76761	Il-76MD	Russian AF/AFL c/s	Grd	07apr94	equipped with guns; opb 196 vtap at Tver-Migalovo; I/n YKS 09jul10
	RA-76761	Il-76MD	Russian Air Force	KLD	14oct10	equipped with guns; opb 1 AvGr 6955 AvB at Tver-Migalovo; in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed in 2010; dbr during the night 26/27jun12 on a training flight from Tver-Migalovo when the trainee pilot did not cope on landing so that the aircraft touched down very hard and bounced 3 times, causing the nose undercarriage leg to penetrate the floor of the fuselage and wrinkling the fuselage in the process, all crew escaped unhurt; the hulk sat at KLD, I/n 19jan19; seen being broken up end 2021, tail already cut off
00734 80406	CCCP-76762	Il-76MD	Soviet AF/AFL c/s	d/d	31oct87	line # 61-02; delivered to Novgorod; rgd 12jan88; f/n in East Germany 16apr90; I/n Gross Dölln (Templin) 15sep93
	RA-76762	Il-76MD	Russian AF/AFL c/s	Nvk	23oct94	based at Novgorod mar97; I/n Novgorod-Krechevitsy 25aug07; canx but date unknown
	RA-76762	Il-76MD	Russian Air Force	Ore	10aug12	active seen firing flares; no titles, carried a '224 LO' badge; I/n KLD apr14; seen KLD 09may14 now with Russian Stars on tail; seen KLD aug17; I/n 2019, location withheld
00734 80410	RF-76762	Il-76MD	Russian Air Force	Kub	20aug19	Aeroflot type c/s, no titles; Russian flag on tail; I/n BEN sep23
	K2999	Il-76MD	Indian Air Force	d/d	10mar88	line # 61-03; f/n SVO 02jun92; seen AGR 11mar98 and 05dec98, coded 'U' and IXC 22jun00 coded 'X' 44 sqdn; named 'Zaskar'; seen AGR 14feb09, one engine missing and still coded 'X'; I/n DEL 29apr17, as such; last trucked 01dec23 near Bangalore using call-sign 'VU-FGX'
00734 80413	CCCP-76763	Il-76MD	Soviet AF/AFL c/s	d/d	31oct87	line # 61-04; delivered to Novgorod; rgd 12jan88; f/n CGN 21mar91
	RA-76763	Il-76MD	Russian AF/AFL c/s	Grd	19may94	based at Novgorod mar97; seen Novgorod-Krechevitsy 19aug03; canx but date unknown;
	RA-76763	Il-76MD	Russian Air Force	PKV	13apr11	in basic Aeroflot c/s, no titles; I/n CKL 22aug19
	K3000	Il-76MD	Indian Air Force	d/d	10mar88	line # 61-05; f/n BOD 02may88; coded 'M'; seen IXC 04dec98 coded 'U' 25 sqdn; seen Staraya Russa 22oct10 as such with tail turret, on maintenance, I/n 03feb11, bare metal; seen DOH 14jul11/02dec11, coded 'U'; I/n DEL feb16, as such
00734 80424	CCCP-76764	Il-76MD	Soviet AF/AFL c/s	mfd	31oct87	line # 61-06; opb 110 vtap at Novgorod-Krechevitsy; rgd 12jan88; f/n LAD jan89; I/n Grossenhain 27jul93
	RA-76764	Il-76MD	Russian AF/AFL c/s	SVO	03may94	opb 110 vtap at Novgorod-Krechevitsy by mar97; later based at Smolensk and at Orenburg; I/n Orenburg-2 30aug11; t/t 2,364 hours by 13oct11
	RA-76764	Il-76MD	Russian Air Force	Ors	23aug12	opb 117 vtap at Orenburg from 2014; in basic Aeroflot c/s with Russian flag on fin, no titles; I/n Irkutsk-2 29dec15
	RF-76764	Il-76MD	Russian Air Force	Sec	16mar16	opb 117 vtap at Orenburg until 30nov17; initially in basic Aeroflot c/s with Russian flag on fin, no titles; I/n as such Seshcha 16mar16; seen with 'VVS Rossii' titles and Russian stars over Moscow 07/09may16; f/n again with Russian flag on fin and without titles OVB 04jul16; opb 235 vtap at ULY from 01dec17; I/n Moscow region 2020
00734 81426	CCCP-76765	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	line # 61-07; delivered to Taganrog; f/n KBL jul88
	RA-76765	Il-76MD	Russian AF/AFL c/s	Tgr	20jun99	opb 708 vtap at Taganrog-Tsentralny by mar97 and later on; I/n operational Taganrog-Tsentralny 31aug04; stored at Taganrog-Tsentralny, seen sep11/aug15 with faded paint; I/n Staraya Russa 22aug17 on overhaul
	RF-76765	Il-76MD	Russian Air Force	Tgr	mar19	with an unusual shape tail flag; seen Taganrog-Tsentralny apr19, stored with parts missing; I/n OVB may23
00834 81431	CCCP-76766	Il-76MDK	Soviet AF/AFL c/s	f/f	06aug88	line # 61-08; second Il-76 zero-gravity trainer; opb 70 oitap on / Space Training Centre at Chkalovski; d/d 31aug88; rgd only 25feb91; f/n LED 30may92; I/n Ribnitz-Damgarten 24mar93
	RA-76766	Il-76MDK	all-white c/s, n/t	OST	08apr94	reportedly operated for Tubelair
	RA-76766	Il-76MDK	Russian AF/AFL c/s	CKL	15aug99	opb 70 oitap on / Space Training Centre at Chkalovski; last overhaul completed 03mar04; t/t 1,704 hours and 1,176 cycles by 09jul10; I/n CKL 29apr11; see next line
00734 81436	RF-75351	Il-76MDK	Roscosmos	DME	14aug11	in Rosimushchestvo (State Property Agency) listing 2010; in basic Aeroflot c/s, no titles; I/n ZIA 31aug19
	CCCP-76767(1)	Il-76MDK	Soviet AF/AFL c/s	d/d	30nov87	line # 61-09; delivered to Novgorod; rgd 12jan88; f/n AOC 19apr92; see c/n 0083487598; I/n Kubinka 14may94 with CCCP- prefix on tail and RA- prefix on wings and Russian flag
	RA-76767(1)	Il-76MD	Russian AF/AFL c/s	Nvk	31aug96	opb 110 vtap at Novgorod-Krechevitsy; canx but date unknown; sat wfu at Novgorod-Krechevitsy, seen sep07/apr09; probably remained there when the unit left the base; reported stored Staraya Russa mar12 at Vorkuta-Sovjetski; in basic Aeroflot c/s, no titles equipped with guns; I/n ZIA 23mar20
00834 81440	RA-76767(1)	Il-76MD	Russian Air Force		29may13	line # 61-10; serial is out of sequence and c/n not confirmed; delivered to Uzyn; photos of UR-76415 show an overpainted serial on the tail, which may have been '76775'
	CCCP-76775	Il-78	Soviet AF/AFL c/s	d/d	31jul88	c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn
	RA-76415	Il-78		rgd	25sep92	refuelling equipment removed; f/n KBP 22sep94; I/n Gostomel 03jul96
	UR-76415	Il-78	Busol Airline	rgd	05may93	based at Uzyn by mar97; canx only 27sep02, see next line
	UR-76415	Il-78	Ukraine Air Force	FFD	18jul97	w/o 17jul98 on a flight from Burgas to Asmara with the MTOW exceeded by at least 37 tonnes (of which the crew was probably not aware) when performed a visual approach to runway 15 at Asmara at night in difficult weather conditions (that runway is not suited for approaches), lost height inadvertently due to the high landing weight and crashed at a height of 2,405 metres (72 metres above the elevation of the runway) into the rocky slope of a hill 7.2 km from the airport, all 9 crew and the sole passenger killed; remains still present at N15.304268 E38.959811 by decl2; see c/n 083414444
	UR-UCI	Il-78	Ukrainian Cargo Aw	OZH	18may98	line # 62-01; replacement for c/n 0013433984; f/n LHR 10mar88; in full 'green' Iraqi Airways c/s; I/n FCO 15feb90; seen on TV 10apr97, but that must have been old footage; evacuated to Iran 16jan91 and impounded there
00734 81442	YI-ANI	Il-76MD	IrAF/Iraqi Aw c/s	d/d	30dec87	c/n from Ilyushin source; toc reportedly in 1997; in all-white c/s; w/o 19feb03 on a flight from Zahedan to Kerman (with Revolutionary Guards from the "Sarallah" 41st Army Division) when crashed into Sirch mountain 35 km south-east of Kerman (at N30.203103 E57.380873) in bad visibility, all 275 occupants (reportedly 8 crew and 267 passengers) killed, so far the heaviest death toll ever involving a Soviet-built aircraft; an accident report in Farsi gave c/n 0063471155 for this aircraft, but see there; it was reported that footage of the crash site shown on Iranian TV showed c/n 0063471155 being painted on the rear bulkhead, but these bulkheads can be swapped between aircraft
	15-2280	Il-76MD	Iranian RGC AF	photo		line # 62-02; delivered to Taganrog; f/n SVO 27sep91; I/n 22mar93 based at Taganrog mar97; I/n Taganrog-Tsentralny 19aug12, still with 'Aeroflot' titles and equipped with guns; reported on overhaul at Staraya Russa (ARZ-123) 17jan13 details from russianplanes.net; I/n Taganrog-Tsentralny 15apr14
00734 81448	CCCP-76768	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	in basic Aeroflot c/s no titles and large Russian star on tail; I/n OVB 05mar16; seen OVB 31may16 with Russian Stars on the tail; seen Taganrog-Tsentralny 19may18, in water bomber configuration; I/n over Moscow 07may22
	RF-94413	Il-76MD	Russian Air Force	Sty	oct13	line # 62-03; opb 708 ovtap at Kirovabad (relocated to Taganrog-Tsentralny apr92/may92); f/n KHV 24jul89
	RF-76768	Il-76MD	Russian Air Force	AAQ	may14	opb 708 ovtap (redesignated 6958 AvB 15oct09) at Taganrog-Tsentralny; seen flying 23apr13 (possibly ferried to an overhaul plant then); t/t 3,681 hours and 2,519 cycles by 29apr13
00734 81452	CCCP-76769	Il-76MD	Soviet AF/AFL c/s	d/d	30nov87	equipped with guns; opb 6958 AvB at Taganrog-Tsentralny; in basic 'blue' Aeroflot c/s with Russian flag on fin, no titles; I/n Taganrog-Tsentralny 02feb21
	RA-76769	Il-76MD	Russian Air Force	ph.	aug14	line # 62-04; delivered to Novgorod; rgd 11mar88; f/n Merseburg 25jun91; I/n Alt Lönnewitz (Falkenberg) 13jun93
	RF-76769	Il-76MD	Russian Air Force			based at Novgorod by mar97; I/n Orenburg-2 (Southwest) 30aug11; reported stored Staraya Russa mar12/oct12
00734 81456	CCCP-76770	Il-76MD	Soviet AF/AFL c/s	d/d	30dec87	in basic Aeroflot c/s no titles, equipped with guns; I/n OVB oct14 with chaff dispensers
	RA-76770	Il-76MD	Russian AF/AFL c/s	Roc	30aug13	in basic Aeroflot c/s no titles, equipped with guns; I/n OVB dec21
	RF-76770	Il-76MD	Russian Air Force	Kub	jun15	line # 62-05; late d/d; delivered to Benyozovka and still based there mar97, photo 1992
00934 81457	"40" red	A-50	Soviet AF/PVO	d/d	29dec88	c/n not checked; I/n Ivanovo-Severnoy 08may15, stored
	"40" red	A-50	Russian Air Force	Iva	may99	line # 62-06; d/d 30jun88 to Zhukovski; late d/d and c/n on pressure bulkhead as 0073481461, 1987 in line with the actual time this aircraft was produced; converted to Il-76RLSBO radar test-bed and f/f 04oct88; rgd 16feb90; f/n LED 17may91 in Aeroflot c/s
00834 81461	CCCP-76753	Il-76MD	MOM NPO	mfd	24jun88	canx 10sep98; I/n ZIA 21aug99; in Aeroflot c/s; seen ZIA aug03/29aug19 wfu, in Aeroflot c/s, no titles
00834 82466	RA-76753	Il-76MD	Zhukovski LII	ZIA	15may93	line # 62-07; d/d 20jan88 to Klin; f/n Rovno 1988; based at Klin mar97; I/n Klin-5 airbase 21aug99
	CCCP-76771	Il-76MD	Soviet AF/AFL c/s	mfd	20jan88	in basic Aeroflot c/s, no titles and equipped with guns; I/n KLD apr14; seen Ryazan-Dyagilevo 24may14 with Russian Stars on fin; I/n SVX 01sep18
	RA-76771	Il-76MD	Russian AF/AFL c/s	PKV	18aug03	in basic Aeroflot c/s with Russian flag on fin, no titles; I/n CKL 17jul20
00834 82472	RF-76771	Il-76MD	Russian Air Force	ph.	apr19	line # 62-08; delivered to Taganrog; f/n in (former) East Germany 04jun90
	CCCP-76772	Il-76MD	Soviet AF/AFL c/s	d/d	29jan88	based at Taganrog mar97; seen Smolensk-Severnoy oct06, still with Aeroflot titles; I/n Kubinka 23mar10
	RA-76772	Il-76MD	Russian AF/AFL c/s	Wit	04may94	in basic Aeroflot c/s no titles, equipped with guns; I/n KLD 08feb18
	RA-76772	Il-76MD	Russian Air Force	KLD	10apr12	in basic Aeroflot c/s no titles, tail turret removed; I/n ZIA 23feb23
	RF-76772	Il-76MD-M	Russian Air Force	ZIA	10aug22	line # 62-09; delivered to Taganrog; f/n LED 31aug91; I/n Spenberg 25jun93
00834 82473	CCCP-76773	Il-76MD	Soviet AF/AFL c/s	d/d	30jan88	opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; I/n Rostov-na-Donu Tsentralny 22sep12 active, still with Aeroflot titles
	RA-76773	Il-76MD	Russian AF/AFL c/s	Tgr	20jun99	in basic Aeroflot c/s, no titles, equipped with guns; seen SLY 01aug16; seen IKT 07feb17, with Russian Stars on tail; I/n CKL 2020
00834 82478	CCCP-76774	Il-78	Soviet AF/AFL c/s	mfd	10jun88	line # 62-10; opb 409 apsz at Uzyn; no reports; trf to the Ukrainian Air Force in 1992
	RA-76414	Il-78		rgd	25sep92	c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn
	UR-76414	Il-78	Busol Airline	KBP	22sep94	refuelling equipment removed and used as a transport aircraft, but officially remained an Il-78; still based at Uzyn by mar97
	UR-UCG	Il-78	Ukrainian Cargo Aw	Uzn	10may98	used as a transport aircraft, but officially remained an Il-78; I/n OSR 18jun00
	UR-UCG	Il-78	United Nations	DLA	apr01	used as a transport aircraft, but officially remained an Il-78; type painted on as 'Il-76'; opb Ukrainian Cargo Airways; in full UN c/s; last flight 14jan02; t/t 2,651 hours and 1,343 cycles (never overhauled); canx 13aug08; sat wfu (with the refuelling equipment still extant) at OZH, seen jul07/apr19; offered for sale as scrap metal 23dec19 but the auction did not take place

00834 82481	YI-ANJ	II-76MD	IrAF/Iraqi Aw c/s	d/d	31jan88	line # 63-01; f/n FRA 21apr88; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; destroyed in landing accident SDA 12jan89
00834 82486	CCCP-76776 RA-76776 RA-76776	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Lrz PKV	31jan88 08jul93 01jun13	line # 63-02; delivered to Novgorod; rgd 11mar88; f/n in East Germany 23apr91; l/n SZW 02nov92 based at Novgorod mar97; l/n Novgorod-Krechevitsy 25aug07; canx but date unknown in basic Aeroflot c/s no titles, equipped with guns; l/n Ryazan-Dyagilevo jul17
00834 82490	CCCP-76777(1) UR-76777(1)	II-76MD II-76MD	Soviet AF/AFL c/s Ukraine Air Force	d/d trf	17feb88 1992	line # 63-03; delivered to Melitopol; f/n KBL jan89; see c/n 1023412395 in basic Aeroflot c/s; f/n Melitopol 06jul96, reported for Azov Avia; based at Melitopol by mar97, operated by Avilond; l/n Melitopol 22mar97, titles not reported
	EP-TPY UR-76777(1) 76777(1)	II-76MD II-76MD II-76MD	Payam Air ATI Airlines Ukraine Air Force	Uzn Mtp	10may98 19sep06	registration was allocated in 1998, but not taken up as the lease fell through in basic Aeroflot c/s; l/n with titles OST 19aug01; seen Melitopol 27may02, titles not reported opb 25 TABr at Melitopol; in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; l/n KBP 04jun14; w/o in the early hours of 14jun14 on a flight from Melitopol to Luhansk with troops from the 25th airborne brigade and up to 3 BMD-2 armoured personnel carriers on board when was hit by a shoulder-fired "Igla" SAM (which had been fired by Novorossiia forces) on approach, caught fire and crashed in a field some 2.5 km north-west of the Samsonovskaya Zapadnaya mine (N48.3989 E39.4789), all 9 crew and 40 passengers killed
00834 82495	YI-ANK 5-8204	II-76MD II-76TD	IrAF/Iraqi Aw c/s Iranian Air Force	d/d THR	17may88 06apr06	line # 63-04; replacement for c/n 0013433996; f/n OST 13oct88; in white c/s grey undersides with Iraqi Airways titles, emblem and flag on tail; l/n PRG aug90; evacuated to Iran 18jan91 and impounded there c/n not confirmed; version confirmed; opb 73rd Transport Squadron at TF8.7 at Shiraz; in white/light grey c/s with dark green cheatline, no markings apart from serial and Iranian flag on fin; t/r reportedly only 855 hours by 19mar05; l/n SYZ feb14
00834 83499	"41" red "41" red RF-94268 RF-94268	A-50 A-50 A-50 A-50U	Soviet AF/PVO Russian Air Force Russian Air Force Russian Air Force	d/d Akc ZIA Tag	29dec88 14aug96 10aug12 22oct16	line # 63-05; delivered to Siauliai based at Vitebsk-Zhurzhevo by mar97; initially without titles and with Red Stars; l/n as such Ivanovo-Severnny 30aug07; f/n with "VVS Rossii" titles and Russian stars overhead Moscow 05may10; l/n overhead Moscow 09may10 also carried code "41" red; based at Ivanovo-Severnny; in white/light grey c/s with "VVS Rossii" titles and Russian stars; l/n Ivanovo-Severnny 17aug13 also carried code "41" red; based at Ivanovo-Severnny; in white/light grey c/s with "VVS Rossii" titles and Russian stars; named "Taganrog"; f/f after modernisation 07dec16; h/o at Taganrog 06mar17 and ferried to Ivanovo-Severnny 09mar17; l/n Ivanovo-Severnny jan22
00834 83502	CCCP-76778 UR-76778 UR-76778 UR-76778 UR-76778 UR-76778 EK-76737(2) EK-76502(2) EK-76592(2) EK-76599(2) EY-627 EK-76778 YI-BAC	II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Ukraine AF/AFL c/s Aeroflot c/s, n/t Avialini. Ukrayiny Lviv Airlines Lviv Airlines South Airlines Air Highnesses V-Bird Avia white/blue c/s n/t Khatlon Air South Airlines Al-Rafedain Falcon	mfd JNB LWO MST OST LWO KBP rgd rgd SHJ DWC rgd EBL	24feb88 24apr93 27jun95 27aug95 05nov00 feb09 22may09 20jan10 07may10 20aug11 27apr12 25jul14 17feb15	line # 63-06; d/d 24feb88 to Melitopol; f/n in (former) East Germany 10jun90 in full Aeroflot c/s; trf to Ljub Airlines 31may95 opb Lvivski avialiniyi; l/n OST 07may00 Lvivski avialiniyi; in basic Avialiniyi Ukrayiny c/s with modified tail logo; l/n LWO 30may03 converted to II-76TD by may07; canx 13aug08; l/n LWO feb09 c/n confirmed; blue cheatline, white top with grey undersides and white tail, no titles; l/n SHJ 10dec09; see c/n 0073477323 see c/n 063407206 and 1003401004 see c/n 0043452555; f/n SHJ 19may10 with orange tail, cheatline and engines, dark blue rear underside, no titles; l/n Yerevan-Erbuni 08mar11; seen KRT 11jun11 in white/blue, c/s without titles see c/n 0043453593; operator reported as SKIVA Air LLC; l/n SHJ 20dec11; canx 16apr12 c/n confirmed; owned by Azilzoda FZE; in basic South Airlines c/s; l/n KWG 05jun13 c/n confirmed; ferried KWG-Marculesti 03aug14 c/n checked DWK 03apr15; in basic ex South Airlines c/s with titles painted as such (their actual website has a different spelling - http://www.alfafidainfalcon.com) and tail logo; seen Bila Tserkva 26nov20, active after overhaul and repainted in blue/grey colours; l/n IST 10jun21
00834 83505	CCCP-76779 RA-76779 RF-76779	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d AAQ Sty	29feb88 29sep96 apr14	line # 63-07; delivered to Taganrog; f/n Merseburg 12jul91; l/n Sperenberg 29jul94 opb 708 vtap at Taganrog-Tsentralny by mar97/sep11; l/n Taganrog-Tsentralny 19aug12, still with titles; reported undergoing overhaul at Staraya Russa feb13 in basic Aeroflot c/s no titles, equipped with guns and chaff dispensers; seen over Moscow 09may16, with Russian stars on the fin; seen CKL 21aug18, as such; l/n OV8 jan22
00834 83510	CCCP-78750 RA-78750 RA-78750	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Maw KZN	29feb88 13may94 28aug05	line # 63-08; delivered 29feb88 to Taganrog; f/n Mahlwinkel 12apr94; l/n Mahlwinkel 05may94 opb 708 vtap at Taganrog-Tsentralny by mar97 opb 708 vtap at Taganrog-Tsentralny; in basic Aeroflot c/s with '224 LO' badge, no titles; seen CKL jul17; l/n LED may21
00834 83513	CCCP-78751 76438 UR-76438 UR-76438 HA-TCH HA-TCH HA-TCH S9-DAE S9-DAE S9-DAE	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Khors Air Hung Ukr Heavylift Eco PATROL Eco PATROL no titles Atlant Hungary Aeroflot c/s, n/t SkyLink Aeroflot c/s, n/t	d/d rgd OST OST rgd BUD BUD rgd SDA SHJ	05mar88 16dec92 27apr93 02dec93 10mar99 21sep99 23apr01 05oct02 24jan04 17feb04	line # 63-09; delivered to Melitopol; rgd 23mar89; f/n KBL 09feb89 seen OST 27mar93, in Aeroflot c/s, no titles operating with HUK, Air Foyle and Khors Air call-signs; l/n STN 14jul93 based at Melitopol mar97, operated by Eco Patrol; l/n BUD 03mar99, when the registration was removed f/n BUD 04mar99 and registration applied this date; l/n BUD 21sep99 l/n BUD 22apr01 l/n BUD 27jun01 f/n JNB 10dec02; l/n OSM dec03; opf Golias Air from and to Luanda photo with titles on a sticker, basic ex-Aeroflot c/s ex UR-76438 and HA-TCH checked; arrived FJR 13jul06, opb Global Aviation; l/n FJR 13feb08/23jan09, stored; in the process of being broken up 17feb09, l/n mar11 in three sections line # 63-10; delivered to Zaporozhye; rgd 27jun90; f/n Alt Lönnewitz (Falkenberg) 05jun91 based at Zaporozhye mar97, operated by Hoseba; l/n OZH 22jun97 l/n DXB 20aug00 as such, has an Azerbaijan logo seen Melitopol 06aug08/16may12, without badge on tail line # 64-01; delivered to Zaporozhye; rgd 14dec88; trf on paper to AFL/Uzbekistan 04jul89 for use in Afghanistan; f/n Zerbst 03jun91 based at Zaporozhye mar97; l/n OZH 22jun97 l/n OZH 22jun99 used for relief flights to Kosovo; seen PRN 24jan00, titles not reported (possibly in all-white c/s without titles)
00834 83519	CCCP-78752 UR-78752 UR-78752 78752 CCCP-78753	II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Hoseba ATI Airlines Ukraine Air Force Soviet AF/AFL c/s	d/d Gos DXB Mtp d/d	28mar88 22sep94 22jan98 08jul07 30mar88	line # 64-02; delivered to Artsyz; rgd 27jun90; f/n KBP 22aug91; c/n in old Soviet register in error as 0083484531 but given c/n in OKB listing and Eco Patrol fleet list in basic ex-Aeroflot c/s, no titles, Ukraine flag behind the cockpit; seen FRA 25mar93; l/n OST 28apr93 in basic ex-Aeroflot c/s, no titles, also operating with Air Foyle call-signs; l/n OST 05may93 based Melitopol mar97 operated by Eco Patrol; in basic ex-Aeroflot c/s; l/n BUD 26mar99, when registration was removed f/n BUD 29mar99 and registration applied this date; l/n JNB 21dec99; CoFa expired 01apr00 in basic ex-Aeroflot c/s, no titles; seen LAD 15mar01; l/n Mykolayiv-Kulbakino 01sep09; converted to II-76TD, retains filled in tail turret until apr10 flew Mykolayiv-Kulbakino to NLV 30apr10; l/n Mykolayiv-Kulbakino 23sep10, in basic ex-Aeroflot c/s, no titles; canx late 2010/ early 2011, operator reported as Sun Way flew to OSS this date; seen OSS 06nov11 missing an engine, no titles; l/n OSS 03aug15/12jul19, stored, in all-white c/s with grey undersides, without registration; reported active over Jordan 20mar20 with AZee Air call-sign, the AOC for this company was subsequently suspended 21apr20; l/n OSS 25nov23 stored line # 64-03; c/n in old Soviet register in error as 0083484527, but given c/n in OKB listing and in Khors Air fleet list; delivered to Artsyz; rgd only 27jun90; f/n KBP 22aug91 seen with additional 'Air Foyle' titles feb94/feb97; based at Zaporozhye mar97 owned by Ukraine Cargo Airways; in white/light grey c/s; stored as of jun06, not in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07; canx; seen OZH 06oct10 with serial painted out and missing two engines, Khors Air titles visible under paint; l/n aug13/15apr19, serial bleeding through line # 64-04; d/d 31mar88 to Zaporozhye; rgd 14dec88; f/n GVA 17dec88; l/n JNB 16jan93 with titles and Soviet flag with white tail no titles; photo JNB with small SAA/SAL sticker based at Zaporozhye; f/n OST 07nov94; l/n OZH 22jun97 in register as canx 30apr09, but see UR-UCH l/n Gostomel 03may99, reportedly without titles; opf Ukraine Cargo OST 02sep00 opf Ukraine Cargo Airways; l/n BDS 16aug01; seen SNN 27mar02 in all-white c/s without titles; l/n OZH 28may02 and FIH 11sep03, titles not reported l/n VIE 30dec03; seen FIH 21feb04, reported as United Nations l/n KBP 10jun06, stored opf Ukraine Cargo Airways; in all-white c/s with large 'UN' on tail and fuselage; l/n JNB as such 16sep06; current in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07/07sep09; canx 30apr09; seen OZH 06oct10 with serial painted out, '814' in nose windows (UN-814); l/n OZH mar13/15apr19 engines missing and devoid of any markings with the exception of 'UN' on the tail line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severnny 03aug11; l/n Byelaya feb12
00834 84522	CCCP-78754 CCCP-76437 CCCP-76437 UR-76437 UR-76437 HA-TCJ HA-TCJ ER-IBX 4L-MGM UP-17647	II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Khors Air Hung Ukr Heavylift Hung Ukr Heavylift Eco PATROL Eco PATROL HUK - Hung Ukr Al ex-Aeroflot c/s ex-Aeroflot c/s	d/d rgd RTM OST OST rgd BUD Mkk Mkk NLV	31mar88 10aug92 09dec92 01may93 12oct93 01apr99 22may00 dec09 apr10 26feb11	line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severnny 03aug11; l/n Byelaya feb12 also carried code "42" red; opb agbpsdrl0 610 TsBPIPLS at Ivanovo-Severnny; in white/grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ivanovo-Severnny 08aug15 also carried code "42" red; opb agbpsdrl0 610 TsBPIPLS at Ivanovo-Severnny; in white/grey c/s with 'VVS Rossii' titles and Russian stars; h/o after modernisation by TANTK at Taganrog 28mar19; l/n Ivanovo-Severnny feb21
00834 84527	CCCP-78754 CCCP-76437 CCCP-76437 UR-76437 UR-76437 HA-TCJ HA-TCJ ER-IBX 4L-MGM UP-17647	II-76MD II-76MD II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Khors Air Hung Ukr Heavylift Hung Ukr Heavylift Eco PATROL Eco PATROL HUK - Hung Ukr Al ex-Aeroflot c/s ex-Aeroflot c/s	d/d rgd RTM OST OST rgd BUD Mkk Mkk NLV	31mar88 10aug92 09dec92 01may93 12oct93 01apr99 22may00 dec09 apr10 26feb11	line # 64-02; delivered to Artsyz; rgd 27jun90; f/n KBP 22aug91; c/n in old Soviet register in error as 0083484531 but given c/n in OKB listing and Eco Patrol fleet list in basic ex-Aeroflot c/s, no titles, Ukraine flag behind the cockpit; seen FRA 25mar93; l/n OST 28apr93 in basic ex-Aeroflot c/s, no titles, also operating with Air Foyle call-signs; l/n OST 05may93 based Melitopol mar97 operated by Eco Patrol; in basic ex-Aeroflot c/s; l/n BUD 26mar99, when registration was removed f/n BUD 29mar99 and registration applied this date; l/n JNB 21dec99; CoFa expired 01apr00 in basic ex-Aeroflot c/s, no titles; seen LAD 15mar01; l/n Mykolayiv-Kulbakino 01sep09; converted to II-76TD, retains filled in tail turret until apr10 flew Mykolayiv-Kulbakino to NLV 30apr10; l/n Mykolayiv-Kulbakino 23sep10, in basic ex-Aeroflot c/s, no titles; canx late 2010/ early 2011, operator reported as Sun Way flew to OSS this date; seen OSS 06nov11 missing an engine, no titles; l/n OSS 03aug15/12jul19, stored, in all-white c/s with grey undersides, without registration; reported active over Jordan 20mar20 with AZee Air call-sign, the AOC for this company was subsequently suspended 21apr20; l/n OSS 25nov23 stored line # 64-03; c/n in old Soviet register in error as 0083484527, but given c/n in OKB listing and in Khors Air fleet list; delivered to Artsyz; rgd only 27jun90; f/n KBP 22aug91 seen with additional 'Air Foyle' titles feb94/feb97; based at Zaporozhye mar97 owned by Ukraine Cargo Airways; in white/light grey c/s; stored as of jun06, not in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07; canx; seen OZH 06oct10 with serial painted out and missing two engines, Khors Air titles visible under paint; l/n aug13/15apr19, serial bleeding through line # 64-04; d/d 31mar88 to Zaporozhye; rgd 14dec88; f/n GVA 17dec88; l/n JNB 16jan93 with titles and Soviet flag with white tail no titles; photo JNB with small SAA/SAL sticker based at Zaporozhye; f/n OST 07nov94; l/n OZH 22jun97 in register as canx 30apr09, but see UR-UCH l/n Gostomel 03may99, reportedly without titles; opf Ukraine Cargo OST 02sep00 opf Ukraine Cargo Airways; l/n BDS 16aug01; seen SNN 27mar02 in all-white c/s without titles; l/n OZH 28may02 and FIH 11sep03, titles not reported l/n VIE 30dec03; seen FIH 21feb04, reported as United Nations l/n KBP 10jun06, stored opf Ukraine Cargo Airways; in all-white c/s with large 'UN' on tail and fuselage; l/n JNB as such 16sep06; current in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07/07sep09; canx 30apr09; seen OZH 06oct10 with serial painted out, '814' in nose windows (UN-814); l/n OZH mar13/15apr19 engines missing and devoid of any markings with the exception of 'UN' on the tail line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severnny 03aug11; l/n Byelaya feb12
00834 84531	CCCP-78755 UR-78755 UR-UCJ	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Khors Air Khors Air	d/d LTN OZH	31mar88 16jan94 06may98	line # 64-04; d/d 31mar88 to Zaporozhye; rgd 14dec88; f/n GVA 17dec88; l/n JNB 16jan93 with titles and Soviet flag with white tail no titles; photo JNB with small SAA/SAL sticker based at Zaporozhye; f/n OST 07nov94; l/n OZH 22jun97 in register as canx 30apr09, but see UR-UCH l/n Gostomel 03may99, reportedly without titles; opf Ukraine Cargo OST 02sep00 opf Ukraine Cargo Airways; l/n BDS 16aug01; seen SNN 27mar02 in all-white c/s without titles; l/n OZH 28may02 and FIH 11sep03, titles not reported l/n VIE 30dec03; seen FIH 21feb04, reported as United Nations l/n KBP 10jun06, stored opf Ukraine Cargo Airways; in all-white c/s with large 'UN' on tail and fuselage; l/n JNB as such 16sep06; current in Ukraine Cargo Airways fleet list 01mar07; seen OZH 08jul07/07sep09; canx 30apr09; seen OZH 06oct10 with serial painted out, '814' in nose windows (UN-814); l/n OZH mar13/15apr19 engines missing and devoid of any markings with the exception of 'UN' on the tail line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severnny 03aug11; l/n Byelaya feb12
00834 84536	CCCP-78756 CCCP-78756 UR-78756 UR-78756 UR-UCH UR-UCH UR-UCH UR-UCH	II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s ex-Aeroflot c/s Air Service Yuzhmashavia Ukrainian Cargo Aw United Nations Ukrainian Cargo Aw all-white c/s, n/t United Nations	mfd JNB rgd PRG OZH DLA ZRH BTS JNB	31mar88 mar93 14jan93 nov97 06may98 apr01 28dec03 07feb06 28aug06	line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severnny 03aug11; l/n Byelaya feb12 also carried code "42" red; opb agbpsdrl0 610 TsBPIPLS at Ivanovo-Severnny; in white/grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ivanovo-Severnny 08aug15 also carried code "42" red; opb agbpsdrl0 610 TsBPIPLS at Ivanovo-Severnny; in white/grey c/s with 'VVS Rossii' titles and Russian stars; h/o after modernisation by TANTK at Taganrog 28mar19; l/n Ivanovo-Severnny feb21
00834 84538	"42" red "42" red RF-50610 RF-50610	A-50 A-50 A-50 A-50U	Soviet AF/PVO Russian Air Force Russian Air Force Russian Air Force	d/d trf ZIA Tag	30jun89 1992 10aug12 28mar19	line # 64-05; late d/d; delivered to Pechora-Beryozovka; l/n feb92 still based at Pechora-Beryozovka by mar97; in white/grey c/s; l/n without titles and with Red Stars Kubinka 13apr10; received 'VVS Rossii' titles and Russian stars; f/n as such Ivanovo-Severnny 03aug11; l/n Byelaya feb12 also carried code "42" red; opb agbpsdrl0 610 TsBPIPLS at Ivanovo-Severnny; in white/grey c/s with 'VVS Rossii' titles and Russian stars; l/n Ivanovo-Severnny 08aug15 also carried code "42" red; opb agbpsdrl0 610 TsBPIPLS at Ivanovo-Severnny; in white/grey c/s with 'VVS Rossii' titles and Russian stars; h/o after modernisation by TANTK at Taganrog 28mar19; l/n Ivanovo-Severnny feb21

	EW-78763	II-76MD	Belarus Air Force	Mma	18aug97	in basic Aeroflot c/s with Belarus flag on fin, no titles; l/n Minsk-Machulishchi 23apr11, still with tail turret, probably stored; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force
	78699(2)	II-76TD	Chinese Air Force	ZIA	19jun14	c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles with small Russian flag behind the cockpit, no turret; l/n ZIA 20jun14; see also c/n 0073477323, 0093492763, 0093493794 and 1023498978
	20543	II-76TD	Chinese Air Force	CTU	14aug14	c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red code, no turret; l/n URC 29dec17
00834 86586	CCCP-78764	II-76MD	Soviet AF/AFL c/s	mfd	29jun88	line # 65-07; delivered 30jun88 to Pskov; rgd 15aug88; f/n in (former) East Germany 09sep91; l/n Grossenhain 22mar93
	RA-78764	II-76MD	Russian AF/AFL c/s	Spr	27jul94	based at Pskov mar97; f/n with 224th badge VKO 20nov01; l/n VKO 28jun02
	RA-78764	II-76MD	Russian Air Force	PKV	29may04	224th badge, no titles; l/n AAQ 28mar13 in faded colours, with flare dispensers; reported undergoing overhaul at Staraya Russa aug13; l/n OVB 17oct19
00834 86590	CCCP-78765	II-76MD	Soviet AF/AFL c/s	mfd	30jun88	line # 65-08; rgd 15aug88; opb 339 vtap at Vitebsk; l/n SNN 10sep89; trf to the Belarussian Air Force in 1992
	EW-78765	II-76MD	Trans Avia Export		16dec93	in basic 'blue' Aeroflot c/s with own titles and logo; based at Minsk-Machulishchi by mar97; l/n Minsk-Machulishchi jun01; no longer in fleet list by 01sep03; stored at Balbasovo; converted to an II-76TD in 2010
	EW-78765	II-76TD	Aviacon Zitotrans	trf	mar12	without tail turret now; in white c/s with light grey belly, no titles; f/n MSQ 13may12
	RA-78765	II-76TD	Aviacon Zitotrans	VKO	11dec12	in white c/s with light grey belly, no titles; new CoFR issued 22jul15; seen VKO 26may20 now completely white; l/n PVG 19nov23
00834 86595	CCCP-78766	II-76MD	Soviet AF/AFL c/s	d/d	30jun88	line # 65-09; delivered to 110 vtap at Novgorod-Krechevitsy; rgd 15aug88; f/n 05may89; l/n Grossenhain 25jun93
	RA-78766	II-76MD	Russian AF/AFL c/s	Spr	27may94	opb 110 vtap at Novgorod-Krechevitsy by mar97; later opb 128 vtap at Orenburg; seen Orenburg-2 29aug04; l/n Chelyabinsk-Shagol oct10; t/t 3,595 hours and 2,436 cycles by 12dec12
	RF-94380	II-76MD	Russian Air Force	Sty	sep13	in basic Aeroflot c/s with Russian flag on fin, no titles; last overhaul completed 16oct13; l/n KLD apr14
	RF-78766	II-76MD	Russian Air Force	Roc	jun14	with chaff/flare dispensers; opb 117 vtap at Orenburg from 2014 until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; seen in water-bomber configuration Ivanovo-Severny 19aug17; opb 235 vtap at ULY from 01dec17; l/n SVO02jan23
00834 87598	CCCP-78767	II-78	Soviet AF/AFL c/s	d/d	31oct88	line # 65-10; opb 409 apsz at Uzyn; f/n in East Germany before 1990; l/n Poltava sep93
	UR-76767(2)	II-78	Busol Airline	AZI	10apr95	pointed in error for UR-78767; see c/n 0073481436
	UR-76767(2)	II-78	ATI Airlines	MST	22may96	carried an Azerbaijani logo on the fin; based at Uzyn by mar97; l/n OST 22may00; not in fleet list 13sep00
	EP-TPU (1)	II-78	Payam Air			the registration was allocated in 1998, but was not taken up as the lease fell through; see c/n 0093497936
	76767(2)	II-78	Ukraine Air Force	Mtp	27may02	in dark grey c/s, no titles
	no reg	II-78	no titles	Mtp	01sep09	in dark grey c/s, no markings whatsoever; sold by Ukrinmash to North American Tactical Aviation Inc. 11nov05 and sold on to Air Support Systems LLC probably 07aug06; sold by Air Support Systems to a private person in the US 08feb10; never left storage at Mykolayiv-Kulbakino, seen there sep09/aug20, see next lines
	N78RX	II-78	IL78-2 LLC	rgd	24mar10	IL78-2 LLC of Saint Louis, MO; already reserved 19feb10; never taken up; canx 25nov14; NARP tried to restore ownership of the aircraft via Ukrainian courts in 2017/18
	N78MX	II-78	N. American T. A.	rgd	25oct18	North American Tactical Aviation Inc. of Newark, DE; owned by Meridian LLC of Philadelphia as of 01aug20; never taken up, but current on register oct20 with a CoFR expiry date of 31oct21; canx 09sep21 as to Ukraine
00834 87603	CCCP-78768	II-76MD	Soviet AF/AFL c/s	d/d	30jun88	line # 66-01; rgd 15aug88; opb 110 vtap at Novgorod-Krechevitsy; f/n Grossenhain 17aug92; l/n Spreenberg 08jul94
	RA-78768	II-76MD	Russian AF/AFL c/s	Nvk	20aug95	opb 110 vtap at Novgorod-Krechevitsy; l/n PKV 21jul11, still with prefix 'CCCP-' under the wings
	RA-78768	II-76MD	Russian Air Force	PKV	21jul12	based at Pskov; l/n SVX 17oct12; t/t 4,206 hours and 2,980 cycles by 15jan13
	RF-94346	II-76MD	Russian Air Force	KLD	apr14	last overhaul completed 10dec13; in basic Aeroflot c/s, no titles; see next line
	RF-78768	II-76MD	Russian Air Force	KLD	apr14	in basic Aeroflot c/s, no titles; seen over Moscow 09may14 with Russian stars on tail; l/n Shaykovka 2020
00834 87607	CCCP-78769	II-76MD	Soviet AF/AFL c/s	d/d	30jul88	line # 66-02; delivered to Vitebsk; rgd 14dec88; f/n in (former) East Germany 16nov90; l/n Eberswalde-Finow 20apr93
	EW-78769	II-76MD	Trans Avia Export	Mma	09sep94	based at Machulishchi mar97; l/n MSQ 17aug03; still in fleet list 01sep03; seen MSQ feb05/jul19, stored in full c/s and titles; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15
00834 87610	CCCP-76751	II-76TD	AFL/Internat.-SVO	mfd	30jul88	line # 66-03; d/d 30jul88; toc 30aug88; f/n SVO 31aug88; rgd 13sep88; l/n NGO 31oct92
	RA-76751	II-76TD	Aeroflot Rus. AI	LUX	12jan93	engines were to be replaced with PS-90 engines by Ilyushin at Khodynka, but this was never done; seen at Khodynka 26apr93 and without engines aug05; underwent static/fatigue trials in the Ilyushin complex at Khodynka, l/n jul11/jun23
00834 87614	K3012	II-76MD	Indian Air Force	d/d	02aug88	line # 66-04; f/n NAG feb89; l/n DEL 29dec15
	KI3012	II-76MD	Indian Air Force	DEL	28feb20	seen DEL 14aug22 with tatty paintwork, serial no longer on the tail but on the rear fuselage; l/n DEL 09dec23
00834 87617	CCCP-78770	II-76MDK-2	Soviet AF/AFL c/s	mfd	12dec90	line # 66-05; third II-76 zero-gravity trainer; d/d 31dec90; opb 70 oitap on / Space Training Centre at Chkalovsk; rgd 25feb91; f/n CKL 24sep91
	RA-78770	II-76MDK-2	Russian AF/AFL c/s	Spr	26may94	opb 70 oitap on / Space Training Centre at Chkalovsk; l/n CKL 17aug09
	RF-75352	II-76MDK-2	Roscosmos	ZIA	06apr10	based at Chkalovsk; in basic Aeroflot c/s, no titles; t/t 1,207 hours and 956 cycles by 09jul10; l/n CKL 21jul15; to undergo overhaul by 360 ARZ in 2016; l/n CKL 2021
00834 87622	CCCP-78771	II-76MD	Soviet AF/AFL c/s	rgd	14dec88	line # 66-06; late rgd, see the accident date; opb 110 vtap at Novgorod-Krechevitsy; carried the small inscription 'Komsomolsko-molodyozhny ekipazh' (crew out of young Komsomol members); dbr 19nov88 on a flight from Arkhangelsk to Rogachovo (Novaya Zemlya archipelago) during the polar night when touched down with 1.85 g 5 metres right off the runway's centreline as the crew was blinded by a snow flurry which reflected the landing lights, the aircraft bounced, touched down again with 1.8 g after 160 metres and veered off the runway to the right, the right main gear collided with an APM-90 spot-light (on a ZIL-130 truck chassis), causing the right wing to touch the ground, all 7 crew and 3 passengers escaped unhurt; canx 02mar90; the hulk still sat at Rogachovo mar91
00834 87627	CCCP-78772	II-76MD	Soviet AF/AFL c/s	mfd	31aug88	line # 66-07; rgd 23mar89; opb 363 vtap at Krivoi Rog; f/n SZW 01jul91
	UR-78772	II-76MD	Air Ukraine Cargo	RKT	27nov95	based at Kryvy Rih by mar97; in basic Aeroflot c/s with own titles; l/n Kryvy Rih 21mar97, titles not reported
	EP-TPW	II-76MD	Payam Air			the registration was allocated in 1998, but not taken up as the lease fell through
	UR-78772	II-76MD	ATI Airlines	OST	22aug97	had additional 'Payam Air' titles; l/n as such OST 22jan01; put into storage at Melitopol 26mar01 (did not fly until at least 2013), seen jul07/aug08
	78772	II-76MD	Ukraine Air Force	Mtp	feb09	in basic Aeroflot c/s with a Ukrainian shield on the fin, no titles; stored at Melitopol, seen feb09/jun13; contract for the prolongation of life-time signed with NARP 23apr20; l/n Deblin 14may22/08mar23
00834 88629	K3013	II-76MD	Indian Air Force	d/d	31aug88	line # 66-08; f/n NAG feb89; l/n DEL 01apr16
	KI3013	II-76MD	Indian Air Force	Plm	15mar19	serial no longer on the tail but on the rear fuselage; seen DEL 28feb20; l/n DEL 21nov23
10034 88634	"51" red	A-50	Soviet AF/PVO	d/d	15jan91	line # 66-09; delivered to Beryozovka and still based there mar97; late d/d; f/n ZIA 16aug92
	"51" red	A-50	Russian Air Force	d/d	09may95	overhead Moscow; opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'SRLDN' badge behind the cockpit; seen Minsk-Machulishchi 22apr08 still with the badge; l/n Vorkuta 22sep11
	RF-50606	A-50	Russian Air Force	ph.	sep13	opb 2457 AB BP SRLDN at Ivanovo-Severny; carried an 'SRLDN' badge behind the cockpit and still coded "51" red; l/n may21 active location unknown
00834 88638	CCCP-78773	II-78	Soviet AF/AFL c/s	mfd	26dec88	line # 66-10; opb 409 apsz at Uzyn; no reports; trf to the Ukrainian Air Force in 1992
	RA-76412	II-78		rgd	25sep92	c/n confirmed; was on the Russian register with owner given as Ukraine, the RA- prefix was probably never worn
	UR-76412	II-78	Busol Airline	RWN	27jun95	refuelling equipment removed and used as a transport aircraft, but officially remained an II-78; l/n OST 21dec96; still based at Uzyn by mar97
	UR-UCF	II-78	Ukrainian Cargo Aw	OZH	06may98	used as a transport aircraft, but officially remained an II-78; in white/light grey c/s with 'Ukrainian Cargo Airways' titles and an 'UAC' logo on the fin; l/n operational OST 26aug01; last flight 30nov02; t/ 3,020 hours and 1,381 cycles (never overhauled); canx 13aug08; sat wfu (without refuelling equipment) at OZH, seen jul07/apr19; offered for sale as scrap metal 23dec19 but the auction did not take place
00834 88643	CCCP-78774	II-76MD	Soviet AF/AFL c/s	d/d	31aug88	line # 67-01; delivered to Zaporozhye; rgd 26apr89; f/n in former East Germany 24dec90; l/n LHR 17jul91
	UR-78774	II-76MD	Air Service	rgd	14jan93	based at Zaporozhye; f/n ATH 19sep94; additional small SAA/SAL below the titles; l/n OZH 25aug97
	UR-UCD	II-76MD	United Nations	IST	20may98	owned by Ukraine Cargo Airways; l/n PRN 05feb00
	UR-UCD	II-76MD	Ukrainian Cargo Aw	KBL	29mar02	in all-white c/s, no titles; type painted as just 'II-76', with filled in tail turret
	UR-UCD	II-76TD	Ukrainian Cargo Aw	JNB	15nov06	in all-white c/s, no titles; l/n OZH 08jul07
	UR-UCD	II-76TD	United Nations	no	reports	operated in Sudan for UNMIS, based at Khartoum; carried code 'UN518'
	UR-UCD	II-76TD	Ukrainian Cargo Aw	DKR	13sep08	canx 30apr09
	EK-76643(2)	II-76TD	Taron Avia	rgd	01mar10	initially in all-white c/s, no titles but small logos on fin and behind cockpit; f/n DXB 05apr10; l/n as such DXB 17oct10; repainted in white/grey c/s without titles and logos; f/n as such SHJ 03feb11; l/n SHJ 17oct11; see c/n 0053460822
	EY-690	II-76TD	Alnaser Airlines	SHJ	17nov11	in white c/s with grey undersides and titles; l/n EVN 11mar12; canx 12mar12
	EY-703	II-76TD	Khatlon Air	trf	may12	
	78698(2)	II-76TD	Asia Airways	trf	dec12	in white c/s with grey undersides, no titles; still with filled in tail turret; f/n DWC 11dec12; l/n OSS 23mar15
	not known	II-76TD	Chinese Air Force	ZIA	apr16	in white c/s with grey undersides, no titles; still with filled in tail turret; line number only mentioned in an insurance document jun16 with the owner given as Ilyushin for 3 flights on the route Staraya Russa-Zhukovskii-Urumqi-Dangyang, version given as such; see c/n 0093496903
00834 89647	CCCP-78775	II-76MD	Soviet AF/AFL c/s	d/d	31aug88	line # 67-02; delivered to Zaporozhye; rgd 27jun90; f/n DME 25mar91; still current on the Russian register by mar01 !
	UR-78775	II-76MD	Khors Air	HAM	16dec93	based at Zaporozhye by mar97, operated by Khors Air; l/n OZH 06may98, but serial from engine covers
	UR-UCC	II-76MD	United Nations	NBO	30jul98	l/n NBO 01apr99
	UR-UCC	II-76MD	Ukrainian Cargo Aw	Gos	12sep99	type painted on as just II-76; in white/light grey c/s; initially without titles; l/n as such OSR 23dec99; seen OST 09aug00 with titles plus logo on fin; seen OST 09jan01 with additional 'Skylink' titles
	UR-UCC	II-76MD	United Nations	FIH	15mar01	opb Ukrainian Cargo Airways; in full all-white UN c/s; f/n with version painted on as II-76TD ACC 12jun04; l/n EBB 08jun05
	UR-UCC	II-76TD	Ukrainian Cargo Aw	ODS	25jul07	in all-white c/s, no titles; canx 10jan12; l/n KBP 25jun12; seen KBP 22sep12 with just UR- prefix; l/n KBP sep12/oct19 as such; offered for lease feb17

00834 89652	CCCP-78776	II-76MD	Soviet AF/AFL c/s	mfd	30sep88	line # 67-03; delivered 30sep88 to Tartu; f/n LAD jan89; rgd 11dec89; l/n Alt Lönnewitz (Falkenberg) 28apr93
	RA-78776	II-76MD	Russian AF/AFL c/s	Spr	17mar94	l/n Zeitweg 21jun96; based at Tver mar97
	RA-78776	II-76MD	Russian Air Force	OVb	07jun01	224th badge, no titles; l/n KLD dec11, as such; seen KLD sep12, without 224th badge; seen KLD 25may13, active in water bomber configuration; l/n ARH 2019
00834 89654	CCCP-78777	II-76MD	Soviet AF/AFL c/s	d/d	30sep88	line # 67-04; delivered to Novgorod; rgd 14dec88; f/n LAD jan89; l/n Lärz 22apr93
	RA-78777	II-76MD	Russian AF/AFL c/s	Maw	18apr94	based at Novgorod mar97; l/n Pskov 15apr10, still with Aeroflot titles and equipped with guns
	RF-94345	II-76MD	Russian Air Force	OVb	29may10	in basic Aeroflot c/s, no titles, equipped with guns; l/n Caslav 26nov12
	RF-78777	II-76MD	Russian Air Force	Sty	feb14	at ARZ-123, details from russianplanes.net
00834 89659	CCCP-78778	II-76MD	Soviet AF/AFL c/s	d/d	30sep88	in basic Aeroflot c/s, no titles; f/n PKV 16jul14; l/n Minsk-Machulishchi jan22
	RA-78778	II-76MD	Russian AF/AFL c/s	Spr	29sep93	line # 67-05; delivered to Novgorod; rgd 14dec88; f/n LAD jan89; l/n Demmin-Tutow 16aug93
	RF-78778	II-76MD	Russian Air Force	OVb	10jul15	based at Novgorod mar97; l/n AER 18sep13 still with Aeroflot titles
						in basic Aeroflot c/s, no titles; l/n PVG 04apr20; w/o 24jun22 after take-off from Ryazan-Dyagilevo (on a training flight from Orenburg to Belgorod with a refuelling stop at Ryazan); shortly after take-off the air traffic controller reportedly observed a fire in engine no.4, the aircraft went out of control and crashed in a field about 1 km from the airbase, rolled until it struck trees, broke up and burst into flames; five of the nine crew were killed and the other four were seriously injured
00834 89662	CCCP-78779	II-76MD	Soviet AF/AFL c/s	mfd	30sep88	line # 67-06; d/d 30sep88 to Vitebsk; rgd 24mar89; f/n LBG 19jun89
	EW-78779	II-76MD	Trans Avia Export	Mma	09sep94	based at Machulishchi mar97; l/n ZIA 23aug97
	EW-78779	II-76TD	Atlant-Soyuz	rgd	08sep97	leased from Trans Avia Export with owner given as Belarus and version as such in Russian register; f/n SHJ 16feb98; still in basic Trans Avia Export c/s; l/n VKO 21aug01
	EW-78779	II-76TD	East line	DME	19aug02	already reported as East Line 01jun02 in an incident report
	EW-78779	II-76TD	Atlant-Soyuz	DME	10aug03	leased from Trans Avia Export; l/n DXB 02dec07 as such
	EW-78779	II-76TD	Trans Avia Export	BRQ	18jan08	l/n SHJ 05oct08; seen parked MSQ jan11/apr11, no tail emblem and titles not visible on photo; seen TAT 26oct11 full c/s with titles; seen CPT 09nov11 with additional 'ALCI' sticker (Antarctica Logistics Centre International) forward of front entry door; l/n MSQ 03jul15
	EW-78779	II-76TD	United Nations	ADD	23sep16	in all-white c/s with large 'WFP' on the tail, on a Trans Avia Export call-sign this date; opf United Nations at Gambela, Ethiopia (UNO 050H); seen MSQ 19sep17; l/n MSQ 21feb21, with faded paint and engines # 2 and 3 missing
	EW-78779	II-76TD	Trans Avia Export	MSQ	19may18	in white c/s with grey undersides, no titles; l/n MSQ 19aug21 seemingly stored, reamibs of 'WFP' still visible on the fin
	9S-AAV	II-76TD		MSQ	06mar23	c/n not confirmed, but likely; in white c/s with grey undersides and small DRC flag, no titles, remains of 'WFP' still visible on the fin; seen MSQ 25may23, prefix now removed, perhaps ntu ?; l/n as such still MSQ 04sep23
00834 89666	CCCP-78780	II-76MD	Soviet AF/AFL c/s	mfd	30sep88	line # 67-07; rgd 06feb89; f/n Sperenberg 12jan91; w/o 28aug92 while evacuating Russian embassy staff from Kabul when was hit on the ground by a rocket fired by the Mujahideen and caught fire, no casualties; wreck still present jan02
00834 89670	CCCP-78781	II-76MD	Soviet AF/AFL c/s	mfd	31oct88	line # 67-08; c/n reported in old Soviet register in error as 0083489683; rgd 28dec88; f/n Tashkent-Tuzel 24apr89
	CCCP-78781	II-76MD	AFL/Uzbekistan-TAS	trf	04jul89 ?	trf for flights to Afghanistan after the withdrawal of the Soviet forces; opb svodny aviaotryad at TAS, flown by Aeroflot crews; w/o 27mar90 on the leg from Kokaity to Kabul of a flight from Tashkent to Kabul with a load of jet fuel when the approach had to be delayed as an Afghan An-32 was taking off from Kabul, the II-76MD lost speed due to crew error, stalled while flying a turn at a height of 4,800 metres, entered a steep downward spiral, crashed upside-down 7.6 km east of Kabul airport and exploded, all 9 crew killed; t/t 1,228 hours 8 minutes and 925 cycles; canx 15may90
00834 89674	7T-WIA	II-76MD	Algerian Air Force	d/d	25feb89	line # 67-09; opb 374 Sqn; f/n VAR sep89; l/n VKO 10feb22
00834 89678	CCCP-78782	II-78	Soviet AF/AFL c/s	mfd	30dec88	line # 67-10; d/d 31dec88 to Engels; f/n Sperenberg 27apr91; based at Engels mar97; l/n Engels 12aug99
	RA-78782	II-78	Russian AF/AFL c/s	ph.	2000	opb 203 oaps at Ryazan-Dyagilevo
	RA-78782	II-78	Russian Air Force	Rzd	18sep10	opb 43 TsBP I PLS at Ryazan-Dyagilevo; in basic Aeroflot c/s, no titles; l/n Samara-Bezmyanka 16dec16
	RF-94281	II-78	Russian Air Force	Rzd	24jul19	also carries "78" blue; white top, grey underneath, Russian star on tail, with 'VKSS Rossi' titles; l/n Ryazan-Dyagilevo 30aug21
00834 89683	CCCP-78783	II-76MD	Soviet AF/AFL c/s	mfd	31oct88	line # 68-01; d/d 31oct88 to Vitebsk, later Ivanovo based; rgd 28dec88; f/n Tashkent-Tuzel 24apr89; c/n reported in old Soviet register in error as 0083489670 but given c/n confirmed in OKB listing and Azerbaijan register
	AHY-78001	II-76MD	Aeroflot fcs	BAK	07dec92	Azeri flag
	AHY-78001	II-76MD	Azerbaijan Al	SHJ	05may93	c/n checked !, attacked and damaged by an Armenian Fighter 20sep94; l/n SHJ 27mar95
	AHY-78129	II-76MD	Azerbaijan Al	SHJ	19apr95	l/n KVD 16may96; still with turret; Gyandzha based mar97; operated for Azerbaijan Air Force
	ER-IBC (1)	II-76MD		rgd	05jan01	canx 12nov01; see c/n 0023442218
	4K-78129	II-76MD	ATI Airlines	OST	14aug01	l/n RIX 09apr04; was in fleet list 13sep00 and confirmed in Azerbaijan register as UR-; current as 4K- on Azerbaijan register 22nov03; not on Azerbaijan register 22nov05
	4K-78129	II-76TD	no titles	Gos	27jun09	the Ilyushin website gives as 4K- nov08; blue cheatline, white tail, without turret; seen Nasosnaya 23feb12 and Gostomel jul14, active, operator reported as Sky Wind; l/n GYD 18jun19 stored together with three Silk Way II-76s
00834 89687	4K-78129	II-76TD	Azerbaijan AF	SOF	12apr21	all white c/s with grey undersides, Azerbaijan flag on the nose, no titles; l/n ALA 14dec23
	CCCP-78784	II-76MD	Soviet AF/AFL c/s	d/d	30nov88	line # 68-02; delivered to Novgorod; rgd 06feb89; f/n Brandis 15may92; l/n VKO 04sep93
	RA-78784	II-76MD	Russian AF/AFL c/s	Spr	28jan94	based at Novgorod mar97; l/n Pskov jul09, with Aeroflot titles
	RA-78784	II-76MD	Russian Air Force		29sep10	at Severomorsk-1 in basic Aeroflot c/s, no titles; l/n CKL 13jun13
	RF-78784	II-76MD	Russian Air Force	PKV	09apr15	in basic Aeroflot c/s, no titles; l/n Minsk-Machulishchi jan22
00834 89691	CCCP-78785	II-76MD	Soviet AF/AFL c/s	d/d	30nov88	line # 68-03; delivered to Kryvy Rih; rgd 01dec89; f/n DDR 14oct89; still CCCP- 31mar93
	UR-78785	II-76MD	Atlant	SHJ	11dec94	l/n SHJ 20mar95
	UR-78785	II-76MD	Air Service	AMS	17jun95	in basic ex Aeroflot c/s, no titles; l/n FJR 21jan96
	UR-78785	II-76MD	Yuzhmashavia	DNK	05jul96	based at Kryvy Rih may97; with 'Yuzhmashavia' titles painted in English; l/n OST 02aug00
	UR-78785	II-76TD	Yuzhmashavia	IST	28sep03	with 'Yuzhmashavia' titles painted in English; with filled in tail turret; l/n FIH 08aug04; was stored at Gostomel from at least feb05 until late 2009; l/n MSQ 19aug16; canx between 01dec18 and 07dec18, see next line
	78696(2)	II-76TD	bare metal c/s	ZIA	16feb17	c/n from russianplanes.net; test flying with tail turret removed; underwent rework at Staraya Russa (123 ARZ) during 2017, serial for delivery to China; see c/n 1013408257
00834 90693	not known	II-76TD	Chinese Air Force			
	CCCP-78786	II-76MD	Soviet AF/AFL c/s	d/d	30nov88	line # 68-04; delivered to Kryvy Rih; rgd 24mar89; f/n KBL 08feb89
	UR-78786	II-76MD	Air Ukraine Cargo		mar94	at Andrews AFB
	UR-78786	II-76MD	Atlant	SHJ	24mar95	l/n SHJ 10apr95
	UR-78786	II-76MD	Air Service	LUX	11oct95	all-white c/s, no tit5es; l/n OST 13jun96
	UR-78786	II-76MD	Yuzhmashavia	OST	16aug96	with 'Yuzhmashavia' titles painted in English; l/n OST 02may01
	UR-78786	II-76TD	Yuzhmashavia	rgd	30oct03	f/n BUD 09aug04; with 'Yuzhmashavia' titles painted in English; l/n Bila Cherkov 18dec20; canx between 05/23nov21
	UR-ZAR	II-76TD	ZetAvia	rgd	06jan22	according to trackers flew KBP to AQJ 09feb22 and again 02mar22; photo REC 29oct22, in all white c/s with grey undersides, no titles; still with filled in turret; l/n CGK 25apr23
00834 90698	CCCP-78787	II-76MD	Soviet AF/AFL c/s	mfd	30dec88	line # 68-05; d/d 30dec88 to Vitebsk; rgd 06feb89; f/n SNN 27mar89
	EW-78787	II-76MD	Trans Avia Export	VTB	05oct95	based Machulishchi mar97; still in fleet list 01sep03; seen MSQ aug06/jul14, full c/s and titles, wfu; offered for sale 27jan15; seen being towed MSQ 09may15; l/n MSQ 08may16/17oct19
00834 90703	CCCP-78788	II-76MD	Soviet AF/AFL c/s	d/d	30dec88	line # 68-06; built with avionics similar to that of the Indian II-76s; opb 610 TsBP I PLS at Ivanovo, used to train foreign II-76 crews; f/n TAS 25apr89; l/n Eberswalde-Finow 09mar93
	RA-78788	II-76MD	Russian AF/AFL c/s	Spr	08jun94	opb 610 TsBP I PLS at Ivanovo; soc and canx 16feb04 (probably a 'paper exercise'); l/n ZIA 16sep15
	RF-78788	II-76MD	Russian Air Force	Iva	jul16	opb 610 TsBP I PLS at Ivanovo; in basic Aeroflot c/s, no titles; l/n ZIA nov16; modernised by the Ilyushin OKB outlet at Zhukovski to an II-76MD-M in 2018
00834 90706	RF-78788	II-76MD-M	Russian Air Force	ZIA	dec18	now without guns and turret; opb 610 TsBP I PLS at Ivanovo; in basic Aeroflot c/s, no titles
	CCCP-78789	II-76MD	Soviet AF/AFL c/s	d/d	31dec88	line # 68-07; delivered to Novgorod; rgd 24mar89; f/n Sperenberg 26jan90
	RA-78789	II-76MD	Russian AF/AFL c/s	Fin	09mar93	based at Pskov mar97; seen Novgorod-Krechevitsy 07aug99; soc and canx 16feb04 (paper exercise ?); seen PKV feb11, wfu; reported at 123-ARZ jan15, stored
00834 90712	RF-78789	II-76MD	Russian Air Force	CKL	23mar17	in basic Aeroflot c/s, no titles; l/n LED 23jul23
	CCCP-78790	II-76MD	Soviet AF/AFL c/s	d/d	31dec88	line # 68-08; delivered to 196 vtap at Tartu; rgd only 01dec89; f/n Neu-Welzow 14jun93; l/n Neu-Welzow 16jun93
	RA-78790	II-76MD	Russian AF/AFL c/s	KLD	20aug95	based at Tver mar97; l/n CKL nov13 still with Aeroflot titles
	RF-78790	II-76MD	Russian Air Force	CKL	30jul15	in basic Aeroflot c/s, no titles, equipped with guns; l/n ULN 02sep21 active, location unknown
00934 90714	CCCP-78791	II-76MD	MAP MMZ Ilyushin	rgd	14jun90	line # 68-09; delivered to Nizhni Novgorod; f/n YZ 30jun90; late d/d 11feb91 according to an official list
	RA-78791	II-76MD	Russian AF/AFL c/s	Grd	24mar94	opb 110 vtap at Novgorod-Krechevitsy by mar97; seen Novgorod-Krechevitsy jun08; stored at KLD, seen jul12/apr13; t/t 1,464 hours and 912 cycles by 11sep14
	RF-78791	II-76MD	Russian Air Force	CKL	05may16	still equipped with guns; last overhaul completed 18mar16; opb 117 vtap at Orenburg until 30nov17; in basic Aeroflot c/s with Russian flag on fin, no titles; opb 235 vtap at ULV from 01dec17; l/n LED 22sep21
00934 90718	CCCP-78792	II-76MD	Soviet AF/AFL c/s	d/d	30jan89	line # 68-10; delivered to Vitebsk; rgd 24mar89; f/n CGN 21jan91; transferred to Belarus but not seen after jul92 until apr97; converted to II-76TD in 1996
	RA-78792	II-76TD	Ilavia	SHJ	03apr97	tail turret removed; based at Zhukovski mar97; l/n ZIA 19aug99; canx 18aug99 as to Belarus
	EW-78792	II-76TD	Ilavia			in apr00 fleet list as EW-
	EP-CFA	II-76TD	Chabahar, n/t	SHJ	27jul00	c/n confirmed, checked SHJ as such; Iranian CAA gave c/n as 6810 which is the line number
	EP-CFA	II-76TD	Chabahar Air	DXB	02oct00	l/n SHJ oct00 with titles; not in 2001 fleet list
	EW-78792	II-76TD	all-white c/s, n/t	ADD	mar01	opb Atlant-Soyuz; c/n confirmed; l/n OST 06apr01
	EW-78792	II-76TD	Atlant-Soyuz	VKO	16aug01	l/n DME 21aug01
	EW-78792	II-76TD	Trans Avia Export	SHJ	21may02	l/n FRA 05oct07
	EW-78792	II-76TD	Continent	TOJ	27dec07	in all-white c/s with titles and small Russian flag; presumably leased as current in Trans Avia Export fleet list jan08
	EW-78792	II-76TD	Trans Avia Export	SZZ	25apr08	in all-white c/s with titles; l/n MSQ 23apr11
	RA-78792	II-76TD	KAPO Avia	trf	nov12	details from Ilyushin.org; f/n IAR 18may13, all-white c/s with grey undersides and titles; undershot the runway by 65 metres on landing at Novokuznetsk 28jun13, causing damage to the starboard undercarriage, still present there 05jul13; canx but date unknown; l/n MVQ 07jun14/06apr18, without

00934	90721	EW-434TH CCCP-78793	II-76TD II-76MD	Trans Avia Export Soviet AF/AFL c/s	d/d	08oct14 30jan89	engines and titles overpainted but still readable; could be made airworthy again in the future, if required, according to Trans Avia Export document 27jan15 with registration given as EW-78792, see next line details from russianplanes.net; reservation only, see previous line line # 69-01; delivered to Vitebsk; rgd 24mar89; f/n in East Germany before 1990; transferred to Belarus but not noted after jul92 until, see next line in basic ex Aeroflot c/s, Belarus flag; l/n ALG 12jun05 in basic ex Aeroflot c/s, Belarus flag; l/n DOH oct08 c/n confirmed; reported as a flight Minsk to Entebbe; in basic ex Aeroflot c/s with Ruby Star titles and Belarus flag; l/n MSQ 03nov12 as such; seen MSQ 14jan13 and 07may13 without titles in basic ex Aeroflot c/s, Belarus flag, underwent overhaul during 201819, repainted in mainly white c/s with stylish red and green, Belarus flag, cheatline and flag on the fin; l/n ZIA 18may19; l/n PEK 01dec23 line # 69-02; delivered 31jan89 to 196 vtap at Tartu; rgd only 01dec89; f/n SNN 13jun92; l/n Neu-Welzow 12jun93 based at Tver mar97; l/n Uppsala aug00 with '224 LO' badge, no titles; l/n KLD mar12; seen KLD apr13 without '224 LO' badge; seen over Moscow 13aug16, in water bomber configuration; l/n PEK 14oct23 line # 69-03; delivered to Novgorod; rgd 26apr89; f/n BOJ 12jul89; l/n Eberswalde-Finow 26jun93 based at Novgorod mar97; seen Novgorod-Krechevitsy 30sep07, wfu; l/n KLD 18jul12, in very faded c/s still with Aeroflot titles, wfu in basic Aeroflot c/s, no titles; l/n apr16; seen KLD may16 with Russian Stars and 'VVS Rossii' titles on the fin; seen Engels feb17, in basic Aeroflot c/s and Russian flag on the fin, no titles; l/n PEK 17oct23 line # 69-04; delivered 28feb89 to 196 vtap at Tartu; f/n SNN 12jul89; rgd only 01dec89 based at Tver mar97; l/n VKO 20aug99 opb 224 Flight Unit; no titles; l/n Orenburg-2 (Southwest) 29aug04, as such; seen Chelyabinsk-Shagol 20aug07 with '224 LO' badge; l/n OVB 11apr20 line # 69-05; late d/d; delivered to Beryozovka and still based there by mar97 seen Ivanovo-Severnoy 06aug06/30aug07; converted by TANTK im. Berieva to, see next line demonstrator of this new AWACS aircraft (but still with D-30KP-2 engines); in grey c/s with 'VVS Rossii' titles and Russian stars; seen in the process of conversion 22oct16; f/f 26oct16 also carried code "52" red; in grey c/s with 'VVS Rossii' titles and Russian stars; first test flight with the "Premier" complex switched on 21apr17; l/n Taganrog-Yuzhny apr19 line # 69-06; delivered to 196 vtap at Tartu 20feb89, but see the mfd; rgd only 01dec89; f/n Kluczewo 07feb92 based at Tver by mar97; l/n IST 06nov97 opb 224 Flight Unit; in basic Aeroflot c/s with a '224 LO' logo on the fin, no titles; new CoFR issued 07feb01; l/n operational KLD 17jul07; stored at KLD, seen dec08/may13; t/t 5,462 hours and 2,762 cycles by jan14; canx between aug10 and mar16 in basic Aeroflot c/s, no logo and no titles; overhauled in 2014; f/n CKL jan15; l/n LED 12nov22 line # 69-07; d/d 30mar89 to Engels; f/n in East Germany before 1990 opb 230 apsz at Engels; l/n DYR 07sep07; seen Ryazan-Dyagilevo 18jun08 with Aeroflot badge, but without titles; l/n SVX 22jun10 also carried code "79" blue with 'VVS Rossii' titles, in white/grey c/s with Russian Stars on tail, opb oaes 43 TsBP i PLS at Ryazan-Dyagilevo; l/n feb19, location withheld line # 69-08; l/n LCA 07aug89; l/n ZIA 01feb16 seen DEL 28feb20; l/n DEL 21nov23 line # 69-09; delivered to Vitebsk; rgd 21jul89; f/n SNN 23may90; l/n Eberswalde-Finow 10may93 based at Machulishchi mar97; l/n SHJ 02feb98 tail turret removed; l/n DME 22nov01; leased from Trans Avia Export 01feb98/01feb00 l/n RIX 20apr04; still in Trans Avia Export fleet list 01sep03 opf Trans Avia Export; basic East Line c/s; l/n JNB 18jan05 initially still in basic green East Line c/s with titles, l/n as such MSQ 27aug07; flight planned LED-NBO 30oct07 as YRY9173, operator reported as GosNII GA; l/n with just 'Trans Avia Export' titles CPT 11feb08; seen SXF 13sep08 with additional 'ALCI' titles on nose; named 'Igor Vashkevich' after the captain of II-76TD EW-78849 which was shot down at Mogadishu 23mar07, f/n as such FIH jun09 (without additional 'ALCI' titles by then); l/n FNB 07aug09, as such; l/n MSQ 23apr11/13may12, stored; seen OSR 05mar13 active, in full c/s with titles and still named 'Igor Vashkevich'; l/n MSQ 06sep16; opf United Nations at Entebbe (UNO 081H); in all-white c/s with large WFP 'World Food Programme' titles; undershot the runway on final approach to Juba 22aug17 in poor weather, hitting a tree and a single story house, after performing a go-around the crew elected to divert to Entebbe and on landing, its main undercarriage, which had apparently been damaged collapsed; a child was killed and four other people on the ground were injured when the aircraft hit the house; l/n MSQ 12dec18 having reportedly been repaired and returned to service; l/n MSQ 10jun22, still all white c/s with 'WFP' titles on the tail partly faded away line # 69-10; d/d 30jun89 to Engels; initially opb 1230 apsz at Engels; opb 203 oapsz at Engels from 1994 (relocated to Ryazan in 2000 and disbanded 01dec09); f/n Engels 13aug96; seen with Russian flag Ryazan-Dyagilevo 29aug07; l/n Voronezh-Baltimore 27may11, still with prefix 'CCCP-' also carried code "80" blue with 'VVS Rossii' titles; in white/grey c/s with Russian Stars on tail; opb oaes 43 TsBP i PLS at Ryazan-Dyagilevo; l/n OVB 2017 line # 70-01; d/d 31mar89 to Vitebsk; f/n Tashkent-Tuzel 24apr89; rgd 21jul89 l/n Minsk-Machulishchi 12jun96; based at Machulishchi mar97 l/n Minsk-Machulishchi jun01; turret removed; still in Trans Avia Export fleet list 01sep03; l/n MSQ 20may05, titles not reported in basic Aeroflot c/s, no titles; stored at MSQ, seen aug07/apr11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles; l/n ZIA 24feb15; see c/n 0073477323, 0083486582, 0093493794 and 1023498978 serial for delivery to China; only the first and last digit visible under tape feb15, see sightings previous line in bluish grey c/s with light grey undersides, military roundels and titles, red code line # 70-02; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n YKS 03jul92; see c/n 093421621 opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n GOJ 22aug95; l/n GOJ 08mar14; see rgd next line opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ 16apr15 named 'Vechislav Tikomirov'; l/n GOJ 22jun15 opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; named 'Vechislav Tikomirov'; f/n f/n GOJ 19aug16; l/n OVB 21may22 line # 70-03; delivered to Vitebsk; opb 50 osap; f/n Tashkent-Tuzel 25apr89; rgd 21jul89; took part in the Afghan war; transferred to Belarus AF; seen Eberswalde-Finow 10may93, operated by a military factory; l/n Minsk-Machulishchi 24aug96, opb Belarus AF opb 50 sab at Machulishchi; in basic ex Aeroflot c/s, Belarus flag; l/n Minsk-Machulishchi 20may05 c/n confirmed; in basic ex Aeroflot c/s, Belarus flag; seen Minsk-Machulishchi 16may15; active; flew 14oct15 to 360 ARZ at Ryazan-Dyagilevo to undergo overhaul; seen ZIA dec16 after overhaul, in mainly white c/s with stylish red and green, Belarus flag, cheatline and flag on the fin; l/n Minsk-Machulishchi aug21 line # 70-04; f/n Tashkent-Tuzel 25apr89; opb 369 vtap at Dzhanokoi (still by jul91) initially opb 192 vtap at Ukurei; trf to 128 vtap at Orenburg jun95; l/n Orenburg-2 04apr12 opb 128 vtap at Orenburg; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Kubinka 03mar16 still equipped with guns; opb 117 vtap at Orenburg from 2014 until 30nov17; in basic Aeroflot c/s with 'VVS Rossii' titles; initially with Russian stars; seen as such KLD may16; later with Russian flag on fin; f/n as such Irkutsk-2 (Vostochny) 18oct16; opb 235 vtap at ULY from 01dec17; l/n OVB mar20 line # 70-05; delivered to Dzhanokoi and based there until at least jul91; f/n Tashkent-Tuzel 25apr89; later based at Ukurei opb 117 vtap at Orenburg-2 by 1996; w/o 27nov96 on the leg from Abakan to Petropavlovsk-Kamchatski of a cargo flight from Zhukovski to Petropavlovsk-Kamchatski when took off from Abakan at night with the MTOW substantially exceeded, was not able to climb out and crashed into the slope of a hill (337 metres above the elevation of the runway) 13.4 km behind the runway threshold, all 10 crew members and 13 passengers were killed line # 70-06; delivered to Novgorod; f/n Tashkent-Tuzel 25apr89; rgd only 30jan90; l/n SZW 11dec92 based at Novgorod mar97; seen KLD dec11 equipped with guns; l/n mar16 in basic Aeroflot c/s, no titles; seen KLD 10jun18, with small registration; l/n ATH 31aug21 line # 70-07; d/d 30jun89 to Engels; f/n Wittstock 06apr94; based at Engels mar97; l/n Ryazan-Dyagilevo 23aug01 opb 203 oapsz at Ryazan; in basic Aeroflot c/s, no titles; l/n Ryazan-Dyagilevo 06may15 also carried code "86" blue with 'VVS Rossii' titles, in white/grey c/s with Russian Stars on tail; l/n OVB jan22 line # 70-08; d/d 29apr89 to Klin; f/n Tashkent-Tuzel 25apr89 based at Klin mar97; various photos taken on different dates show '78007' under the left wing, the third digit has probably just worn away; seen Smolensk-Severnoy 26aug07; based at Novgorod by 2008; seen Novgorod 23jun09, missing some engines; l/n UUS 19jul13, still with worn serial under the wing in basic Aeroflot c/s, no titles; l/n aug17 in basic Aeroflot c/s, no titles, registration not visible in the photo; seen KLD 10jun18, with small registration on the fin; l/n VKO 29aug19 line # 70-09; d/d 31may89 to Vitebsk; rgd 21jul89; f/n SNN 23may90; l/n PEK nov91 l/n Minsk-Machulishchi 12may96; based at Machulishchi mar97 Russian flag and basic Trans Avia Export c/s; l/n MSQ 20may05
00934	90726	EW-78793 EW-004DE EW-304TH	II-76MD II-76MD	Belarus AF, n/t Belarus AF, n/t Ruby Star	FCO Mma	09sep95 10aug06 10dec10	
00934	90726	EW-004DE	II-76MD	Belarus AF, n/t	Mma	30jun13	
00934	91729	RA-78794 RA-78794	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	Wit VKO	05aug93 20aug01	
00934	91729	CCCP-78795 RA-78795	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Wit	28feb89 28jan94	
00934	91735	CCCP-78796 RA-78796 RA-78796	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr Ors	28feb89 05may94 27aug03	
10134	91739	"52" red "52" red "52" red	A-50 A-50 A-100LL	Soviet AF/PVO Russian Air Force Russian Air Force	d/d Iva Tag	30apr92 26may99 22oct16	
00934	91742	RF-93953	A-100LL	Russian Air Force	Tag	21apr17	
00934	91742	CCCP-78797 RA-78797 RA-78797	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Maw SHJ	28feb89 27jan94 18mar98	
00934	91747	RF-78797 CCCP-78798 RA-78798	II-76MD II-78 II-78	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	rgd mfd Eng	unknown 30mar89 30aug97	
00934	91750	RF-94282	II-78	Russian Air Force	Vob	apr13	
00934	91750	K3014 KI3014	II-76MD II-76MD	Indian Air Force Indian Air Force	d/d DEL	31mar89 19mar18	
00934	91754	CCCP-78799 EW-78799 EW-78799 EW-78799 EW-78799 EW-78799	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Trans Avia Export East Line Airstars no titles Trans Avia Export	d/d OST DME MSQ JNB MSQ	31mar89 17nov93 11jul98 17aug03 25jul04 11may06	
00934	91758	CCCP-78800 RF-94283	II-78M II-78M	Soviet AF/AFL c/s Russian Air Force	mfd rgd	30jun89 2011	
00934	92763	CCCP-78801 EW-78801 EW-78801	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Trans Avia Export Atlant-Soyuz	mfd BRU OST	31mar89 08dec93 27mar98	
00934	92766	EW-78801 78699(3) 27604 20546 CCCP-86925(2)	II-76TD II-76TD II-76TD II-76MD	Trans Avia Export Chinese Air Force Chinese Air Force MVD/Aeroflot c/s	MSQ ZIA no reports ZUH d/d	11aug06 22jan15 reports 07nov16 31mar89	
00934	92766	RA-86925(2) RF-86925(2) RF-86925(2)	II-76MD II-76MD II-76MD	MVD/Aeroflot c/s Russian MVD/VV Rosgvardiya	trf rgd trf	1992 11may06 05apr16	
00934	92771	CCCP-78802 EW-78802 EW-005DE	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Belarus AF, n/t Belarus AF, n/t	d/d Mma Mma	31mar89 18aug97 23feb08	
00934	92774	CCCP-78803 RA-78803 RA-78803 RF-78803	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd Ors PKV KLD	21apr89 21apr97 20feb14 may16	
00934	92778	CCCP-78804 RA-78804	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d no	29apr89 reports	
00934	92783	CCCP-78805 RA-78805 RF-78805	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Wit	29apr89 01feb94 apr16	
00934	92786	CCCP-78806 RA-78806 RF-94284	II-78 II-78 II-78	Soviet AF/AFL c/s Russian Air Force Russian Air Force	mfd Rzd ph.	30jun89 18aug05 09oct17	
00934	93791	CCCP-78807 RA-78807	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Kln	29apr89 06may94	
00934	93794	RA-78807 RF-78807	II-76MD II-76MD	Russian Air Force Russian Air Force	OVB ph.	22jan15 2018	
00934	93794	CCCP-78808 EW-78808 EW-78808	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Trans Avia Export East Line	mfd LUX SHJ	31may89 18jun93 may98	

	EW-78808 EW-78808	II-76MD II-76TD	Trans Avia Export Trans Avia Export	MSQ MSQ	11may06 27aug07	converted to, see next line in basic Aeroflot c/s with blue fin, no titles; current in fleet list jan08; stored at MSQ, seen aug07/jul11; to be overhauled in Russia in 2012 and then to be delivered to the Chinese Air Force; photo MSQ 14nov12 and Staraya Russa jan13, bare metal, still with filled in tail turret
	78699(4)	II-76TD	Chinese Air Force	ZIA	29mar16	c/n from Russian sources; in bluish grey c/s with light grey undersides, military roundels and titles; l/n ZIA 01apr16; Chinese serial under sticker looks to end '9', see next line; see c/n 0073477323, 0083486582, 0093492763 and 1023498978
00934 93799	27609 20549 5A-DLL (2) 5A-DLL (2) 5A-DLL (2)	II-76TD II-76TD II-78 II-78 II-78	Chinese Air Force Chinese Air Force Libyan Arab Jamahiria AT Libyan Air Force	SHA d/d SVO ph.	reports 17sep16 31mar90 04apr05 jun16	see previous line; serial for delivery to China in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n CGK 12may20 line # 70-10; operated by the Libyan Air Force; f/n TIP apr01; l/n TIP 26jun04; titles not reported on either occasion; see c/n 093421612 in white c/s with green cheatline and fin; l/n MJI 02may10, complete with refuelling equipment refuelling equipment removed; in all-white c/s with 'LAAF' on the fin; the registration was removed from the fuselage, but remained on the wing; upper side of the wing; was stored at MJI, seen feb20/apr20; w/o 09may20 when the Air Force of the Libyan National Army of Field Marshal Khalifa Haftar attacked Mitiga airport (which was held by forces of the Government of National Accord) and the aircraft was hit and burnt out, only the tail remained
00934 93803 00934 93807	7T-WIB CCCP-78809	II-76MD II-76MD	Algerian Air Force Soviet AF/AFL c/s	d/d d/d	30jun89 31may89	line # 71-01; opb 374 Sqn; f/n SVO 1990; seen SXF 26sep91; l/n ZIA 20oct21 line # 71-02; delivered to Novgorod; rgd 30jan90; f/n in East Germany before 1990; l/n Werneuchen 21aug93 based at Novgorod mar97; soc and canx 16feb04 (paper exercise ?); l/n Staraya Russa mar12, still with Aeroflot titles
	RA-78809	II-76MD	Russian AF/AFL c/s	Maw	18jan94	in basic Aeroflot c/s, no titles; seen KLD 10jun18, with small registration at KLD; reg not visible, quoted from russianplanes.net; l/n OVB 10jul21 line # 71-03; delivered to Sheremetyevo; f/n SVO 16mar90; rgd 20nov90; l/n SVO 14aug92 based at Sheremetyevo mar97; l/n SVO 29jun04 in white c/s with grey undersides and blue cheatline, no titles c/n confirmed; opb oao sn FSB at SVO; in white c/s with grey undersides and blue cheatline, no titles; seen Staraya Russa 15oct10, undergoing rework, c/n given as such; l/n SVO mar21 line # 71-04; delivered to Ukurei; rgd 22oct91; no reports based at Orenburg mar97; seen Orenburg-2 (Southwest) 27aug03; seen Chelyabinsk-Shagol 08sep11, still with Aeroflot titles; l/n Tver mar12 titles not reported
00934 93810	RA-78809 RF-78809 CCCP-76800 RA-76800 RA-76800 RF-76325	II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Russian Air Force Russian Air Force KGB/Aeroflot c/s FSB/Aeroflot c/s FSB FSB	KLD d/d SVO SVO SVO	apr13 2018 09jun89 11apr94 18sep05 16mar06	in basic Aeroflot c/s, no titles and equipped with guns; l/n KHV 10jun22 line # 71-05; late d/d; delivered to Beryozovka and still based there by mar97 opb agbpdrlr 610 TsBPIPLS at Ivanovo-Severnoy; in white/grey c/s; seen Ivanovo-Severnoy 04aug01 and 06aug06; stored at Ivanovo-Severnoy, seen aug11/aug15; l/n Staraya Russa 22aug17 also carried code "45" red; opb agbpdrlr 610 TsBPIPLS at Ivanovo-Severnoy; in white/grey c/s with 'VKS Rossii' titles and Russian stars; h/o after modernisation by TANTK at Taganrog 06dec18; l/n OVB 14mar21 line # 71-06; delivered to Ukurei; rgd only 22oct91; no reports based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
00934 93814	CCCP-78810 RA-78810	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Ors	30jun89 21apr97	based at Orenburg mar97; seen Orenburg-2 (Southwest) 27aug03; seen Chelyabinsk-Shagol 08sep11, still with Aeroflot titles; l/n Tver mar12 titles not reported
00934 93818	RF-78810 "45" red "45" red RF-93952	II-76MD A-50 A-50	Russian Air Force Soviet AF/PVO Russian Air Force	ph. d/d Iva	09apr15 29sep90 26may99	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
00934 94823	CCCP-78811 RA-78811	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Spr	30jun89 15aug94	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
00934 94826	CCCP-78812 RA-78812 RF-94285	II-78 II-78 II-78	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Eng Eng	31aug89 30aug97 06mar15	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
00934 94830	CCCP-78813 RA-78813 RA-78813	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Orn KLD	31jul89 28mar94 24jun02	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
00934 94835	CCCP-76784	II-76TD	NPTs Informatika	mfd	30jun89	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
	LZ-INK	II-76TD	Metro Cargo	rgd	12jul90	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VVS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22 line # 72-02; delivered 31jul89 to 196 vtap at Tartu; rgd only 11dec89; f/n Alt Lönnewitz (Falkenberg) 11may93; l/n Gross Dölln (Templin) 08aug93 based at Tver mar97, operated by East Line; l/n DME 06jul98 with '224 LO' badge, no titles; l/n VKO 06aug23 line # 72-03; delivered 31jul89 to Novgorod; rgd 30jan90; f/n (former) East Germany 14aug91; l/n Grossenhain 22jun93 l/n Novgorod-Krechevitsy 20aug95; based at Novgorod mar97 carried a '224 LO' badge; l/n VKO 05nov23 line # 72-04; d/d 31aug89; soc 22dec89; on charge as of 01jan90; f/n DME 15mar90; l/n OST 20jul92 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles opb TAAG Angola; l/n OST 04mar93 in basic ex Aeroflot c/s with 'Northern-East Cargo' titles; l/n SXF 05apr95 in fleet list early 1995, leased from North-East Cargo l/n OST 25jul97 in fleet list 1998; l/n SHJ 14feb99
00934 94838	CCCP-78814 RA-78814 RA-78814 RF-94286	II-78 II-78 II-78 II-78	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	mfd Eng Rzd Rzd	30sep89 30aug97 09may10 19aug21	based at Orenburg mar97; seen Orenburg-2 (Southwest) 29aug04; l/n CKL may11 in basic Aeroflot c/s, no titles; l/n KBL 25aug21 line # 71-07; d/d 31aug89 to Engels; f/n spring 1996 opb 230 apsz at Engels; l/n Ryazan-Dyagilevo aug13 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "81" blue; l/n Engels 23dec20 line # 71-08; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports based at Orenburg by mar97; l/n Orenburg-2 29aug97 in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Orenburg' aug00; opb 117 vtap at Orenburg from 2014; l/n apr16 opb 117 vtap at Orenburg; named 'Orenburg'; initially in basic Aeroflot c/s with 'VVS Rossii' titles and Russian stars; seen as such over Moscow 07/09may16; later with Russian flag on fin and without titles; f/n as such OVB 30jul16; seen in water-bomber configuration Ivanovo-Severnoy 19aug17; l/n CKL 2020 line # 71-09; d/d 28jul89 and rgd 10aug89; f/n SVO 06dec89 in Aeroflot c/s; trf 01jan90 to the Myasishchev OKB's flying division; canx 07jul90 f/n LGW 24aug90; named 'Lugano'; crashed whilst trying to make an off field landing after running out of fuel and failing to locate the runway at Bakhtar, Iran, 24may91 in below minima weather conditions; t/t 1,099 hours 20 minutes and 353 cycles line # 71-10; d/d 30sep89 to Engels; f/n DME 22feb92; l/n Engels 13aug96 based at Engels mar97; opb 203 opasz at Ryazan; l/n Ryazan-Dyagilevo 29aug07 in basic Aeroflot c/s, no titles; l/n OVB 29sep18 in white c/s with grey undersides, Russian stars and 'VKS Rossii' on tail, also wearing "85" blue; l/n over Moscow 07may22 line # 72-01; delivered to Novgorod; rgd 30jan90; f/n in East Germany 12feb90; l/n Brandis 25may92 based at Novgorod mar97; soc 16feb04 (paper exercise ?); l/n CKL 11aug08 in basic Aeroflot c/s, no titles; l/n PKV 13jun13 in basic Aeroflot c/s, no titles and equipped with guns; l/n Kubinka 26may18; seen KIH 26nov18 with guns removed; l/n Minsk-Machulishchi jan22

	RA-78825	Il-76MDK-2	Russian AF/AFL c/s	CKL	29may99	opb 70 oitap on / Space Training Centre at Chkalovski; partly scrubbed-out 'Tubelair' titles (in Arabic on left-hand side and in English on right-hand side) still visible by 1999; l/n CKL 17aug09; t/t 1,600 hours and 828 cycles by 09jul10; see next line
	RF-75353	Il-76MDK-2	Roscosmos	CKL	02apr13	already in Rosmushchestvo (State Property Agency) listing 2010; seen in full colours with additional 'Cosmonaut Training Center'/'Sentr podgotovki kosmonavtov' titles on the forward fuselage; l/n LED 10sep22
00934	95874	CCCP-76802	Il-76MD	MVD/Aeroflot c/s	d/d	27sep89
	RA-76802	Il-76MD	MVD/Aeroflot c/s	trf		1992
	RF-76802	Il-76MD	Russian MVD/VV	rgd		2006 ?
	RF-76802	Il-76MD	Rosgvardiya	trf		05apr16
00934	95880	CCCP-78822	Il-78M	Soviet AF/AFL c/s	mfd	27dec89
	RF-94287	Il-78M	Russian Air Force	Rzd		aug13
00934	95883	CCCP-78819	Il-76MD	Soviet AF/AFL c/s	mfd	29sep89
	EW-78819	Il-76MD	Trans Avia Export	OST		25aug93
	EW-78819	Il-76MD	East Line	DME		29jun98
	EW-78819	Il-76MD	Trans Avia Export	Mma		17jun00
	RA-78819	Il-76MD	not known	rgd		early01
	EW-78819	Il-76MD	East Line	DME		05jun02
	EW-78819	Il-76MD	Dobrolet	VKO		01aug02
	EW-78819	Il-76TD	Tesis	MSQ		24feb05
	EW-78819	Il-76TD	Trans Avia Export	MSQ		20may05
	EW-355TH	Il-76TD	Ruby Star	trf		may13
	EW-355TH	Il-76TD	United Nations/WFP	MSQ		09mar14
	EW-355TH	Il-76TD	Trans Avia Export	MSQ		30jun14
	EW-355TH	Il-76TD	United Nations	MSQ		21jul17
	EW-355TH	Il-76TD	Trans Avia Export	MSQ		30oct19
	EW-355TH	Il-76TD	United Nations/WFP	MSQ		19may21
00934	95886	YI-ANM	Il-76MD	Iraqi Airways	d/d	26feb90
00934	96892	K3077	Il-76MD	Indian Air Force	d/d	30sep89
00934	96894	YI-ANN	Il-76MD	Iraqi Air Force	d/d	02mar90
00934	96899	"50" red	A-50	Soviet AF/PVO	d/d	28dec91
	"50" red	A-50	Russian Air Force	Iva		26may99
	RF-50601	A-50	Russian Air Force	SVX		07oct12
00934	96903	CCCP-76790	Il-76MD	MOM KB Gos. IASS	d/d	29dec89
	RA-76790	Il-76MD	SP Air	AMS		08apr92
	RA-76790	Il-76MD	SP Air	AMS		26jul94
	RA-76790	Il-76TD	Rus	ZIA		18aug00
	EX-54001	Il-76TD	Rus c/s	SVX		28oct09
	EX-76002	Il-76TD	Click Airways	rgd		12dec12
	78698(1)	Il-76TD	Chinese Air Force	no		reports
	27607	Il-76TD	Chinese Air Force	ZIA		02feb15
	20545	Il-76TD	Chinese Air Force			12nov15
00934	96907	CCCP-78820	Il-76MD	Soviet AF/AFL c/s	d/d	31oct89
	RA-78820	Il-76MD	Atlant	rgd		29jun92
	UR-78820	Il-76MD	Ukraine Air Force	rgd		26jan93
	78820	Il-76MD	Ukraine Air Force	Mtp		27may02
	RA-78820	Il-76MD	Atlant-Soyuz			
	78820	Il-76MD	Ukraine Air Force	KBP		31aug06
00934	96912	K3078	Il-76MD	Indian Air Force	d/d	30aug89
00934	96914	CCCP-78821	Il-76MD	Soviet AF/AFL c/s	d/d	31oct89
	78821	Il-76MD	Aeroflot c/s, n/t	Mtp		14sep96
	78821	Il-76MD	Eco PATROL	Mtp		06may98
	UR-78821	Il-76MD	Dart	OST		12jan01
10034	96918	CCCP-78823	Il-78M	Soviet AF/AFL c/s	mfd	29apr90
	CCCP-78823	Il-78M	Russian AF/AFL c/s	trf		1992
	RF-94288	Il-78M	Russian Air Force	Rzd		feb15
00934	96923	CCCP-76786	Il-76TD	AFL/Domodedovo	mfd	17nov89
	RA-76786	Il-76TD	Pacific Express	SIN		23sep92
	RA-76786	Il-76TD	Domodedovo Air.	trf		25jul94
	RA-76786	Il-76TD	East Line	DME		07jul98
	RA-76786	Il-76TD	Domodedovo Air.	TSN		21apr99
	RA-76786	Il-76TD	East Line	rgd		05may00
	RA-76786	Il-76TD	Airstars	DME		21aug01
	RA-76786	Il-76TD	East Line	rgd		13feb03
	RA-76786	Il-76TD	Russian Sky	DME		25jun05
	UP-17636	Il-76TD	Russian Sky c/s	SHJ		23sep09
00934	97927	CCCP-76803	Il-76MD	MVD/Aeroflot c/s	d/d	22nov89
	RA-76803	Il-76MD	MVD/Aeroflot c/s	trf		1992
	RF-76803	Il-76MD	Russian MVD/VV	rgd		11may06
	RF-76803	Il-76MD	Rosgvardiya	trf		05apr16
00934	97931	CCCP-76804	Il-76MD	MVD/Aeroflot c/s	d/d	30nov89
	RA-76804	Il-76MD	MVD/Aeroflot c/s	trf		1992
	RF-76804	Il-76MD	Russian MVD/VV	rgd		11may06
	RA-76804	Il-76MD	Russian MVD/VV	GOJ		13sep06
00934	97936	RF-76804	Il-76MD	Rosgvardiya	trf	05apr16
	CCCP-76791	Il-76TD	AFL/Privolzhsk-KUF	mfd		28dec89
	RA-76791	Il-76TD	Aeroflot	KUF		25apr93
	RA-76791	Il-76TD	Samara Airlines	DME		may95
	RA-76791	Il-76TD	Tesis	trf		05apr96
	EP-TPU (2)	Il-76TD	Payam Air	rgd		01mar00
	RA-76846	Il-76TD	Aviacon Zitotrans	SVX		19may09
	RA-76846	Il-76TD	United Nations	FIH		21dec16
	RA-76846	Il-76TD	Aviacon Zitotrans	KGP		30mar17
00934	97940	"53" (red)	A-50	Soviet AF/PVO		
00934	97942	CCCP-76792	Il-76TD	AFL/Krasnoyarsk-KJA	mfd	20dec89
	RA-76792	Il-76TD	Aeroflot	LUX		04dec92
	RA-76792	Il-76TD	KrasAir	trf		05apr94
	RA-76792	Il-76TD	Remex	trf		05apr96
	RA-76792	Il-76TD	KrasAir	DME		04oct99

	RA-76792	II-76TD	Saturn	ZIA	16aug07	flying test-bed for the modernised D-30KP-3 'Burlak' engine; seen ZIA aug07/aug09, stored; canx before nov09; l/n ZIA 29aug19
10034 97947	CCCP-78824	II-78M	Soviet AF/AFL c/s	mfd	29apr90	line # 74-07; d/d 29apr90 to Engels; f/n Engels 13aug96; Engels based mar97; l/n Ryazan-Dyagilevo 29aug07
	RA-78824 RF-94289	II-78M II-78M	Russian Air Force Russian Air Force	Rzd ph.	27jan11 05may21	freshly painted, no titles; l/n OVB 06apr17 overhead Moscow; also carried code "84" blue; opb agob 6950 AvB at Ryazan-Dyagilevo; in white c/s with grey undersides, with 'VKS Rossi' titles and Russian stars; l/n Kubinka 19aug22
00934 98951	CCCP-76793 CCCP-76793 CCCP-76793 UK-76793	II-76TD II-76TD II-76TD II-76TD	AFL/Uzbekistan-TAS Metro Cargo Aeroflot Uzbekistan Airways	mfd ZRH SXF STN	30dec89 07nov90 19aug91 12aug93	line # 74-08; d/d 30dec89; toc 09jan90; rgd 30jan90 named 'Bellinzona' after a town in Switzerland; l/n OST 21jun91 in standard 'blue' c/s; still with the prefix 'CCCP-' 14apr93 repainted in full c/s with 'Uzbekistan' titles; f/n as such SHJ 31mar97; repainted in the new c/s; f/n as such STN 15feb02; new CoFR issued 25jun03; l/n without additional titles SAW 16jul05; seen DXB 16/17dec05 with additional 'Qanot Sharq' titles; offered for sale 27feb07 with t/t 9,013 hours and 2,772 cycles; seen TAS 07oct08, with engine No. 3 missing; sat wfu at TAS, seen aug13/dec23; offered for sale again jan16/may21; still current on register 27aug19; to be scrapped if not sold by 01jul22 line # 74-09; d/d 30dec89; toc 09jan90; rgd 30jan90; in standard 'blue' c/s; f/n SVO 12jul90; l/n TAS 15apr92
00934 98954	CCCP-76794 CCCP-76794 UK-76794 UK-76794	II-76TD II-76TD II-76TD II-76TD	AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways East Line Uzbekistan Airways	mfd SHJ DME TAS	30dec89 05mar95 04oct99 24jan03	damaged during an emergency landing at Peshawar 21apr93; repaired last overhaul completed 30nov94; repainted in full c/s with 'Uzbekistan' titles; f/n as such OST 28aug96; l/n TAS 31jul99 new CoFR issued 25jun03; in fleet lists oct00/dec07 as stored; sat wfu at TAS, seen jan03/may22, in ever more fading colours; offered for sale many times between 22dec05 and 10may21, with t/t 4,090 hours and 1,525 cycles; still current on register 27aug19; to be scrapped if not sold by 01jul22; still present without titles and registration 10sep23
00934 98959	"30" blue "30" blue RF-94269	II-78M II-78M II-78M	Soviet Air Force Russian Air Force Russian Air Force	mfd CKL	31jul90 09may95 11mar14	line # 74-10; d/d 31jul90 to Engels; code from official list overhead Moscow; based at Engels mar97; opb 203 oapzs at Ryazan; l/n PEE sep13 in white c/s with grey undersides, Russian stars and 'VVS Rossi' on tail, also wearing "30" blue; l/n Tambov 25may19
00934 98962	CCCP-76795 RA-76795 EX-035	II-76TD II-76TD II-76TD	AFL/Internat.-SVO Aeroflot Rus. Al Kyrgyzstan	mfd LUX SHJ	30dec89 20nov92 21sep04	line # 75-01; d/d 30dec89; toc 09feb90; rgd 16feb90; f/n SXF 18feb90; l/n SVO 11sep92 with grey tail; l/n SVO 08jul04, stored; soc and canx 10aug04 as to Kyrgyzstan c/n confirmed; in basic ex Aeroflot c/s with grey tail and small titles only; reported opb Click Airways jun06/jan07; in Click Airways fleet list 23jan08; l/n SHJ 17oct09, still with small Kyrgyzstan titles; seen SHJ 07jul12 with serial now on the side of the fuselage; seen OSS 07nov12; l/n OSS 30oct17/12nov22 line # 75-02; d/d 30dec89; rgd 12apr90; on charge as of 01jul90; f/n HAM 29jan91; l/n LUX 24nov92
00934 98967	CCCP-76752 RA-76752 RA-76752 RA-76752 RA-76752 RA-76752	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Krasnoyarsk-KJA Aeroflot SALPA Air Trp Rus. UNHCR Aeroflot c/s, n/t KrasAir	mfd LUX SHJ SHJ LUX DME	30dec89 25jan93 may93 nov94 29may95 28aug95	w/o 05apr96 on a flight from Novosibirsk to Petropavlovsk-Kamchatski (with the max. allowed take-off weight exceeded by 17 tonnes) when the flight computer was programmed with wrong navigation data so that the aircraft deviated from the prescribed flight path on approach (which was noticed neither by the crew nor by ATC), while descending in clouds the aircraft crashed at a height of 900 metres into the slope of a mountain (1,190 metres) 40 km from the airport, all 9 crew and 11 passengers killed; t/t 7,172 hours and 2,085 cycles; soc 09dec97
00934 98971	CCCP-76782 CCCP-76782 CCCP-76782 CCCP-76782 UK-76782 UK-76782 9Q-CLF UK-76782	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Uzbekistan-TAS Metro Cargo Aeroflot SALPA Air Trp Rus. Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways	mfd STN FRA TAS SHJ TAS no rgd	31jan90 22dec90 23sep91 mar93 mar94 08may95 reports 24oct95	line # 75-03; d/d 31jan90; rgd 26mar90; f/n HEL 14nov90 and AMS 28jan91 named 'Gottardo'; l/n OST 30may91 leased from Uzbekistan Airways; in basic Aeroflot c/s with blue titles; l/n SHJ 16may93 in basic Aeroflot c/s, with 'Uzbekistan' titles in basic Aeroflot c/s, no titles given in Uzbekistan Register (circa oct03) as ex registration, prior to the rgd below f/n OST 07feb96; l/n TAS 10apr02; carried additional 'East-Line' titles jan/nov98; still in fleet list jan03; last overhaul completed in 2004; offered for sale 22dec05 with t/t 7,181 hours and 1,785 cycles; l/n TAS 12oct13
	78690	II-76TD		ZIA	21oct14	c/n confirmed; in ex Uzbekistan Airways c/s, without titles and and logo, small Russian flag behind the cockpit; underwent rework at 123 ARZ; line number only mentioned in an insurance document by sep15 with owner given as Ilyushin for 3 flights on the route Staraya Russa-Zhukovskiy-Urumqi-Dangyang, version given as such
	27610	II-76TD	Chinese Air Force		sep15	details from russianplanes.net; reported at 123 ARZ; f/n ZIA 27nov15; in bluish grey c/s with light grey undersides, military roundels and titles, red code; photo Zhukovskiy 03dec15 shows '78690' on the tail with '27610' underneath; serial for delivery to China
00934 98974	20547 CCCP-76783 RA-76783 RA-76783 RA-76783	II-76TD II-76TD II-76TD II-76TD II-76TD	Chinese Air Force AFL/Ulyanovsk HFS Aeroflot Volga-Dnepr Aviacon Zitotrans	NAY mfd OST MST RKT	24nov17 28feb90 29may93 17oct96 04apr98	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Kubinka 27aug18 line # 75-04; d/d 28feb90; toc 23mar90; rgd 26apr90; l/n STN 22feb92; l/n EVN mar93 seen STR 24sep94; damaged 31oct95 when overran the runway at Rostov-na-Donu, repaired in white c/s with light grey belly and engines, no titles; l/n RKT 17nov97 leased from the Ulyanovsk Higher Aviation School of Civil Aviation; in white c/s with light grey belly and engines, with titles; l/n JNB 01feb99
	RA-76783	II-76TD	Atlant-Soyuz	OST	04dec99	in white c/s with light grey belly and engines; initially no titles; l/n a such OST 16dec99; received titles plus a logo on the fin; f/n as such ULV 15aug01; rgd 24jul08 to the Russian Federation, still on charge of the Ulyanovsk Higher Aviation School of Civil Aviation; l/n FJR 25nov08
	RA-76783 RA-76783	II-76TD II-76TD	Russkoye Nebo United Nations	no KRT	reports 06jan09	excluded from the operator's certificate 16jun10 operated by Russkoye Nebo for the UN in Sudan 05nov08/15dec10; in full all-white UN c/s; l/n SHJ 13aug10
	EK-76783	II-76TD	Veteran	rgd	unknown	reported on Ilyushin.org 07feb11; registration without hyphen; in white c/s with grey engines, no titles; f/n SHJ 22feb11; l/n FJR feb15
	UR-COE	II-76TD	Yevropa Air	rgd	20oct15	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; seen SHJ 08aug16; canx 03dec18; stored at FJR; AOC suspended 27jul19; l/n 21jan20; Fly Sky Airlines made an application 19dec19 to restore the aircraft to the register and was due for examination at FJR by the Ukrainians 13feb20
	UR-COE UR-FSA	II-76TD II-76TD	Fly Sky Airlines Fly Sky Airlines	rgd rgd	24feb20 03nov20	to Aganya Holdings of the UAE; canx between 02nov20 and 07nov20 to Aganya Holdings of the UAE; in white c/s with grey engines, no titles; f/n HLP 14dec20; current on the register 13aug22; l/n FJR 10sep22; last tracked flight 22sep23 to UAE
10234 98978	EZ-F421	II-76TD	Turkmenistan Al	mfd	29dec92	line # 75-05; d/d 29dec92; f/n SVO 28aug93; l/n operational AUH 25jan98; not in 2001 fleet and seen stored ASB apr02/oct09 in an ever-deteriorating condition; advertised for sale 14oct12 with t/t 3,925 hours; l/n OSS 03aug15, still in old c/s, stored
	78699(5)	II-76TD		ZIA	19may16	in very faded Turkmenistan Al c/s; line number only mentioned in an insurance document by sep16 with owner given as Ilyushin for 4 test flights and flights on the route Zhukovskiy-Urumqi-Dangyang, version given as such; see c/n 0073477323, 0083486582, 0093492763 and 0093493794
	78699(5)	II-76TD	Chinese Air Force		dec16	c/n from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles with small Russian flag behind the cockpit; see next line; delivered to China mar17
	78612	II-76TD			dec16	details from russianplanes.net, at 123-ARZ; perhaps a combination of two serials, serial for delivery to China as 27612 ?
00934 99982	not known CCCP-76822	II-76TD II-76MD	Chinese Air Force MAP Ilyushin OKB	d/d	28feb90	line # 75-06; rgd 04may90; delivered to Zhukovskiy; built without tail gunner's station; f/n LEH jun90, in Aeroflot c/s and titles
	CCCP-76822 CCCP-76822 CCCP-76822	II-76MD II-76MD II-76MD	Air Moravia Aeroflot Pacific Express	PRG ZIA LTN	17dec91 10jun92 12dec92	extinguished a fire in Yerevan 09apr/10apr92 l/n ADL 23jan93
	RA-76822 RA-76822 RA-76822 RA-76822	II-76MD II-76MD II-76MD II-76TD	Pacific Express Aeroflot c/s, n/t Ilavia Ilyushin OKB	FRA LBG LUX ZIA	29jun93 19jun95 13dec95 17aug99	l/n ZIA 22aug95 in full c/s with version painted as such seen with 'AK im. Ilyushina' (Ilyushin Aircraft Complex) titles; seen ZIA 21aug00 with small additional 'Abakan Avia' titles; CoFR renewals 08dec00 and 02aug01 with operator given as Titan Aero; seen ZIA 18aug01 with 'Atlant-Soyuz/Aviakompaniya Pravitelstva Mosvky' titles was rgd 29jul03 to Ilavia; l/n ZIA 23aug03 l/n Keckskemet nov03; soc and canx 17mar04 as sold to Serbia
	RA-76822 RA-76822 RA-76822 YU-AMI	II-76TD II-76TD II-76TD II-76TD	Titan Aero Tesis Kosmas Air Cargo Kosmas Air Cargo	VMO DME BEG rgd	06may03 04oct03 05apr04 apr04	f/n ZAG may04; l/n KWI 19may08; mentioned in technical inspection document feb08 as RA-76822 and operator given as Volga-Dnepr
	RA-76822 4K-AZ60	II-76TD II-76TD	Kosmas Air Cargo Silk Way Airlines	Tis res	aug08 2010	l/n ROV 31oct10 registration was worn by An-12BP c/n 5343510 until mid 2008; registration mentioned in Euro Control documents 10dec10; f/n GYD 14feb11 in white c/s, grey undersides with small blue cheatlines and engines; l/n GYD nov13; seen ALA 13mar14 in full blue c/s; l/n LED 28dec21
00934 99986	RA-76822 CCCP-78836 EW-78836	II-76TD II-76MD II-76MD	Sky Gates Airlines Soviet AF/AFL c/s Trans Avia Export	rgd d/d OST	22sep22 31may90 21sep93	f/n ULY 07dec22; in basic ex Silk Way c/s, no titles; flew ULY-17/nov23 according to flight trackers line # 75-07; delivered to Vitebsk; rgd 20aug90; f/n CGN 25feb91; l/n BLQ sep91 based at Minsk-Machulishchi by mar97; l/n Minsk-Machulishchi 17jun00; still in fleet list 01sep03; stored at Balbasovo
	EW-78836	II-76TD	Aviacon Zitotrans	trf	early12	f/n SAW 07jan14; in all-white c/s, n/t; later reported operating for Ruby Star; reported to use the HEX code relating to YL-LAL c/n 0013433984, which was used for spares in Russia and later broken up, suggesting some parts may have been swapped
	EW-78836 RA-76834(2)	II-76TD II-76TD	Ruby Star n/t Aviacon Zitotrans	SXF MSQ	15mar14 29may15	in all-white c/s with Belarus flag; operating 'RSB' flights; l/n TMP 30apr15 all-white c/s, no titles; still with EW-78836 on the tail; rgd 02jun15; seen VKO 18jun15, without the EW-registration on the tail; l/n ZIA 24dec15; current on register apr16; see c/n 1023409319

	RA-76834(2)	II-76TD	Abakan Avia	ZIA	aug16	all-white c/s, no titles; operator from russianplanes.net; opf United Nations at Jimma (UNO 080H); I/n ZIA 18dec19
10034 99991	CCCP-78826 EW-78826 EW-78826	II-76MD II-76MD II-76TD	Soviet AF/AFL c/s Trans Avia Export East Line	mfd OST DME	28feb90 15oct93 29jun98	line # 75-08; d/d 28feb90 to Vitebsk; rgd 27jun90; f/n Eberswalde-Finow 28nov90; I/n PEK nov91 photo IST 1995, with version painted as just 'II-76'; based at Machulishchi by mar97 CoFR issued 14mar97 to ?; in basic Trans Avia Export c/s with Russian flag and version painted as such; I/n DME 03sep00; retains tail turret
	EW-78826	II-76TD	Ilavia	DME	13aug01	leased from Trans Avia Export 09nov00; in basic Trans Avia Export c/s with small titles; I/n ZIA 17aug01; still in Trans Avia Export fleet list 01sep03, see below
	EW-78826 EW-78826 EW-78826 EW-78826	II-76TD II-76TD II-76TD II-76TD	Dobrolet Tobrolet East Line Trans Avia Export	MSQ IKT MSQ FRA	17aug03 04jul04 24feb05 20sep06	leased from Trans Avia Export 29mar02/29mar03; I/n TSN 20may04 leased to East Line 09sep04/31dec05 in basic Trans Avia Export c/s, no titles; I/n FRA 06aug06 with titles again; I/n FRA 15dec06; dbr 09mar07 on a flight from Entebbe to Mogadishu with armoured fighting vehicles for Ugandan peacekeepers on board when was hit on final approach to Mogadishu (at an altitude of some 120-150 metres) by a projectile from an RPG fired by Islamic rebels from a small boat, the projectile hit the fuselage near the left main landing gear and caused a fire, the aircraft managed to land safely and all 9 crew and 6 passengers escaped unhurt; cannibalised engines and other useful parts were to be flown out by II-76TD EW-78849 23mar07 which was itself shot down; the wreck was still present may12, but no longer visible on Google Earth by nov12
10034 99994	CCCP-76796 RA-76796 RA-76796 RA-76796	II-76TD II-76TD II-76TD II-76TD	AFL/Magadan-GDX Aeroflot Magadan Cargo Al East Line	d/d OST trf DME	28mar90 21jun94 30mar95 05aug96	line # 75-09; rgd 24may90; on charge as of 01jul90; I/n DME 21mar93 I/n OST 02aug94, opb ALAK CoFR renewal 05jul96
	EP-ALI	II-76TD	Atlas Air	rgd	01jan99	leased from Magadan Cargo Airlines, in basic Aeroflot c/s with East Line titles and green logo; I/n SHJ 29nov97; soc 14jan99 and canx 22feb99 as to Kazakhstan, see below
	9L-LCY UN-76009 UN-76009 ST-WTB	II-76TD II-76TD II-76TD II-76TD	Aerolift GST Aero GST Aero Ababeel Aviation	rgd SHJ DXB KRT	18dec01 08oct04 26nov05 25nov06	f/n OST 27feb99; in white c/s with grey undersides; I/n FJR 19may01; probably one of four aircraft 'hijacked' 19jun01 and landed in Taraz (Kazakhstan) on a flight from Tehran to Bishkek, due to a financial dispute between Atlas Air and its trading partners; owner given as Gulf Sands, UAE f/n CPT oct02, in all-white c/s with grey undersides, no titles; I/n SHJ 25jul04 all-white c/s with grey undersides, no titles; I/n SHJ 18aug05; c/n confirmed and -76796 just visible all-white c/s with grey undersides and titles; I/n SHJ 14jan06 in all-white c/s with grey undersides, initially no titles; I/n as such SHJ 02feb07; seen SHJ 18mar07 with titles; I/n KRT 09jan08; in Alfa Airlines fleet by 2008, the new trading name of Ababeel Aviation; still had '76009' on top of wings Jun98; underwent a 3-month overhaul at Sharjah until 11jun08, reportedly equipped with engines which had been repaired by the unlicensed workshop at Sharjah; w/o 30jun08 on a flight from Khartoum to Juba with a take-off weight of 187 t when engines # 1 and 2 failed on take-off, as it was too late to abort the aircraft lifted off but stalled, collided with a high-voltage power-line 1.5 km from the airport and came down on the National Green Square, all 4 crew killed
10034 99997	CCCP-78827 EW-78827	II-76MD II-76TD	Soviet AF/AFL c/s Trans Avia Export	mfd VTB	31mar90 05oct95	line # 75-10; opb 339 vtap at Vitebsk; rgd 27jun90; f/n in former East Germany 26apr91 was already an II-76TD when trf by the Belarussian Air Force to Trans Avia Export in 1995; based at Machulishchi by mar97; type painted on as just 'II-76'; I/n BUD 22dec97
	EW-78827	II-76TD	Atlant-Soyuz	STN	19mar98	still retained the tail turret; version painted on as 'II-76TD', photo proof as such at SHJ 02jul98; in Russian register feb01 with the rgd 24jan96, owned by Belarus; still in the Trans Avia Export fleet list 01sep03; I/n MSQ 20may05
	EW-78827	II-76TD	Trans Avia Export	MSQ	30may06	initially in basic 'blue' Aeroflot c/s with white fin, no titles; stored at MSQ, seen aug07/feb13; overhauled and repainted in white c/s with light grey belly and engines, no titles; I/n as such MSQ 12oct15
	UR-CIB	II-76TD	ZetAvia	rgd	29jan16	to Technoline FZC of Sharjah, UAE; in white c/s with light grey belly and engines, initially no titles; ferried MSQ-FJR 10feb16; reported in a ground log at FJR 02jun16; involved in an incident 17sep16 on a flight from Dubai to Kandahar when engine No. 2 failed and was shut down, prompting a return landing back at Dubai; received the URL 'www.zetavia.net'; f/n as such CTU 29may20; new CoFR issued 16dec20; rgd to Astra Way FZC of the UAE 19may21; I/n EIN 08jun22; canx between 23nov22 and 16feb23
	EX-76009	II-76TD	New Way Cargo	rgd	11jan23	f/n SHJ 30jan23, in all white c/s with grey undersides, no titles; I/n TAS 11mar23; canx between 05sep23 and 26sep23
10034 01004	CCCP-78828 EW-78828 EW-78828 EW-78828 RA-78828	II-76MD II-76MD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Trans Avia Export Airvita Trans Avia Export Krylo	d/d OST SVO DME rgd	31mar90 16nov94 1998 nov98 30jun00	line # 76-01; delivered to Vitebsk; rgd 27jun90; f/n Eberswalde-Finow 16nov90 based at Machulishchi mar97 photo; in basic ex Trans Avia Export c/s with titles, tail logo and small Russian flag; tail turret removed I/n OST 07apr00 f/n GMP 04nov00; in basic ex Trans Avia Export c/s with titles and tail logo; leased from Trans Avia Export 25aug99/31mar03 and still in their fleet list 31oct03; I/n DME 16nov03; canx 01apr04 as returned to Belarus
	RA-78828 EW-78828 RA-76502(3)	II-76TD II-76TD II-76TD	Trans Avia Export Trans Avia Export Aviacon Zitotrans	MSQ MSQ MSQ	20may05 12may08 02jul11	I/n MSQ aug07, blue cheatline, blue tail and no titles, stored I/n MSQ may10, blue cheatline, blue tail and no titles, stored in all-white c/s with titles; titles removed by 15nov17 and tail logo removed by 16jun22; I/n ALA 02dec23; see c/n 063407206 and 0083483502
10134 01006	CCCP-78829 RA-78829 RA-78829	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	d/d Spr SVX	28feb91 16jul94 19aug99	line # 76-02; delivered to Ukurei; f/n KBL 26sep91; rgd only 22oct91 based at Orenburg by mar97; I/n Orenburg-2 (Southwest) 29aug97 canx 13jul01 but obviously restored; seen CKL 23jul07 with '224 LO' badge; opb 708 vtap at Taganrog-Tsentralny by sep11; in basic Aeroflot c/s, no titles; I/n as such Taganrog-Tsentralny 06oct11 in basic Aeroflot c/s, no titles; I/n SVO sep23
10034 01010	RF-76327 CCCP-78830 RA-78830 RA-78830	II-76MD II-76MD II-76MD II-76MD	FSB Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	DME mfd MST AER	27nov11 01dec90 22aug94 25jan14	line # 76-03; delivered 28dec90 to Ukurei; rgd 22oct91; no reports opb 223 LO at Chkalovskii; I/n Staraya Russa 11jun13, still with 'Aeroflot' titles, undergoing rework in basic Aeroflot c/s, no titles; I/n Rostov-na-Donu-Tsentralny 2021
10334 01015	UN-76384 UN-76384 UP-17615	II-76TD II-76TD II-76TD	Tesis Sayakhat Sayakhat	URC OST BST	25sep99 15oct00 18may09	line # 76-04; d/d 30apr93 to Almaty, explaining the out-of-sequence year in the c/n; rgd 22sep93; f/n FRA 13oct93; initially with a small 'Aeroflot' logo under the cheatline on the fuselage; I/n OST 01jun98 leased from Sayakhat; I/n as such OST 24oct99 I/n operational OSR 13apr05; stored at ALA, seen feb08/nov08
	no reg 76384	II-76TD-90 II-76TD-90	primer CEIBA Cargo	ph. ph.	aug14 23apr15 ?	recently repainted; I/n DMB 29jul10; current on register by late 2011; ferried from Kazakhstan to TAPO in summer 2012 to be converted by TAPO into an II-76TD-90 for Equatorial Guinea inside assembly hall at Tashkent-Tuzel aug14, with engines installed at Tashkent-Tuzel being towed to the airfield, in all-white c/s with coat-of-arms of Equatorial Guinea on the fin and small operated by 'SHAR inc ltd' titles, RA- prefix visible, but taped over; named 'Monte-Bata'; I/n Tashkent-Tuzel 10may15
	RA-76384	II-76TD-90	CEIBA Cargo	rgd	23jul15	f/n SSG 29sep15; in all-white c/s with coat-of-arms of Equatorial Guinea on the fin and small operated by 'SHAR inc ltd' titles; named 'Monte-Bata'; I/n GVA 25jun16; canx between 16oct18 and 23nov18
	UP-17655	II-76TD-90	Sigma Airlines	VLC	16oct19	already reported by Al Jazeera as operating from Al-Jafra 12/19apr19 and Bnina 02may19; c/n from Ilyushin.org website; in all-white c/s with Sigma Airlines titles and additional 'EGR Cargo' titles; still named 'Monte Bata'
	EW-550TH	II-76TD-90	Ruby Star	MSQ	12may21	still with additional 'EGR Cargo' titles still in all-white c/s with coat-of-arms of Equatorial Guinea on the fin; I/n CTU 16dec21
10034 01017	3C-MAF CCCP-78831	II-76TD-90 II-76MD	EGR Cargo Soviet AF/AFL c/s	TUN mfd	21may22 31aug90	in-all white c/s with coat-of-arms of Equatorial Guinea on the fin; I/n SSG feb23 line # 76-05; delivered 31aug90 to Novgorod; rgd 25feb91; f/n LED 16apr92; I/n Gross Dölln (Templin) 14feb93
10034 01024	RA-78831 RA-78831 "01" red	II-76MD II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force Soviet Air Force	Nvk VKO d/d	07jul94 04oct00 01apr90	based at Novgorod mar97; I/n DME 19sep99, '224 LO' badge seen DME 24aug03, '224 LO' badge, no titles; I/n PEK 19oct23 line # 76-06; opb 610 TsBP I PLS VTA at Ivanovo; registration given as 78837 in Ilyushin OKB document; f/n Zerbst 11may91; used call-sign '78837'; I/n Scampton 20sep91 opb 610 TsBP I PLS VTA at Ivanovo; named 'Marshal Aviatssii Skripko' 01jun00 after the 1st VTA commander; I/n AAQ 04sep12
	RF-78837	II-76MD	Russian Air Force	PKV	15apr16	opb 610 TsBP I PLS VTA at Ivanovo; in basic Aeroflot c/s, no titles; named 'Marshal Aviatssii Skripko'; already seen under overhaul with 123 ARZ nov15; I/n ZIA 22jul17; modernised by the Ilyushin OKB outlet at Zhukovskii to an II-76MD-M in 2018
	RF-78837	II-76MD-M	Russian Air Force	ZIA	jan19	now without turret and guns; opb 610 TsBP I PLS VTA at Ivanovo; in basic Aeroflot c/s, no titles; named 'Marshal Aviatssii Skripko'; h/o and ferried from ZIA to Ivanovo-Severnny 30may19; I/n SVX Jun21
10034 01025	CCCP-78833 RA-78833	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	d/d Maw	29apr90 25may93	line # 76-07; delivered to Novgorod; rgd 20aug90; f/n in (former) East Germany 15may91 I/n DME 21may96; opb 196 vtap; based at Pskov mar97; soc and canx 16feb04 (paper exercise ?); seen CKL 20aug07, in Aeroflot c/s, no titles; I/n Pskov mar10
10034 01032	RF-78833 CCCP-78834 RA-78834 RA-78834 RF-78834	II-76MD II-76MD II-76MD II-76MD II-76MD	Russian Air Force Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Russian Air Force	OVB mfd Nvk VKO Rzd	mar17 29apr90 23oct94 17jun99 sep16	in basic Aeroflot c/s, no titles; I/n PEK 16dec23 line # 76-08; delivered 29apr90 to Novgorod; rgd 20aug90; f/n CGN 12mar91; I/n Wittstock 18may94 based at Novgorod mar97; I/n Novgorod-Krechevitsy 07aug99 no titles, but '224 LO' badge; I/n Chelyabinsk-Shagol 21feb13
10034 02033	CCCP-78835 RA-78835	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Grd	25may90 01apr94	in basic Aeroflot c/s, no titles; I/n OVB 24jun22 line # 76-09; delivered 25may90 to 196 vtap at Tartu; f/n Eberswalde-Finow 10dec90; rgd only 25feb91 based at Tver mar97
10034 02040	RA-78835 "31" blue "31" blue	II-76MD II-78M II-78M	Russian AF/AFL c/s Soviet Air Force Russian Air Force	VKO mfd Eng	19aug99 31aug90 13aug96	seen SXB 25sep06 with '224 LO' badge, no titles; I/n VKO 12jun23 line # 76-10; d/d 31aug90 to Engels; code from official list based at Engels mar97; later opb 203 oapss at Ryazan; initially without titles and with Red Stars, I/n as such Kubinka mar09; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may09; I/n Chelyabinsk-Shagol mar14
	RF-94290	II-78M	Russian Air Force	CAI	24oct14	still wearing "31" blue and with 'VVS Rossii' titles; I/n Ryazan-Dyagilevo 06may15; photo Chelyabinsk-Shagol mar16, active; to undergo overhaul by 360 ARZ in 2016; I/n 2019, location withheld
10034 02044	CCCP-78838 RA-78838 RA-78838	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Rbn SHJ	31may90 01sep93 14feb99	line # 77-01; delivered 31may90 to 196 vtap at Tartu; f/n Eberswalde-Finow 01dec90; rgd only 25feb91; based at Tver from 1993; I/n Sperenberg 20aug93 I/n Sperenberg 24jul94; based at Tver mar97 with '224 LO' badge, no titles; was the first aircraft to land at Pristina 26jun99 after the Kosovo war; I/n VKO may21
10034 02047	CCCP-78839	II-76MD	Soviet AF/AFL c/s	d/d	31may90	line # 77-02; delivered to Vitebsk; rgd 20aug90; CGN 12mar91

	EW-78839	II-76MD	Trans Avia Export	OST	01oct93	based at Machulishchi mar97; small 'East Line' titles jun98/mar02; l/n MSQ may06, stored, in full c/s and titles
10034 03052	EW-78839 CCCP-76797 CCCP-76797 RA-76797 RA-76797 RA-76797 RA-76797	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Trans Avia Export AFL/Yakutiya-YKS Penas Air Cargo Aeroflot Aeroflot c/s, n/t Sakha Avia Aviast	MSQ mfd MEL YKS MST trf DME	06apr07 31may90 02may91 14mar93 11dec93 19oct94 13jul00	seen MSQ oct08/25may19, stored line # 77-03; d/d 31may90; toc 18jul90; rgd 27jul90; f/n VKO 11apr91 l/n SIN 03may92 l/n VKO 27apr93 l/n YKS 08jul94 f/n BKA 12mar96; l/n ZIA 23aug97; seen SHJ 19mar00, titles not reported CoFR renewal issued 10oct00 to Gala Trans Cargo and leased to Aviast; CoFR renewals 11jan03/22sep03; leased again to Aviast 20dec05, but contract annulled by a court 22nov06; seen CPT 16feb07 and DME 25aug07; moved to the grass at DME, seen 22sep07/dec07; scrapped at DME around 26feb08 (tail already cut off by that date); part of the forward fuselage was still present 03may08 line # 77-04; delivered 26jun90 to Novgorod; f/n in (former) East Germany 08feb91; rgd 16jun92 had additional 'pvt Petroleum Authority of Thailand Official Fuel Supplier' titles may94/oct95; based at Novgorod mar97; opb East Line from DME 23apr/25aug97; l/n Staraya Russa 16nov10 basic Aeroflot c/s, no titles; l/n PVG 08apr20 line # 77-05; delivered to Tashkent; f/n FRA 02mar93 l/n SHJ 09nov93 photo, as such l/n SHJ 07oct97 named 'Shenyang' after the Chinese town which was the standard destination for this aircraft; l/n OST 01mar01 l/n ICN 10apr05; offered for sale 27feb07 with t/t 7,877 hours and 2,106 cycles; in fleet list 14dec07 as stored; l/n TAS 05jul09; current on Uzbekistan register dec10 in all-white c/s with titles, no turret; seen IAR 01feb16/may16; seen MSQ 28may19, in all dark grey c/s with light grey undersides, with titles; seen LAD 21nov19; l/n IAR jul23 line # 77-06; rgd 20sep90; on charge as of 01jan91; f/n MEL 18mar92
10034 03056	CCCP-78840 RA-78840	II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Grs	26jun90 05jun93	
10234 03058	RA-78840 76449 UK-76449 UK-76449 UK-76449 UK-76449	II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD	Russian Air Force Uzbekistan Airways Uzbekistan Airways United Nations/WFP Uzbekistan Airways East Line	CKL d/d SHJ SHJ MST SHA	26jul12 30nov92 03may93 1994 21may95 23nov98	line # 77-05; delivered to Tashkent; f/n FRA 02mar93 l/n SHJ 09nov93 photo, as such l/n SHJ 07oct97 named 'Shenyang' after the Chinese town which was the standard destination for this aircraft; l/n OST 01mar01 l/n ICN 10apr05; offered for sale 27feb07 with t/t 7,877 hours and 2,106 cycles; in fleet list 14dec07 as stored; l/n TAS 05jul09; current on Uzbekistan register dec10 in all-white c/s with titles, no turret; seen IAR 01feb16/may16; seen MSQ 28may19, in all dark grey c/s with light grey undersides, with titles; seen LAD 21nov19; l/n IAR jul23 line # 77-06; rgd 20sep90; on charge as of 01jan91; f/n MEL 18mar92
	UK-76449	II-76TD	Uzbekistan Airways	TAS	13mar03	
	T-910	II-76TD	Angolan Air Force	LAD	oct14	
10034 03063	CCCP-76798 CCCP-76798 CCCP-76798 RA-76798 RA-76798	II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Privolzhsk-KUF Joy Air Cargo Aeroflot Aeroflot Volga-Dnepr	d/d MEL VKO KUF trf	30jun90 01apr92 11sep92 25apr93 31...94	f/n DUS oct94; trf to Samara Airlines 01mar95, but most probably never painted as such; seen as Volga-Dnepr KUF 16sep97, returned from lease; not in Volga-Dnepr fleet list jan00; l/n BKA 16jun00, still with Volga-Dnepr titles last overhaul completed 25apr01 in all-white c/s with titles; l/n BKA 29jun03, on overhaul l/n BKA 21aug03; offered for sale by Samara Airlines dec03 with t/t 4,765.36 hours and 1,131 cycles, for \$ 1.3 million; soc and canx 17dec03 opb 1274 Sqn; l/n MLA 23mar05 c/n checked MJJ 31oct07; in white c/s with green cheatline and fin, no titles; 'LAF110' still visible under paint; l/n TIP 09oct09 line # 77-07; d/d 30sep90 to Engels; code from official list over Moscow-Tushino; based at Engels by mar97; later opb 203 oapss at Ryazan-Dyagilevo; l/n Ryazan-Dyagilevo 09may10 also carried code "32" blue; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; l/n 2020, location withheld line # 77-08; delivered 30jun90 to Novgorod; f/n Brandis 20may92; rgd 16jun92; l/n Sperenberg 03mar93 based at Pskov; l/n SNN 24dec98 seen TYN 14sep00 and SHJ 13feb01, titles not reported based at Pskov; in basic Aeroflot c/s with '224 LO' badge, no titles; damaged while taxiing at Gdansk 28aug09 when the left wingtip hit a mast; repaired and seen HEL 08feb10, l/n CKL 14sep22 line # 77-09; d/d 31jul90; toc 28aug90; rgd 30oct90; opb 212 LO Domodedovskogo PO; in standard 'blue' c/s; f/n MST 09aug91; l/n DME 10sep92 opb Domodedovski PO; l/n DME 21may94 f/n OST 12oct94; l/n DME 19aug99 leased from Domodedovo Airlines; f/n DME 29jul00; l/n DME 10may01 leased from Domodedovo Airlines; l/n DME 26jan03 leased from Domodedovo Airlines; f/n DME 28jun03; l/n DME 28aug03 leased from Domodedovo Airlines; in basic 'blue' Aeroflot c/s with the fin in Russian Sky colours, with titles; l/n DME 25jun09 to Aerospace Consortium; initially in basic 'blue' Aeroflot c/s with the fin in Russian Sky colours; f/n DME 25jun09; leased to Abakan Avia 27sep09/31dec10; included into the operator's certificate of Abakan Avia 21oct09; l/n in its old c/s DXB 16oct10; repainted in all-white c/s, no titles; f/n as such SHJ 20mar11; new CoFR issued 20jan15; l/n FRU 18jun16; canx between 20jun16 and 29jul16 c/n confirmed by Ilyushin.org; in all-white c/s, no titles; l/n KRT 18jan17 to Infinite Seal Inc. of the British Virgin Islands; in all-white c/s, no titles; f/n SHJ 12may17; l/n FJR 25nov18; AOC suspended 27jul19; canx between 01sep19 and 06sep19 to Aganya Holdings of the UAE; current on the register 13aug22; f/n FRU 14jun21 in all-white c/s, no titles; l/n ADA 10jan23; last tracked flight 30oct23 to FJR; canx between 13oct23 and 16dec23
	RA-76798 RA-76798 RA-76798	II-76TD II-76TD II-76TD	all-white c/s, n/t Atlant-Soyuz Libyan flag, n/t	BKA VKO BKA	02jun01 19aug01 11aug03	
	LAF110 5A-DRT	II-76TD II-76TD	Libyan Air Force Libyan Air Force	SVO TIP	29oct04 04mar06	
10034 03068	"32" blue "32" blue RF-94270	II-78M II-78M II-78M	Soviet Air Force Russian Air Force Russian Air Force	mfd ph. ph.	30sep90 05sep93 2012	
10034 03069	CCCP-78842 RA-78842 RA-78842	II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Vkr VKO	30jun90 17may93 04nov01	
10034 03075	CCCP-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799 RA-76799	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Moscow Aeroflot Domodedovo Air. East Line Airstars East Line Russian Sky Abakan Avia, n/t	mfd HAM trf rgd DME rgd DME rgd	31jul90 23jan93 25jul94 05may00 01jun01 14feb03 20mar05 26jan09	
	EW-480TH UR-EAB	II-76TD II-76TD	Trans Avia Export Yevropa Air	DWC rgd	08dec16 05may17	
	UR-FSE	II-76TD	Fly Sky Airlines	rgd	01dec20	
10034 03079	EX-76017 "50" blue "50" blue RF-94275	II-76TD II-78M II-78M II-78M	Fly Sky Airlines Soviet Air Force Russian Air Force Russian Air Force	rgd mfd Eng ph.	16nov23 15nov90 13aug96 10apr15	
10034 03082	CCCP-78843 EW-78843 EW-78843 EW-78843 EW-78843 EW-78843 EW-78843	II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD	Soviet AF/AFL c/s Trans Avia Export East Line Aeroflot c/s, n/t Trans Avia Export Gomelavia Trans Avia Export Volga-Dnepr Trans Avia Export	d/d TUF DME OST BTS GVA TOJ SHJ TOJ	30jun90 14jul94 29jun98 30jan02 28jun02 26jul06 may07 10feb08 18dec08	
	EW-78843 EW-78843 EW-78843	II-76TD II-76TD II-76TD	Aviacon Zitotrans Trans Avia Export United Nations	VKO DOH MSQ	29aug11 12may12 17sep17	
10034 03087	EW-78843 YI-ANO 5-8209	II-76TD II-76MD II-76TD	Trans Avia Export Iraqi Air Force Iranian Air Force	MSQ d/d THR	21may18 28jun90 02mar09	
10034 03092	CCCP-78844 RA-78844 RA-78844 CCCP-78845	II-76MD II-76MD II-76MD II-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force Soviet AF/AFL c/s	mfd Fal TXL mfd	31jul90 09jun93 17jun00 28aug90	
10034 03095	RA-78845 RA-78845	II-76MD II-76MD	Russian AF/AFL c/s Russian Air Force	SNN EVN	28sep94 27aug00	
10134 03097	"33" blue "33" blue RF-94271	II-78M II-78M II-78M	Soviet Air Force Russian Air Force Russian Air Force	mfd Eng Rzd	30apr91 13aug96 aug13	
10034 03104	P-912 P-912	II-76TD II-76TD	Chosonminhang Air Koryo	d/d SXF	31aug90 02apr93	
10034 03106	"51" blue "51" blue	II-78M II-78M	Soviet Air Force Russian Air Force	d/d Eng	30dec90 30jul97	
10034 03109	RF-94276 CCCP-76805 CCCP-76805 CCCP-76805 UK-76805 UK-76805 UK-76805	II-78M II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Russian Air Force AFL/Uzbekistan-TAS Metro Cargo Aeroflot Uzbekistan Airways Uzb Inter Car Ser East Line	Rzd mfd ZRH TAS SHJ TAS DME	07may14 29sep90 07nov90 15apr92 13apr93 12nov97 15aug99	
						in Trans Avia Export c/s with Russian Flag !; l/n DME 06jul98; seriously damaged 10jul99 when ran into a hangar at Krasnoyarsk-Yemelyanovo, but repaired l/n BLL 07jun02; white tail opf Volga-Dnepr l/n MSQ 23may06 in basic Trans Avia Export c/s; l/n RKT 26mar07 photo; l/n RKT 08jan08 in basic Trans Avia Export c/s, with 'Volga-Dnepr' titles and badge on tail; l/n RKT 15sep08 l/n BUD 02apr09; seen ZRH 18jan10, all-white/grey undersides without titles; l/n EMA 21jan10 as such; seen with additional United Nations and 'WFP' titles overpainted, SCL 25mar10; seen SXF 03mar11, no titles on port side; l/n MSQ 23apr11 in all-white c/s/grey undersides with titles and Belarus flag behind the cockpit; l/n PDV 25feb12 in all-white c/s/grey undersides with titles and Belarus flag behind the cockpit; l/n MSQ 21jul17 in all-white c/s/grey undersides with 'World Food Programme' titles and badge on the fuselage, 'WFP' on the tail; missing an engine in all-white c/s/grey undersides, no titles; l/n MSQ 12nov21 line # 78-02; no reports; evacuated to Iran 18jan91 and impounded there c/n not confirmed; converted from MD to TD (has got two aerials above the forward fuselage), no version painted on nose; opb 73rd Transport Squadron at TFB.7 at Shiraz; in faded two tone light grey camo c/s with light grey undersides, no markings apart from serial and Iranian flag on the fin; t/t 3,325 hours and 1,130 cycles by 19mar05; l/n SYZ 07feb11/02dec11, stored, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; photo SYZ feb14, in static display; l/n SYZ 03jan20 line # 78-03; delivered 31jul90 to Ukurei; rgd 22oct91; f/n CKL 09apr92; l/n TAS 15apr92 based at Orenburg by mar97; l/n Orenburg-2 (Southwest) 21apr97 seen CGN 22jul05 with '224 LO' badge, no titles; l/n LED 13jun23 line # 78-04; delivered to 192 vtap at Ukurei; rgd 22oct91; no reports, probably flew as "845" or with a code based at Orenburg by mar97; l/n Orenburg-2 29aug97 opb 103 vtap at Smolensk and later by 196 vtap at Tver-Migalovo; in basic 'blue' Aeroflot c/s with a '224 LO' logo on the fin, no titles; seen ZUH 03nov06 with the inscription 'Welcome to MAK5-2007' (sic); new CoFR issued 23jun09; overhauled in 2015; t/t 3,980 hours by sep16; l/n VKO sep20 line # 78-05; d/d 30apr91 to Engels; code from official list based at Engels by mar97; later opb 203 oapss at Ryazan; l/n SVX 05jul10 also still wearing "33" blue, with 'VVS Rossii' on tail; l/n LED 06mar23 line # 78-06; f/n SXF 11dec90; l/n SXF 12sep91; became IAR Koryo 28mar92 l/n FNJ 05jun13; painted in green camouflage with blue undersides for the July 2013 celebration fly-past; back in Air Koryo c/s by sep13; l/n FNJ 23nov19; three II-76s are visible on GE apr23 line # 78-07; delivered to Engels; code from official list; mfd reported as 28jan91 which is considerably later than the d/d and the actual production date based at Engels mar97; later opb 203 oapss at Ryazan; initially without titles and with Red Stars, l/n overhead Moscow 09may09 as such; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10/09may10; l/n OVB 10dec12 also carried code "51" blue, with 'VVS Rossii' titles and Russian stars; l/n over Moscow 05may21 line # 78-08; d/d 29sep90; toc 16oct90; rgd 11nov90 see rgd previous line !; named 'Ticino' l/n Zerbst 13jun92 still in fleet list 30oct00, see next lines l/n DME 1999, must be before August

	UK-76805	Il-76TD	Uzbekistan Airways	URC	25oct02	l/n HHN 26oct06; with a small Samarkand Airways sticker next to the front door since early 2006; seen OSR 12mar08, full Uzbekistan c/s and titles; new CoFR issued 30jan09; l/n TAS 10dec14
10034 03115	76805	Il-76TD	Uzbekistan Airways	TAS	10may15	
	UK-76805 CCCP-78846	Il-76TD Il-76MD	bare metal Soviet AF/AFL c/s	TAS d/d	27jun19 30sep90	l/n TAS 25aug19/11dec22 as such; still current on register 27aug19 with owner as Uzbekistan Airways line # 78-09; delivered to Novgorod; f/n in (former) East Germany 20feb91; rgd 16jun92; l/n Grossenhain 14aug93
	RA-78846	Il-76MD	Russian AF/AFL c/s	Maw	10nov93	based at Novgorod mar97; canx but date unknown; l/n CKL 29dec15, still in full Aeroflot c/s with titles; l/n CKL Jul19
10034 03119	"52" blue "52" blue	Il-78M Il-78M	Soviet Air Force Russian Air Force	mfd Eng	31mar91 13aug96	line # 78-10; d/d 31mar91 to Engels; opb 1230 apsz at Engels; code from official list opb 203 oapsz at Engels from 1994 (relocated to Ryazan in 2000 and disbanded 01dec09); l/n Ryazan-Dyagilevo 29aug07
	RF-94277	Il-78M	Russian Air Force	rgd	2011	also carried code "52" blue; opb oaes 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo mar12; with "VVS Rossii" titles; l/n Ryazan-Dyagilevo 30aug21
10034 03121	CCCP-76806 RA-76806 RA-76806 RA-76806 RA-76806 RA-76806	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	AFL/Domodedovo Aeroflot Domodedovo Airl. East Line Airstars East Line	mfd AMS trf rgd DME rgd	30nov90 31dec92 01jan94 05may00 11jun01 16jan03	line # 79-01; d/d 30nov90; toc 28dec90; rgd 20jan91; f/n DME 12apr91; l/n DME 10sep92 f/n OST 24oct94; l/n DME 21aug99 l/n DME 22jul00; l/n DME 10may01; leased from Domodedovo Airlines l/n DME 08oct02; leased from Domodedovo Airlines f/n DME 10aug03; parked on the grass, wfu at DME jun06/apr09; seen back in the maintenance area DME 17apr09, engineless and presumably being cannibalised; seen DME aug10/oct14, still engineless and parts missing; in the process of being broken up at DME aug/dec14
10034 04126	P-913 P-913	Il-76TD Il-76TD	Chosonminhang Air Koryo	d/d SXF	23oct90 19nov92	line # 79-02; f/n SXF 18dec90; became Air Koryo 28mar92 l/n FNJ 05jun13; painted in green camouflage with blue undersides for the July 2013 celebration fly-past; back in Air Koryo c/s by sep13; l/n FNJ 23nov19; three Il-76s are visible on GE apr23
10034 04132	CCCP-78847 RA-78847	Il-76MD Il-76MD	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Fal	30sep90 05apr93	line # 79-03; delivered 30sep90 to Novgorod; rgd 25feb91; f/n Sperenberg 03mar92 based at Novgorod mar97; opb 223 LO at Chkalovski; l/n SVX Rostov-na-Donu-Tsentralny 28oct15, still with Aeroflot titles and in faded colours; to undergo overhaul by 360 ARZ in 2016
	RA-78847	Il-76MD	Russian Air Force	SVX	06sep17	with heatlines in the colours of the Russian flag rather than the standard blue cheatline and with 223 LO badge; l/n ZIA 27sep23
10034 04136	CCCP-76825 RA-76825 RA-76825	Il-76MD Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s Russian MVD/VV	d/d GOJ GOJ	31oct90 22aug95 02feb07	line # 79-04; built without tail gunner's station; opb 675 osap on at GOJ/Blizhneye Borisovo; no reports opb 675 osap on at GOJ/Blizhneye Borisovo; l/n GOJ 26jun06 opb 675 osap on at GOJ/Blizhneye Borisovo; in basic Rossiya c/s with white top, no titles; l/n GOJ 12dec07; dbr 15jan09 before take-off from Makhachkala at night in fog when did not stop at the waiting position on the taxiway and taxied too close to the runway, when Il-76MD RA-76827 landed its wing struck the cockpit of RA-76825, ripping away a large part of the forward fuselage, 4 crew killed and the other 3 seriously injured; hulk dumped at Makhachkala (N42.814721 E47.661151) and l/n 23mar12/26jun13; no longer visible on GE by 2015; see rgd next line
10134 04138	RF-76825 "34" blue	Il-76MD Il-78	Russian MVD/VV Soviet Air Force	rgd d/d	11may06 29jan91	never painted on the aircraft, see above line # 79-05; the last Il-78 sans suffixe, not an Il-78M !; mfd reported as 29jun91 which is considerably later than the d/d and the actual production date; opb 1230 apsz at Engels
	"34" blue	Il-78	Russian Air Force	FFD	22jul93	initially opb 1230 apsz at Engels; in white/light grey c/s with Red Stars, no titles; trf to 203 oapsz at Engels in 1994 (relocated to Ryazan-Dyagilevo in 2000 and disbanded 01dec09); opb oaes 43 TsBP i PLS at Ryazan-Dyagilevo from 2010; seen ZUH 09nov00 with the additional Chinese inscription 'The powerful Jet Force is from Russia' and a 'Salyut' logo; l/n with Red Stars Ryazan-Dyagilevo 11feb08; received 'VVS Rossii' titles and Russian stars, f/n as such URS 16jul10; was under overhaul with 360 ARZ feb15; l/n over the Caspian Sea 20nov15
	RF-94272	Il-78	Russian Air Force	ph.	oct16	also carried code "34" blue; opb agob 6950 AvB at Ryazan-Dyagilevo; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; arrived at ZIA for modernisation 11may16; l/n ZIA apr17, flying; modernised by the AK im. Ilyushina outlet to an Il-78-2 in 2017/19
	RF-94272	Il-78-2	Russian Air Force	r/o	23aug19	the first Il-78 of this version; also carried code "34" blue; in white/light grey c/s with 'VVS Rossii' titles and Russian stars; f/f 26sep19; l/n ZIA 23nov21
10034 04143	CCCP-76826 RA-76826	Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s	d/d trf	16nov90 1992	line # 79-06; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n GOJ 25aug95; l/n GOJ 26aug97, see next line opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; already first reported as 'RA-' CKL 21aug00, but then reported again as 'CCCP-' GOJ 04aug01; f/n CKL 12apr05; t/t 4,467 hours and 2,710 cycles by 27feb15; l/n LED 15jun15; see rgd next line
	RF-76826	Il-76MD	Russian MVD/VV	rgd	11may06	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; last overhaul completed 30oct15; f/n GOJ 02dec15; l/n GOJ 04mar16
	RF-76826	Il-76MD	Rosgvardiya	trf	05apr16	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ 18apr16; l/n KZN 17aug23
10034 04146	P-914 P-914	Il-76TD Il-76TD	Chosonminhang Air Koryo	d/d SXF	29dec90 03dec92	line # 79-07; f/n SXF 02oct91; became Air Koryo 28mar92 l/n FNJ 05jun13; painted in green camouflage with blue undersides for the July 2013 celebration fly-past; back in Air Koryo c/s by sep13; l/n FNJ 23nov19; three Il-76s are visible on GE apr23
10034 04151	CCCP-76827 RA-76827	Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s	d/d trf	30dec90 1992	line # 79-08; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n GOJ 22aug95; stored at GOJ minus two engines, seen aug01/aug07 opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n GOJ 02apr08; damaged 15jan09 on a flight from Chkalovski to Makhachkala when landed at night in poor visibility, veered off the runway to the left and its left wing struck the cockpit of Il-76MD RA-76825 which was waiting for take-off too close to the runway, all 3 crew and 28 passengers escaped unhurt; tender for repair published 09jul09; t/t 1,298 hours and 910 cycles by 02oct09; seen Staraya Russa 15oct10 in the process of being repaired, 'RA-76827' still on engine covers; see rgd next line
	RF-76827	Il-76MD	Russian MVD/VV	rgd	11may06	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n Staraya Russa 27oct10, 'RF-76827' on engine covers; h/o after repair 15dec10; l/n GOJ 22mar16
	RF-76827	Il-76MD	Rosgvardiya	trf	05apr16	opb 675 osap on at Nizhni Novgorod; in basic Rossiya c/s with white top and blue engines, no titles; f/n GOJ apr16; l/n GOJ 16sep18
10034 05154	7T-WIC	Il-76MD	Algerian Air Force	d/d	30dec90	line # 79-09; opb 374 Sqn; without tail turret; f/n MKE 21nov91; l/n TSN 21aug21
10134 05159	CCCP-78848 EW-78848 RA-78848 EW-78848 EW-78848 EW-78848 EW-78848	Il-76MD Il-76MD Il-76MD Il-76MD Il-76TD Il-76TD Il-76TD	Soviet AF/AFL c/s Trans Avia Export Russkoye Nebo Atlant-Soyuz Ilavia Trans Avia Export	mfd LUX rgd SHJ DME MSQ	15apr91 18jun93 24jan96 16feb99 18jun02 11aug06	line # 79-10; d/d 15apr91 to Vitebsk; rgd 16aug91; f/n Brandis 18mar92; l/n Jüterbog 13may92 based at Minsk-Machulishchi by mar97; l/n IEV 15may98 to the Republic of Belarus; still current on the Russian register by aug10 l/n Minsk-Machulishchi jun01 leased from Trans Avia Export 15jun01/31dec05, in their fleet list by 31oct03; l/n MSQ 20may05 initially in all-white c/s, no titles; l/n as such MSQ aug07/oct08, stored; repainted in full c/s with titles; f/n as such TOJ nov08, active; l/n KRT 30mar09 in full all-white UN c/s, assigned code 'UNO 766' but not worn; seen MSQ 25apr10 without titles; seen MSQ 23apr11, c/s and titles not reported; l/n EBD 15jul11, with 'UN' titles in all-white c/s in all-white c/s with small titles only; l/n Istres-Le Tube mar13 leased from Trans Avia Export; in white/light grey c/s; seen MSQ 27aug13 without any markings (freshly painted); l/n MSQ 02apr14, still without titles; seen MSQ 27jun14, with additional Red Cross stickers - 'Comite International Geneve'; seen EBB jan16 in Red Cross c/s with ICRC titles; l/n MSQ 01nov16, as such opf United Nations at Juba (UNO 049H); WFP logo and titles; l/n JUB 23mar17
	EW-78848 EW-78848 EW-356TH	Il-76TD Il-76TD Il-76TD	Russian Sky Trans Avia Export Ruby Star	NSK TSN trf	08oct11 09dec11 jul13	in all-white c/s, no titles; l/n MSQ 19aug23 line # 80-01; rgd 15may91; built without tail gunner's station; opb 675 osap on at Nizhni Novgorod; f/n SNN 13jul91; l/n LED 07sep92
10034 05164	EW-356TH EW-356TH CCCP-76828	Il-76TD Il-76TD Il-76MD	United Nations Trans Avia Export MVD/Aeroflot c/s	JUB MSQ mfd	12feb17 10may17 28mar91	opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n Sperenberg 18jul94; seen CKL 15aug99 and then not seen for 6 years (seen again only Yermolino 15aug05); l/n Yermolino 13aug06 opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n Staraya Russa 30sep07; named 'Vladimir Ponomaryov' at Yermolino 28feb08 after the first commander of Russian Ministry of Interior aviation; l/n OVB 31jan15
	RA-76828	Il-76MD	MVD/Aeroflot c/s	trf	1992	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; named 'Vladimir Ponomaryov'; f/n Yermolino 09jul16; l/n LED 05mar22
	RF-76828	Il-76MD	Russian MVD/VV	rgd	2006 ?	line # 80-02; delivered to Komsomolsk-na-Amure; in full Aeroflot c/s and titles; f/n ZIA 15may93 l/n SVO 22may94 rgd 11apr95; f/n OST 13oct95; leased from KnaAPO; l/n BUD 08dec04; soc 13dec05 as to Kyrgyzstan c/n confirmed; in white c/s with grey undersides, blue logo on fin and titles f/n FJR 28jul06; seen BEB 17sep06; operator reported as such in UN document with regards to a flight monitored 29sep06; in basic ex Click Airways c/s with large 'Global Air' titles in English on the starboard side; l/n FJR 17mar10
	RF-76828	Il-76MD	Rosgvardiya	trf	05apr16	Reliable Unique Services Aviation LLC; registration with hyphen; carried titles on fuselage and fin; f/n DXB 16jul10; photo SHJ nov11, without titles and hyphen in the registration; l/n OSS 26mar12 f/n SHJ 03nov12; in white c/s with grey undersides and large titles; l/n LWN 08aug15 details from russianplanes.net aug15 and confirmed on Ilyushin.org; in all-white c/s with grey undersides, no titles; l/n SHJ 02mar19
10034 05167	CCCP-76425 RA-76425 RA-76425 EX-105 5A-DQA	Il-76TD Il-76TD Il-76TD Il-76TD Il-76TD	KnaAPO KnaAPO Atlant-Soyuz Click Airways Global Air	d/d ZIA trf KDH rgd	29apr91 06jul93 01nov94 08apr06 18may06	f/n DMB 05dec19; in white c/s with grey undersides, small Kazakhstan flag behind the cockpit, no titles; dry leased to Jenis Air and operated 'JEN' flights for many months to/from Libya; l/n VKO 23apr20; last tracked flight 30apr20 to SHJ; owned by Space Cargo Inc (FZE), operating from BEN for the Haftar Affiliated Forces (HAF) since jun20 according to UN document dated 08mar21; CoFA expiry 19jul20; AOC suspended 21jul20 and revoked 23sep20
	EK-76425	Il-76TD	Rus Aviation	rgd	05may10	line # 80-01; rgd 15may91; opb 675 osap on at Nizhni Novgorod; f/n SNN 13jul91; l/n LED 07sep92 opb 675 osap on at Nizhni Novgorod; still in full Aeroflot c/s including titles; f/n Sperenberg 18jul94; seen CKL 15aug99 and then not seen for 6 years (seen again only Yermolino 15aug05); l/n Yermolino 13aug06 opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; f/n Staraya Russa 30sep07; named 'Vladimir Ponomaryov' at Yermolino 28feb08 after the first commander of Russian Ministry of Interior aviation; l/n OVB 31jan15
	YI-AQX EW-449TH	Il-76TD Il-76TD	Alnaser Airlines Ruby Star	trf DWC	aug12 15oct15	
	UP-17652	Il-76TD	Jupiter Jet	rgd	26nov19	
10034 05164	CCCP-76828 RA-76828	Il-76MD Il-76MD	MVD/Aeroflot c/s MVD/Aeroflot c/s	mfd trf	28mar91 1992	
	RF-76828	Il-76MD	Russian MVD/VV	rgd	2006 ?	

	RF-76828	II-76MD	Rosgvardiya	trf	05apr16	opb 70 osap on at Yermolino; in basic Rossiya c/s with white top and blue engines, no titles; named 'Vladimir Ponomarev'; f/n Yermolino 09jul16; l/n GOJ 16may18
10034 05172	CCCP-76829	II-76MD	MVD/Aeroflot c/s	d/d	31may90	line # 80-03; built without tail gunner's station; initially opb 675 osap on at Nizhni Novgorod (still by mar97); later opb 70 osap on at Yermolino; f/n Yermolino 16apr97; l/n Yermolino 01sep97 and seen on TV 13aug99
	RA-76829	II-76MD	MVD/Aeroflot c/s	trf	1992	opb 70 osap on at Yermolino; still in full Aeroflot c/s including titles; f/n Yermolino aug02; l/n Yermolino 15aug15; see next line
	RF-76829 RF-76829	II-76MD II-76MD	Russian MVD/VV Rosgvardiya	rgd trf	2006 ? 05apr16	in a Rosimushchestvo (State Property Agency) listing in 2010, but not taken up opb 70 osap on at Yermolino; probably in basic Rossiya c/s with white top and blue engines, no titles; f/n LED 18jul18; seen ZIA 15nov18, named 'Ivan Yakovlev'; l/n KHV 19mar22
10134 05176	CCCP-76807 CCCP-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 RA-76807 EW-495TH	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/Tyumen Jet Air Cargo Jet Air Cargo Tyumen Airlines Ilavia Tyumen Airlines Aviacon Zitotrans United Nations Aviacon Zitotrans United Nations Aviacon Zitotrans SHJ SCL ZIA	d/d DUS AMS trf rgd TJM rgd BDS BRQ SHJ SCL ZIA	25mar91 30nov91 30jan93 31aug94 02mar99 13aug01 29may03 10oct04 17apr05 05jan06 11jun06 17dec17	line # 80-04; delivered to Tyumen; rgd 15may91; toc 06jun91; f/n FRA 21nov91 in Aeroflot c/s, no titles seen AMS 25dec91; leased from Tyumen Airlines; l/n ATH nov20 with titles seen AMS 02dec93 with additional 'United Nations' titles; l/n FRA 29jul94, as such f/n SHJ 24jan96; see c/n 1023408240 leased from 01feb99; in apr00 fleet list; see next line stored; rgd 07dec01 f/n SVX 24aug03; l/n BUD 17jul04 l/n SZB 02feb05 l/n BTS 15oct05 in all-white c/s with 'UN-WFP' titles; l/n FJR 22feb06 in white/grey c/s; l/n SVX feb13; stored at Orsha-Bolbasovo jul15; canx between 13sep17 and 24oct17 flew Orsha-Bolbasovo-Zhukovski 17dec17; operator and registration confirmed; photo exists, in all-white c/s grey undersides, no titles (but registration is not visible on the photo) seen active ZIA 25apr21, all white c/s, no titles; l/n NBO 23oct23 line # 80-05; d/d 27jul91 to Irkutsk; rgd 26aug91; f/n MST 23dec91 in Aeroflot c/s
10134 05177	RA-76807 CCCP-76808 CCCP-76808 RA-76808 RA-76808	II-76TD II-76TD II-76TD II-76TD II-76TD	Aviacon Zitotrans AFL/East Siberia Baikalavia Aeroflot Aeroflot	rgd mfd trf MXP SVO	12jan18 27jul91 30jun92 24oct92 16may93	with additional large 'United Nations' titles on charge as of 01jun93 with AFL/East Siberia according to MGA document; opb Dacono Air during 1995, seen OST 17jan95 and LUX 07sep95 operating 'DCA' flights; l/n ZAG 21sep95 l/n DME 23aug96, titles not read off l/n DME 25jun05; leased from Baikalavia 11may00/11may05; soc 10feb06 as to Kyrgyzstan c/n confirmed, from Air Operator's Certificate jun06/oct06; in white c/s; l/n SHJ 23jun07 c/n confirmed from Ilyushin website; was already known to be operating in Afghanistan summer 2007; on FJR ground log 01nov08 as opb Asia Airways; l/n DXB 30mar09; see c/n 0043449468 c/n confirmed; still in Click Airways c/s with Click Airways titles initially and engine covers marked 'EY-602'; f/n without titles SHJ 09oct09; l/n SHJ 01jun10, as such to Global Aviation Services FZE, opb Reliable Unique Services Aviation LLC; c/n from CoFR and checked at DXB 24jul10, with titles and without hyphen in registration; l/n Al Udeid, Qatar 27dec11; canx 20feb12 details from Ilyushin OKB listing; f/n SHJ 28apr12 all white c/s, grey undersides, no titles; seen MLA 01jul13, operating with Buraq call-signs; l/n KVG 02aug13 l/n MSQ 14mar14, in all-white c/s with grey undersides, no titles; l/n ACC 22oct23 line # 80-06; delivered 19mar91 to Luch Neryungr; f/n SVO 10aug93; l/n SVO 03sep93; see c/n 1043419644 f/n FRA 16mar95, in Aeroflot c/s and titles
	RA-76808 RA-76808 EX-108 EY-602 (1)	II-76TD II-76TD II-76TD II-76TD	Baikalavia Tesis Click Airways Click Airways	DME DME CMB SHJ	10mar96 22jun00 30may06 07oct07	photo at KIV exists, date unknown; canx 06feb96; based at Chisinau mar97 according to OKB listing, see next line in basic Aeroflot c/s, white tail, no titles; seen SHJ 14dec98; l/n ZIA 17aug01; canx 24mar03 as sold to Azerbaijan; soc 22apr03 '76426' on top of wings and 'ALLWE' readable under old paint; damaged 14sep04 on take-off from Baku when an engine exploded, but repaired now full c/s; seen KBL 18dec06; in fleet list jul07, as leased; seen GYD 16sep11 with additional '10 years in the sky'; l/n GYD oct15/apr18 as such, stored; seen OSS 12jul19, wfu identity confirmed by c/n plate; in white c/s with light grey undersides, no titles; l/n PIK 07sep23; see II-76MF c/n 1063421724
	4L-GLL	II-76TD	Sakaviaservice n/t	SHJ	01jul09	line # 80-07; d/d 30sep91 to Engels; code from official list based at Engels mar97; later opb 203 oapasz at Ryazan; initially without titles and with Red Stars, l/n as such overhead Moscow 13apr04; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; l/n Ryazan-Dyagilevo may14 also carried code "35" blue, with 'VVS Rossii' titles and Russian stars; l/n Ryazan-Dyagilevo 2020 line # 80-08; delivered to Vitebsk; f/n AOC 05jul91; rgd 16aug91 based at Machulishchi mar97; carried additional small 'Ilavia' titles sep00 l/n FRA 16mar07; carried technicians to MGQ who cannibalized II-76TD EW-78826 (dbr 09mar07); w/o 23mar07 shortly after take-off from Mogadishu when was shot down by Islamic rebels with a missile which impacted between the engines, the aircraft lost a wing into the Indian Ocean and shortly thereafter crashed in the eastern outskirts of Mogadishu, all 7 crew and 4 passengers (technicians) killed line # 80-09; no tail turret, version is MDK according to the OKB listing; d/d 27apr91 to Chkalovski; rgd 25jun91; opb 223 osap at Chkalovski mar97; f/n Spenberg 22nov91 opb 223 LO; based at Chkalovski mar97; seen HEL 06jul94; l/n CKL 07may15, still in full Aeroflot c/s with titles; to undergo overhaul by 360 ARZ in 2016 in c/s similar to Rossiya with '223 LO' badge; l/n CKL 28may20 line # 80-10; d/d 30nov91 to Engels; code from official list over Moscow-Tushino; based at Engels mar97; opb 203 oapasz at Ryazan; seen Ryazan-Dyagilevo 29aug07; l/n as such Ryazan-Dyagilevo sep12 active over Moscow; also carried code "36" blue, with 'VVS Rossii' titles; l/n Chelyabinsk-Shagol jan15; to undergo overhaul by 360 ARZ in 2016; l/n Ryazan-Dyagilevo 22jul19; seen Engels mar21, now with 'VKs Rossii' titles; l/n Ryazan-Dyagilevo 30aug21 line # 81-01; d/d 31may91; no tail turret; delivered to Ukurei; rgd 26aug91; f/n Spenberg 10dec91; based at CKL 1991/1992; l/n Spenberg 02dec92 canx but date unknown carried 'Polis Air/Zall Trans' titles converted to, see next line based at Zhukovski mar97; l/n DME 19aug97 f/n OST 25jan99; l/n DME 11may05 in basic Dobrolet c/s, carried 'Tesis' titles on outer engines; l/n TLL 10may06, with VDA badge on tail c/n confirmed; f/n RKT 22dec06; l/n JNB 16apr07; canx 10aug07 to Kazakhstan c/n confirmed; all-white c/s, no titles, operator not confirmed; l/n RKT 26apr08 c/n confirmed by Kazakhstan CAA in all-white c/s with multiple blue/red stripes on the fuselage and tail, with titles; l/n HLA 07feb09 ex registration D2-FGG visible on photo, all-white fuselage with dark grey tail and titles, in the process of being repainted; l/n LAD 06apr11, in all dark grey c/s with light grey undersides, with titles in all dark grey c/s with light grey undersides, no titles; l/n KLD dec11 in all dark grey c/s with light grey undersides, with titles; l/n LAD 07nov12 in all dark grey c/s with light grey undersides, no titles; l/n KWG 06aug13 in all dark grey c/s with light grey undersides; l/n LAD 05jan23 line # 81-02; d/d 30apr91 c/n not confirmed, is the registration the last five digits of the c/n ? c/n confirmed; in basic Aeroflot c/s with white fin; l/n SHJ 09apr95 in white c/s with double red cheatline and light blue undersides and engines, with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; l/n PRG 27jul99 leased from the Tashkent Aircraft Production Corporation; in basic TAPC c/s with own titles plus a logo on the fin; l/n THR 13mar00 photo proof as such leased from the Tashkent Aircraft Production Corporation; in basic TAPC c/s with own titles plus a logo on the fin; l/n DME 02apr02 in full c/s; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; current in fleet list nov06; canx before dec07 but date unknown; stored at Tashkent-Tuzel following the closure of the factory, seen mar09/mar10; current on register dec10 still in full TAPC c/s including titles; offered for sale jan16/may21; still current on register 27aug19; sat wfu at Tashkent-Tuzel, seen dec20/aug23; was to be scrapped if not sold by 01jul22 line # 81-03; no turret; d/d 31may91 to Ukurei; rgd 26aug91; f/n Spenberg 25dec91; based at CKL 1991/1992; l/n Spenberg 21dec92 still II-76MD by feb94, according to Ilyushin OKB listing mar97 with operator as Zall Trans seen with additional 'Zall Trans' titles late94/early95; l/n FAB 06sep96 based at Zhukovski mar97; l/n ZIA 19aug97 f/n ZIA jun98; with additional 'Samara' titles; l/n PRG 14jan99; seen DME 15aug99 with additional 'Samara' titles removed; l/n DME 30jun04 f/n DME 04jul04 with small titles on the lower fuselage; lsd from Dobrolet 29jun04/30sep05 small titles on outer engine only; not in fleet list 2006; soc 12jan06 as to Kyrgyzstan leased to Aban Air; in gold ex-Dobrolet c/s; l/n SHJ 29dec06 still in gold ex-Dobrolet c/s with white tail, no titles; already reported in Chinese CAA documents 12jan07; w/o 10may07, caught fire whilst loading a fuel-leaking 4x4 vehicle at Point Noire (Congo-Brazzaville), burnt out completely line # 81-04; opb 409 apsz at Uzin; no reports; trf to the Ukrainian Air Force in 1992
	EK-76808	II-76TD	Rus Aviation	rgd	22jul10	
	EY-608	II-76TD	Par Air	trf	mar12	
10134 05184	EW-383TH CCCP-76426(1)	II-76TD II-76TD	Ruby Star Aeroflot	mfd trf	feb14 19mar91	
	RA-76426(1) RA-76426(1) ER-ACG	II-76TD II-76TD II-76TD	Askhab ALLWE Aeroflot c/s, n/t	trf OST rgd	09oct93 21jul95 22sep95	
	RA-76426(1)	II-76TD	Askhab	MRV	15may96	
	4K-AZ31	II-76TD	Silk Way Al, n/t	BAK	31may03	
	4K-AZ31	II-76TD	Silk Way Airlines	HHN	20jun05	
	RJAF-360 (2)	II-76TD	Jordanian AF	GYD	08aug23	
10134 05188	"35" blue "35" blue	II-78M II-78M	Soviet Air Force Russian Air Force	mfd Eng	30sep91 13aug96	
10134 05192	RF-94273 CCCP-78849 EW-78849 EW-78849	II-78M II-76MD II-76MD II-76TD	Russian Air Force Soviet AF/AFL c/s Trans Avia Export Trans Avia Export	Rzd d/d BRU OST	11may16 27apr91 11jun93 29oct01	
10134 05196	CCCP-78850	II-76MDK	Soviet AF/AFL c/s	mfd	27apr91	
	RA-78850	II-76MD	Russian AF/AFL c/s	Spr	jul93	
10134 05197	RA-78850 "36" blue "36" blue	II-76MD II-78M II-78M	Russian Air Force Soviet Air Force Russian Air Force	CKL mfd	may17 30nov91 sep94	
	RF-94274	II-78M	Russian Air Force	ph.	06may14	
10134 06204	CCCP-78851	II-76MD	Soviet AF/AFL c/s	mfd	31may91	
	RA-78851 RA-76388 RA-76388 RA-76388 RA-76388 RA-76388 RA-76388 ER-IAS UN-76029 UP-17609 D2-FGG T-909	II-76MD II-76MD II-76MD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Russian AF/AFL c/s Polis Air Veteran Zall Trans Dobrolet Tesis all-white c/s, n/t Eastern Express no reports Servis Air Angolan Air Force	DME SHJ ZIA DME rgd GVA GDH no reports LAD LAD	07jul93 22dec93 06may94 12aug96 25sep97 30oct05 04dec06 01oct07 no reports 19dec08 21jan11	
	D2-FGG T-909 D2-FGG T-909	II-76TD II-76TD II-76TD II-76TD	Angolan Air Force Angolan Air Force Angolan Air Force Angolan Air Force	ODS LAD KWG LAD	27sep11 01may12 04aug13 oct14	
10134 06207	UK-76427 06207 UK-76427 UK-76427	II-76TD II-76TD II-76TD II-76TD	Uzbekistan Airways all-white c/s, n/t Uzbekistan Airways TAS A/c Prod Corp	mfd Gos SHJ SHJ	30apr91 23sep91 27nov94 20jan96	
	UK-76427	II-76TD	Krylo	SHJ	28oct99	
	UK-76427 UK-76427	II-76TD II-76TD	TAS A/c Prod Corp Airstars	DME DME	13aug01 16aug01	
	UK-76427	II-76TD	TAS A/c Prod Corp	Tac	24may04	
	UK-76427	II-76TD	Uzbekistan Airways	rgd	24mar15	
10134 07212	CCCP-78852	II-76MD	Soviet AF/AFL c/s	mfd	25may91	
	RA-78852 RA-76389 RA-76389 RA-76389	II-76MD II-76TD II-76TD II-76TD	Russian AF/AFL c/s Veteran Tupolev Aerotrans Dobrolet	SVO ZIA OST rgd	16may93 06may94 02oct96 03oct97	
	RA-76389 RA-76389 EX-093 EX-093	II-76TD II-76TD II-76TD II-76TD	East Line Tesis ACI Air Tenir Air	TLL rgd DXB ABJ	02jul04 10may05 04jun06 04feb07	
10134 07215	CCCP-78853	II-76MD	Soviet AF/AFL c/s	d/d	28aug91	

	RA-76413	II-76MD	not known	rgd	25sep92	c/n confirmed; was on the Russian register with the owner given as Ukraine, the RA- prefix was probably never worn
	UR-76413	II-76MD	Busol Airline	RWN	27jun95	opb 409 apsz at Uzyn by mar97; l/n KBP 19mar97, still Busol ?
	UR-76413	II-76MD	Ukraine Air Force	FFD	16jul97	in white/light grey c/s with 'Ukrainian flag' cheatline and a Ukrainian shield on the fin, no titles; l/n Uzyn 27jun99
	76413	II-76MD	Ukraine Air Force	Hrd	03sep00	equipped with flare dispensers; based at Kriviy Rih until 2001; opb 25 BrTrA at Melitopol from 2001; in white/light grey c/s with 'Ukrainian flag' cheatline, roundels on the wings and a Ukrainian shield on the fin, no titles; received the nose gear of '76760' in spring 2010; f/n with the unit badge behind the cockpit Melitopol 27apr13; l/n ODS 06feb20; contract for the prolongation of life-time until 28jun23 signed with NARP 14jul21; l/n Deblin 14may22/08mar23
10134 07220	CCCP-78854	II-76MD	Soviet AF/AFL c/s	mfd	01jun91	line # 81-05; d/d 29aug91; opb 110 vtap at Novgorod-Krechevitsy; f/n in former East Germany 09sep91; rgd only 16jun92; l/n Gross Dölln (Templin) 06apr94
	RA-78854	II-76MD	Russian AF/AFL c/s	GEN	12jun94	opb 110 vtap at Novgorod-Krechevitsy by mar97; l/n EVN 23jun02; converted by VASO at Voronezh in autumn 2003/spring 2006 to, see next line
	RA-78854	II-76MD-90	Russian AF/AFL c/s	r/o	nov05	the first example of this modernised version with PS-90A-76 engines, the tail turret was removed; f/f 02feb06 from Voronezh, remained with VASO until sep06; state trials started oct06; f/n ZIA 05oct06, with the engine nacelles and pylons still in primer
	RA-78854	II-76MD-90	Russian Air Force	CKL	29may07	in light grey c/s with blue cheatline and Russian flag on fin, no titles; l/n operational CKL 23nov11; stored at CKL, seen 2013/sep19
10134 07223	CCCP-76811	II-76TD	AFL/Uzbekistan	mfd	29jul91	line # 81-06; d/d 29jul91 to Tashkent; rgd 16sep91; f/n STN 02sep92; l/n STN 14mar93
	UK-76811	II-76TD	Uzbekistan Airways	SHJ	09jun93	l/n TAS 08may98; last overhaul completed apr02; still in fleet list jan03; offered for sale 22dec05/27feb07 with t/t 3,989 hours and 1,360 cycles (only 3 flights since overhaul !); in fleet list 14dec07 as 'under repair' in Ilyushin OKB listing apr09; CoFA valid until 27mar11
	D2-MBQ	II-76TD	Angolan Air Force	LAD	28mar09	in Mali; c/n confirmed; in dark grey c/s with light grey undersides and with titles, seen LAD 2010; l/n LAD 21jan11 in static at military air show; see also c/n 0063469062
	D2-MBQ	II-76TD	Angolan Air Force	ph.	13apr11	ferried KRT-KLD probably for maintenance; seen Tver 18apr11, in dark grey c/s with light grey undersides; l/n LAD 20jul12 as such
	T-905	II-76TD	Angolan Air Force	LAD	29dec12	and LAD 03may13; in dark grey c/s with light grey undersides and with titles; seen MSQ 03aug18; l/n LAD 03jan23
10134 07227	"53" blue	II-78M	Soviet Air Force	d/d	unknown	line # 81-07; delivered to Engels; code from official list; fate ?; see c/n 0043455676
10134 07230	CCCP-76812	II-76TD	AFL/Moscow	mfd	30jul91	line # 81-08; d/d 31jul91; toc 14aug91; rgd 26aug91; opb Domodedovskoye PO; f/n MST 24feb92; l/n DME 10sep92
	RA-76812	II-76TD	Aeroflot	AMS	09dec92	l/n DME 16jul94
	RA-76812	II-76TD	Euro Atlantic Air	BJL	18jan93	in full c/s; f/n OST 21oct94; l/n DME 25aug97
	RA-76812	II-76TD	Domodedovo Airl.	trf	25jul94	leased from Domodedovo Airlines; new CoFR issued 05may00; l/n OST 21feb01
	RA-76812	II-76TD	East Line	DME	06jul98	in basic Domodedovo Airlines c/s with own titles; l/n DME 11dec02
	RA-76812	II-76TD	Airstars	DME	16aug01	f/n DME 28jun03; in a Russian Sky fleet list dec05; l/n DME 18apr06
	RA-76812	II-76TD	East Line	rgd	16jan03	in basic Domodedovo Airlines c/s with white fin and 'Russian Sky' titles; parked at FJR, seen 14sep08/01jul09
	RA-76812	II-76TD	Russian Sky	DME	25may06	c/n confirmed; in basic Domodedovo Airlines c/s with small 'M.G.L.' titles only; l/n UYL 01mar10
	ST-MGD	II-76TD	El Magal Aviation	FJR	01aug09	to Aerospace Consortium FZE, opb Veteran Avia LLC; c/n from CoFR; in basic Domodedovo Airlines c/s, no titles; f/n SHJ 21nov10; l/n FJR 06sep12
	EK-76812	II-76TD	Veteran Avia	rgd	06aug10	current on register 02jul13; in white c/s with gold cheatline and grey undersides, no titles; f/n OSS 24oct13
	ER-IAL	II-76TD	Grixona	trf	mar13	to Infinite Seal Inc. of the British Virgin Islands
	UR-CMC	II-76TD	Eleron	rgd	05may14	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with gold cheatline and grey undersides, no titles; f/n FJR 17dec14; l/n RKT 20dec18; new CoFR issued 20may19; destroyed in the early hours of 26jul19 while being parked at al-Jufra (Libya) when was attacked by a TB2 "Bayraktar" UAV of the Libyan Government of National Accord (GNA) and burnt out, the captain tried to save the aircraft's on-board documents and was killed; AOC suspended 27jul19; canx between 08aug19 and 06sep19
	UR-CMC	II-76TD	Yevropa Air	rgd	08jul14	line # 81-09; f/n Wuhan-Hankou 27nov91; l/n CTU 16may08
10134 07233	B-4030	II-76MD	China United AI	d/d	10jul91	in civilian c/s with titles and military roundels; l/n Danyang 22may09
	B-4030	II-76MD	Chinese Air Force	CTU	may08	c/n confirmed; in light blue c/s with white undersides, with titles and military roundels, red code; l/n SHA 27jul22, now with yellow code
	21041	II-76MD	Chinese Air Force	ZIA	21aug13	line # 81-10; d/d 22dec92 to Tashkent; f/n FRA 13oct93; c/n checked on upward folding cargo door SHJ feb96 as 1013405176 which was still current as RA-76807, doors swapped during overhaul at a rework plant ?
10134 08240	UK-76351	II-76TD	Uzbekistan Airways	mfd	22dec92	leased from Uzbekistan Airways; l/n TAS 06oct97
	UK-76351	II-76TD	Uzbekistan Airways	SHJ	mar97	last overhaul completed 22jun99; in fleet list jan03/dec07 as stored; l/n TAS 24may04; offered for sale 22dec05/27feb07 with t/t 7,144 hours and 1,785 cycles; current on Uzbekistan register dec10; l/n TAS 23oct11
	UK-76351	II-76TD	Uzbekistan Airways	ZRH	12aug99	taken at TAS late 2014; in all dark grey c/s with white undersides, for Angolan AF; probably the aircraft visible at TAS on GE image dated 10dec14, see next line
10134 08244	T-911	II-76TD	Angolan Air Force	LAD	dec14	all dark grey c/s with white undersides and titles, l/n LAD 03jan23
	CCCP-76835	II-76TD	ANTK Ilyushin	d/d	28oct91	line # 82-01; in Aeroflot c/s; delivered to Zhukovski; rgd 06apr92; f/n MAN 15jul92 with additional 'Interfreight' titles; l/n ZIA 16aug92 as such
	RA-76835	II-76P	ANTK Ilyushin	ZIA	15may93	fire-fighter version; in Aeroflot c/s; with exhibition number '306'
	RA-76835	II-76TD	Ilavia	ZIA	24aug95	in full c/s; leased from Zhukovski Research Institute; l/n ZIA 08jul98; not in apr00 Ilavia fleet list
	RA-76835	II-76TD	Rus	REN	27mar01	l/n DME 11may01
	RA-76835	II-76TD	Algerian Air Force	slid	aug02	photo in full Algerian Air Force c/s, but with original Russian registration; soc 26may03 and canx 28may03 as sold to Algeria
	7T-WIR	II-76TD	Algerian Air Force	SVO	16jun99	sighting correct ?, see date above; registration confirmed by Ilyushin for this c/n; the fuselage was damaged late 2000s by machine gun fire from Tuareg rebels, flown to Boufarik after repairs; seen ZIA apr16, with titles; l/n ZIA apr17
10134 08246	CCCP-76813	II-76TD	AFL/Uzbekistan	mfd	20aug91	line # 82-02; d/d 20aug91 to Tashkent; rgd 16sep91; f/n DME 26sep91; still 'CCCP-' jan93
	UK-76813	II-76TD	Uzbekistan Airways	ZRH	09jul93	last overhaul completed 10sep97; stored at TAS, l/n may98/jan03; in fleet list oct00/jan03 as stored; offered for sale 22dec05/27feb07 with t/t 3,430 hours and 1,068 cycles; in fleet list 14dec07 as 'under repair'
	D2-MAA	II-76TD	Angolan Air Force	LAD	19feb09	in dark grey c/s with light grey undersides, no titles; in Ilyushin OKB listing apr09, CoFA valid until 20aug11
	T-906	II-76TD	Angolan Air Force	photo		in all dark grey c/s with light grey undersides and with titles; c/n only given as the aircraft involved in the take-off accident at LAD; dbr 27aug09 on take-off from Luanda when the crew forgot to extend the flaps and the aircraft overran the runway, no casualties; photos exist after the accident; l/n LAD oct14; in the process of being broken up late mar15
10134 08252	CCCP-76809	II-76TD	MAP PO Transp.Avia	d/d	31aug91	line # 82-03; delivered to Domodedovo; rgd 10oct91; f/n HAM 18nov91, in Aeroflot c/s and titles
	RA-76809	II-76TD	Aeroflot	LUX	13nov92	seen AMS 17nov93 and 22nov93, in full Aeroflot c/s, opb Aviatrans
	RA-76809	II-76TD	Aviatrans	AMS	29dec93	l/n DME 26aug95, still with Aviatrans titles, see trf next line
	RA-76809	II-76TD	Atran	trf	14jun94	l/n DME 26may96; l/n LUX 14feb00
	RA-76809	II-76TD	Dobrolet	DME	16aug01	CoFR renewal 30dec02; l/n DME 21sep03
	RA-76809	II-76TD	East Line	rgd	31mar04	f/n SHE 01jun04; l/n RIX 15apr05
	RA-76809	II-76TD	Aviast	DME	07may05	in basic Aeroflot c/s, no titles or flag; reported in technical inspection document 06may05 as opb Aviast; l/n DME 12sep05; current in Aviast fleet list dec05; soc 30dec05 as to Sudan
	ST-BDE	II-76TD	Badr Airlines	KRT	28feb06	in basic Aeroflot c/s with white tail, small titles on forward fuselage; offered for lease by African Logistic Support Service 22aug06; repainted all-white with titles and badge on tail; seen KRT 10apr10, c/n checked this date; l/n stored KRT nov16/mar23
10134 08254	B-4031	II-76MD	China United AI	d/d	30sep91	line # 82-04; f/n Wuhan-Hankou 27nov91; l/n CTU nov06
	B-4031	II-76MD	Chinese Air Force	ZUH	23oct08	in civilian c/s with titles and military roundels; l/n Danyang 22may09
	21042	II-76MD	Chinese Air Force	ph.	11may13	opb 39th Transport Regiment at Danyang; in civilian c/s with titles and military roundels; photo 06may16, in light blue c/s with white undersides, with titles and military roundels, red code; l/n Zhengzhou 08apr20; seen 28jul21, now with yellow code
10134 08257	CCCP-78736	II-76TD	Aeroflot	d/d	27sep91	line # 82-05; delivered to Donetsk; rgd 15oct91; f/n YKS 03jul92
	CCCP-78736	II-76TD	Hung Ukr Heavylift	STN	21jan93	no titles; seen RTM 09feb93; l/n ATH mar93, small Ukrainian flag behind the cockpit
	UR-78736	II-76TD	Hung Ukr Heavylift	OST	01may93	l/n OST 05may93, opf Air Foyle these dates
	HA-TCB	II-76TD	Hung Ukr Heavylift	rgd	21mar94	was already f/n BUD 01mar94
	HA-TCB	II-76TD	United Nations	BUD	29aug94	l/n BUD 24oct94; based at Donetsk mar97
	HA-TCB	II-76TD	Aeroflot c/s, n/t	ZRH	06mar96	arrived at BUD 12jan01 and stored since; CoFA expired 06apr02 and wfu 05may02; work to make it airworthy again commenced jun08; registration and flag removed 04aug08
	UP-17629	II-76TD	Eastern Express	BUD	11aug08	in basic Aeroflot c/s, no titles; registration applied 11aug08; ferried BUD-RKT 14aug08; l/n RKT 17feb09
	UP-17629	II-76TD	SkyLink Arabia	RKT	02mar09	l/n Basra 21mar09; seen AKT 03jun09 without titles; l/n FJR 11sep09
	4L-FFG	II-76TD	Eastern Exp. Geor.	SAW	14sep09	opb Eastern Express Georgia in basic ex-Aeroflot c/s, no titles; renamed Skyway and in official document dec09 as such; l/n SHJ 09oct10, still no titles; canx late 2010/early 2011
	EX-76001	II-76TD	Click Airways	rgd	12dec12	owned by Airline Transport Incorporation, FZE; f/n ZIA 21may13 in all-white c/s with grey undersides and no titles, engines missing; l/n ZIA 31aug13; reported at ARZ 123 nov13
	27606	II-76TD	Chinese Air Force	may14		details from russianplanes.net; reported at 123 ARZ; serial for delivery to China
	78696(1)	II-76TD	Chinese Air Force	ZIA	28sep14	c/n from russianplanes.net; in light blue c/s with white undersides, with titles and military roundels, serial taped on tail; last digit under the tape looks to be a '6'; see previous line; see c/n 0083489691
	20544	II-76TD	Chinese Air Force	KMG	03may15	details from russianplanes.net; in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n CTU 01may16
10134 08264	CCCP-76818	II-76TD	all-white c/s	mfd	31oct91	line # 82-06; d/d 31oct91 to Sheremetyevo; f/n DME 17feb92; wearing Russian Federation flag; slide exists with Soviet Flag !; rgd 14jan92 to Exparc; l/n SVO 11sep92
	CCCP-76818	II-76TD	United Nations	BTS	07dec92	owned by Exparc Air
	76818	II-76TD	United Nations	ZAG	26feb93	l/n SVO 22aug97
	RA-76818	II-76TD	Exparc Air	SHJ	24nov93	l/n VKO 06aug99; not in apr00 fleet list
	RA-76818	II-76TD	Ilavia	SHJ	11mar98	l/n DME 16aug01
	RA-76818	II-76TD	Rus	OST	13jun00	

10234 08265	RA-76818	II-76TD	Abakan Avia	VKO	2002	photo, in all-white c/s with grey undersides and titles; soc and canx 10feb03 as sold to Algeria
	7T-WIT	II-76TD	Algerian Air Force		nov04	at Boufark; opb 374 Sqn; l/n ZIA 15oct20
	RA-76355	II-76TD	VIA Viktor AI	d/d	26dec92	line # 82-07; f/n BTS 31jul93; in basic Aeroflot c/s with 'V I A' titles; l/n BTS 08aug93
	RA-76355	II-76TD	United Nations	ZAG	sep93	and 29nov93; l/n LAD 24jun94; leased from VIA Viktor Airlines
	RA-76355	II-76TD	all-white c/s n/t	SVO	1995	seen SVO 06may95; reported for Velocity, formerly VIA Viktor Airlines
	RA-76355	II-76TD	Moscow Airways	OST	16may95	l/n SXF 05jun95 in all-white c/s with titles
	RA-76355	II-76TD	TANTK	OST	dec96	l/n SHJ 27jan97
	RA-76355	II-76TD	Continental Aw	SVO	23apr97	l/n SHJ 09nov97; soc and canx 03aug98 as to Sierra Leone
	9L-LBO	II-76TD	Intalair	DXB	sep98	registration also reported worn by an An-24, Mi-8 and L-410
	EP-ALD	II-76TD	Atlas Air	SHJ	22nov98	in blue/white c/s with red stripe; l/n SHJ 14dec98; c/n checked
	T9-QAB	II-76TD	Phoenix	rgd	jan99	reported seen feb99, but ever taken up ?
	T9-CAB	II-76TD	Phoenix	rgd	01jan99	f/n SHJ 19jan99; in blue/white c/s with red stripe and titles; l/n SHJ 07dec99
	XT-FCB	II-76TD	Faso Airways	OUA	26nov00	c/n confirmed; 'Stage III' titles; reported to have hush-kits, but according to the engine factory this is nonsense; in Sudanese list of foreign aircraft operating in Sudan jan07, with operator given as Azza; l/n FJR 13feb08, still with Faso Airways titles
	XT-AZZ	II-76TD	all-white c/s, n/t	KRT	24jun08	c/n not confirmed; registration applied recently as it looked like a sticker
XT-AZZ	II-76TD	AZZA	KRT	06jan09	c/n not confirmed; reported as XT-AZZ KRT 24mar09, 31mar09 and 24apr09 confirmed XT- !; see sighting next line	
ST-AZZ	II-76TD	AZZA	KRT	26mar09	c/n confirmed !; in full Azza c/s; l/n KRT 13nov10	
no reg	II-76TD	Sudanese Air Force	OAU	27mar11	still with ST-AZZ still visible on top of the wing; in all-white c/s with grey undersides and small roundel on rear fuselage; used call-sign 'SAF1106' 27mar11; l/n KRT 20jul12	
1106	II-76TD	Sudanese Air Force	EGN	14feb13	seen painted with very small serial by the nose and Sudan Air Force titles; l/n KRT 05aug13	
no reg	II-76TD	Sudanese Air Force	KRT	10may14	in all-white c/s with grey undersides, large 'II-76TD' behind the nose	
ST-AZZ	II-76TD	Sudanese Air Force	KRT	15may14	in all-white c/s with grey undersides, large 'II-76TD' behind the nose; l/n KRT 21oct14	
1106	II-76TD	Sudanese Air Force	KRT	02nov14	in all-white c/s with grey undersides, large 'II-76TD' behind the nose and small serial on the rear fuselage with 'S.A.F' beneath	
ST-AZZ	II-76TD	Sudanese Air Force	KRT	05jan15	in all-white c/s with grey undersides, large 'II-76TD' behind the nose and small serial on the rear fuselage	
1106	II-76TD	Sudanese Air Force	KRT	08feb15	in all-white c/s with grey undersides	
ST-AZZ	II-76TD	Sudanese Air Force	KRT	04apr15	in all-white c/s with grey undersides; l/n KRT 25may15 active, wearing no registration	
no reg	II-76TD	Sudanese Air Force	KRT	may15	in all-white c/s with grey undersides; l/n KRT 24nov15, with registration	
ST-AZZ	II-76TD	Sudanese Air Force	KRT	23nov15	in all-white c/s with grey undersides	
1106	II-76TD	Sudanese Air Force	ELF	jan16	in all-white c/s with grey undersides, wfu, with ST-AZZ still visible; l/n mar23	
ST-AZZ	II-76TD	Sudanese Air Force	KRT	aug17	line # 82-08; d/d 31oct91 to Sheremetyevo; rgd 06feb92; f/n AMS 22feb92 in Aeroflot c/s; l/n SVO 11sep92	
1106	II-76TD	Sudanese Air Force	KRT	23aug22		
10134 08269	CCCP-76814	II-76TD	ALAK	mfd	31oct91	
RA-76814	II-76TD	ALAK	DUS	24apr93		
RA-76814	II-76TD	ALAK c/s, n/t	DME	23apr97	l/n SHJ 25oct97; operated by East Line	
RA-76814	II-76TD	Rusaerolizing	SHJ	dec97	l/n OST 02apr98	
RA-76814	II-76TD	East Line	DME	29jun98	l/n SHJ 16feb99	
RA-76814	II-76TD	Sukhoi	DME	06aug99	f/n DME 21aug01; not on Russian register mar03 but also not canx from Russian register !	
RA-76843(2)	II-76TD	Aviast	rgd	11dec02	l/n DME 27aug03; l/n VKO 27jun04; see c/n 1033418584; still in fleet list 18nov04	
RA-76843(2)	II-76TD	United Nations/WFP	ZIA	16aug05	l/n KRT 25oct05; current in Aviast fleet list dec05	
RA-76843(2)	II-76TD	Aviast	DME	22jul06	full colours and titles; l/n DME oct06	
RA-76843(2)	II-76TD	United Nations	JUB	27aug07		
RA-76843(2)	II-76TD	Airstars	rgd	17apr09	f/n SHJ 04sep09, opb Airstars, all-white c/s, no titles this date; l/n PEE nov10 as such; f/n with titles UUS 18feb11; l/n Ryazan-Dyagilevo apr12/may19, missing two engines	
10134 09274	CCCP-76819	II-76TD	LII Zhukovski	mfd	30nov91	line # 82-09; in Aeroflot c/s; d/d 30nov91 to Magadan; rgd 23dec91; f/n MST 06mar91; l/n ZIA 15aug92
CCCP-76819	II-76TD	Air Syder			leased to VIA Viktor Airlines	
76819	II-76TD	United Nations	BTS	01may93	leased from VIA Viktor Airlines; l/n ZAG 24may93	
RA-76819	II-76TD	United Nations	ZAG	11jul93	leased from Exparc Air; in full all-white UN c/s; l/n DME 04may94	
RA-76819	II-76TD	all-white, n/t	photo		soc and canx 11oct95 as to Estonia	
ES-NIT	II-76TD	Enimex	TLL	12oct95	l/n EMA 13dec97	
RA-76819	II-76TD	Elf Air	OST	16mar98	l/n FJR 03apr99; dbr 26jul99 on the leg from Irkutsk to Perm of a flight from Tianjin to Moscow with the MTOW exceeded by 25 tonnes, the aircraft was not able to lift off, overran the runway, collided with approach lights, the perimeter fence and the inner marker, came to rest 1,476 metres behind the runway threshold (near Pivovarikha) and caught fire, 2 of the 7 crew injured; t/t 2,882 hours 28 minutes and 1,177 cycles; canx 26mar01	
10234 09280	RA-76354	II-76TD	Aeroflot	d/d	29dec92	line # 82-10; delivered to Domodedovo; f/n BKA 24may94, with a small red cheatline under the normal blue cheatline; l/n BKA 24aug97
RA-76354	II-76TD	Remex	BRU	22nov97	owned by Ural Airlines; l/n BKA 21sep98	
4K-AZ11	II-76TD	Azerbaijan AI	no	reports	but did wear this registration and was mentioned on the Russian register as leased to Azerbaijan nov98	
RA-76354	II-76TD	Azerbaijan AI	trf	nov98	canx 01apr99 as to São Tomé; f/n BUD 12apr99; registration on nose-wheel doors only; registration in flight-plan as being S9-BAD ! of Air Cargo Centre; l/n BUD 15apr99	
HA-TCK	II-76TD	Atlant, n/t	rgd	07oct99	f/n BUD 08dec99 when delivered; l/n BUD 23dec99	
HA-TCK	II-76TD	Atlant Hungary	LAD	16mar01	l/n JNB 03apr04; opb for the Angolan Air Force with call-sign T-902 at least between nov02 and apr04; CoFA valid until 16apr04; l/n LAD 12apr06	
T-902	II-76TD	Angolan Air Force	LAD	22jul06	c/n not checked, see a few lines down with T-902	
D2-MBJ	II-76TD	Angolan Air Force	KBP	03dec06	in dark grey c/s with light grey undersides, no titles; l/n LAD 28mar09; c/n confirmed in Ilyushin OKB listing but not current in this listing 2010, see next line	
T-902	II-76TD	Angolan Air Force	HLA	10oct11	c/n not checked	
D2-MBJ	II-76TD	Angolan Air Force	LAD	01may12	c/n not checked; flew KRT-ODS 20jun12; photo comparison suggests this is likely to be the same aircraft as per the lines above; l/n ODS 30jan13	
T-902	II-76TD	Angolan Air Force	LAD	06jun13	c/n not checked; in dark grey c/s with light grey undersides, with titles; seen Bila Tserkva 2015 and LAD 06aug15; seen LAD 21sep16/12nov16, parked; arrived for overhaul at Bila Tserkva 23dec16 and left 22apr17; seen LAD 21nov19; l/n LAD 03jan23, stored	
10134 09282	CCCP-76810	II-76TD	AFL/Yakutiya	mfd	24dec91	line # 83-01; d/d 30dec91; toc 12jan92; rgd 04feb92 to AK Nyurigr Sakha; in Aeroflot c/s; f/n KJA 01jul92
RA-76810	II-76TD	Aviapromservis	trf	20mar93	canx 31jan94 as to Kazakhstan	
UN-76810	II-76TD	Aeroflot c/s, n/t	FRA	11apr94	impounded at Maastricht oct95/nov96; was trf 26sep96 to Air Kazakhstan, Karaganda based, but never had such titles	
UN-76810	II-76TD	Kazakhstan Airlines	ALA	21sep02	l/n FJR 25nov05	
UN-76810	II-76TD	all-white c/s, n/t	DXB	16dec05	opb GST Aero, l/n KRT 21mar06	
ST-EWX	II-76TD	East West Cargo	KRT	02may06	c/n confirmed; l/n DOH 26jun06	
ST-EWX	II-76TD	Air West Cargo	KRT	13aug06	in white/grey c/s; current on register jan07; l/n KRT 27jul11	
ST-EWX	II-76TD	Green Flag	KRT	20aug11	in white/grey c/s, no titles; operator given in ICAO document as such; l/n KRT oct15	
1105	II-76TD	Sudanese Air Force	ELF	jan16	c/n not confirmed and version also not confirmed, but suggested as perhaps this aircraft	
ST-EWX	II-76TD	Green Flag	KVG	31may16	c/n confirmed; in white/grey c/s, no titles; seen KRT 27feb18; operating for the Haftar Affiliated Forces (HAF) in Libya since 04jun20 according to UN document dated 08mar21; l/n BEN nov20	
10134 09287	RA-76831	II-76TD	no titles	BEN	04jun21	in all white c/s with grey undersides; photo exists
UR-CTX	II-76TD	ZetAvia	rgd	06dec21	photo 29jan23, in all white c/s with grey undersides, small web address titles; l/n LEJ 02dec23	
CCCP-76831	II-76TD	Transp. Aviatsiya	rgd	10jan92	line # 83-02; d/d 22jan92 to Tashkent; the Uzbek register dated 27aug19 gives the mfd as 22oct82 (sic)	
UK-76831	II-76TD	Uzbekistan Airways	DME	13aug93		
UK-76831	II-76TD	TAS A/c Prod Corp	ZIA	22aug95	in white c/s with double red cheatline and light blue undersides and engines, with 'Tashkent Aircraft Production Corporation' titles and a logo on the fin; l/n BSL 27sep99	
UK-76831	II-76TD	Airstars	DME	10jul00	leased from the Tashkent Aircraft Production Corporation from 27apr00; in basic TAPC c/s with own titles plus a logo on the fin; l/n DME 01apr01	
UK-76831	II-76TD	TAS A/c Prod Corp	FRU	12dec01	in full c/s; the airline branch of the factory was renamed TAPC Aviatrans Aircompany; seen Tashkent-Tuzel 24may04; current in fleet list nov06; current on register dec10; stored at Tashkent-Tuzel following the closure of the factory	
UK-76831	II-76TD	Uzbekistan Airways	rgd	24mar15	still in full TAPC c/s including titles; offered for sale jan16/may21; still current on register 27aug19; sat wfu at Tashkent-Tuzel, seen dec20/may22; to be scrapped if not sold by 01jul22	
10134 09289	B-4032	II-76MD	China United AI	d/d	30oct91	line # 83-03; f/n Wuhan-Hankou 27nov91; l/n JN 15may07
B-4032	II-76MD	Chinese Air Force	ph.	aug07	in civilian c/s with titles and military roundels; l/n ZUH 22nov10	
21043	II-76MD	Chinese Air Force	CTU	03may15	c/n not confirmed; in light blue c/s with white undersides, with titles and military roundels, red code; seen SHA 27jan21 now with yellow code; l/n CGO 01dec23	
10134 09295	CCCP-76820	II-76TD	MOM PO Transp. Av.	d/d	27feb92	line # 83-04; mfd 29feb92; rgd 12mar92 to POTa; delivered to Domodedovo; in standard 'blue' Aeroflot c/s including titles; f/n HEL 16apr92; l/n MST 18may92
RA-76820	II-76TD	Aeroflot	AMS	15dec92	opb Aviatrans; l/n LUX 02feb94	
RA-76820	II-76TD	Aviatrans	AMS	24feb94	in basic 'blue' Aeroflot c/s with own titles	
RA-76820	II-76TD	Atran	trf	14jun94	in basic 'blue' Aeroflot c/s; initially still carried 'Aviatrans' titles; f/n DME 16jul94; l/n as such LUX 09jun97; received 'Atran' titles; f/n as such DME 23aug97; l/n as such ARN 22aug01; seen LUX 26mar02, titles not reported	
RA-76820	II-76TD	Dobrolet	VKO	21jun02	leased from Atran; l/n VKO 01aug02; soc 03apr03 as sold to Latvia and canx the same day	
YL-LA) (2)	II-76TD	Inversija	FJR	06nov03	leased from Atran; in basic 'polar' Aeroflot c/s, no titles; l/n without URL PMI 31jul99; received the URL 'www.adagold.com' on the rear fuselage; f/n as such PER 02jan04; l/n as such JNB 31dec06; stored at RIX, seen 18mar07/22apr07; was made ready for return to Atran jan08; canx 20feb08; l/n RIX 04mar08; see c/n 83414432	
UP-I7601	II-76TD	Air Almaty	RIX	06mar08	initially in basic 'polar' Aeroflot c/s, no titles; registration painted on at RIX 06mar08; ferried RIX-MHP for emergency location transmitter modification 07mar08 and MHP-FJR 09mar08; based in the UAE; l/n in its old colours SHJ 16sep08; repainted in white c/s with grey belly, with titles; f/n as such LOS 30oct08; received an 'ALE' (Antarctic and Logistics Expeditions) sticker on the right forward fuselage; f/n as such FJR 25may09; l/n as such REC 08nov09; l/n SSA 30oct16	
UP-I7601	II-76TD	Sigma Airlines	rgd	04oct17	in white c/s with grey belly and engines, with titles; f/n SSA 30oct17; l/n Punta Arenas 31oct19; the AOC was suspended 29may20 and revoked 23sep20	

	UR-CTO	II-76TD	ZetAvia	rgd	15jun20	to Technoline FZC of Sharjah, UAE; in white c/s with grey belly and engines and the URL 'www.zetavia.net'; f/n KHI 09mar21; rgd to Astra Way FZC of the UAE 24may21; l/n TPE 23aug22; last tracked flight 25sep22; canx between 13oct23 and 16dec23
10134 09297	EX-76015 SU-OAA EP-JAY EP-TQJ EP-PCC EP-GOL EP-PUO	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	New Way Cargo Cairo Char & Cargo Mahan Air Qeshm Air Pars Air Yas Air Pouya Air	rgd mfd SHJ rgd CMB DXB trf	30oct23 dec91 dec93 11sep00 30may06 24jun08 dec12	line # 83-05; f/n CAI 03feb92; d/d in files as 13feb92 ! in green/gold c/s; l/n OST 08sep00 f/n DXB 04oct00; in green/gold c/s; l/n THR 11apr06 c/n confirmed in Iranian RVSM listing; in green/gold c/s; l/n DXB 15dec07 c/n confirmed; in green/gold c/s; l/n THR 19nov11 a photo exists Hama AFB 27feb14, serial not readable but thought to be this aircraft, as still in the same green/gold c/s, without titles or tail logo in the same green/gold c/s, without titles or tail logo; serial not visible in the photo; l/n THR 01mar16, still in the same c/s and missing some engines, EP-PUO still visible partially painted out; l/n THR 25may16 line # 83-06; d/d 12feb92; rgd 14feb92; delivered to Donetsk; initially in full Aeroflot c/s; seen BUD 29jul92 as such; later in basic Aeroflot c/s with Ukrainian flag, no titles; l/n BUD 04oct92 as such not taken up, see next line l/n SHJ 27nov94 based at Donetsk by mar97; initially in basic Aeroflot c/s, no titles; l/n as such FJR 19aug00; received 'Yuzhnoye State Office' titles; f/n as such SXF sep00; l/n JNB 03may03; sold by KB "Yuzhnoye" to GST Aero 24jan06 reported by the operator jan06, but no sightings in basic Aeroflot c/s; sold by GST Aero to Air Tomisko 02mar06 in basic Aeroflot c/s with own titles and logo; f/n BTS 05aug06; l/n VIE 25jul07; sold by Air Tomisko to Aerospace Company FZE 02aug07; stored at FJR, seen mar08/sep08 c/n confirmed; in basic Aeroflot c/s, no titles; seen with an additional 'Rayyan Air' sticker SHJ 16nov11; l/n DWC 16nov13 current on register 09oct14; f/n SAW 30oct14; Grixona was renamed Sky Prim Air in 2014 (the Moldovan CAA gave the operator as Sky Prim Air from dec14) in white/light grey c/s, no titles; already on Ilyushin.org dec15; canx between 22mar18 and 03may18; l/n TBS 06may18
10134 09303	15-2285 CCCC-78734 HA-TCA UR-78734 UR-78734	II-76TD II-76TD II-76TD II-76TD	Iranian RGC AF KB "Yuzhnoye" Hung Ukr Heavylift Atlant KB "Yuzhnoye"	THR mfd res SIP SHJ	23nov14 10feb92 06dec93 20sep94 13mar95	
	RA-78734 UN-78734 YU-AMJ	II-76TD II-76TD II-76TD	Atlant-Soyuz no titles Air Tomisko	BEG rgd	18mar06 apr06	
	UP-I7626	II-76TD	Air Trust	SHJ	05oct08	
	ER-IAM	II-76TD	Grixona	rgd	> jul14	
	ER-IBI	II-76TD	Air Stork	FJR	02jun16	
	UR-CRP	II-76TD	Yevropa Air	rgd	15may18	to Infinite Seal Inc. of the British Virgin Islands; f/n FJR jan19; white with gold cheatline and grey undersides, no titles; destroyed in the early hours of 26jul19 while being parked at al-Jufra (Libya) when was attacked by a TB2 "Bayraktar" UAV of the Libyan Government of National Accord (GNA) and burnt out, no casualties; AOC suspended 27jul19; canx between 08aug19 and 06sep19 line # 83-07; d/d 20mar92 to Minsk; rgd 06apr92; f/n ZIA 16aug92 in Aeroflot c/s
10134 09305	CCCC-76836 CCCC-76836 EW-76836	II-76TD II-76TD II-76TD	ANTK Ilyushin Belair Belair	mfd MUC MUC	20mar92 11may93 08jun93	
10134 09310	CCCC-76815 EX-76815	II-76TD II-76TD	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd KUL	25apr92 27jul94	dbn on landing Sarajevo 31dec94, l/n derelict 14nov00 and later scrapped; t/t 1,275 hours and 438 cycles line # 83-08; d/d 30apr92; f/n STN 15mar93; l/n NCL 21feb94 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n active MLA 27dec99; seen FRU nov02/nov04 stored c/n confirmed (but given as 1023409310 by the operator); in basic Kyrgyzstan c/s, no titles; current in Imtrec fleet list 20nov05, acquired a couple of months earlier; offered for sale apr08 with t/t 5,200 hours, location given as Riga; stored at RKT, l/n 25jul08 in white/grey c/s, no markings apart from registration and type; l/n Jurmala-Tukums 31mar10 photo Yerevan-Erebuni 08mar11, serial not visible; reported flying 20jun11 for the Armenian Air Force now without prefix, in white/grey c/s, no titles; l/n PEK 20jun20 f/n VKO 26dec20, in white/grey c/s, no titles; not on the register 12oct20 but was included on the next one three days later, dated 15oct20; it was still on the register dated 02nov20 but was not on the register dated 29dec20 in white/grey c/s, no titles; l/n VKO 27dec23 line # 83-09; delivered to Minsk; f/n ZIA 16aug92 l/n 07oct95; offered for sale jan95 for \$ 3,900,000
	RDPL-34148	II-76TD	Imtrec Aviation	RKT	24nov05	
	RDPL-34148 EK-76310 76310 EK-76345	II-76TD II-76TD II-76TD II-76TD	no titles Air Highnesses Armenian Air Force Atlantis Armenian	RIX rgd ROV lsd	29nov09 05nov10 22dec11 oct20	
10234 09316	76310 CCCC-76837 EW-76837 ST-APS RA-76837 ST-APS	II-76TD II-76TD II-76TD II-76TD II-76TD	Armenian Air Force Aeroflot Belair AZZA, n/t SAT Air AZZA	MSQ d/d JNB rgd STN	17jan22 27mar92 06aug93 26jul96 28oct96 04mar98	
	ST-APS	II-76TD	Kush Aviation	KRT	12may13	
	ST-APS	II-76TD	Kata Air Transport	KRT	11sep14	
	ST-APS	II-76TD	Kush Aviation	NYL	16sep14	
10234 09319	CCCC-76834(1) RA-76834(1)	II-76TD II-76TD	MAP Voronezh APO Aeroflot	mfd SHJ	28apr92 30jan94	
10234 09321	SU-OAB EP-MAH EP-TQJ EP-PCB EP-GOM	II-76TD II-76TD II-76TD II-76TD II-76TD	Cairo Char & Cargo Mahan Air Qeshm Air Pars Air Yas Air	rgd early93 rgd CMB THR	13mar92 early93 19jul00 30may06 01jul08	
	EP-PUS	II-76TD	Pouya Air	ZAH	06jan13	
10234 10327	CCCC-76824 76824 UK-76824 UK-76824 UK-76824	II-76TD II-76TD II-76TD II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways East Line Uzbekistan Airways	mfd STR FRA SXF OST	21apr92 20nov92 10jun93 may98 01feb99	
	78691	II-76TD	Chinese Air Force			in fleet list oct00/dec07 as stored; offered for sale 22dec05/27feb07 with t/t 5,480 hours and 1,798 cycles; l/n TAS 12oct13, still in old c/s details from russianplanes.net; reported stored at TAS 12nov14; departed TAS 21apr15; at 123 ARZ by 06may15; photo ZIA 2015 in bare metal c/s; line number only mentioned in an insurance document by sep15 with owner given as Ilyushin for 3 flights on the route Staraya Russa-Zhukovskiy-Urumqi-Dangyang, version given as such; in bluish grey c/s with light grey undersides, military roundels and titles; l/n ZIA 28dec15 in bluish grey c/s with light grey undersides, military roundels and titles, serial visible under sticker; serial for delivery to China in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Ryazan-Dyagilevo 24jul19
	27608	II-76TD	Chinese Air Force	ZIA	11jan16	
	20548	II-76TD	Chinese Air Force	URC	29dec17	
10234 10330	RA-76445 RA-76445 4L-76445 EK-76445 RA-76445 RA-76445 RA-76445 RA-76445 RA-76445 RA-76445 EW-448TH RA-76445 RA-76445	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	AFL/West Siberia Polyus Novosibirsk Al Lasare Air Dvin Air Gazpromavia Volga-Dnepr, n/t Abakan Avia Aviacon Zitotrans Russian Sky Ruby Star Abakan Avia United Nations	mfd ZIA SHJ JNB SHJ VKO EIN UUS OSR Bib rgd JUB	11nov92 19aug97 dec98 23nov99 18sep00 21aug01 24jan06 26sep10 27feb11 22feb12 jul15 19apr16 16jun17	
	RA-76445	II-76TD	Abakan Avia	IKT	17mar19	
10234 10336	RA-76445 CCCC-76816	II-76TD II-76TD	Aviacon Zitotrans Aviakompania Vitaz	ZIA mfd	23sep23 31mar92	
	EZ-F425	II-76TD	Turkmenistan Al	ATH	08jun94	
10234 10339	RA-76816 UK-76358	II-76TD II-76TD	not known Uzbekistan Airways	rgd mfd	22jun20 21may93	
	78692	II-76TD	ex Uzbekistan c/s	ZIA	24jul15	
	78692 20640	II-76TD II-76TD	Chinese Air Force Chinese Air Force	ZIA SZX	jun16 28oct18	

10234 10344	RA-76350	II-76TD	Aeroflot c/s, n/t	d/d	06nov92	line # 84-06; delivered to Zhukovski; toc 21apr93 by AFL/East Siberia according to MGA document; f/n ZIA 06jul93; mfd reported as 19nov92, which is not in line with the d/d
	RA-76350	II-76TD	C-Air	LCA	13oct94	l/n UUD 20apr97
	RA-76350	II-76TD	East Line	DME	26may97	in basic ex C-Air c/s with East Line titles; l/n BKA 24aug97
	RA-76350	II-76TD	Abakan Avia	DME	03nov98	in basic ex C-Air c/s with Abakan Avia titles and 'Sobol' logo; CoFR renewals; 15mar00 and 04jul01; CoFR renewal 01aug03 to S.A.Lizing OOO; l/n DME 24aug03; soc 13apr06 as to Belarus
	EW-244TH	II-76TD	Gomelavia	GME	22jul06	seen GKE 06oct06 with small Red Cross sticker; l/n FJR 23jan09
	UP-17639	II-76TD	Asia Continental	TMP	23jun09	was reported opb Asia Continental Avialines and already flight planned KGF-FNB 19jun09; l/n SHJ 02feb10
	4L-SKD	II-76TD	Sky Georgia	BUD	18feb10	in white/grey c/s, no titles; seen GKE 09mar10, with titles; l/n SXF 03nov11
	RA-76460(2)	II-76TD	ShAR Ink	rgd	10dec12	f/n SHJ 30mar13, with UGP call-sign (ShAR Ink) and Shar Ink logo behind the cockpit; l/n SHJ 30apr13; seen XCR 17aug13 with small additional 'Celba Cargo' titles on fuselage and engines; seen OSR 30oct14, with just ShAR Ink logo; l/n MVQ 22aug15/17oct17 stored; see c/n 0013431928; canx 27dec21
	T-912	II-76TD	Angolan Air Force	MSQ	10feb22	in white c/s with grey undersides and small flag on the fin, no titles; the previous registration and Sky titles are just visible under the paint; last tracked over Kaluga 27apr22
10234 10348	CCCP-76830	II-76TD	LIi im. Gromova	d/d	30may92	line # 84-07; in Aeroflot c/s; f/n ZIA 11aug92; rgd 20aug92; canx 17jun93 as to Turkmenistan feb08; seen
	EZ-F422	II-76TD	Turkmenistan AI	AUH	29jul93	l/n OST 27aug98; not in 2001 fleet list and not present ASB 16apr02; not current in fleet list feb08; seen stored ASB nov08/oct09 in an ever deteriorating condition; advertised for sale 14oct12 with t/t 4,382 hours; l/n OSS 04aug15, still in old c/s, stored
	78697	II-76TD			may16	details from russianplanes.net; reported at 123 ARZ; line number only mentioned in an insurance document by sep16 with owner given as Ilyushin for 4 test flights and flights on the route Zhukovski-Urumqi-Dangyang, version given as such
	27613	II-76TD	Chinese Air Force		may17	details from russianplanes.net; reported at 123 ARZ; serial for delivery to China
	not known	II-76TD	Chinese Air Force			
10334 10351	--	II-76/1076	--			line # 84-08; unknown specialised version 1076 (given as such in an official OKB listing); former TAOICh employees state that this aircraft was never built, probably the assemblies were used to build other II-76s
10234 10355	RA-76409	II-76TD	KnAAPO	mfd	31aug92	line # 84-09; d/d 30nov92 to Komsomolsk-na-Amure; initially in full Aeroflot c/s including titles; l/n as such ZIA 15may93; operated for Dobrolet apr94/may94; f/n without titles SVO 24sep94; l/n MST 27nov95
	RA-76409	II-76TD	ODA/UNHCR	photo		at JNB, date unknown, in basic ex Aeroflot c/s with huge 'UNHCR' titles on the port side and 'ODA' titles (Overseas Development Agency) and Union Jack flag on the starboard side
	RA-76409	II-76TD	Atlant-Soyuz	MST	08jan96	leased from KnAAPO 20nov02/31dec04; l/n BUD 14dec04; soc 13dec05 as to Kyrgyzstan
	EX-109	II-76TD	Click Airways	FJR	11jan06	c/n confirmed; on a photo at FJR with 'Atlant-Soyuz' titles plus logo on the fin; canx 07mar06
	ST-WTA	II-76TD	Ababeel Aviation	KRT	21mar06	c/n confirmed by the Sudanese CAA; in white/light grey c/s; l/n KRT 09jan08
	EY-604	II-76TD	Asia Airways	FJR	10feb08	no turret; in white/light grey c/s, no titles; had a blue stripe across the tail at one time; seen OUA 14sep09 with the same tail logo as 5A-DQA; seen NLV 24mar11; useful life-time ended in 2011; ferried to GYD around 09aug11; was reportedly to be leased by Silk Way, but Silk Way refused to employ aircraft with expired life-time; seen NLV 29nov11 and 26sep12; l/n NLV may13
	UR-COZ	II-76TD	Alpha Air	rgd	04nov16	to Volaris Business LP of Scotland; in white/light grey c/s, no titles; f/n Bila Tserkva 16nov16; l/n BGW 09aug17
	UR-COZ	II-76TD	Skyaviatrans	rgd	18jun18	to Volaris Business LP of Scotland; in white/light grey c/s, no titles; f/n BKK 13apr19; new CoFR issued 18apr19; w/o in the early hours of 06aug19 after a flight from Murted to Misurata with Turkish weapons for the Libyan Government of National Accord (GNA) on board when was destroyed by an armed UAV of the Libyan National Air Force (probably a Chengdu "Wing Loong" provided by the UAE) shortly after landing and burnt out, 1 of the 8 crew members was slightly injured; canx between 08aug19 and 06sep19
10234 10360	CCCP-76832	II-76TD	Aeroflot	mfd	30may92	line # 84-10; d/d 30may92 to Donetsk; f/n STN 27jan93; was reportedly opb Dobrolet in 1993
	RA-76832	II-76TD	Gulf Avn Tech Serv	PHX	29nov94	initially in basic 'blue' Aeroflot c/s with 'GATS' titles; l/n as such STN 23jun95; repainted in all-white c/s with 'GATS' titles; f/n as such STN 09oct96; l/n LHR 13mar97; soc 16jul97 as to the United Arab Emirates and canx the same day
	YN-CEW	II-76TD	Gulf Avn Tech Serv	AUH	23jul97	in all-white c/s with 'GATS' titles; l/n GVA 25aug98
	3C-KKG	II-76TD	Gulf Avn Tech Serv	STN	04nov98	in white c/s with light grey belly and 'GATS Airlines' titles; l/n AUH 21nov03
	EX-832	II-76TD	Gulf Avn Tech Serv	DXB	28dec03	in white c/s with light grey belly and 'GATS Airlines' titles; l/n DME 04jul04
	UR-BXQ	II-76TD	Gulf Avn Tech Serv	AUH	jan05	departed in early jan05 with an 'Ilyushin' call-sign
	UR-BXQ	II-76TD	Experts Cargo	AUH	04feb05	in all-white c/s with 'Experts Cargo' titles; l/n PED 12mar07; in the Ukraine Air Alliance fleet list oct07
	UR-BXQ	II-76TD	Maximus Airlines	SHJ	10feb08	rgd 22nov11 to Maximus Air LLC of the UAE; new CoFRs issued 23apr12, 26sep14, 17nov16 and 25oct22; in all-white c/s; initially with 'Maximus Air Cargo' titles; l/n as such JED 13jan17; titles changed to just 'Maximus'; f/n as such BTR 19oct20; l/n KHI 16dec21
10234 11363	CCCP-11363	II-76TD	Aeroflot	ZIA	10jun92	line # 85-01; probably the c/n used as registration, also see h/o date next line; was reported this date as an II-76T
	RA-76833	II-76TD	Aeroflot	d/d	16jun92	f/n KJA 13jul93; delivered to Barnaul; operated by Altai Airlines; mfd also reported as given for the d/d; on charge as of 01jan93 with AFL/West Siberia according to MGA document
	RA-76833	II-76TD	Polyus	OST	09apr98	Antex in tail
	RA-76833	II-76TD	East Line	DME	29jun98	l/n BAX 24jul00, without engines; for sale sep00 t/t 3,258 hours; canx 20nov02 as sold to Algeria
	7T-WIM	II-76TD	Algerian Air Force		aug10	at Boufarik; registration confirmed by Ilyushin for this c/n; seen SVO 16jun14; l/n Constantine-Ain El Bey 16apr17
10234 11368	76436	II-76TD	Donetsk Avn Enter.	d/d	19jun92	line # 85-02; delivered to Donetsk; reported for Dobrolet, but not confirmed; f/n STN 29mar93
	RA-76436	II-76TD	Gulf Avn Tech Serv	CAI	02dec94	in basic 'blue' Aeroflot c/s with 'GATS' titles; new CoFR issued 20jun96; soc 18jul97 as to the United Arab Emirates and canx the same day; l/n AUH 23jul97
	YN-CEX	II-76TD	Gulf Avn Tech Serv	STN	22aug97	in all-white c/s with 'GATS Airlines' titles; l/n AUH 10jul98
	3C-KKE	II-76TD	Gulf Avn Tech Serv	GVA	23oct98	in all-white c/s with 'GATS Airlines' titles; l/n AUH 21nov03
	EX-436	II-76TD	Gulf Avn Tech Serv	DXB	28dec03	c/n confirmed; l/n BCN 20jun04; canx 01nov04
	UR-BXS	II-76TD	Gulf Avn Tech Serv	AUH	jan05	had departed by 08feb05 with an 'Ilyushin' call-sign; l/n DXB 14apr05, titles not reported
	UR-BXS	II-76TD	Experts Cargo	AUH	01jun05	c/n checked; in all-white c/s with titles and a UAE flag on the fin; l/n as such SHJ 29jul07; in a Ukraine Air Alliance fleet list oct07; seen without titles DME 07nov07
	UR-BXS	II-76TD	Maximus Air Cargo	AUH	dec07	Maximus Air LLC of the UAE; in all-white c/s with titles; new CoFRs issued 23apr12 and 26sep14; l/n SHJ 02mar15; current on register 17apr15
	UR-BXS	II-76TD	Yevropa Air	rgd	21apr15	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; reported at FJR 02jun16; photo at FJR 01jun17; l/n in Oman may18; AOC suspended 27jul19; canx between 01sep19 and 06sep19
	UP-17660	II-76TD	Jenis Air	no reports		reported on the Ilyushin OKB website 30jan20
	UR-FSD	II-76TD	Fly Sky Airlines	rgd	01sep20	to Infinite Seal Inc. of the British Virgin Islands; already reported on the Ilyushin OKB website 18jun20; f/n Marcelesti 21nov20; in white c/s with grey engines, no titles; l/n CGK 04oct21; canx between 21feb22 and 10may22
	EX-76006	II-76TD	Fly Sky Airlines	rgd	10may22	f/n CUR 07jun22; in white c/s with grey engines, no titles; l/n FJR 10sep22; last tracked flight 22sep23 to NBO
10234 11370	CCCP-76838	II-76TD	KGB/Aeroflot c/s	mfd	30may92	line # 85-03; d/d 30may92 to Sheremetyevo; f/n SVO 08jun92; rgd 28jul92; l/n SVO 05sep93
	RA-76838	II-76TD	FSB/Aeroflot c/s	SVO	11apr94	opb oao sn FSB at SVO; l/n SVO 27nov06; referred to as 'RF-76838' in a tender published by the FSB 11apr07
	RF-76326	II-76TD	FSB/Aeroflot c/s	SVO	02dec06	c/n confirmed; opb oao sn FSB at SVO; still in full Aeroflot c/s including titles; photo exists with date given as 17nov06, but see l/n above; l/n SVO 31nov12
	RF-76326	II-76TD	FSB	SVO	29mar13	in white c/s with grey undersides and blue cheatline, no titles; l/n SVO 11oct21
10234 11375	CCCP-76839	II-76TD	KGB/Aeroflot c/s	mfd	30apr92	line # 85-04; d/d 30apr92 to Sheremetyevo; f/n SVO 02jun92; rgd 28jul92; l/n SVO 05sep93
	RA-76839	II-76TD	FSB/Aeroflot c/s	SVO	22may94	l/n SVO 19aug01; Sheremetyevo based mar97; crashed near Okhotsk 02dec01 after an in-flight fire
10234 11378	UK-76352	II-76TD	Uzbekistan	mfd	24dec92	line # 85-05; d/d 24dec92 to Tashkent; no reports; titles were painted on; canx but date unknown
	RA-76352	II-76TD	Uralinteravia n/t	STN	03mar94	seen SVX 23aug95; in basic Uzbekistan c/s, Russian flag on the tail; l/n end 1995
	RA-76352	II-76TD	Uralinteravia	AMS	26jan96	l/n CRZ 18may96; also had additional 'Samara' titles
	RA-76352	II-76TD	AviaPRAD	STN	25sep96	l/n STN 13sep99, titles starboard side only and carried overpainted 'Samara', 'Uralinteravia' and 'Tesis' titles
	RA-76352	II-76TD	Aviacon Zitotrans	rgd	20mar00	in fleet list sep/nov00 and current on Russian register sep01, see below
	EP-SFB	II-76TD	Safir	FJR	17jan01	l/n BTS 31jul02; c/n from JP-01
	RA-76352	II-76TD	Aviacon Zitotrans	ZIA	09aug02	rgd 16oct02; l/n AUH 19feb05
	RA-76352	II-76TD	United Nations	MST	15jul05	l/n SHJ 22jul05
	RA-76352	II-76TD	Aviacon Zitotrans	PER	13apr06	in all-white c/s, initially no titles; l/n as such BTS 05may06; f/n with titles and tail logo SVG 11aug06; l/n GYD 15may11; seen GKE 16nov11, all-white c/s without titles; l/n ZIA 24apr15, as such; reported may15 still operating with an 'AZS' call-sign
	RA-76352	II-76TD	United Nations	ZIA	10feb16	in all-white c/s with 'UN-WFP' titles and additional opb 'Abakan Air'
	RA-76352	II-76TD	Aviacon Zitotrans	IKT	10dec16	in all-white c/s, still with blue WFP emblem on forward fuselage, no titles; seen ABA 04apr17, all-white c/s no titles, operator given as Abakan Air ?; l/n ZIA 23aug19; canx 14nov19
	UP-17646	II-76TD	AZee Air	ZIA	18dec19	sale reported nov19 by ATDB; all-white c/s, no titles; was rgd 23dec19; l/n FJR 21jan20; last operation 18feb20; AOC suspended 21apr20
	UP-17646	II-76TD	Jenis Air	rgd	25jun20	operating from BEN for the Haftar Affiliated Forces (HAF) since jun20 according to UN document dated 08mar21; AOC suspended 21jul20 and revoked 23sep20; canx 02oct20
	EX-76007	II-76TD	Sapsan	rgd	18may21	f/n FRU 22sep21, in all white c/s, no titles; photo exists with an additional UAE flag on the rear fuselage when opb UAE Government to Afghanistan
	EX-76007	II-76TD	Bu Shames	SHJ	26nov21	initially in all-white c/s with very small titles; seen JNB 14jul22, in all white c/s with titles and web address 'www.bushamesfze.com'; operated flights to Mozambique for the South African Air Force jul22, in all-white c/s, no titles and very small registration; l/n BAH 21jul22; last tracked flight 20feb23; canx between 05sep23 and 26sep23
	TZ-98T	II-76TD	Mali Air Force	d/d	sep23	registration and c/n not confirmed; poor quality photo exists, in all white c/s with 'Armee De L'Air' ? titles and roundel on the fin; w/o 23sep23 on a flight from Bamako to Gao, landed late at Gao and overshoot the end of the runway by 380 metres and proceeded down an embankment, before catching fire; the pilot and another crew member were killed
10234 11384	RA-76411	II-76TD	Gulf Avn Tech Serv	d/d	20oct92	line # 85-06; delivered to Donetsk; f/n GVA 03jan95; l/n STN 22may97; soc and canx 03jul97 as to Nicaragua
	YN-CEV	II-76TD	Gulf Avn Tech Serv	FRA	18jul97	l/n SNN 09sep98
	3C-KKF	II-76TD	Gulf Avn Tech Serv	DME	25nov98	l/n AUH 21nov03
	EX-411	II-76TD	Gulf Avn Tech Serv	SHJ	12jan04	l/n KBL jun04

	UR-BXR	II-76TD	Gulf Avn Tech Serv	AUH	27jan05	had departed by 08feb05 with an 'Ilyushin' call-sign
	UR-BXR	II-76TD	Experts Cargo	AUH	19feb05	c/n checked; l/n SHJ 29jul07
	UR-BXR	II-76TD	Maximus Air Cargo	AUH	sep07	in Ukraine Air Alliance fleet list oct07; l/n AUH 07feb09; wfu for spares; canx 07jul11; seen Al Ain (N24.283971 E55.615675) in all-white c/s and without any markings, missing many parts; l/n dec11/nov13; not visible on latest GE image
10234 12387	CCCP-76817	II-76TD	Liana	mfd	21may92	line # 85-07; d/d 21may92 to Zhukovskii; rgd 28may92; f/n SVO 08jul92, in Aeroflot c/s
	CCCP-76817	II-76TD	Mals Deoghar	ZIA	31aug93	photo proof
	RA-76817	II-76TD	Mals Deoghar	ZIA	03sep93	l/n ZIA 24aug95
	RA-76817	II-76TD	Trans Aero Samara	trf	09nov95	f/n SHJ 15oct96; l/n SHJ jan98
	RA-76817	II-76TD	Samara Airlines	DME	18aug99	l/n DME 21aug99; in basic Trans Aero Samara c/s
	RA-76817	II-76TD	East Line	DXB	06feb00	l/n DME 10may01; small additional 'Iliavia' titles in left side
	RA-76817	II-76TD	Sukhoi	SHJ	01may01	l/n DME 05jun02; in basic East Line c/s
	RA-76817	II-76TD	East Line	rgd	12feb02	f/n BUD 14feb03; l/n DME 11jul04
	RA-76817	II-76TD	Russian Sky	DME	27oct05	in basic East Line c/s; current in fleet list dec05; opb Atlant Soyuz BTS 15jan06; l/n BTS 16feb06
	RA-76817	II-76TD	Atlant-Soyuz	BTS	02apr06	still in basic East Line c/s, titles on left-hand side only; l/n FJR 14sep08/17feb09, parked
	RA-76817	II-76TD	United Nations	MDK	21feb10	seen FJR jan11, stored, with registration crudely painted; offered for sale on the internet may15; l/n jun16/mar18, stored; photo from the inside of the cockpit 15nov22 shows many parts and instruments removed
10234 12389	CCCP-76447	II-76TD	Uzbekistan Airways	mfd	22may92	line # 85-08; d/d 22may92 to Tashkent; rgd 21jul92; f/n SIN 13oct92
	76447	II-76TD	Uzbekistan Airways	FRA	05nov92	
	UK-76447	II-76TD	Uzbekistan Airways	SVO	11apr94	l/n BUD jul96
	UK-76447	II-76TD	Avialeasing Uzbek.	SHJ	04oct96	l/n IST 19jun98
	UK-76447	II-76TD	Azerbaijan Al	IST	10jul98	l/n OST jan99; in basic Avialeasing colours with AZAL logo on tail, no titles; canx but date unknown
	4K-AZ14	II-76TD	Azerbaijan Al	OST	09apr99	basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; l/n OST 06dec00
	4K-AZ14	II-76TD	Avialeasing	YHM	27jan01	still with AZAL tail logo; l/n YTT 15mar01
	4K-AZ14	II-76TD	Azerbaijan Al	OST	24jul01	still basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; current in fleet list jun07; l/n GYD jul08/jan09, and broken up since
10234 12395	CCCP-76434	II-76TD	Sayakhata	d/d	24jun92	line # 85-09; mfd reported as 27jun92 which is later than the d/d and the actual production date; delivered to Almaty; rgd 16jul92; f/n LHR 26feb93, with a small 'Aeroflot' logo below the cheatlines on the side of the fuselage; l/n 03jun93; leased to Air India for the Hadj in 1993, used for passenger flights !
	UN-76434	II-76TD	Sayakhata	RTM	12aug93	initially in white c/s with red/white/blue cheatline and grey belly; l/n as such MSE 19dec98; repainted in white c/s with grey belly (without cheatline); f/n as such NTE 17mar01; seen OSR 03apr05 and IST 25may05 with additional 'Tesis' titles on engine No. 4; parked at ALA, awaiting a D-check according to local sources, seen nov07/apr10; offered for sale apr09 with t/t 11,017 hours and 2,982 cycles, for \$ 1.7 million presumably not taken up, see line above; the Kazakh CAA gives UP-I7614 for this c/n
	UP-I7613	II-76TD	Sayakhata	no	reports	owned by Technoline FZC of Sharjah, UAE; in white c/s with grey belly, with titles; registration without hyphen; f/n SHJ 11sep10; l/n SHJ 18jan11; see c/n 0083482490
	EK-76777(2)	II-76TD	Ark Airways	rgd	may10	to Technoline FZC of Sharjah, UAE; in white c/s with grey belly, no titles; f/n PED 08dec11; new CoFRs issued 11jan16 and 10dec20; l/n MUC 20dec20; rgd to Astra Way FZC of the UAE 19may21; seen SHJ 29jun21; l/n ALA 28jan22, with small www.zetavia.net titles; canx between 23nov22 and 16feb23
	UR-CIF	II-76TD	ZetAvia	rgd	24nov11	in white c/s with grey belly, no titles; f/n 21may23 in Jordan; l/n AUH 16jul23; last tracked flight 24sep23 to RKT
	EX-76010	II-76TD	New Way Cargo	rgd	11jan23	
10234 12399	CCCP-76401	II-76TD	AFL/Ulyanovsk HFS	d/d	30jun92	line # 85-10; mfd 28jul92; toc 14aug92; rgd 24aug92; f/n ULV 09sep92
	RA-76401	II-76TD	Aeroflot	ULV	31aug93	arrived at SNN 28jul95 for repainting
	RA-76401	II-76TD	Heavylift	r/o	31jul95	at SNN after repainting; leased from the Ulyanovsk Higher Aviation School of Civil Aviation/Volga-Dnepr; in full c/s; l/n STN 07dec96
	RA-76401	II-76TD	Aerofreight	STN	jul98	in white/light grey c/s, no titles
	RA-76401	II-76TD	Atlant-Soyuz	OVV	aug99	in white/light grey c/s with titles plus logo on fin; l/n SHE 30jan08
	RA-76401	II-76TD	Russkoye Nebo	rgd	24jul08	to the Russian Federation; still on charge of the Ulyanovsk Higher Aviation School of Civil Aviation
	RA-76401	II-76TD	United Nations	KRT	28apr09	operated by Russkoye Nebo for the UN in Sudan 05nov08/15dec10; in full all-white UN c/s, code 'UNO 765' assigned but not worn; l/n JUB 19dec10
	EK-76401	II-76TD	Phoenix Avia	rgd	08apr11	
	EK-76401	II-76TD	Veteran Avia	rgd	12jul11	in white c/s with grey engines, no titles; f/n FJR 06aug11; l/n OSS 23mar12
	ER-IAK	II-76TD	Grixona	JNB	25jul14	already reported on the Ilyushin OKB website apr13; in white c/s with grey engines, no titles; Grixona was renamed Sky Prim Air in 2014 (the Moldovan CAA gave the operator as Sky Prim Air from dec14); seen KUL 02nov14; l/n in flight over Khabarovsk 25jan15
	ER-IAZ	II-76TD	Oscar Jet	DWC	23dec15	Oscar Jet belonged to the same group of companies as Grixona and Sky Prim Air; in white c/s with grey engines, no titles; l/n SAW 28apr16; canx between 22mar18 and 03may18
	UR-CRN	II-76TD	Yevropa Air	rgd	15may18	to Infinite Seal Inc. of the British Virgin Islands; in white c/s with grey engines, no titles; f/n DWC jun18; l/n AAN 20nov18; AOC suspended 27jul19; canx between 01sep19 and 06sep19
	UR-CRN	II-76TD	Fly Sky Airlines	rgd	24feb20	to Aganya Holdings of the UAE; l/n VIN 03sep20; still reported on the Ilyushin OKB website as such sep20 (see below); canx between 16oct20 and 02nov20
	UR-FSC	II-76TD	Fly Sky Airlines	rgd	03nov20	to Aganya Holdings of the UAE; already reported on the Ilyushin OKB website 18jun20, but rgd only 03nov20; ferried from KWG to FJR 17nov20; in white c/s with grey engines, no titles; l/n FJR 10sep22; last tracked flight 28jun23 to UAE; canx between 13oct23 and 16dec23
10234 12402	EX-76018	II-76TD	Fly Sky Airlines	rgd	27nov23	
	RA-76405	II-76TD	Aeroflot c/s, n/t	d/d	30sep92	line # 86-01; delivered to Zhukovskii; f/n SHJ 21feb95 with a L.I.I. sticker; l/n ZIA sep95; soc and canx 23oct95 as to Yemen
	70-ADG (2)	II-76TD	Yemenia n/t	STN	18apr96	with '76405' on top of wing; in basic ex-Aeroflot c/s with Yemenia tail logo and Yemen flag behind cockpit; l/n STN 25jul96
	70-ADG (2)	II-76TD	Yemenia	FRA	11may99	l/n MUC may00, in full colours with titles, white fuselage grey undersides; see c/n 1033415497
	70-ADO	II-76TD	Yemen Air Force	SHJ	27jan12	c/n confirmed; in basic Yemenia c/s with a Yemeni flag replacing the Yemenia logo on the fin, no cheatline; flight HOD-MSQ planned as YAF1317 10may07; seen SHJ 03feb12/25may12 as such; l/n SAH 02apr13, now with white tail and flag
	70-ADO	II-76TD	Barash Aviation	SHJ	17jun13	mainly white c/s with grey undersides and titles; destroyed SAH at the end of mar15, by a Saudi Arabian led coalition, who attacked several targets within Yemen, during the military operation named 'Decisive Storm', which targeted Houthis rebels who had vowed to dislodge President Abdrabbu Mansour Hadi; Television footage shows it burnt out on the apron with only the tail section remaining
10234 12408	not known	II-76MD	Soviet AF/AFL c/s			line # 86-02; II-76MD 'Skalpel-MT' (izd. 576) medevac version according to official list, but no further info
10234 12411	UN-76410	II-76TD	Aeroservice Kazakh	d/d	07oct92	line # 86-03; delivered to Almaty; f/n ALA 23mar94; Aeroservice Kazakhstan
	UN-76410	II-76TD	Sayakhata	OST	13jul94	l/n ALA 04jun97
	UK-76410	II-76TD	Avialeasing Uzbek.	FRA	27aug97	with Sayakhata red/blue cheatline; l/n PRG 10may98
	UK-76410	II-76TD	Azerbaijan Al	IST	31jul98	with Sayakhata red/blue cheatline, AZAL 'AHC' logo on tail, no titles; l/n OST 04dec99
	UK-76410	II-76TD	Avialeasing Uzbek.	DXB	09dec99	l/n LUX 20dec00; AZAL 'AHC' logo on tail; canx but date unknown
	4K-AZ16	II-76TD	Azerbaijan Al, n/t	BNE	12feb01	in basic Avialeasing colours, AZAL 'AHC' tail logo; -76410 on top of the wing
	4K-AZ16	II-76TD	Azerbaijan Al	OST	16jan02	basic Avialeasing colours with AZAL 'AHC' tail logo and large 'Cargo' titles; sold to Silk Way Airlines but still current in fleet list jun07; l/n GYD 08jul07; flight planned GYD-NAJ 16oct07
	4K-AZ61	II-76TD	Silk Way Airlines	TLV	06may08	current in fleet list 18jan08; still in basic Avialeasing colours; l/n GYD sep12; still in fleet list jan13; seen GYD oct15/apr18, stored engines
10234 12414	CCCP-76403	II-76TD	AFL/Far East	mfd	30jun92	line # 86-04; d/d to Artyom 04jul92; toc 28aug92; f/n MST 01sep92
	RA-76403	II-76TD	Aeroflot	BKA	08apr93	
	RA-76403	II-76TD	Vladivostok Avia	trf	30mar94	l/n DME 23aug97
	RA-76403	II-76TD	East Line	DME	08jul98	named Igor Bykov' after the commercial director of East Line who was murdered in 1997; l/n SNN 22oct99
	RA-76403	II-76TD	Iliavia	rgd	21aug00	f/n DME 01jun01, in basic East Line c/s with additional 'Iliavia' titles; lsd from Vladivostok Air from 02aug00
	RA-76403	II-76TD	Abakan Avia	rgd	24jul01	lsd from Vladivostok Avia aug00/dec01
	RA-76403	II-76TD	East Line	rgd	24nov01	f/n DME 03dec01; leased from Vladivostok Avia 19sep01/31dec04; l/n IKT 05jul04
	RA-76403	II-76TD	Tesis	DME	03mar05	acquired jul04; l/n HEL 12feb06; soc 05apr06 as to Belarus
	EW-241TH	II-76TD	Gomelavia	GKE	07jun06	in white/grey c/s; l/n FJR 23jun07
	UN-76025	II-76TD	Asia Continental	GKE	31oct07	l/n GKE 08feb08
	UP-17620	II-76TD	Asia Continental	BRQ	09jul08	c/n confirmed; l/n FJR 18aug09
	RA-76403	II-76TD	Continent	FNB	29dec09	l/n MVQ 24apr11; titles as such, opb Air Company Continent
	RA-76403	II-76TD	Aero Rent	TMP	29oct11	l/n XCR 06nov11, white/grey c/s with titles
	RA-76403	II-76TD	SHAR Ink	BUD	08feb12	in white/grey c/s with small sticker; seen DAC 17may15; l/n MVQ 06apr18, stored; canx 27dec21
	RA-76446	II-76TD	AFL/West Siberia	mfd	14aug92	line # 86-05; d/d 31aug92 to Barnaul; on charge as of 01jan93; f/n SHJ 08may94; l/n HAJ 13mar97, reported for Altai Airlines, but still in full Aeroflot c/s including titles
10234 12418	RA-76446	II-76TD	Novosibirsk Al	HRE	13sep99	no sightings, but titles still visible under the paint when seen jul00
	EK-76446	II-76TD	Dvin-Avia			in white/light grey c/s with blue/green cheatline; seen with additional 'UN-WFP' titles by nov00; l/n OST 22dec00
	RA-76446	II-76TD	Altai Airlines			current on Russian register feb/sep01 with last CoFR renewal 30dec98, with remark 'Rented Excluded'
	RA-76446	II-76TD	Gazpromavia	rgd	12jul02	in full c/s; f/n BKA 01aug02; l/n CPT 04dec05
	RA-76446	II-76TD	Volga-Dnepr	TLV	01apr06	in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; l/n KHI 05aug09
	RA-76446	II-76TD	Continent	SSG	dec09	in basic Gazpromavia c/s with own titles; new CoFR issued 12mar10, owner given as 'Government' (certainly the Government of Equatorial Guinea); l/n as such SSG 12jan10; repainted in all-white c/s with titles plus the coat-of-arms of Equatorial Guinea on the fin; f/n as such XCR 04jan11; l/n XCR 25jun11
	RA-76446	II-76TD	SHAR Ink	VLC	18sep12	on register still with the rgd 12mar10; in all-white c/s with tiny 'operated by SHAR inc Ltd' titles below the registration and the coat-of-arms of Equatorial Guinea on the fin; l/n MSQ 18feb13
	RA-76446	II-76TD	CEIBA Cargo	SSG	21mar13	on register with the rgd 12mar10 until its cancellation; in all-white c/s with large 'CEIBA Cargo' titles, tiny 'operated by SHAR inc Ltd' titles below the registration and the coat-of-arms of Equatorial Guinea on the fin; l/n MSQ 01jul16; canx between 23nov17 and 26dec17
	3C-MAE	II-76TD	Equat. Guinea Gvt	rgd	16feb18	c/n confirmed; owner given as such in CoFR with expiry 16feb22; no reports; see next line
	3C-6GE	II-76TD	Equat. Guinea Gvt			reportedly flew SSG-RBA-SSG 26/27sep18
	3C-TM06	II-76TD	Equat. Guinea AF	SAW	02sep20	ferried GYD-SAW-TUN this date; in all-white c/s with small 'Fuerza Aérea de Guinea Ecuatorial' titles, 'FAGE' and coat-of-arms of Equatorial Guinea on the fin; l/n SSG feb23
10234 13423	RA-76440	II-76TD	Aeroflot	d/d	30nov92	line # 86-06; delivered to Arkhangelsk; f/n SVO 20apr93 but not since and still current on Russian register feb/sep16 with last CoFR 15dec94, see next line !

	7T-WIU	II-76TD	Algerian Air Force	PRG	28mar95	opb 374 Sqn; l/n DME 30jun10; seen in primer undergoing rework at Staraya Russa 15oct10; l/n NBO 18may23
10234 13428	CCCP-76435 UN-76435 UN-76435	II-76TD II-76TD II-76TD	AFL/Kazakhstan-CIT Aeroflot Kazakhstan Airlines	mfd VKO STN	31jul92 23jul93 14aug93	line # 86-07; d/d 31jul92; rgd 26aug92; f/n HEL 25jan93; l/n 25jun93
						trf to Air Kazakhstan 26sep96 and based at Shymkent, but never carried such titles; w/o 12nov96 on a flight from Shymkent to Delhi when the crew failed to maintain the assigned FL-150 on approach in clouds at night and descended unauthorised to FL-140 so that the II-76TD collided with Boeing 747-168B HZ-AIH of Saudi Arabian Airlines which had taken off from Delhi, both aircraft plummeted down in flames and crashed in an arid farming area near Charkhi Dabri (Bhivani district of the state of Haryana), all 10 crew and 27 passengers (along with the 312 occupants of the 747) killed; t/t 2,643 hours 39 minutes
10234 13430	RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402 RA-76402	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Mostransgaz Aeroflot c/s, n/t Gazpromavia Krylo Gazpromavia c/s Atlant-Soyuz Gazpromavia Volga-Dnepr Gazpromavia Finlight Airstars Aviacon Zitotrans	d/d DME VVO VKO DME OST DME DME LYE DME rgd lsd lsd	30sep92 01jul96 19apr97 28feb98 23jun00 20jul00 13aug01 31oct02 20apr06 25jun09 10aug09 09nov09 01mar10	line # 86-08; delivered to Vnukovo; opb Mostransgaz; f/n VKO 12jun93 l/n DUS 03sep97 l/n OST 03dec99 leased from Gazpromavia; l/n VKO 13jul00 l/n DME 02oct00 in basic Gazpromavia c/s with 'Atlant-Soyuz' logo on fin; l/n DME 08oct02 in full c/s; l/n IKT 04jul04 in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin, no titles; l/n SAW 05jul07 no titles, but logo on fin; l/n DME 20aug09, see rgd date below from Finlight; excluded from operator's certificate 09mar10 from Finlight; entered into operator's certificate 02apr10; in basic Gazpromavia c/s with own titles; f/n EKT 11apr10; t/t 10,333 hours and 3,885 cycles by 01jul10; l/n VKO 25aug11 leased from Finlight; in basic Gazpromavia c/s with own titles Federalnoye mediko-biologicheskoye agentstvo Rossii (Federal Medical & Biological Agency of Russia); bought from Finlight 05dec11; h/o 15feb12; based at Zhukovski leased from FMBA Rossii; in basic Gazpromavia c/s with own titles in basic Gazpromavia c/s, no titles; seen ZIA 12aug12; will be converted to an ambulance aircraft; l/n ZIA 29aug19
	RA-76402 RA-76402	II-76TD II-76TD	AeroRent FMBA Rossii	JNB rgd	21sep11 27feb12	line # 86-09; d/d 30nov92 to Luch at Neryungri; toc 05apr93; in full Aeroflot c/s; seen BKA 08apr93; new CoFR issued 03oct94; still current on the Russian register by aug10, although without valid CoFR and CoFA, see f/n date below
10234 13435	RA-76407	II-76TD	Polis Air	mfd	nov92	opb 374 Sqn; in white c/s with green cheatline and light grey undersides, with titles in Arabic and English; seen SVO sep96; l/n Nanjing 30may22
10234 13438	7T-WIG CCCP-76400 RA-76400 RA-76400 RA-76400 RA-76400 EX-100 JY-JIB EK-76400 15-2286	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Algerian Air Force AFL/Far East Aeroflot Vladivostok Avia East Line Tesis Click Airways JIAC Click Airways Iranian RGC AF	LAX mfd MST trf DME IXC SHJ AMM RKT THR	may95 30sep92 26may93 30mar94 10aug03 15feb05 22mar06 11nov06 01feb07 08may16	line # 86-10; d/d 30sep92 to Artyom; opb Vladivostokskii OAO; in full Aeroflot c/s with Russian flag on fin; photo as such VVO dec92; on charge with AFL/Far East as of 01jan93 according to an MGA document initially still in full Aeroflot c/s including titles; l/n as such BKA 11jul98; repainted in own c/s; f/n as such SHJ 01dec98; seen with additional 'East Line' titles nov98/mar02; l/n DME 05jul03 leased from Vladivostok Avia 19sep01/31dec04; in basic Aeroflot c/s with own titles; l/n DME 12jul04 leased from jul04; in basic Aeroflot c/s with own titles; soc 10feb06 as to Kyrgyzstan c/n confirmed from the operator's certificate; l/n ADJ 18may06; canx 30may06 Jordanian International Air Cargo; operated for the Jordanian Air Force; reported in flight plans AMM 11nov06 and AMM 13nov06 c/n confirmed; in white/light grey c/s with a small badge on the fin; initially still with 'JIAC' titles and with 'JY-JIB' on the engine covers; l/n as such RKT 01feb07; f/n without titles RKT mar07; damaged 02jul08 on a flight from Bagram to Fujairah when engine No. 3 suffered an uncontained failure at FL 280, damaging engine No. 4 and the adjacent fuselage, the aircraft made an emergency descent and landing at Zahedan (Iran), all 9 crew escaped unhurt; CoFR expired 30sep08; canx between jan09 and aug09; stored at Zahedan as there was no money available for its repair, seen apr09/jul10; finally sold to Iran repaired by Pars Aviation; initially still in basic Click Airways c/s with logo on the fin; repainted in white/light grey c/s (with a lower border between the colours then before), no markings apart from serial; f/n as such THR 13may17; l/n THR 03may18 active
10234 13443	76448 UK-76448 UK-76448 UK-76448	II-76TD II-76TD II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways East Line Uzbekistan Airways	mfd LAD DME TAS	30sep92 28may93 06jul98 24jan03	line # 87-01; d/d 30sep92 to Tashkent; f/n STN 24feb93 l/n TAS 07may98; still in fleet list 30oct00, see next line l/n DME 03sep00, with Russian flag on tail; canx 31jan00 as to China; seen TSN 06mar02 in basic Uzbekistan Airways c/s with 'East Line' titles on the nose; l/n DME 28mar02 l/n as such KBL 17jul03; seen ALA 06nov03 in basic Uzbekistan Airways c/s, no titles; l/n as such KBL 07apr04; seen CGN 30apr04, titles not reported; seen TAS 24may04, reported as Uzbekistan Airlines; seen FRU sep04, titles not reported; offered for sale 27feb07 with t/t 8,001 hours and 2,227 cycles; in fleet list 14dec07 as stored; l/n TAS 07oct08, with titles
	ST-BDN	II-76TD	Badr Airlines	KRT	31mar09	c/n confirmed by Ilyushin; in white/light grey c/s with titles; l/n stored/wfu KRT nov19/mar23; destroyed KRT as of 21apr23 during fighting between different factions of the military
10234 13446	RA-76420 RA-76420 RA-76420 RA-76420 RA-76420	II-76TD II-76TD II-76TD II-76TD II-76TD	Mirny Avn Enterpr. Almazy Ros.-Sakha Alosa not known	d/d trf rgd rgd	30dec92 10aug93 01mar00 02nov20	line # 87-02; delivered to Domodedovo; toc 27jan93; official mfd 29jan93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 17jul93 initially still in full Aeroflot c/s including titles; f/n VKO 23may94; l/n as such DME 21may96; received 'Almazy Rossii-Sakha' titles instead of the 'Aeroflot' titles; f/n as such DME aug96; leased to Samara in 1998, seen with additional 'Samara' titles on the rear fuselage DME 25/27nov98; l/n DME 21aug99, probably without titles in full c/s; f/n DME 16aug01; new CoFR issued 06feb04; seen YKS 01jul04 with additional 'Tesis' titles; seen without 'Tesis' titles again Novosibirsk-Yeltsovka 01jun05; new CoFRs issued 10may11 and 04aug16; CoFA expired 29jun18; l/n MJZ 21may19; sold by Alosa to Sky Technik of Domodedovo 13aug20 (Aviacon Zitotrans disputed this sale, claiming procedural errors to have taken place in the process of the auction, but their claim was dismissed 31aug20) reported for Geliks, but that airline did not have any II-76s in its operator's certificate as of 22dec20; seen MJZ 15apr21 in basic Alosa c/s, no titles, being worked on; seen MJZ 02jun21, active; l/n MJZ 15jun21 and flown to ULY this same day; new CoFR issued 10nov21, for Geliks Airlines
10234 14450	CCCP-76442 UN-76442 UP-17634 EK-76442 EK-76450(2) ER-IAH ER-IBU UR-CRQ UP-17654 EX-76004 EK-76074 EK-76074	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Sayakhat Sayakhat Air Trust Phoenix Avia Air Armenia Grixona Air Stork Yevropa Air AZee Air Fly Sky Al Atlantis European Leya LLC	mfd FRA DXB rgd trf ph. rgd rgd rgd rgd rgd rgd	20oct92 25jun93 06may09 14jan10 dec11 04dec13 2015 15may18 10apr19 18jun20 15oct20 16sep22	line # 87-03; d/d 25oct92, delivered to Almaty; in white/light grey c/s with red/white/blue cheatline, with titles; carried a small 'Aeroflot' logo under the cheatlines; l/n KUF 25apr93 in white/light grey c/s with red/white/blue cheatline, with titles; carried a small 'Aeroflot' logo under the cheatlines in 1993; f/n without the 'Aeroflot' logo STN 25mar94; wet-leased to Tesis in 1998 and in 2002, seen with additional 'Tesis' titles ALA 08oct02; seen stored at FJR 14sep08/04may09, already sold according to Sayakhat c/n checked and confirmed by Ilyushin.org; in white/light grey c/s with red/white/blue cheatline, no titles; l/n KDH 26jan10, see rgd next line c/n and former registration confirmed by the Armenian CAA and checked; registration without hyphen; in white/light grey c/s with blue/white/green/white/red cheatline, no titles; named 'Anatoli Makhov'; f/n SHJ 03feb10; l/n SHJ 06dec11 registration without hyphen; in white/light grey c/s, no titles; t/t 11,134 hours and 3,112 cycles by dec11; f/n EVN 29feb12; l/n EVN 13mar12; see c/n 0053463900 c/n confirmed by Ilyushin.org; in white/light grey c/s, no titles; f/n in Afghanistan 04dec13; Grixona was renamed Sky Prim Air in 2014 (the Moldovan CAA gave operator as Sky Prim Air from dec14); l/n SHJ 15mar15 registered between 12may15 and 31dec15; in white/light grey c/s, no titles; f/n DAC 05feb17; l/n JNB 16dec17; canx between 22mar18 and 03may18 to Infinite Seal Inc. of the British Virgin Islands; in white/light grey c/s, no titles; f/n MGQ 05jun18; l/n DMB 12jun19; canx between 08jun19 and 29jun19; see rgd next line but see l/n previous line; f/n AUH oct19 in white/light grey c/s, no titles; seen FJR 20jan20; the operator's certificate of AZee Air was annulled 21apr20; operated for Africa One (Zambia) from 22apr20; l/n FRU 20may20, all white c/s, no titles; canx 14jul20 reported on the Ilyushin OKB website; rgd 27jul20; in white/light grey c/s; photo at FJR (uploaded oct20); a United Nations report gives rgd as 09jul20 and canx 15oct20 flew EVN-MRV this date with an Atlantis European flight number; c/n from CAA; photo exists oct20, in all-white c/s with grey undersides, no titles, at an unknown location; l/n MRV 12nov20; canx between 29dec20 and 08jan21; last tracked flight VKO-Gyunri 20jun21 with CoFR valid until 31dec22; not on the Armenian register 02feb23; f/n Yerevan-Erubuni 02aug23, in all-white c/s with grey undersides, no titles line # 87-04; delivered to Tashkent; f/n SHJ 04mar93 reported to have been given to Domodedovo Airlines as payment for debts, operated for Domodedovo Airlines, SHJ 14nov95 and seen many times since at SHJ; l/n DME 13mar96 l/n DME 21aug01; small Russian flag on tail; still in Uzbekistan Airways fleet list jan03 l/n SZX 27jul06; in Qanot Sharq fleet list 22sep06; l/n BRQ 02mar07 in full Uzbek c/s with additional Qanot Sharq titles; current in fleet list 14dec07; seen BRQ 01may08, just Uzbekistan titles; l/n TAS 07aug13 parked on the military ramp, prefix overpainted but still visible; not current on register 27aug19; l/n Tashkent-Tuzel 19aug21 stored, in the same basic ex Uzbek c/s f/n Tashkent-Tuzel 27jul23; still in basic ex Uzbek c/s, no titles; flew to TAS this date line # 87-05; delivered to Zhukovski; mfd 26feb93, according to sales document may20; f/n OST 12may93; in Aeroflot c/s, no titles; l/n VKO 01sep97 with additional 'Atlant-Soyuz' titles aug01; l/n DME 11oct04 in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; l/n DME 08aug08 in white/light blue c/s with dark blue trim, no titles but 'Gazprom' logo on fin; l/n DME 22aug09, seemingly stored in basic Gazpromavia c/s; f/n OSR 31jan10; l/n LCA 22dec10
10234 14454	76353 UK-76353 UK-76353 UK-76353 76353	II-76TD II-76TD II-76TD II-76TD II-76TD	Uzbekistan Airways Uzbekistan Airways East Line Uzbekistan Airways ex Uzbekistan c/s	d/d SVO SXF BZZ Tac	27jan93 19mar93 16apr98 03sep03 10may15	reported for Geliks, but that airline did not have any II-76s in its operator's certificate as of 22dec20; seen MJZ 15apr21 in basic Alosa c/s, no titles, being worked on; seen MJZ 02jun21, active; l/n MJZ 15jun21 and flown to ULY this same day; new CoFR issued 10nov21, for Geliks Airlines
10334 14458	EX-76012 RA-76370 RA-76370 RA-76370 RA-76370 RA-76370	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Fly Sky Al Zhukovskii LII Gazpromavia Volga-Dnepr, n/t Gazpromavia Aviacon Zitotrans	rgd d/d DME HHN DME i/s	19jun23 30jan93 11jul98 20jan06 14mar09 20jan10	line # 87-05; delivered to Zhukovski; mfd 26feb93, according to sales document may20; f/n OST 12may93; in Aeroflot c/s, no titles; l/n VKO 01sep97 with additional 'Atlant-Soyuz' titles aug01; l/n DME 11oct04 in basic Gazpromavia c/s with 'Volga-Dnepr' logo on fin; l/n DME 08aug08 in white/light blue c/s with dark blue trim, no titles but 'Gazprom' logo on fin; l/n DME 22aug09, seemingly stored in basic Gazpromavia c/s; f/n OSR 31jan10; l/n LCA 22dec10

	RA-76370	II-76TD	AeroRent	JNB	18mar11	still in basic Gazpromavia c/s; l/n JNB 09feb12
	RA-76370	II-76TD	Trans Avia Export	JNB	12mar12	still in basic Gazpromavia c/s; l/n JNB 16mar12
	RA-76370	II-76TD	no titles	MVD	17sep12	still in basic Gazpromavia c/s; opb Aviacon Zlototrans; seen PNR 16nov13, operator not confirmed this date; l/n MVQ jun14/may19, stored with engines missing; offered for sale by auction may20 by Finlayt-Sokol with location given as MVQ; latest CoFR 30nov20
10234 14463	RA-76370 RA-76406	II-76TD II-76TD	Abakan Avia Trans Super	MVQ d/d	02dec22 28oct92	in all-white c/s, no titles; l/n NUX 22jul23 line # 87-06; delivered to Ryazan; f/n SVO aug94; canx 01dec94 as to Algeria; Ilyushin OKB document gives c/n as 1033414463
10334 14467	7T-WIE RA-76357 RA-76357 RA-76357 RA-76357	II-76TD II-76TD II-76TD II-76TD II-76TD	Algerian Air Force AFL/Yakutiya Almaz Ros.-Sakha Almaz Ros.-Sakha Alosa	BRU d/d trf DME rgd	12jan95 30jan93 18oct94 18aug97 22apr01	opb 374 Sqn; l/n ZIA aug22 line # 87-07; mfd reported as 26feb93 which is not in line with the d/d; delivered to Mirny f/n IKT 10may95; in Aeroflot c/s, no titles; l/n BKA 25aug95 in basic ex Aeroflot c/s with titles; l/n BKA 29apr00 f/n BKA 25apr01; seen DME 17aug09 active; seen MJZ 27sep12 with one engine missing; l/n MJZ oct17/jun21, missing more and more parts over time line # 87-08; delivered to Arkhangelsk; toc 18nov92; rgd 25dec92; Ilyushin OKB document gives c/n as 1033414470
10234 14470	RA-76419	II-76TD	AFL/Arkhangelsk	d/d	31oct92	
	RA-76419 RA-76419 7T-WID RA-76367 RA-76367 RA-76367 5A-DRS	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Burundi BCR Chart. Virunga Air Cargo Algerian Air Force Aeroflot C-Air Atlant-Soyuz Libyan Air Cargo	OST OST PRG mfd LUX SXF MLA	21jul93 30nov93 17feb95 30mar93 06aug94 09nov96 17feb04	still also wearing 'Aeroflot' titles; still current on the Russian Register feb98/mar03, see next line opb 374 Sqn; l/n ADA 07feb23 line # 87-09; d/d 30mar93 to Kemerovo; f/n OST 19apr94 l/n MST 10sep96 CoFR renewal 03nov99; l/n BUD 20nov02; canx 23jun03 and ACC 08nov04, in white c/s with green cheatline and fin no titles; a picture of the cockpit shows '5A-DNO' on panels and windscreens blinds, was this 5A-DNO(2) not taken up ?; l/n MJI 15nov08, still without titles
	5A-DRS 5A-DRS	II-76TD II-76TD	Jamahiria AT Air Transport	ZIA MJI	jun10 19jan12	in white c/s with green cheatline and fin with titles; l/n FCO 31aug10 in white c/s with green cheatline and fin, with new Libyan flags on the tail and fuselage, LAF call-sign; seen MJI may12; l/n FJR 28nov14
	5A-DRS	II-76TD	Libyan Nat. Army	ph.	04jun16	in all-white c/s with blue cheatline and engines, new Libyan flag on the tail, no titles; returned from maintenance in Sudan this date; l/n Tarhuna 01may20; wfu at BEN, possibly damaged and missing three engines according to GE image jun20; canx date unknown, according to UN document dated 08mar21; believed still present BEN oct23 at the end of the disused runway line # 87-10; d/d 15mar93 to Kazan; f/n KZN 13jun94; l/n OST oct94
10334 14480	RA-76369 RA-76369 RA-76369 RA-76369 RA-76369 RA-76369 EX-054 EW-242TH UN-76024 UP-17619 no reg	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Air Stan East Line Air Stan East Line Airstars Reem Air Gomelavia Asia Continental Libyan Air Force	mfd STN PSA rgd DME rgd DUS HHN GKE no BJM	15mar93 21may95 16dec96 15oct98 18aug02 05feb03 17dec04 01jun06 20jul07 reports 15oct08	l/n DME 22sep98 f/n STN 05dec98; l/n DME 18jun02 l/n DME 17oct02 l/n DME 10aug03; l/n DME 23aug04; lsf Air Stan; soc 28feb05 as to Kyrgyzstan c/n confirmed; seen EIN 05apr05; current in dec05 fleet list; lsf Air Stan; l/n OSR 08mar06; canx 08may06 c/n confirmed by Kazakhstan CAA; reg ever worn as such ?, see previous and next line in white/grey c/s, no titles; previous registration taped over, but last digit was a '4'; used call-sign 'LAAF371' BJM 15oct08 and 'LAAF251' LUN 29oct08
	5A-DNX 5A-DNX UK-76359 UK-76359 UK-76359	II-76TD II-76TD II-76TD II-76TD II-76TD	Libyan Air Force Libyan Air Cargo Uzbekistan Airways East Line Uzbekistan Airways	MJI rgd mfd DME STN	02nov08 10nov08 23mar93 19aug99 17nov01	in white/grey c/s, no titles f/n REC 23sep09; in white/grey c/s with titles; l/n MJI dec09/nov21, stored in poor condition line # 88-01; d/d 23mar93 to Tashkent; f/n SVO 14may93; still in fleet list 30oct00, see next line named 'Jinan' after the Chinese town which was the standard destination for this aircraft; l/n DME 03sep00 named 'Jinan'; seen TAS may04/may08; offered for sale 27feb07 with t/t 6,237 hours and 1,563 cycles; in fleet list 14dec07 as stored; seen TAS 07aug13/04jul16, stored; l/n TAS 12jul17/25aug19, bare metal; still current on register 27aug19, with owner given as AERO-Rad Tech L.L.C and last CoFR issued 23dec21 in white c/s with grey undersides, tail logo and titles with additional 'Uz Aero Cargo' on the lower fuselage; l/n TAS 19sep23
10334 14485	UK-76359	II-76TD	UATGroup Airlines	TAS	25aug23	
	UN-76371	II-76TD	Aeroflot	mfd	30mar93	line # 88-02; d/d 30mar93 to Shymkent; rgd 15apr93; f/n STN 02may93; thought to have carried '14485' on fuselage, presumably prior to delivery as faded marks could still be seen jul05 no titles, with Kazakhstan flag; l/n FJR 04dec95
	UN-76371 UN-76371 UN-76371 UN-76371 UP-17604	II-76TD II-76TD II-76TD II-76TD II-76TD	ex-Aeroflot c/s Kazakhstan Airlines Air Kazakhstan Berkut Berkut	ZRH FJR trf ALA rgd	05dec93 04oct96 26sep96 29may04 29feb08	see next line based Shymkent; f/n feb98; l/n BUD 02dec03 with 'Kazakhstan' titles; l/n ALA jul07 in basic Aeroflot c/s with 'Kazakhstan' titles; f/n Payam 10jul08; l/n as such DXB 01may09; seen CIT 11feb10 with white tail and without titles; l/n FJR 13mar10 in full c/s, repainted during maintenance at FJR mar10; l/n ALA 20may18/02may22, stored and in a dirty condition
	UP-17604	II-76TD	Kazaviaspas	ALA	04jul10	
10334 14492	RA-76360	II-76TD	Mirny Avn Enterpr.	mfd	27apr93	line # 88-03; delivered to Mirny; toc 01may93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 09oct94
	RA-76360	II-76TD	Almaz Ros.-Sakha	trf	10oct94	initially still in full Aeroflot c/s including titles; l/n as such VKO 29jun96; received 'Almaz Rossii-Sakha' titles instead of the 'Aeroflot' titles; f/n as such DME 16aug97; leased to Samara in 1999, seen with additional 'Samara' titles on the rear fuselage DME 20jun99
	RA-76360	II-76TD	Alosa	LED	25may01	in full c/s; new CoFRs issued 06may05, 10may11 and 09jan17; l/n with titles and logo KJA 30may19, active; CoFA expired 12jul19; probably sold by Alosa to an unknown owner 13aug20; titles and logo painted out; f/n as such MJZ 14oct20
	RA-76360	II-76TD	not known	rgd	02nov20	reported for Geliks, but that airline did not have any Il-76s in its operator's certificate as of 22dec20; in basic Alosa c/s with titles and logo painted out; f/n MJZ 11jan21; ferried to ULY 01feb21 for maintenance; new CoFR issued 10nov21, for Geliks Airlines
10334 14496	RA-76360 UK-76375	II-76TD II-76TD	Gelix Airlines TAS a/c Prod Corp	SVO mfd	06oct22 09nov93	still in basic ex Alosa c/s with Gelix Airlines titles; l/n ZIA 01nov23 line # 88-04; d/d 30nov93; the Uzbekistan register 27aug19 gives mfd as 30nov93; without entry door on the port side and has only two windows (in the rear fuselage); was originally to be the second Il-76P (izd. 176) but completed as a cargo aircraft; opb TAPC Aviatrans Aircompany; f/n SHJ 29nov95; CoFR renewal 07jun10; seen Gostomel 01feb11, with titles; stored Tashkent-Tuzel following the closure of the factory and l/n as such aug14/may22; current on register 27aug19
10334 15497	RA-76361	II-76TD	Aeroflot	d/d	29apr93	line # 88-05; delivered to Bykovo; f/n BKA 04jul93; seen BKA 04jul94; l/n MSE 08aug94; soc 06sep94 and canx 07sep94 as to Yemen
	70-ADG (1)	II-76TD	Yemenia n/t	LTN	17oct95	ex-reg 76361 under wing, this date; in basic ex-Aeroflot c/s, white tail with Yemen flag behind cockpit; l/n STN 20jan96; see c/n 1023412402
	70-ADG (1)	IL-76TD	Yemenia n/t	RKT	27oct99	still with a blue cheatline, full Yemenia tail colours and Yemen flag behind cockpit
	70-ADG (1)	II-76TD	Yemen Air Force	Mkk	03sep09	in white colours, grey undersides with titles and 'YAF' on tail; seen Mykolayiv-Kulbakino 26feb10; flew Mykolayiv-Kulbakino to Yemen 03mar10; l/n SAH 25mar13; destroyed SAH 04may15 after bombing raid by Allied (Saudi) Forces, caught fire and burnt out, with only the forward fuselage remaining; remains still extant dec18
10334 15504	RA-76421 RA-76421 EL-WTA TN-AFS TN-AFS TN-AFS TN-AFS	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Dacono Air Ghostbuster Centralfrican, n/t all-white c/s, n/t all-white c/s, n/t no titles	d/d LUX CVT MLA CHR JNB BZV	21jun93 28feb94 09oct97 06jul99 aug02 11aug03 17mar09	line # 88-06; delivered to Zhukovskii; f/n OST 30dec93 with additional small Aeroflot titles; l/n ZIA 23aug97; soc and canx 12sep97 as to Liberia registered to New Air Lease but date not available; registration later an An-24RV c/n 27307701 c/n confirmed in Ilyushin OKB listing; l/n BOJ 09may02 no flag carried a Congo (Brazzaville) flag on tail and II-76TD designation on nose, l/n CHR 18jul07 operated by the Presidential Flight; in white c/s with grey belly, Congo (Brazzaville) flag on fin and cheatline in Congolese (Brazzaville) colours; seen BZV 28aug13; opf Congo Air Force; l/n REC 28jul22 line # 88-07; toc 01jul93; in standard 'blue' Aeroflot c/s including titles; f/n VKO 25jan94 in basic 'blue' Aeroflot c/s with 'Almaz Rossii-Sakha' titles; f/n DME 16aug97; l/n DME 25nov98 in full c/s; named 'Anatoli Lyapidevskii' after a famous Soviet pilot of the 1930s; leased to Tesis 15feb00/01dec04 and seen with additional 'Tesis' titles may01/jul06; new CoFR issued 26feb04; l/n operational KHV 02jun10; excluded from the operator's certificate of Mirny Aviation Enterprise 14jun10; canx between aug10 and mar16; stored at MJZ, seen sep12/oct18; new CoFR issued 06feb19; overhauled in 2019; received a '75 Pobeda! 1945-2020' sticker behind the cockpit in spring 2020; l/n with titles and logo KJA 13may20; sold by Alosa to Sky Technik of Domodedovo 13aug20 (Aviacon Zitotrans disputed this sale, claiming procedural errors to have taken place in the process of the auction, but their claim was dismissed 31aug20); titles and logo painted out; f/n as such ZIA 19oct20; l/n ZIA 26oct20 reported for Geliks, but that airline did not have any Il-76s in its operator's certificate as of 22dec20; in basic Alosa c/s with titles and logo painted out; ferried to ULY 29jan21 still in basic Alosa c/s, no titles, for maintenance; CoFA expired 25feb21
10334 15507	RA-76373 RA-76373 RA-76373	II-76TD II-76TD II-76TD	Mirny Avn Enterpr. Almaz Ros.-Sakha Alosa	mfd trf rgd	30jun93 18oct94 01mar00	in basic Alosa c/s with titles and logo painted out; ferried to ULY 29jan21 still in basic Alosa c/s, no titles, for maintenance; CoFA expired 25feb21 in basic Alosa c/s with 'Gelix Airlines' titles; CoFR renewal 10nov21; l/n GOJ nov23 line # 88-08 in civilian c/s with titles and military roundels; l/n Dangyang 10oct09; reported undergoing rework at Zhukovskii jan13; photo oct13 in all grey/blue c/s, white undersides with titles and military roundels c/n from russianplanes.net; in light blue c/s with white undersides, with titles and military roundels, red code; seen TYN 25jun22, now with yellow code; l/n 23sep22 line # 88-09; delivered to Almaty; f/n SHJ 26oct93; l/n BRQ 14jun04; leased to Tesis 14may98/30dec03; seen with 'Tesis' titles on the engines sep01; l/n TLV 02apr08 l/n DMB 29jul10 f/n FJR 28nov10; l/n KRT 06nov11; see c/n 0033446325 probably to Technoline FCZ of Sharjah, UAE; in white c/s with grey undersides, no titles; f/n SHJ 12jan12; l/n SHJ 08oct13; canx 13nov13 c/n from ilyushin.org; in white c/s with grey undersides, no titles; l/n KRT 04apr15
	RA-76373	II-76TD	not known	rgd	02nov20	
10334 16512	RA-76373 B-4033 B-4033	II-76TD II-76MD II-76MD	Gelix Airlines China United AI Chinese Air Force	IKT d/d ZUH	28aug21 30sep93 27oct08	
	21044	II-76MD	Chinese Air Force	NAY	jan14	
10334 16515	UN-76385	II-76TD	Sayakhat	d/d	30jun93	
	UP-17616 EK-76555(2) UR-CIG	II-76TD II-76TD II-76TD	Sayakhat Ark Airways ZetAvia	DXB rgd rgd	23mar09 17nov10 23dec11	
	ST-DAC	II-76TD	ZetAvia	KRT	25nov13	

	UR-CIG	II-76TD	ZetAvia	rgd	10sep15	to Technoline FZC of Sharjah, UAE; new CoFR issued 11jan16; in white c/s with grey belly and engines; initially no titles; seen as such PZU 26apr16; received the URL 'www.zetavia.net'; f/n as such DWC 20nov19; l/n ICN jan21; rgd 11jan21 to Bu Shames FZE of the UAE; canx between 08jul21 and 14jul21 listed in the fleet of Peregrine Falcon; other sources have reported it as leased to Sapsan from the Kyrgyzstan Civil Aviation Development Program, Sapsan is Russian for Peregrine Falcon so it is the same company; f/n UGC 21jun22; l/n EBB 04jun23, in white c/s with grey undersides, now with very small registration
	EX-76008	II-76TD	Kyrgyzstan Govern.	rgd	21jul21	line # 88-10; d/d 31jul93 Shymkent; f/n HEL 24aug93; l/n FRA 21nov94 l/n SHJ 12nov95 l/n CIT 10may98; was trf to Air Kazakhstan 26sep96 l/n DME 22jul00; see trf date next line ! Shymkent based; f/n OST 23jan01; l/n BRQ 18nov03 with 'Kazakhstan' titles; l/n BRQ 19nov07 with 'Kazakhstan' titles; f/n BRQ 16jul08; l/n TSE 28apr19 seen Guangzhou 22apr20 with Qazaqstan titles; l/n MSQ 21nov23 line # 89-01; f/n LXA may99; l/n VTE 12jan06 in civilian c/s with titles and military roundels; seen HRB 05feb08; photo in flight over China 15may12; underwent overhaul at ZIA may12/jan13, repainted in light blue c/s with white undersides; f/n as such Zhukovski 10jan13; l/n ZIA 13jan13 opb 39th Transport Regiment at Dangyang; in light blue c/s with white undersides, with titles and military roundels, red code; seen Changchun 19aug22, now with yellow code; l/n TYN 30jan23 line # 89-02; delivered to Tashkent; no reports; with CCCP- prefix ?; see c/n 1033418592 Tashkent Aircraft Production Association; in white/light blue c/s with red/white/red cheatline; l/n LAD 15apr98 leased from TAPO; in basic TAPO c/s; l/n FJR 09dec99 in basic TAPO c/s with additional 'Uzavialeasing' titles; l/n LUX 23aug00; l/n OST 23dec00; canx 01mar01
10334 16520	UN-76374 UN-76374 UN-76374 UN-76374 UN-76374 UP-17605	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Aeroflot Aeroflot c/s, n/t Kazakstan Airlines East Line Air Kazakstan Berkut Berkut	mfd MST SHJ OST trf ALA rgd	21jul93 feb95 02dec95 15mar00 26sep96 29may04 29feb08	
10334 16524	B-4034 B-4034	II-76MD II-76MD	China United AI Chinese Air Force	d/d ph.	30oct93 aug07	
	21045	II-76MD	Chinese Air Force	ph.	apr13	
10334 16525	CCCP-76844(1) UK-76844(1)	II-76TD II-76TD	Aeroflot TAPO	d/d SHJ	20aug93 07nov95	
	UK-76844(1) YL-LAR UK-76844(1) UK-76844(1) 4K-AZ26	II-76TD II-76TD II-76TD II-76TD II-76TD	Krylo Inversija Avialeasing Uzbek. TAPO Silk Way Airlines	SHJ rgd rgd Tap BTS	20oct99 09aug00 06apr01 24may04 15dec04	in basic TAPO c/s with own titles; in fleet list jul07 as leased; seen DXB 16may08; l/n Tashkent-Tuzel 03mar10, photo proof, see next line
	UK-76844(1)	II-76TD	TAPO	ret	<mar09	was stored at Tashkent-Tuzel following the closure of the factory, requisitioned by the Uzbek government in 2012 and trf to Uzbekistan Airways; seen Tashkent-Tuzel may15; offered for sale by Uzbekistan Airways jan16
	78695 27605 ?	II-76TD II-76TD	no titles Chinese Air Force	ZIA ZIA	20apr18 10apr19	in basic TAPO c/s and large serial; ferried to Staraya Russa for overhaul 20apr18 c/n from russianplanes.net; the over taped serial may be missing digits with part of the previous serial bleeding through, making it look like '27695'; in bluish grey c/s with light grey undersides, military roundels and titles, red code; see c/n 1033418592
10334 16529	not known B-4035 B-4035 21046	II-76TD II-76MD II-76MD II-76MD	Chinese Air Force China United AI Chinese Air Force Chinese Air Force	d/d Dan NKG	06dec93 22may09 29apr15	line # 89-03; f/n KBL 25mar02; l/n KBL 29mar02 in civilian c/s with titles and military roundels; l/n ZUH 04nov10 c/n not confirmed; in light blue c/s with white undersides, with titles and military roundels, red code; seen 25jul22, now with yellow code; l/n 15aug22 line # 89-04; delivered to Zhukovski; f/n ZIA 31aug93; photo with GKChS Rossii inscription on port side Zhukovski 03sep93; carried additional 'Sentro-Spas' titles; named 'Anatoli Lyapidevski' 31jul97; stored ZIA since nov15; l/n ZIA aug19; CoFR renewal 06apr23 line # 89-05; d/d 30jul93 to Zhukovski; f/n ZIA 03sep93; carried additional 'Sentro-Spas' titles; named 'Vasilii Molokov' 31jul97; l/n TJM 13may23 line # 89-06; Avialeasing Uzbekistan; delivered to Fergana; blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; f/n FRA 19nov97; offered for sale by f.investments aug05/mar08 with t/ 609 hours; l/n stored Tashkent-Tuzel dec20/may22 line # 89-07; Avialeasing Uzbekistan; delivered to Fergana; blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; f/n Tashkent-Tuzel 24may04; offered for sale by f.investments aug05/mar08 with t/ 297 hours; l/n stored Tashkent-Tuzel dec20/aug23, in very faded colours line # 89-08; f/n XIY 1995; l/n HKG 01jun06 in civilian c/s with titles and military roundels; l/n ZIA nov13; photo, still as such in hangar at Zhukovski 2014; seen ZIA 05/24sep14 in light blue c/s with white undersides, with titles and military roundels details from Russian blog on the internet; in light blue c/s with white undersides, with titles and military roundels, red code; seen Nakhon Ratchasima-Khorat 22nov15; l/n Dangyang 12oct19; seen TAO 23may23, now with yellow code line # 89-09; rgd 20oct93; d/d 21oct93 to Zhukovski; official mfd 30oct94; in the MGA listing without c/n or operator as of jan95; probably opb ALIS on behalf of MChS Rossii; no reports; registration mentioned in the Russian register feb98/feb04 in addition to RA-76840, see next line in full c/s; f/n BRE 18may95; new CoFR issued 15apr96; named 'Nikolai Kamanin' 31jul97 after a distinguished Soviet aviator of the 1930s/60s; new CoFR issued 09jun08; w/o 01jul16 on a fire-fighting flight from Irkutsk-1 to the Kachug district of the Irkutsk region when descended too low in mountainous terrain, flew inside a dense smoke cloud just above the ground and crashed at a height of 845 metres into the wooded slope of a volcanic cone (945 metres) 4 km south of Rybny Ulyan (at N54°45'23.11" E107°48'35.68") which had been invisible to the crew due to the thick smoke from the burning forest, all 8 crew members and 2 passengers (technicians) were killed; t/t 9,064 hours and 3,069 cycles; the wreckage was found 03jul16; canx between 24oct17 and 23nov17 line # 89-10; f/n NAY 16nov96; l/n JIN 15may07 in civilian c/s with titles and military roundels; l/n DMK 22oct11 in light blue c/s with white undersides, with titles and military roundels, red code; f/n Lipetsk jul14; l/n Dangyang 12oct19; seen 15aug22 location not given, now with yellow code; l/n 06dec22 line # 90-01; d/d 08aug95 to Zhukovski prefix in Cyrillic, coming from the word 'ispytaniya' (tests and/or trials) l/n ZIA 21aug99 l/n ZIA 16aug05; to arrive at TAPO factory apr06 for modifications; seen stored Tashkent factory jul08/aug17; towed to Tashkent-Tuzel between late 2019 and mar20 with its outer wings (outside of the engine pylons) removed; outer wings were mounted back on jun/jul20 and its engines were put back on by apr21; remained stored at Tashkent-Tuzel until oct23 at Tashkent-Tuzel, departed this date to BGF via OSS; still in basic Ilyushin OKB blue/green c/s; see c/n 0083485561 line # 90-02; f/n Chengdu-Pengshan 10apr99 in civilian c/s with titles and military roundels; l/n DMK 22oct11 in civilian c/s with titles and military roundels, see next line in civilian c/s with titles and military roundels; l/n ZIA oct14; photo suggests that another serial has been overpainted above this serial, see previous line; l/n ZIA 17dec15 in light blue c/s with white undersides, with titles and military roundels, red code; l/n ZUH 07oct21, now with yellow code line # 90-03; used the last five of the c/n as registration grey undersides; f/n OST 11may94; delivered to Luch Neryungi; l/n DME 16jul94 l/n ZIA 21aug99, no titles; reported for Krylo; soc and canx 22dec99 as to Azerbaijan Azerbaijan logo on tail basic Avialeasing colours with AZAL tail logo and large 'Cargo' titles; revised tail logo from oct06; l/n GYD (N40.461701 E50.069760), jul08/jan09, wfu; not visible on 2011 Google Earth image, fate ? line # 90-04; f/n CTU 26sep99 in civilian c/s with titles and military roundels; l/n DMK 22oct11; photo 14jul12, location unknown c/n from russianplanes.net; opb 39th Transport Regiment at Dangyang; in civilian c/s with titles and military roundels; l/n ZIA 21aug13; repainted in light blue c/s with white undersides, with titles and military roundels, red code; seen TAO 05sep20, now with yellow code; l/n 03feb23 line # 90-05; see c/n 0043450493; delivered to Luch Neryungi; l/n DME 04may94; l/n DME 16jun94; sold to Yemen 10nov95 according to Ilyushin OKB listing; originally reported to 70-ADH ex reg visible on wing, in basic ex-Aeroflot c/s with Yemenia emblem on the tail; l/n JNB 21jul96 now in full c/s with titles, white fuselage and grey undersides; l/n SHJ 13feb01 and SAH oct05, as such; seen 27mar13, still in basic Yemenia c/s with titles, but with a flag on the tail replacing the original logo; l/n TAS 10dec14 photo, only the top of the last letter of the registration can be seen; in white c/s with grey undersides and a flag on the fin, no titles, reported stored after it had been damaged by shrapnel line # 90-06; delivered to Zhukovski; f/n DME 30aug93 which was before the official d/d; see c/n 1013408269 f/n NSK 13may95; l/n DME 15aug99, with additional small 'East Line' titles l/n TIP jun00; soc 28feb00 and canx 01mar00 as to Central African Republic l/n DME summer03 l/n DME 19jul06, c/n checked; flight planned DME-TIP 08mar07 and TIP 19nov08, in same c/s without titles; l/n FJR 18aug09 l/n FJR 09may13/27feb15 including chin radar and engines; see 466TH below; l/n KRT 22jun15 c/n not confirmed; acquired by the Sudanese Government aug15; flew without registration, reported to be the same aircraft as above in a UN report dated jan16; see also 466TH below c/n confirmed by Ilyushin.org; mentioned in Eurocontrol document this date; canx 12aug16 in white c/s with 'Rescue Air Ready to Fly' titles on the port side in front of the main door, opf South Sudan military; l/n JUB 10jun17 active, call-sign "5641" which used to be "TXC5641" when the aircraft was operated by Trans Avia Export; a photo of 466TH shows an overpainted ex registration which looks to read ST-ALF

	EW-466TH	II-76TD	Trans Avia Export	MSQ	17sep17	in all-white c/s, no titles, l/n MSQ 13oct19 with small 'Rescue Air' titles and logo of two fish on the forward fuselage
	EW-576TH	II-76TD	Belcanto Airlines	MSQ	10aug22	in all-white c/s with titles and Belarus flag; l/n TSN 08jan23; destroyed KRT 17apr23 during fighting between different factions of the military
10634 18587	B-4042	II-76MD	China United AI	d/d	unknown	line # 90-07; export CoFA dated 23sep96; f/n NAY 07jun01; converted by Xian Aircraft Industry Co. to, see next line
	B-4042	KJ2000	Chinese Air Force	ph.	17mar07	at Nanjing-Dajiaochang; the fifth KJ2000; in bluish grey c/s with light grey undersides and Chinese flag, no titles; according to a Chinese forum and comparison of photos suggest it became, see next line
	30073	KJ2000	Chinese Air Force	ph.	nov07	opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; f/n NAY 07sep08; seen WUX 04oct09; l/n aug17; comparison of photos suggest it became, see next line
10334 18592	30573 EZ-F424	KJ2000 II-76TD	Chinese Air Force Turkmenistan AI	d/d	nov17 29dec93	in bluish grey c/s with light grey undersides, red code; l/n 10aug22, now with yellow code line # 90-08; f/n STN 24mar94; l/n OST operational 07oct98; not in 2001 fleet list; seen stored ASB apr20/oct09 in an ever deteriorating condition; advertised for sale 14oct12 with t/t 3,542 hours; l/n IAR 20apr18/15jun20; reported Baku may22 being prepared for Silk Way
	RA-76844(2) 4K-AZ102	II-76TD II-76TD	Silk Way Airlines	rgd PRG	18feb20 05oct22	see c/n 1033416525; registration not painted on, see previous line; canx 10jun22 in all-white c/s, dark blue tail with titles; l/n VRN 25mar23; repainted with blue undersides; f/n TAS 22jun23; l/n ALA 29aug23
10334 18596	RA-76381 RA-76381 RA-76381 RA-76381 RA-76381 RA-76381 ST-ATI ST-ATI ST-ATI EK-76381	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	Trans Aero Samara East Line Sukhoi East Line Russian Sky Tesis Trans-Attico Almajara Aviation Tarco Air n/t Veteran Avia	d/d DME DME rgd DME TLL KRT ACC DXB rgd	14mar94 17aug99 01jun01 12feb02 25jun05 07may06 27feb07 29jun07 02sep10 07oct10	line # 90-09; delivered to Samara; mfd 15mar94; f/n LED 12jul94; l/n DME 06aug99 l/n DME 10may01; was basic Trans Aero Samara c/s for a while l/n DME 19aug01; basic East Line c/s f/n DME 05jun02; l/n DME 30jun04 l/n DME 04jul05 still in basic Russian Sky c/s, titles on outer engines; l/n KRT early jan07 c/n confirmed; in basic Russian Sky c/s, no titles in basic Russian Sky c/s with titles; l/n SEZ 03jul10 operator reported as such, in basic Russian Sky c/s no titles; l/n DXB 01oct10 f/n SHJ 30nov10, in basic Russian Sky c/s no titles, no hyphen in serial; l/n FJR 03feb12; photo KRT 03may12 with orange cheatline, white top and tail, grey undersides, no titles; seen KRT 12may13, reported opb Tarco Air; l/n EBB 15oct13; canx 04dec14
	ER-IAI ER-IAY	II-76TD II-76TD	Grixona Oscar Jet	FJR	17dec14 dec15	details from Ilyushin.org; in all-white c/s, grey undersides and brown cheatline, no titles; l/n SAW 21feb15 details from Ilyushin.org; f/n JUB 29feb16, in all-white c/s, grey undersides and brown cheatline, no titles; seen FJR 09nov17; canx between 14jan18 and 22mar18; l/n FJR 25mar18
	UP-17650	II-76TD	AZee Air	rgd	09jul18	f/n sep19, location possibly AQJ, in all-white c/s, grey undersides and brown cheatline, small Kazakhstan flag behind the cockpit, no titles; AOC reported annulled 21apr20; l/n FRU 20may20; canx 15jun20
	EX-76003	II-76TD	Fly Sky AI	rgd	09jun20	already reported 18jun20 on the Ilyushin OKB website; flew ADJ-DWC-HEA 01sep20 with FSQ flight number; f/n FRU 28oct20 in all-white c/s, grey undersides and brown cheatline; seen FJR 10sep22; l/n TSN 18nov23
10334 18600	UK-76386	II-76TD	Uzbekistan Airways	mfd	19mar94	line # 90-10; d/d reported as 05mar94; was painted in full c/s with 'Uzbekistan' titles, but not delivered for unknown reasons; delivered to Yekaterinburg instead
	RA-76386 RA-76386	II-76TD II-76TD	Uralinteravia AviaPRAD	AMS rgd	29sep94 23jan97	in basic Uzbekistan Airways c/s; l/n FJR 04oct96 to Aerotrade NPP; in basic Uzbekistan Airways c/s; seen without titles STN 30jan97; received titles; f/n as such PNG 21jan02; l/n FJR 14mar04
	RA-76386 RA-76386	II-76TD II-76TD	Aviacon Zitotrans United Nations/WFP	CGN LCA	14jan05 05aug06	in basic Uzbekistan Airways c/s, no titles; new CoFR issued 03may05; l/n TLL 12nov05 in white c/s with grey belly and engines, with 'Aviacon Zitotrans' titles plus logo on the fin, large 'UN' titles and a 'WFP' badge; l/n FMO 25aug06
	RA-76386	II-76TD	Aviacon Zitotrans	FJR	27oct06	in white c/s with grey belly and engines, with titles plus logo on the fin; t/t 12,247 hours and 3,162 cycles by 01jul10; l/n with titles HHN 09may11; f/n without titles HHN 04jun11
	RA-76386	II-76TD	United Nations	SVX	jun11	in full all-white UN c/s; seen PKC 17jul11 and TJM 27jul11; based at Kinshasa by aug11, was allocated code 'UNO-825'
	RA-76386	II-76TD	Aviacon Zitotrans	ACC	21oct11	in all-white c/s, no titles; l/n operational SVX 24jan14; new CoFR issued 22jul15; was stored at Orsha-Bolbasovo, seen jul15/jul19; canx 01dec20
	UR-CTU	II-76TD	ZetAvia	rgd	09feb21	to Astra Way FZC of the UAE; f/n SHJ 27jun21; seen TSN 21dec21; l/n TSN 21may22; current on the register 13aug22; last tracked flight 18nov22
10334 18601	RA-76841	II-76TD	MChS Rossii	d/d	31mar94	line # 91-01; delivered to Krasnoyarsk; f/n MST 12jan96; named 'Mavriki Slepnyov' 31jul97; l/n ZIA 07dec23
10334 18608	EZ-F423	II-76TD	Turkmenistan AI	mfd	01jun95	line # 91-02; d/d 07jun95; f/n OST 26jul95; l/n ASB 16apr02; not in fleet list feb08; seen stored ASB nov08/feb22
10334 18609	EZ-F426	II-76TD	Turkmenistan AI	mfd	01jun95	line # 91-03; d/d 07jun95; f/n MST 25jul95; l/n BRQ 04jun08; repainted in new c/s, f/n MLA 27dec08; l/n DEL 28aug20
10334 18616	RA-76842	II-76TD	Air Stan	d/d	29apr94	line # 91-04; delivered to Kazan; f/n RTM 17jan95; chartered by Transavia; intercepted by a MiG-21 of the Afghan Taliban militia on a flight from TIA via SHJ to KBL (with 30 tonnes of ammunition aboard) and forced to land at KDH 02aug95; impounded at KDH (and crew arrested) for 378 days until the crew managed to escape with the aircraft to SHJ 16aug96; seen MIA 06oct98 with additional HeavyLift titles; l/n OST 19jun01 as such
	RA-76842	II-76TD	Airstars	DME	16aug01	in Air Stan c/s, small change of titles to 'Airstars' (photo proof); seen as such DME 22nov01; l/n DME 15jan02 as 'Airstar' (no s at the end)
	RA-76842 RA-76842 RA-76842 RA-76842 RA-76842 RA-76842 RA-76842 RA-76842 RA-76842 RA-76842	II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD II-76TD	East Line Airstars red c/l, n/t all-white c/s, n/t Aviacon Zitotrans United Nations Aviacon Zitotrans United Nations Aviacon Zitotrans United Nations Aviacon Zitotrans	DME DME CGN KBL SAW MVQ VKO FIH GYD	28mar02 13aug03 17jan05 30nov05 30sep06 28aug11 15sep11 05nov11 24apr12	l/n DME 09sep02 l/n DME 24jul04 opb Aviacon Zitotrans; l/n Torrejon 12oct05 l/n FJR 28jul06 with titles and tail logo; l/n Leeuwarden 19mar11; all-white with large titles all-white without titles l/n EBB 08jan12 all-white c/s without titles; l/n SVX 30mar14; seen PEE 17sep14, with titles; l/n UFA 02nov21; seen ZIA feb22, no titles; l/n MSQ 20dec23
10334 18620	EZ-F427	II-76TD	Turkmenistan AI	mfd	27dec93	line # 91-05; c/n given in fleet list mar07 as 1043418620; d/d 26may95; f/n MST 18jul95; l/n DWC 07dec23
10434 18624 10434 18628	EZ-F428 RA-76366	II-76TD II-76TD	Turkmenistan AI Aviaenergo	mfd mfd	07jun95 05mar96	line # 91-06; d/d 09jun95; f/n MST 11jul95; l/n PEK 19nov23 line # 91-07; delivered to Zhukovskii; f/n ZIA 31may96; c/n checked and also in official files, see c/n 093421628, line # 16-07A; carried additional small 'East Line' titles 29jun98; l/n DME 01jun01
	RA-76366 RA-76366	II-76TD II-76TD	Rus Volga-Dnepr	DME BUD	25jul02 06jan03	leased from Aviaenergo since 22mar01; l/n DME 28aug02 leased from EES Rossii 21nov02/15jun04; rgd 09sep04 to Aviaenergo; offered for sale by Aviaenergo 15may06 with t/t 6,665 hours and 1,961 cycles as of 14apr06; current in fleet list 16nov06; dbr 18feb08 during an engine test-run at Ras al-Khaimah when caught fire and was severely damaged; l/n RKT mar08/mar18, all-white c/s, still with Volga Dnepr titles, stored, engineless
10434 19632	4K-AZ40	II-76TD	Silk Way Airlines	mfd	27oct94	line # 91-08; delivered ten years after completion; registration mentioned in Euro Control documents 20feb04; f/n CGN 27feb04; in fleet list jul07 as leased; l/n BUD 20aug23
10434 19636 10434 19639	7T-WIP RA-76429(2)	II-76TD II-76TD	Algerian Air Force MChS Rossii	Sty mfd	19aug03 30sep97	line # 91-09; export CoFA dated 15feb97; opb 374 Sqn; l/n PEK 23jul21 line # 91-10; rgd 18nov97; named 'Sigizmund Levanevskii' 31jul97; f/n SHJ feb98; see c/n 083415465; l/n ZIA dec21
10434 19644	UK-76426(2) 76426(2)	II-76TD II-76TD	Uzbekistan Airways ex Uzbekistan c/s	mfd Tac	30aug96 10may15	line # 92-01; rgd 27sep96; f/n OST 18oct96; l/n active at CGN 29jul04; see c/n 1013405184; in fleet list 14dec07 as stored; l/n TAS 12oct13 operated by the Uzbekistan Air Force as parked on the military ramp, prefix overpainted but still visible; seen CKL 29oct15 as such, active, still with 'Uzbekistan' titles
	UK-76426(2)	II-76TD	Uzbekistan Airways	SVO	jun17	in full Uzbekistan AI c/s and with prefix again; l/n TAS jul19/dec22, stored; was not current on register 27aug19
10434 19648	UK-76428(2) 76428(2)	II-76TD II-76TD	Uzbekistan Airways ex Uzbekistan c/s	mfd Tac	17oct96 10may15	line # 92-02; rgd 27dec96; f/n IST 14jan97; seen CGN 25sep03 in new c/s, no titles; l/n as such KBL jun04; in Qanot Sharq fleet list 22sep06; seen SHJ 03may07 in full Uzbekistan AI c/s; l/n TAS feb13 as such probably to be operated by the Uzbekistan Air Force as parked on the military ramp, prefix overpainted but still visible; see c/n 083415464
	UK-76428(2)	II-76TD	Uzbekistan Airways	PEE	20nov17	in full Uzbekistan AI c/s and with prefix again; l/n active l/n PEK 25apr20 but not current on register 27aug19; l/n TAS 19aug21/11dec22
10434 19649	7T-WIV	II-76TD	Algerian Air Force	LBG	apr98	line # 92-03; export CoFA dated 15feb97; opb 374 Sqn; l/n Ech-Cheliff 29mar18; crashed shortly after take-off from Boufarik AFB 11apr18, whilst climbing to a height of 150 metres on a flight to Tindouf, with an intermediate stop in Béchar, the aircraft went out of control, the port wing was reported as on fire and crashed in flames near to the airport in an agricultural zone, killing all 247 soldiers (including family members) among them 26 members of the Front Polisario and the 10 crew; the aircraft was destroyed by the impact and fire
10534 19656	19656 B-4040 B-4040 B-4040	II-76MD II-76MD II-76MD KJ2000	all-white c/s, n/t China United AI Chinese Air Force Chinese Air Force	mfd CAN ph. f/f	13jul94 apr98 2003 ? apr04 ?	line # 92-04; last five digits of the c/n used as the registration; also see the story with c/n 1043420696; f/n TAS 1994; export CoFA dated 31jul96 in all-grey c/s with Chinese flag, no titles in civilian c/s with titles and military roundels; converted by Xian Aircraft Industry Co. to, see next line the second KJ2000; in bluish grey c/s with light grey undersides and Chinese flag, no titles; f/n Nanjing-Dajiaochang 2005; according to a Chinese forum and the comparisons of photos suggest it became, see next line
	30071	KJ2000	Chinese Air Force	ph.	nov07	opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; l/n WUX 04oct09; photo aug15; probably became, see next line
10434 19657	30571 UK-76364	KJ2000 II-76MD	Chinese Air Force Avialeasing Uzbek.	ph. d/d	2017 03jan95	in bluish grey c/s with light grey undersides, red code line # 92-05; delivered to Fergana; f/n Tashkent-Tuzel 24may04, blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; l/n TAS sep18/jans23 and possibly stored
10534 20663	B-4041	II-76MD	China United AI	d/d	unknown	line # 92-06; export CoFA dated 31jul96; f/n NAY 11sep00; l/n PEK 19oct01; converted by Xian Aircraft Industry Co. to, see next line

	B-4041	KJ2000	Chinese Air Force		jan07	at Nanjing-Dajiaochang; the fourth KJ2000; in bluish grey c/s with light grey undersides and Chinese flag, no titles; became according to a Chinese forum, see next line
	30072	KJ2000	Chinese Air Force	NAY	07sep08	opb 76th Regiment at Wuxi; in bluish grey c/s with light grey undersides, red code; seen over Beijing 10aug15; comparison of photos suggest it became, see next line
10434 20667	30572 UK-76365	KJ2000 Il-76MD	Chinese Air Force Avialeasing Uzbek.	d/d	dec17 08feb95	in bluish grey c/s with light grey undersides, red code; l/n sep22 location unknown, now with yellow code line # 92-07; delivered to Fergana; f/n HRK 21feb04, blue cheatline with Uzbekistan flag on tail, no titles; operated by the Air Force; l/n TAS aug19/may22 in the same, fading, colours and possibly stored
10634 20671	B-4043	Il-76MD	China United AI	CAN	apr98	line # 92-08; export CoFA dated 20nov96; in grey c/s with light grey undersides, no titles; l/n NAY 01jun01; converted by Xian Aircraft Industry Co. to, see next line
	B-4043	KJ2000	Chinese Air Force		2005	at Nanjing-Dajiaochang; the third KJ2000; in grey c/s with light grey undersides and Chinese flag, no titles; became according to a Chinese forum, see next line
	30074	KJ2000	Chinese Air Force	ph.	23jun07	at Nanjing-Dajiaochang; opb 76th Regiment at Wuxi; still in primer by jun07; repainted in bluish grey c/s with light grey undersides, red code; f/n NAY 15sep09; l/n WUX 04oct09; photo aug17; probably became, see next line
10934 20673	30574 4K-AZ41	KJ2000 Il-76TD	Chinese Air Force Silk Way Airlines	ph. PRG	01oct19 08apr04	in bluish grey c/s with light grey undersides, red code; took part in the flypast over Beijing line # 92-09; registration already mentioned in Euro control documents 22mar04; c/n on Azerbaijani register as 1063420673; damaged 07jun07 on landing at CFB Trenton (Ontario) in poor visibility when came down too early, struck the airport perimeter fence with the main landing gear (taking out 150 feet of it), touched down briefly 430 feet short of the runway and then managed to climb out, trailing part of the fence from its landing gear, landed safely at Ottawa but suffered 'substantial damage' but subsequently repaired; l/n ZRH 17feb23
20534 20680	4K-AZ55	Il-76TD	Silk Way Airlines	mfd	20feb05	line # 92-10; f/n CGN 03mar05; l/n GYD 15may11; w/o 06jul11 on a flight from Baku to Bagram (Afghanistan) when the pilot opted for a visual approach at night but did not calculate the approach pattern correctly, the aircraft crashed at a height of some 3,800 metres into the side of a mountain near Siyah Gard (about 25 km from Bagram) at around 00:10 hours local time (19:40 UTC) and exploded, all 9 crew killed
10634 20681	RK3448	Il-78MKI	Indian Air Force		05oct03	line # 93-01; in Delhi flypast this date; version not confirmed; c/n reported in Indian document, no subsequent reports, fate ?; not mentioned in an Indian Il-76/78 tender document jul10
10634 20685	# 93-02	Il-78 ?				line # 93-02 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 20689	# 93-03	Il-76TD				line # 93-03 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10434 20696	RA-76845 RA-76845	Il-76MD Il-76TD	MChS Rossii MChS Rossii	mfd ZIA	22mar95 24aug95	line # 93-04; d/d 31mar95 to Zhukovski; version given in official document as such and see next line new CoFR issued 15apr96; named 'Mikhail Vodopyanov' 31jul97; inspected DME 17aug02 when fitted out as an Il-76TD waterbomber, nose titles visibly changed to 'Il-76TD' from 'Il-76MD' ('MD' painted out and 'TD' applied over the new paint which stands out on the weathered background); c/n checked on rear pressure bulkhead as 1043420696 (and on the flight deck access door as 20696); but plates on underside of both entry doors carried the c/n (10434)19656 and the mfd 13jul94; l/n TJM 18may23
20534 20697	76950	Il-76TD-90	Volga-Dnepr	f/f	05aug05	line # 93-05; first aircraft of the version Il-76TD-90VD with PS-90A-76 engines; engines mounted mar05; f/n Tashkent-Tuzel 29jul05, primer fuselage with Volga-Dnepr tail c/s; f/n 05aug05 in full c/s; l/n ZIA 19aug05
	RA-76950	Il-76TD-90	Volga-Dnepr	h/o	06may06	at Tashkent; named 'Vladimir Kokkinaki'; f/n SXF 16may06; l/n UCT 27may10; seen TLV 03jul10 with additional '20 years' on port side of the fin; CoFR renewal 24aug10; l/n TJM 30jun14, with additional titles; l/n ICN 17mar19, active; stored at ULY since 06apr19; undertook 6 test flights only at ULY between 16dec20 and 15oct21 according to flight trackers; seen back in service SV0 04jan23; l/n ZSX 19nov23
20734 21704	76951 RA-76951	Il-76TD-90 Il-76TD-90	Volga-Dnepr Volga-Dnepr	f/f h/o	31jul07 28sep07	line # 93-06; Il-76TD-90VD; f/n Tashkent-Tuzel 18jul07, primer fuselage with Volga-Dnepr tail c/s at ULY; first commercial flight 01oct07 (ULY-GOT-WAS); l/n STR 31may10; seen PRG 20jun10 with additional '20 years' on the port side of the fin; CoFR renewal 24aug10; l/n LED 19apr14, with additional titles; l/n CGO 31oct23
20734 21708	4K-AZ100	Il-76TD-90	Silk Way Airlines	d/d	07may07	line # 93-07; Il-76TD-90SW; commenced scheduled flights 10may07; f/n LUX 10may07; seen CGN 02aug11 with additional '10 years in the sky'; l/n MXP 22apr12 as such and later removed; l/n TFS 17dec23
10634 21709	# 93-08	Il-76TD				line # 93-08 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
20834 21716	-- 4K-AZ101	Il-76TD-90 Il-76TD-90	primer Silk Way Airlines	f/f h/o	15may08 10jul08	line # 93-09; Il-76TD-90SW; was marked '101' on its first flight at GYD; seen CGN 25jul11 with additional '10 years in the sky'; l/n RTM 10may12 as such and later removed; l/n LEJ 25oct23
20934 21717	4K-AZ70	Il-76TD	Silk Way Airlines	Tac	26may09	line # 93-10; without chin radar; in primer, only fin in full Silk Way colours, registration painted on as 'AZ70'; towed by a K-700 tractor from the factory to Tashkent-Tuzel 26may09; seen flying Tashkent-Tuzel 10jun09; h/o at GYD 25jun09, now in full c/s; seen PEE ocr11 with additional '10 years in the sky'; l/n GKE 21mar12 as such, seen SAW 30apr12 without them; l/n LEJ 10sep14, see next line
	4K-78131	Il-76TD	Azerbaijani AF	trf	sep14	c/n from Ilyushin.org; reported operated by the Azerbaijan Defence Ministry; f/n BOI 19apr15 in basic ex-Silk Way c/s, no titles; l/n ALA 30sep21
10634 21724	76953 JY-JIC	Il-76MF Il-76MF	Ilyushin OKB Jord.Int.Air Cargo	r/o ZIA	nov99 31may11	line # 94-01; c/n already in official list mar97; version given in some factory documents as Il-76MF-90EI; initially in primer; towed by a K-700 tractor from the factory to Tashkent-Tuzel 01may11; f/f 12may11 opb the Jordanian Air Force, now on the civil aviation register of Jordan; in white/light grey c/s with 'JIAC' titles and the additional small URL 'www.RoyalFalcon.com.jo'; seen ZIA 24jun11; d/d 29jun11; l/n HHN 15nov11
	360 (1)	Il-76MF	Jord.Int.Air Cargo	ADJ	08dec11	opb the Jordanian Air Force; still with the registration JY-JIC under the wing; seen ZIA 12aug12 with both the registration JY-JIC and the serial '360' on the rear fuselage; seen KRT 20dec12 with '-JIC' and the serial '360'; l/n as such ZIA 29apr16; seen with just the serial '360' DSA 28may16; l/n ZIA sep19 and flew back to Jordan 20sep19 as 'RJZ360'; see Il-76TD RJAF-360 c/n 1013405184
	SU-BTX/1331	Il-76MF	Egyptian Air Force		12dec19	was active by this date based upon the assigned hexcode; c/n and registration confirmed in MIDRMA RVSM listing dated 01mar20 with an 'expired' monitoring status and still as such 30may22; seen CTU 23sep21; l/n ISB 15nov23
.0.34 21727	KW3551	Il-76A	Indian Air Force	f/f	apr05 ?	line # 94-02; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings; arrived at Taganrog from Tashkent apr05 for installation of mission equipment; D-30KP-2 engines replaced by PS-90A-76; photo Taganrog 12dec06, in full Indian Air Force c/s with serial, with some parts still being in primer
	KW3551	A-50EI	Indian Air Force	Tag	29nov07	A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; f/f after installation of Russian special kit 29nov07 from Taganrog; ferried to Tel Aviv 20jan08 for installation of radar, in grey c/s with some parts still being in primer; f/f after installation of radar 05jun08 from Tel Aviv; test-flight to Palam 11jan09, now in all-grey c/s; h/o by IAI 24may09; ferried to Jamnagar 25may09; toc at Palam 28may09; opb 50 Sqn at Agra with a hyphen in the serial; seen in paint-shop at Ulyanovsk 27jun11; l/n AGR 21feb15
.0.34 21730	KW3552	Il-76A	Indian Air Force	f/f	jun05 ?	line # 94-03; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings; arrived at Taganrog from Tashkent jun05 for installation of mission equipment; D-30KP-2 engines replaced by PS-90A-76; f/f after installation of Russian special kit (but still without radome) 11jan09 from Taganrog-Yuzhny
	KW3552	A-50EI	Indian Air Force	Tag	22apr09	A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; in all-grey c/s; ferried Taganrog-TLV 23jun09; l/n TLV 08mar10; h/o 25mar10 at Mumbai; opb 50 Sqn at Agra with a hyphen in the serial; seen at the Pokhran range in Rajasthan mar16
.0.34 21736	KW3553	Il-76A	Indian Air Force	f/f	jul05 ?	line # 94-04; TAPO designation for an A-50 airframe without mission equipment; in primer, no markings; arrived at Taganrog from Tashkent jul05 for installation of mission equipment; D-30KP-2 engines replaced by PS-90A-76; f/f after installation of Russian special kit (but still without radome) 09jun10 from Taganrog-Yuzhny; in all-grey c/s; ferried as such Taganrog-TLV 08oct10; l/n TLV 03nov10
.0.34 21737	--	A-50EI Il-76TD	Indian Air Force primer	d/d	mar11	A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar; opb 50 Sqn at Agra; in all-grey c/s with a hyphen in the serial; l/n Hindon 08oct15
	--	A-50EI Il-76TD-90	Indian Air Force primer	r/o	feb10	line # 94-05; c/n already in official list mar97; bought by E.S.C. Aviation Services Corp. (on behalf of IAI) in late 2011; the airframe was transported on flat-bed trailers from Tashkent to Aktau oct14 (arrived 23oct14) and on a barge from Aktau to Taganrog nov14/apr15
20934 22743	76952	Il-76TD-90	Volga-Dnepr	r/o	feb10	A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar
	RA-76952	Il-76TD-90	Volga-Dnepr	TFS	28may10	line # 94-06; Il-76TD-90VD; primer fuselage with Volga-Dnepr tail c/s 30jan10; f/f 05mar10; l/n Tashkent-Tuzel 12mar10; h/o 08apr10; flown to Ulyanovsk 09apr10
21134 22748	76503(2)	Il-76TD-90	primer	r/o	30sep11	entered into operator's certificate 21may10; commenced commercial flights 24may10; seen CUR 03jul10 with additional '20 years' on the port side of the fin; CoFR renewal 24aug10; l/n PDX 05may14, as such and later removed; l/n TSN 03oct23
	RA-76503(2)	Il-76TD-90	Volga-Dnepr	h/o	23nov11	line # 94-07; Il-76TD-90VD; c/n already in official list mar97; f/f 15oct11; primer fuselage with Volga-Dnepr tail c/s; see c/n 063408209
21234 22752	76511(2)	Il-76TD-90	primer	mfd	21apr12	rgd 16dec11; f/n DME 31dec11; seen TLV 11mar16, with additional 'ALCI' sticker (Antarctica Logistics Centre International) forward of front entry door and 'Penguin' stickers behind the titles and the registration; later returned to normal c/s; l/n CGO 02dec23
	RA-76511(2)	Il-76TD-90	Volga-Dnepr	h/o	16may12	line # 94-08; Il-76TD-90VD; the last ever Il-76 completed by the TAPOICh factory; f/f 10apr12; primer fuselage with Volga-Dnepr tail c/s; ferried from Tashkent to Ulyanovsk for painting 27apr12; see c/n 083414444
.0.34 22753	--	Il-76TD	primer			at ULY; rgd 23may12; f/n HAM 21jun12; slightly damaged on landing at St. John's (Newfoundland) 13aug12 when overshoot the end of the runway, struck a number of approach lights for the opposite runway and came to a stop on unpaved ground about 200 metres behind the runway threshold, all 9 occupants escaped unhurt; l/n CGO 18nov23
	--	A-50EI	Indian Air Force			line # 94-09; c/n already in official list mar97; bought by E.S.C. Aviation Services Corp. (on behalf of IAI) in late 2011; seen on the assembly line at Tashkent-Tuzel 23jun12 with '9409' on a sticker; the airframe was transported on flat-bed trailers from Tashkent to Aktau oct14 (arrived 23oct14) and on a barge from Aktau to Taganrog nov14/apr15
	--	A-50EI	Indian Air Force			A-50 export version for India, with Israeli Elta ELW-2090 "Phalcon" phased-array radar

10734 22760	# 94-10	Il-76TD				line # 94-10 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 22761	# 95-01	Il-76TD				line # 95-01 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 22768	# 95-02	Il-76TD				line # 95-02 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 22772	# 95-03	Il-76TD				line # 95-03 and c/n in official list mar97; incomplete fuselage seen in production hangar Tashkent-Tuzel 23jun12 with '9503' on sticker; build/production status not known at the time of the closure of the factory
10734 22773	# 95-04	Il-76TD				line # 95-04 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 23780	# 95-05	Il-76TD				line # 95-05 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 23784	# 95-06	Il-76TD				line # 95-06 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 23785	# 95-07	Il-76TD				line # 95-07 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 23789	"05" red	Il-76MD	Uzbek Air Force	LED	21aug01	line # 95-08; was in the official list mar97 as Il-76TD c/n 1073423789; had two aeriels above the cockpit and was initially equipped with flare dispensers; in basic 'blue' Aeroflot c/s with 'Uz Air Force' titles and an Uzbek flag on the fin; seen LED 25apr02 with '9508' (the line number) on engine covers; l/n TAS 20sep18
	"07" white	Il-76MD	Uzbek Air Force	TAS	16oct19	also carried the registration UK-76007; in dark grey c/s with 'Uz Air Force' titles and an Uzbek flag on the fin, version painted as such; l/n URC 26jan22, c/n checked as such in aircraft's papers; l/n TAS 11dec22
10734 23793	# 95-09	Il-76TD				line # 95-09 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 23800	"06" red	Il-76MD	Uzbek Air Force	mfd	1996	line # 95-10; was in the official list mar97 as Il-76TD c/n 1073423800; version not painted on, but confirmed by documents; had two aeriels above the cockpit and was initially equipped with flare dispensers; in basic 'blue' Aeroflot c/s with 'Uz Air Force' titles and an Uzbek flag on the fin; f/n CKL 19aug01; later seen without flare dispensers; seen LED 10aug16 with '7606' on all 4 engine covers (reportedly the aircraft was referred to as UK-7606 in Uzbek documents); l/n TAS 29may18
	UK-76008 "08" white	Il-76MD	primer	TAS	20apr19	no markings apart from registration; re-flown after overhaul 20apr19
		Il-76MD	Uzbek Air Force	ALA	12jun19	still carried the registration UK-76008; in dark grey c/s with 'Uz Air Force' titles and an Uzbek flag on the fin, version painted as such; l/n TAS 26nov23
10634 23801	# 96-01	Il-76MF				line # 96-01 and c/n in official list mar97; probably the primer aircraft seen Tashkent-Tuzel jun10/aug17 without engines as visible on GE until aug17; dis-assembled and transported to Tashkent-Tuzel (N41.306630, E69.367050) and now stored without wings and tail plane since apr21
20134 23808	76954	Il-76MF	Ilyushin OKB	Tac	17sep10	line # 96-02; c/n already in official list mar97; version given in some factory documents as Il-76MF-90EI; initially in primer; towed by a K-700 tractor from the factory to Tashkent-Tuzel 17sep10; f/f 30sep10; painted in light grey c/s with Russian flag, no titles; f/n as such ZIA 11feb11; l/n ZIA 16mar11
	JY-JID	Il-76MF	Jord.Int.Air Cargo	ZIA	21apr11	opb the Jordanian Air Force, not on the civil aviation register of Jordan; in white/light grey c/s with 'JIAC' titles and the additional small URL 'www.RoyalFalcon.com.jo'; d/d 30jun11; l/n SHJ 22dec11
	361	Il-76MF	Jord.Int.Air Cargo	ZIA	22jun12	opb the Jordanian Air Force; still with the registration JY-JID in all positions and the serial '361' below the registration on the rear fuselage; seen MEL 27oct12 with just the serial '361' on the rear fuselage, but the registration JY-JID still under and on top of the wing; l/n DME 14dec18
	SU-BTY/1332	Il-76MF	Egyptian Air Force	d/d	jul19	in white/light grey c/s with the registration on the nose and the serial on the fin, no titles; Arabic inscription 'Egypt lives for ever' on the forward fuselage; f/n CAI 30jul19; c/n and registration confirmed in MIDRMA RVSM listing dated 01mar20 with an 'expired' monitoring status and still as such 30may22; seen PEK 10nov21; l/n Torrejon 02oct23
10634 24812	# 96-03	Il-76MF				line # 96-03 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 24815	# 96-04	Il-76MF				line # 96-04 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 24819	# 96-05	Il-76MF				line # 96-05 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10634 24824	# 96-06	Il-76MF				line # 96-06 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24825	# 96-07	Il-76MF				line # 96-07 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24829	# 96-08	Il-76MF				line # 96-08 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24836	# 96-09	Il-76MF				line # 96-09 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
10734 24840	# 96-10	Il-76MF				line # 96-10 and c/n in official list mar97; build/production status not known at the time of the closure of the factory
...34 2.841	# 97-01	Il-76..		Tac	28feb05	line # 97-01; in assembly hall, c/n surmised; l/n Tashkent-Tuzel 23jun12 without wings and with '9701' on a sticker; build/production status not known at the time of the closure of the factory
20434 25845	RK3449	Il-78MKI	Indian Air Force	f/f	11jan03	line # 97-02; h/o 28feb03; d/d 03mar03 in full c/s without serial; c/n from Indian Document; f/n DEL 26jan04, in flypast; with a hyphen in the serial; l/n Istres 09may16
	KJ3449	Il-78MKI	Indian Air Force	ZIA	apr21	with a hyphen in the serial; l/n MHZ 26mar23
	RK3450	Il-78MKI	Indian Air Force	d/d	apr03	line # 97-03; c/n from Indian document; reported flew Hoedspruit- Mauritius 20sep04 and returned 03oct04; with a hyphen in the serial; seen Gwailor oct06; l/n Delhi flypast rehearsal 23jan13
	KJ3450	Il-78MKI	Indian Air Force	ZIA	21sep20	with a hyphen in the serial; l/n ZIA aug21
	RK3451	Il-78MKI	Indian Air Force	d/d	early04	line # 97-04; f/n Monte Real jun04; with a hyphen in the serial; l/n Istres 11jun10
	KJ3451	Il-78MKI	Indian Air Force	d/d	28jun19	at Mont-de-Marsan; with a hyphen in the serial; l/n ZIA 16dec22
	RK3452	Il-78MKI	Indian Air Force	d/d	early04	line # 97-05; delivery was delayed by approximately eight months; carried call-sign 'VU-FRD' in cockpit; f/n BAH 13mar04; with a hyphen in the serial; l/n AGR 03feb11
	KJ3452	Il-78MKI	Indian Air Force	ZIA	jun19	with a hyphen in the serial
	RK3453	Il-78MKI	Indian Air Force	d/d	sep04?	line # 97-06; fifth to be delivered; c/n from Indian document; reported flew Hoedspruit-Mauritius 03oct04; with a hyphen in the serial; l/n Eielson AFB Alaska 09may16
	KJ3453	Il-78MKI	Indian Air Force	DME	04sep19	with a hyphen in the serial; l/n ZIA 14oct20 as KJ-3453
	RK3454	Il-78MKI	Indian Air Force	d/d	dec04	line # 97-07; sixth to be delivered; f/n CBD 30dec04; with a hyphen in the serial; photo taken 17jul08 at Mountain Home AFB shows c/n on the rear pressure bulkhead; l/n at the Pokhran range in Rajasthan mar16
	KJ3454	Il-78MKI	Indian Air Force	ZIA	16apr21	with a hyphen in the serial

Il-76MD-90A built by "Aviastar" at Ulyanovsk-Vostochny from 2011

As of August 2012, only the four digit line number is to be found printed on technical boards/papers together with the product (izdeliye) code 476 in the factory. Some components have been used from the Tashkent production, for example a wing component for line-no 01-03 had a plate stamped as 2123405003

01-01	--	Il-76MD-90	primer	ULY	01aug11	Il-76MD-90A; static and dynamic test airframe, without nose and tail; delivered by barge to Zhukovski (passed Moscow 01oct11); officially h/o to Minpromtorg RF dec11; was to undergo static and fatigue trials with the TsAGI at Zhukovski from early 2012
01-02	--	Il-76MD-90	primer	ULY	01aug11	Il-76MD-90A; the first flying prototype; airframe completed by 80 % by aug11; unofficial r/o 15dec11 and official r/o 05jul12; ground trials started 07jul12; l/n ULY 26jul12; no markings apart from 'OAK' titles and '0102' on the fin
	RA-78650	Il-76MD-90	OAK	ULY	29jul12	still in primer; f/f 22sep12
	78650	Il-76MD-90	OAK	ULY	28sep12	without prefix during its second flight 28sep12; initially still in primer; painting completed 21dec12; in grey c/s, no titles; f/n as such in Aviastar 22dec12
	RA-78650	Il-76MD-90	OAK	ULY	28jan13	now with prefix again; 4th flight (and 1st flight after painting) conducted 28jan13; ferried to ZIA 30jan13
	78650	Il-76MD-90	OAK	ZIA	11mar13	in grey c/s, no titles; completed the first stage of state joint trials 04dec13; underwent modifications by Aviastar in 2014/16, seen in the assembly hall aug15/aug16; f/n flying again KZN 12dec16; the second stage of factory trials started 14dec16; l/n DWC 13nov23
01-03	no reg	Il-76MD-90	primer	ULY	23aug12	Il-76MD-90A; the first production aircraft; fuselage in three sections, with wings separate by aug12; under final assembly by aug13; r/o 17jun14 with '0103' on the forward fuselage
	RF-78651	Il-76MD-90	OAK	ULY	15aug14	in basic Aeroflot c/s, no titles; named 'Ulyanovsk'; f/n ULY 06jul14, but presence of registration not confirmed then
	78651	Il-76MD-90	OAK	ULY	14sep14	f/f 03oct14; in basic Aeroflot c/s, no titles; named 'Ulyanovsk'; h/o to TANTK im. Berieva at Taganrog 21nov14; converted by TANTK to an A-100
	78651	A-100	OAK	f/f	18nov17	from Taganrog-Yuzhny; the prototype of this new AWACS aircraft based on the Il-76MD-90A; in primer with the registration on the wings only
	78651	A-100	Russian Air Force	Tag	09feb19	in light grey c/s with 'VKs Rossi' titles and Russian stars; preliminary trials started 08feb19; made its first test flight with the "Premier" complex switched on 09feb22
01-04	no reg	Il-76MD-90	primer	f/f	30dec14	Il-76MD-90A; second production aircraft; front and rear fuselage seen aug12, under final assembly by aug13 and basically complete by 31oct14; marked '0104' on the forward fuselage
	RF-78652	Il-76MD-90	Russian Air Force	h/o	29apr15	still in primer, with registration and Russian flag on fin; h/o to TANTK im. Berieva at Taganrog 29apr15; seen Taganrog-Yuzhny 16may15; l/n ULY 14oct21
	--	A-60SE				laser test aircraft (SE stands for Sokol-Echelon); will be completed by TANTK im. Berieva at Taganrog
	--	Il-76MD-90	primer	r/o	03may15	Il-76MD-90A; the third production aircraft; fuselage in sections seen on the assembly line aug13; marked '0105' on the forward fuselage during the roll-out
	RF-78653	Il-76MD-90	Russian Air Force	ULY	08jun15	in basic Aeroflot c/s, no titles; named 'Viktor Livanov' after a former General Manager of SK im. Ilyushina; f/f 14aug15; l/n ZIA 23aug15; h/o 02dec15 at Ulyanovsk-Vostochny; opb 610 TsBP i PLS at Ivanovo-Severnoy from 03dec15; l/n PEE apr16; seen over Moscow 09may16, with Russian Stars on the fin and 'VVS Rossi' titles; seen Ivanovo-Severnoy 30may17, with Russian flag on the fin, no titles; l/n active apr21
01-06	--	Il-76MD-90				Il-76MD-90A; construction of this airframe was cancelled
01-07	--	Il-76MD-90				Il-76MD-90A; construction of this airframe was cancelled

01-08	RF-78654	Il-76MD-90	Russian Air Force	f/f	15dec15	Il-76MD-90A; the fourth production aircraft (but still not in the required configuration); seen in primer without registration on the assembly line may15/aug15; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n as such ULY 06jan16; h/o 17jan16; opb 610 TsBP1 PLS at Ivanovo-Severnny; l/n OVB 21sep22
01-09	RF-78655	Il-76MD-90	Russian Air Force	f/f	07nov18	Il-76MD-90A; the first aircraft in the required configuration; seen in primer without registration on the assembly line aug15/aug17, marked '0109' on the forward fuselage when seen after r/o 09aug18; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 02apr19; opb 235 vtap at ULY; l/n SVX 08jul19
01-10	RF-78656	Il-76MD-90	Russian Air Force	f/f	22dec18	Il-76MD-90A; fuselage in primer without registration seen on the assembly line aug16/aug17; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 16may19; opb 235 vtap at ULY; l/n OVB 12apr22
02-01	no reg 78741 RF-78741	Il-78M-90A Il-78M-90A	primer OAK Russian Air Force	r/o f/f ULY	29nov17 19jan18 08jul18	the prototype of the new Il-78 version based on the Il-76MD-90A; construction started 16jan15; seen on the assembly line aug15/aug17; marked '0201' on the forward fuselage in primer with Russian star on fin, no titles; painting started 27jun18 in white/grey c/s with 'VKs Rossii' titles and Russian stars; h/o for trials 08jul18; factory trials started 27dec18; l/n ZIA 27dec21
02-02	RF-78657	Il-76MD-90	Russian Air Force	f/f	13jun19	Il-76MD-90A; components only seen on the assembly line aug17/2018; in basic Aeroflot c/s with Russian flag on fin, no titles; h/o 30aug19; opb 235 vtap at ULY; l/n ABA 23jun22
02-03	RF-78658	Il-76MD-90	Russian Air Force	f/f	17mar20	Il-76MD-90A; already seen in primer without registration on the assembly line aug17/aug19 and with '78658' on the fin oct19; in basic Aeroflot c/s with Russian flag on fin, no titles; named 'Genrikh Novozhilov' 29jan21 after the General Designer of Ilyushin OKB; h/o at ULY 29jan21; opb 235 vtap at ULY; l/n Kubinka 07jun22
02-04	RF-78659	Il-76MD-90	Russian Air Force	r/o	24mar20	Il-76MD-90A; r/o still in primer without registration; l/n as such ULY 25mar20; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n as such ULY 12apr20; f/f 26aug20; h/o at ULY 29jan21; opb 235 vtap at ULY; named 'Nikolai Makarovets' 30aug21 after a designer of the Tula-based arms producer NPO "Splav"; l/n OVB jun23
02-05	no reg RF-78660	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o ULY	12nov20 30nov20	Il-76MD-90A; r/o still in primer without registration in basic 'blue' Aeroflot c/s with a Russian flag on the fin, no titles; f/f 06dec20; h/o at ULY 29jan21; opb 235 vtap at ULY; l/n CKL sep21
02-06	78661 RF-78661	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o h/o	16may21 08sep21	Il-76MD-90A; the first one built on the new assembly line; r/o still without registration; f/n with registration ULY 02jun21; f/f 10jun21 at ULY; opb 235 vtap at ULY; in basic 'blue' Aeroflot c/s with a Russian flag on the fin, no titles; f/n OVB 21oct21; l/n LED 10jul23
02-07	78662 RF-78662	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o h/o	29sep21 dec21	Il-76MD-90A; f/f 04oct21 at ULY; opb 235 vtap at ULY; f/n ULY 27jan22; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n Kubinka 01feb22
02-08	78663 RF-78663	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o ULY	jan22 23feb22	Il-76MD-90A; seen partially painted ULY 12jan22 f/f 16mar22; h/o at ULY 22apr22; opb 235 vtap at ULY; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n OVB sep22
02-09	78664 RF-78664	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph.	24may22 19jan23	Il-76MD-90A; r/o still without registration; f/f 07jun22 flight trackers show this went to Tver-Migalovo
02-10	78665 RF-78665	Il-76MD-90 Il-76MD-90	primer Russian Air Force	f/f h/o	26aug22 11oct22	Il-76MD-90A flew 01nov22 according to flight trackers this date; in basic Aeroflot c/s with Russian flag on fin, no titles; l/n VVO 08nov22
03-01	78666	Il-76MD-90	primer	r/o	20oct22	Il-76MD-90A; f/f 05nov22; h/o 28nov22; with some cockpit windows blanked off
03-02	78667 RF-78667	Il-76MD-90 Il-76MD-90	primer Russian Air Force	r/o h/o	29nov22 dec22 ?	Il-76MD-90A; f/f 04dec22 photo 22may23, in basic Aeroflot c/s with Russian flag on fin, no titles
03-03	78668	Il-76MD-90				Il-76MD-90A; registration and c/n not confirmed for the following accident; one employee was killed and six others were injured in an explosion during cabin pressure testing 02mar23 in a hangar at the Aviastar factory; airframe reported as repaired, see next line
	RF-78668	Il-76MD-90	Russian Air Force	h/o	30may23	
03-04	RF-78669	Il-76MD-90	Russian Air Force	f/f	10jun23	Il-76MD-90A; in basic Aeroflot c/s with Russian flag on fin, no titles, registration not visible in any of the published photos; h/o 11aug23
03-05	78670 RF-78670	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	aug23 04oct23	Il-76MD-90A; r/o 21aug23; f/f 28aug23
03-06	78671 RF-78671	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	aug23 18oct23	Il-76MD-90A; under final assembly
03-07	no reg RF-78672	Il-76MD-90 Il-76MD-90	primer Russian Air Force	ph. h/o	aug23 21dec23	Il-76MD-90A; under final assembly; f/f 11nov23

Il-76 with unknown construction numbers

---	RA-76356	Il-76TD	unknown	BOM	06jan96	only reported once; mentioned on Russian register feb98 without c/n as leased from Kazakhstan 18aug94/01jun96, in Russian canx register feb01, with comment 'in a special position/location of Samara of this aircraft'
---	CCCP-86730 not known	Il-76 Il-76MD-90	Soviet AF/AFL c/s Russian Air Force	photo ULY	07dec22	exists; perhaps c/n 073410311 / line # 08-08 for which the early history is not known ? Il-76MD-90A; in basic Aeroflot c/s with Russian flag on fin, no titles, named 'Vyacheslav Yefanov' after the VTA commander of 1986/97
---	21142 21143	Il-76TD Il-76TD	Chinese Air Force Chinese Air Force	NAY NAY	14aug17 08dec17	in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Dangyang 12oct19 in bluish grey c/s with light grey undersides, military roundels and titles, red code; l/n Dangyang 12oct19; seen TYN 06mar23, now with yellow code
---	21144	Il-76TD	Chinese Air Force	ph.	09mar18	in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen Wuhan 06sep21, seen 15aug22, now with yellow code; l/n XIY 04jul23
---	21145	Il-76TD	Chinese Air Force	OVB	jul18	in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen URC 16oct21, with yellow code; l/n TAO 25aug23
---	21146	Il-76TD	Chinese Air Force		12oct19	at Dangyang; in bluish grey c/s with light grey undersides, military roundels and titles, red code; seen TAO 25jun22, with yellow code; l/n SHA 03nov22
---	21147	Il-76TD	Chinese Air Force	ph.	aug22	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code; l/n 05jun23 location unknown
---	21148 21149 T-914	Il-76TD Il-76TD Il-76TD	Chinese Air Force Chinese Air Force Angolan Air Force	CGK TYN MSQ	21nov22 07may23 03jun22	in bluish grey c/s with light grey undersides, military roundels and titles, yellow code in bluish grey c/s with light grey undersides, military roundels and titles, yellow code all white c/s with titles; probably delivered 09jun22 (was tracked over Egypt outbound from MSQ); l/n DWC 17mar23
---	D2-ANJ 5-8206	Il-76TD Il-76TD	Angolan Air Force Iranian Air Force	LAD mfd	29jun22 1990	all white c/s with titles; l/n LAD 03jan23 version confirmed; opb 73rd Transport Squadron at TFB.7 at Shiraz; initially in white c/s, l/n as such THR 01dec99; repainted in two tone grey camo c/s with light grey undersides and Air Force roundels, f/n as such SYZ 14mar00; t/t 2,985 hours and 1,194 cycles by 19mar05; seen stored SYZ (N29.551013 E52.576003) feb10/feb11; seen active THR 20jan16, in white/light grey c/s with thick dark blue and thin red cheatline and blue fin, no markings apart from serial and Iranian flag on the fin; l/n THR 05mar22 operational
---	not known	Il-76TD		FNJ	30nov23	satellite imagery this date, suggest one of the Air Koryo aircraft, possibly now has a mount behind the wings for a rotordome (as per AWACS type aircraft); l/n 12dec23
---	TL-KMO	Il-76			27jun23	reported to be operated by PMC Wagner; flew OSS-BEN 27jun23; reported at Khadim air base 29jun23 and was possibly destroyed there the next day by an attack of the Government of National Unity forces, but according to flight trackers TL-KMO is still active and flew BEN-DAM-BEN 25oct23
---	3X-GGS	Il-76TD	Sky Guinée	ph.	10aug17	flew DAM-NIM 12aug17; registration previously worn by An-32A c/n 1709; in all-white c/s with gold cheatline, grey undersides with filled in turret; became see next line
---	TT-TFD	Il-76TD		ph.	21sep17	at Wadi Saedna, Sudan, in all-white c/s with red cheatline, grey undersides with filled in turret; ex 3X-GGS according to the photographer
---	YI-ANP	Il-76M	IrAF/Iraqi Aw c/s	no	reports	destroyed by an Allied bombing attack on Habbaniya, date unknown but probably jan91; mentioned as such in a document with Kuwaiti claims against Iraq dated 29oct99, but listings of Il-76s by BASCO in 1997 and by the Ilyushin OKB in 1999 do not contain any information about YI-ANP; possibly it was in fact YI-ANM which was destroyed by the bombing attack on Habbaniya as that is the sole Iraqi Il-76 for which no fate is known
---	no code	Adnan-2	Iraqi Air Force			AEW aircraft, converted from an Il-76MD in Iraq; in dark grey- light grey camo and full Iraqi Air Force markings; destroyed by USAF F-117As at Al Taqaddum AB 17jan91; wreckage still present by aug03
---	5A-ILA	Il-76		ph.	21aug21	at Benghazi; in all-white c/s, no titles with a small flag behind the registration; operating for the Hafta Affiliated Forces (HAF)
---	70-ADH	Il-76TD	Yemenia	BUD	nov94	correct sighting ?, was a DHC-6 Twin Otter by dec94, however, re-use of 70- registrations on different aircraft have occurred with Il-76 and An-26 aircraft over the years; a photo exists on the web of three Yemenia aircraft taken SAH 22feb05
---	9S-PII 9T-TIB 9T-TIA 9U-BVT	Il-76TD Il-76TD Il-76 Il-76	DR Congo Air Force DR Congo Air Force	FIH FIH	15oct23 16dec23 15oct23 photo	all white c/s, no titles; the first letter 'P' in a registration denotes provisional marks only, see next line at Waterloof; last tracked flight 30dec23 all white c/s, no titles tracked flight over Jordan 04jul23, tracked again 18jul23 over Jordan with hex code 800000; photo DNF 21sep23, in all white c/s with grey undersides, no titles; flew a dedicated DVI (Disaster Victim Identification) team in from the United Arab Emirates following the flooding disaster in the region
---	9U-BVU 9U-ILO	Il-76TD Il-76TD		ADJ ADJ	25apr23 16nov22	in all-white c/s with grey undersides, no titles; using the same hex code as 9U-ILO; l/n BEN 02nov23
---	9U-ILZ (1)	Il-76TD		ph.	01aug22	in all-white c/s with grey undersides; no titles; active since 13sep22 according to flight trackers; probably to 9U-BVU which was using the same hex code
---	9U-ILZ (2)	Il-76TD		BEN	03oct23	at Sabha; opb Libyan (LNA) forces; in all-white c/s with grey undersides, no titles; see 9U-ILZ (2) which is probably a different aircraft in white c/s with grey undersides, no titles; see 9U-ILZ (1) which is probably a different aircraft; l/n BEN 02nov23

An Angolan ! aircraft was reported destroyed by shelling 19jul94 (probably a Russian Air Force aircraft).

Ilyushin Il-86

It was in 1971 that it was first rumoured that the Soviet Union was planning their first wide-bodied aircraft. By this time the Boeing 747 was already in service, but it was to be another five years before the 350-seat prototype Il-86 made its first flight from Khodynka on 22 December 1976, and another four years before the type entered scheduled passenger services on 29 December 1980 from Moscow to Tashkent.

Production was assigned to Voronezh, where 104 series production aircraft (this included 2 test/development aircraft) were manufactured until 1996, to add to the prototype and static airframe built at Khodynka. All except three (which were exported to China and eventually re-imported to Russia) were built for the domestic market. Of these four were built for the military as flying command posts, albeit with civil registrations and Aeroflot titles.

The Il-86 was grossly underpowered and uneconomic to operate. It became a regular sight at western airports, notably Shannon, where it had to re-fuel before crossing the Atlantic. It was, however, very popular with passengers, with comfortable seats and reasonable leg room. The high ceiling and the slow, smooth climb provided a feeling that you were either in a large cinema or aboard an ocean liner. Passengers could also carry on their heavy baggage and stow it in the hold on the lower deck, thus ensuring that it arrived at the same destination as its owners, something not always achieved by passengers on Boeings and Airbuses! It could be argued that the Il-86 has been one of the safest commercial airliners, never having injured or killed a fare-paying passenger in three decades of operations. Three have been written off: RA-86119 was struck on the ground at Delhi by a crashing Indian Boeing 737 and CCCP-86074 was written off at Dubai when the crew fought to lower the undercarriage. The third accident concerned RA-86060, which was caused by the autopilot failing and the resultant un-commanded change of the trim setting full nose up (-12 degrees), took place on take-off from Sheremetyevo on 28 July 2002. Although all but one on board perished they were staff members of Pulkovo Airlines positioning back to St Petersburg, and thus not fare-paying passengers.

The first Voronezh built Il-86 was c/n 0103 (0101/0102 at Khodynka), the next twelve aircraft are also given in official documents and registers as just four digits (0001-0012) and the system mentioned below commenced after these. Two of the first twelve aircraft have subsequently been checked with the full long construction number. By 2024 only 12 of the 106 aircraft built survive. Four belong to the Russian Air Force, two of which are active, one has not flown for over a decade and is stored at Chkalovski with another at Taganrog-Yuzhny, undergoing modernization work. RA-86062 is preserved at Ulyanovsk, RA-86097 is preserved at Novosibirsk, RA-86106 is preserved at Pulkovo Heli Drive, RA-86103 in use as a GIA at Sheremetyevo, EK-86117 stored at Domodedovo since April 2004, EK-86118 (without cockpit and tail sections) at Voronezh-Pridacha with RA-86141 since 2012, the prototype CCCP-86000 preserved at the Kiev Museum.

The long construction number is explained as follows: 514 probably stands for the project number, 8 is perhaps the eighth type built at Voronezh-Pridacha since WWII (supposition), 32 is factory number divided by two (supposition). the next two digits are the batch number. The last three digits clearly are the production sequence number.

Prototypes built at the Ilyushin OKB's experimental facility at Moscow-Khodynka, MMZ No. 240 "Strela"

01 01	CCCP-86000	Il-86	Ilyushin OKB	f/f	22dec76	from Khodynka; first prototype; in Aeroflot c/s; f/n LBG 04jun77; with exhibition number '347'; completed first stage of certification tests 06jun77; seen LBG 15jun79 with exhibition number '348'; used as a ground instructional airframe by the Kiev Institute of Civil Aviation (KIIGA), seen apr92/aug02; preserved in the Oleg Antonov State Aviation Museum at Kiev (N50.405638 E30.458508), seen oct03/dec21
01 02	--	Il-86	Ilyushin OKB			static test airframe and likely to be the fuselage seen dumped at Zhukovski aug92/aug95 in bare metal c/s

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

01 03	CCCP-86002	Il-86	AFL/GosNII GA	r/o	15oct77	f/f 24oct77; first production aircraft, in Aeroflot c/s; mfd feb78 from Soviet register; undertook tests until mid 1979; seen VKO 16aug79; l/n SVO 22may91
	CCCP-86002	Il-86	MAP Ilyushin MMZ	trf	02dec91	l/n ZIA 15may93
	RA-86002	Il-86	MAP Ilyushin MMZ	SVO	04jul93	in Aeroflot c/s; l/n ZIA 20aug05; soc 11apr05 as not economical to operate; broken up at Zhukovski sep/oct05
0001	CCCP-86003(1)	Il-86	AFL/GosNII GA	f/f	02mar79	toc 15may79; mfd jun79 from Soviet register; i/s 27sep79; f/n SXF 15oct80; seen LBG jun81 with exhibition number '348'; CoFR renewal 15may81; trf 12apr89 and used as a ground instructional airframe by the Moscow Technical University of Civil Aviation (MGU GA) at SVO (N55.985830 E37.443211); soc 18jan90 as worn out and canx same date; f/n mar90; l/n apr15; broken up at SVO 22jun15; see c/n 51483208071
0002	CCCP-86004	Il-86	AFL/Moscow	d/d	23sep79	from Voronezh-Pridacha to Vnukovo; mfd 24sep79; toc 24sep79; started service trials with 425 LO of Vnukovski OAO 25sep79; appeared in the 1979 Soviet film "Ekipazh"; new CoFR issued 10oct82; l/n VKO 19may91
	RA-86004	Il-86	Air AJT Internat.	DXB	18mar93	in full c/s; arrived for repainting at MST 08may95; c/n checked as 51483200002
	RA-86004	Il-86	Vnukovo Airlines	rgd	16sep93	to the Russian Federation; initially still in full Air AJT International c/s, see the dates above; repainted in Vnukovo Airlines c/s with a 'VA' logo on the fin, no titles; f/n as such MST 11jun95; t/t 18,063 cycles and 7,901 cycles by 01jan99; CoFA expired 18aug99; sat wfu at VKO, seen aug01/aug02; broken up at VKO 04feb03; CoFR returned 19apr04, but still on register aug10
0003	CCCP-86005	Il-86	AFL/Moscow	ph.	1979	mfd jan80; toc 22jan80; rgd 25feb81; seen VKO 11apr91; l/n VKO sep91/aug02, stored/wfu; broken up at VKO 10feb03
0004	CCCP-86006	Il-86	AFL/Moscow	toc	06dec80	rgd 25dec80; i/s 26dec80, first Il-86 passenger service (MOW-TAS); f/n MRV apr81
	RA-86006	Il-86	Aeroflot	IST	11dec92	arrived at MST 07jun94 to be repainted
	RA-86006	Il-86	Vnukovo Airlines	trf	29aug95	already f/n MST 22jun94; ferried VKO-OVB for overhaul, but nothing came of this; seen OVB jul03/jul05, minus two engines; broken up at OVB may/jun06
0005	CCCP-86007	Il-86	AFL/Moscow-VKO	f/f	oct79	toc 03dec80; rgd 25dec80; opb 425 LO; photo in magazine apr81; damaged 19aug84 on a flight from Tashkent to Moscow when the inner sections of the flaps started to vibrate heavily during cruise flight and were ripped off after 75 seconds, damaging the rear fuselage, the aircraft made an emergency landing at Aktyubinsk, touching down at 345 km/h and bursting 7 tyres, but all crew and 279 passengers escaped unhurt; repaired; l/n VKO 16aug92
	RA-86007	Il-86	Aeroflot	VKO	21mar93	c/n given in CoFA at AMS 15aug93 as 51483200005 with mfd oct79; small titles only from at least jul93; l/n VKO 11jun94
	RA-86007	Il-86	Vnukovo Airlines	trf	29aug95	in basic Aeroflot c/s, no titles; f/n VKO 16apr97; wfu jun00 with t/t 19,419 hours and 7,860 cycles; sat wfu at VKO, seen aug01/aug04; still current on register by 13oct04; scrapped at VKO in 2005
0006	CCCP-86008	Il-86	AFL/Moscow	mfd	feb81	toc 13feb81; rgd 27feb81; f/n Moscow 08apr81; seen VKO sep91/aug03, stored/derelict, titles crudely painted out; for Vnukovo Airlines; gone by jul04, broken up
0007	CCCP-86009	Il-86	AFL/Moscow	mfd	mar81	toc 27mar81; rgd 09apr81
	CCCP-86009	Il-86	AFL/International	trf	15jan81	f/n HAM 25oct81
	CCCP-86009	Il-86	AFL/Moscow	trf	10jul86	seen VKO sep91/aug02 stored/wfu; was for Vnukovo Airlines; reported no titles by aug02; soc 28oct02 as life-time expired and canx same date; broken up at VKO 05dec02
0008	CCCP-86010	Il-86	AFL/International	mfd	16jun81	toc 17jun81; rgd 22jun81; f/n SXF jun81
	CCCP-86010	Il-86	AFL/Vnukovo	trf	13feb87	seen VKO sep91/may95, stored
	RA-86010	Il-86	Vnukovo Airlines	VKO	15apr97	seen VKO jul00/aug03, stored/engineless; broken up 25sep04
0009	CCCP-86011	Il-86	AFL/Moscow	mfd	jun81	toc 09jul81; rgd 28jul81; f/n CDG 13jun84, l/n VKO 27apr93
	RA-86011	Il-86	Aeroflot	VKO	12jun93	l/n VKO 07sep93
	RA-86011	Il-86	Vnukovo Airlines	trf	30aug94	l/n VKO 25sep94; in full Aeroflot c/s and titles; l/n VKO 20aug99; seen VKO jun01/aug03, stored/wfu, titles on port side only; soc 20mar03 (year assumed as not given in MGA document) as life-time expired; broken up 23aug03; canx 19apr04
0010	CCCP-86012	Il-86	AFL/International	mfd	08aug81	toc 22sep81; rgd 09oct81; f/n ZRH 18oct81; seen LGW 23jul83
	CCCP-86012	Il-86	AFL/Ulyanovsk HFS	trf	23sep85	
	CCCP-86012	Il-86	AFL/Vnukovo	trf	14jul90	
	CCCP-86012	Il-86	AFL/Ulyanovsk HFS	trf	22oct90	
	CCCP-86012	Il-86	AFL/Uzbekistan	trf	31may91	
	UK-86012	Il-86	Uzbekistan Airways	TAS	92/93	l/n TAS 15apr92
	86012	Il-86	Uzbekistan Airways	SHJ	feb93	taken between 15apr92 and feb93 no hyphen in the registration and Aeroflot c/l, Uzbekistan titles with logo (old style titles; on the left side in local language), still with soviet flag on tail
	UK-86012	Il-86	Uzbekistan Airways	SHJ	16may93	
	RA-86012	Il-86	KrasAir	KJA	03jun01	CoFR renewal 24nov00; l/n DEL 27feb01
	UK-86012	Il-86	KrasAir	SVO	15jul01	in Uzbekistan Airways c/s with KrasAir titles; l/n SVO 29jun01, photo proof with RA- prefix; leased from Uzbekistan Airlines 26apr01/30oct01, see next line
	UK-86012	Il-86	Uzbekistan Airways	TAS	25may04	in Uzbekistan Airways c/s with KrasAir titles; photo proof with UK- prefix; l/n SVO 14aug01, see previous line
	UK-86012	Il-86	Uzbekistan Airways	TAS	25may04	in fleet list jan03 as stored, broken up at TAS; not present at TAS by dec06 and not advertised for sale 27feb07
0011	CCCP-86013	Il-86	AFL/Moscow	mfd	30oct81	toc 04nov81; rgd 10nov81; f/n MUC 09may82; l/n VKO 08jul92
	RA-86013	Il-86	Aeroflot	VKO	21mar93	
	RA-86013	Il-86	Vnukovo Airlines	trf	30aug94	l/n VKO 16apr97, still in full Aeroflot c/s and titles; seen VKO 25aug97 in Aeroflot c/s, no titles; seen VKO jul00/aug02, stored/wfu; soc 20mar03 as life-time expired; broken up 13aug03; canx 19apr04
0012	CCCP-86014	Il-86	AFL/Moscow	mfd	24dec81	toc 09jan82; rgd 18jan82; f/n VKO 30aug83; seen VKO sep91/aug03, stored/wfu and titles painted out by jun03; soc 20mar03 as life-time expired; broken up at VKO 14sep03; canx 19apr04
51483202013	CCCP-86015	Il-86	AFL/International	mfd	18mar82	toc 21may82; f/n SXF 29may82; was temporarily equipped with 450 l seats (100 of them on the lower deck) for transporting conscripts of the Soviet Armed Forces; first passenger flight in this configuration MOW-TAS 01jun82 (the first passenger flight ever of an Il-86 in such a configuration); l/n SVO 12apr92
	RA-86015	Il-86	Aeroflot Rus. Al	FRA	26oct92	l/n SVO 19sep98
	RA-86015	Il-86	VASO Airlines	rgd	23jul99	f/n SVO 05aug99; l/n SVO 26apr01
	RA-86015	Il-86	Aeroflot Rus. Al	rgd	15jun01	l/n SVO sep03/jul04, being cannibalized; soc 09aug04 as life-time expired and canx same date; broken up toc 12jul82; rgd 26jul82
51483202014	CCCP-86016	Il-86	AFL/GosNII GA	mfd	30jun82	
	CCCP-86016	Il-86	AFL/Moscow	trf	11mar83	
	CCCP-86016	Il-86	AFL/International	trf	08apr83	f/n CDG 16apr83
	CCCP-86016	Il-86	AFL/Uzbekistan	trf	13oct83	l/n TAS 15apr92

51483204035	RA-86067	II-86	Aeroflot Rus. Al	ret	unknown	seen SVO aug02/jul04, wfu; soc 09aug04 as life-time expired and canx same date; broken up
	CCCP-86068	II-86	AFL/GosNII GA	mfd	06nov84	toc 16nov84; rgd 15jan85
	CCCP-86068	II-86	AFL/Kazakhstan-ALA	trf	04jun85	f/n ALA oct85; l/n ALA 22apr93
	UN-86068	II-86	Kazakstan Airlines	SHJ	12jan96	l/n ALA 14may98; see trf date next line !
	UN-86068	II-86	Air Kazakstan	trf	26sep96	Almaty based; f/n SHJ 22nov98; l/n ALA 08jun01
	UN-86068	II-86	East Line	DME	30jul01	no hyphen in registration, small titles only; l/n DME 24apr02
RA-86144	II-86	East Line	rgd	11jun02	leased from Avializing; f/n DME 11jun02; l/n DME 08nov04	
RA-86144	II-86	Russian Sky	DME	11may05	in white/natural metal c/s with titles; current in fleet list dec05; CoFA expired 31jan06 and excluded from operator's certificate mar06; sold to Kazakhstan, probably for spares; sat wfu at ALA (N43.352916 E77.025867); seen aug06/aug13; in the process of being broken up 04apr14	
51483204036	CCCP-86069	II-86	AFL/Kazakhstan-ALA	mfd	11oct84	toc 15jan85; rgd 07feb85; f/n ALA oct85; stored since the early 1990s, overhaul stopped mar93; trf 26sep96 to Air Kazakstan, Almaty based, but never had titles as such; seen ALA 24sep99, stored; seen 11apr05/07aug09, resting on its tail, still with Aeroflot titles; broken up toc 31jan85; rgd 15feb85; f/n LED 16may85; l/n JFK aug92
51483204037	CCCP-86070	II-86	AFL/Leningrad	mfd	07jan85	l/n IST 15jul98; in basic Aeroflot c/s, no titles; CoFR renewal 21nov00; l/n LED 28may01
	RA-86070	II-86	Aeroflot	FRA	11oct92	in basic Aeroflot c/s with 'Pulkovo' titles; l/n LED 22jan07; seen SVO 26may07 with additional small 'Rossiya' titles; l/n AYT 20sep08; wfu late sep08; seen LED 19apr09, engineless with wings and tail cut off by jul09; small sections of the fuselage only left 25jul09
	RA-86070	II-86	Pulkovo Avia	AYT	02jul01	toc 18mar85; rgd 02apr85; opb 240 LO; f/n ALA 24mar86; l/n ALA 22apr93
51483204038	CCCP-86071	II-86	AFL/Kazakhstan-ALA	mfd	01mar85	opb Kazakhstan Airlines
	UN-86071	II-86	Aeroflot	LED	10sep93	opb Kazakhstan Airlines
	UN-86071	II-86	Aeroflot c/s, n/t	FRA	13apr94	opb Kazakhstan Airlines; carried a Kazakh flag; l/n DME 23sep94
	UN-86071	II-86	Kazakstan Airlines	VKO	30aug95	based at ALA; photo proof of titles; f/n ALA 13may99; sat wfu at ALA, seen sep03/apr11; scrapped at ALA jun11
51483204039	CCCP-86072	II-86	AFL/Uzbekistan	mfd	04apr85	toc 17apr85; rgd 24apr85; f/n DME oct85; last overhaul completed 21dec91; l/n TAS 15apr92
	UK-86072	II-86	Uzbekistan Airways	FRA	07sep93	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; wfu at TAS since 1995; in fleet list dec96/dec07 as stored; seen jul99/jun08; offered for sale 27feb07 with t/t 15,198 hours and 4,613 cycles; canx before dec07, but date unknown; broken up at TAS
51483204040	CCCP-86073	II-86	AFL/Leningrad	mfd	15may85	toc 16may85; rgd 06jun85; f/n LED 22jun85; l/n LED 05sep92
	RA-86073	II-86	Aeroflot	LED	16jun93	was leased to China Northern in 1993
	RA-86073	II-86	Pulkovo Avia	trf	22nov94	in Aeroflot c/s and titles; l/n ALA 23aug96
	RA-86073	II-86	Air AJT Internat.	no	reports	reported leased to Air AJT 23may97
	RA-86073	II-86	Pulkovo Avia	IST	20may98	in basic Aeroflot c/s, no titles; CoFR renewal 18nov99; l/n LED 28apr01
	RA-86073	II-86	Pulkovo Avia	HAJ	30jun01	in basic Aeroflot c/s with 'Pulkovo' titles; l/n LED 04oct06; wfu at LED, seen 11/24may07; broken up at LED 31may07
51483205041	CCCP-86074	II-86	AFL/International	mfd	aug85	toc 09aug85; rgd 13aug85; f/n SNN 15aug85; l/n SVO 30jun92
	RA-86074	II-86	Aeroflot Rus. Al	LHR	20nov92	CoFR renewal 13may98; dbr 21sep01 on a flight from Moscow to Dubai when the crew forgot to lower the landing gear and the aircraft made a belly-landing, engines No. 2 and 3 and the tail caught fire and the airframe suffered considerable damage, all 15 crew and 307 passengers escaped unhurt; t/t 23,711 hours and 7,132 cycles; soc 12oct01; canx 06feb02; the hulk was cannibalised (seen DXB oct01/feb03, titles and registration painted out) and eventually scrapped, just the centre fuselage was left by apr03 and this was gone by may03; reported sunk on to a reef as a diving aid
51483205042	CCCP-86146	II-80	Soviet AF/AFL c/s	ph.	summ'90	at Baikonur; airborne command post (II-86VKP); l/n ZIA 16aug92; although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with a question mark
	RA-86146	II-80	Russian AF/AFL c/s	CKL	06sep93	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; seen with additional GLITs badge apr09 below the cheatlone on port side; tender for 10,000 hours check of this c/n published 22apr10
51483205043	RA-86146	II-80	Russian Air Force	CKL	may10	in basic Aeroflot c/s, no titles; last seen active may10; l/n CKL aug21/may23 still parked and dirty
	CCCP-86147	II-80	Soviet AF/AFL c/s	ZIA	16aug92	airborne command post (II-86VKP); although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with a question mark
	RA-86147	II-80	Russian AF/AFL c/s	CKL	06sep93	opb 4 ae VzPU 929 GLITs (military unit 22737) at Chkalovski; modernised with the "Zveno-2" complex (second generation airborne command post), f/f as such in 2007; l/n CKL 08sep08
51483205044	RA-86147	II-80	Russian Air Force	VKO	22aug09	freshly painted; in basic Aeroflot c/s, no titles; started state trials in 2010; l/n CKL mar14
	RF-93645	II-80	Russian Air Force	CKL	03jan15	in basic Aeroflot c/s, no titles; completed state trials in late 2015; h/o decl15; opb 4 ae VzPU 929 GLITs at Chkalovski; seen KZN 13aug17; l/n over Moscow 07may22
51483205044	CCCP-86075	II-86	AFL/International	mfd	10aug85	toc 24sep85; f/n SNN 29sep85; rgd 28oct85; l/n SVO 11sep92
	RA-86075	II-86	Aeroflot Rus. Al	FRA	02nov92	CoFR renewal 13may98; stored SVO since 05jun02, t/t 23,408 hours and 6,896 cycles; cannibalised for spares; soc 29jun05 as life-time expired; canx 25aug05; l/n SVO 27nov06; broken up toc 01nov85; rgd 14nov85; f/n VKO 15sep87; l/n VKO 11apr91
51483205045	CCCP-86076	II-86	AFL/Moscow	mfd	24oct85	seen EVN mar93/mar04 stored; photo 30sep04, in the process of being scrapped, wings removed
51483205046	CCCP-86076	II-86	AFL/Armenia	trf	01aug91	airborne command post (II-86VKP); although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with a question mark
	CCCP-86148	II-80	Soviet AF/AFL c/s	ZIA	16aug92	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; in basic Aeroflot c/s, no titles; l/n CKL 13aug12
51483205047	RA-86148	II-80	Russian AF/AFL c/s	CKL	06sep93	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; in basic Aeroflot c/s, no titles; l/n CKL 13aug12
	RA-86148	II-80	Russian Air Force	CKL	04aug08	opb 4 ae VzPU 929 GLITs (mil. unit 22737) at Chkalovski; in basic Aeroflot c/s, no titles; l/n CKL 13aug12
	RF-93642	II-80	Russian Air Force	DME	01may13	in basic Aeroflot c/s, no titles; seen KZN oct19 now with 'VKS Rossii' titles and Russian stars on the fin; l/n active feb23 location unknown
51483205047	CCCP-86077	II-86	AFL/Kazakhstan-ALA	mfd	16dec85	rgd 12feb86; opb 240 LO; f/n ALA 24mar86; l/n ALA 22apr93
	UN-86077	II-86	Aeroflot c/s, n/t	DME	aug93	opb Kazakhstan Airlines; carried a Kazakh flag; /n SHJ 16apr95
	UN-86077	II-86	Kazakstan Airlines	DME	28aug95	l/n IST 31aug98; see trf date next line !
	UN-86077	II-86	Air Kazakstan	trf	26sep96	based at ALA; photo proof of titles; f/n ALA 13may99; sat wfu at ALA, seen sep03/jan11; scrapped at ALA apr11/may11, tail cut off by 30apr11
51483205048	CCCP-86149	II-80	Soviet AF/AFL c/s	ZIA	16aug92	airborne command post (II-86VKP); although the given c/n is probably correct, we have never seen any documents proving this to be fact and therefore we still mark the c/n with a question mark
	RA-86149	II-80	Russian AF/AFL c/s	ZIA	15may93	still with Aeroflot titles and additional GLITs badge, port side only since sep05; was still active may09; seen CKL aug12/aug18 parked
51483205049	RA-86149	II-80	Russian AF/AFL c/s	CKL	feb19	still with Aeroflot titles and additional GLITs badge, port side only; prefix removed on port side; ferried to Taganrog-Yuzhnyy feb19 for repairs and modernization; l/n Taganrog-Yuzhnyy may21 without engines; thieves broke into this aircraft between 26nov20 and 04dec20 and stole 39 units of equipment and five radio boards
	CCCP-86078	II-86	AFL/Leningrad	mfd	07feb86	opb 218 LO Sverdlvskogo OAO; f/n SVO 13jun93
	RA-86078	II-86	AFL/Ural's	trf	25jul94	already f/n VKO 04may94; repainted in full c/s; f/n as such AMS 24dec96; new CoFR issued 05feb98; l/n operational SSH 02oct09; expired from the operator's certificate 27oct09; CoFA expired 06mar10; t/t 25,940 hours and 9,498 cycles; sat wfu at SVX, seen dec09/sep12; canx between aug10 and mar16; scrapped at SVX oct12, the upper fuselage was gone by 14oct12
51483205050	CCCP-86079	II-86	AFL/International	mfd	23may86	toc 02jun86; rgd 11jun86; f/n SNN 05jun86; l/n SVO 09sep92
	RA-86079	II-86	Aeroflot Rus. Al	MXP	07feb93	CoFR renewal 13may98; l/n SVO 26aug06, still with engines; seen SVO 27nov06, wfu; all markings painted out 24jan07; broken up at SVO 28feb/02mar07
51483206051	CCCP-86080	II-86	AFL/International	mfd	24jun86	toc 01jul86; rgd 25jul86; f/n LHR 29jul86; l/n SVO 29jun92
	RA-86080	II-86	Aeroflot	LHR	10nov92	l/n SVO 07sep93
	RA-86080	II-86	Hajvairy Airlines	KHI	13may93	found to be overstressed, probably as a result of a hard landing, exact date unknown and wfu jun98; canx 02jul98; soc 06jul98 as life-time expired; l/n SVO 26feb01, being broken up
	RA-86080	II-86	all-white c/s, n/t	FRA	25sep93	toc 19aug86; rgd 02sep86; f/n VKO 14sep86; l/n VKO 22apr97, stored
	RA-86080	II-86	Aeroflot Rus. Al	SNN	06apr94	l/n SVO 06sep00; l/n VKO 22nov98; seen VKO 30may01, titles not reported, see next line
	RA-86080	II-86	Aeroflot Rus. Al	SNN	06apr94	f/n OVB 08jun01; sat wfu at OVB, seen without engines 29aug07 and dumped on the grass; in very poor condition by oct09; wings cut off at OVB by 04jan10; later broken up
51483206052	CCCP-86081	II-86	AFL/Moscow	mfd	07aug86	toc 25sep86; rgd 21oct86; l/n SIP 19aug87
	RA-86081	II-86	Vnukovo Airlines	VKO	28feb98	leased to Ulyanovsk Higher Flying School aug93/apr94
	RA-86081	II-86	Sibir	rgd	26apr01	very small titles; l/n AYT aug95
	CCCP-86082	II-86	AFL/Vnukovo	mfd	17sep86	owned by Sibir; stored without titles at VKO, f/n aug99, l/n aug05
	CCCP-86082	II-86	Aerolicht	VKO	23feb92	bought from Sibir in 2005; reportedly in poor condition; f/n VKO 28may06; seen wfu at VKO oct11/may17; broken up VKO 20/21may17
	RA-86082	II-86	Aeroflot	ULV	31aug93	mfd also given as 29oct86; toc 03nov86; rgd 10dec86; f/n TAS 15sep87; l/n TAS 15apr92; last overhaul completed 06jul92
51483206053	RA-86082	II-86	Aeroflot	VKO	21apr94	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; in fleet list oct00/dec07 as stored; wfu at TAS (N41.264802 E69.274811), seen apr02/aug10, with Aeroflot titles and CCCP- bleeding through; offered for sale 27feb07 with t/t 14,991 hours and 4,612 cycles; canx before dec07, but date unknown; broken up at TAS
	RA-86082	II-86	Aeroflot	VKO	21apr94	toc 09dec86; rgd 22dec86; f/n SIP 17sep87; seen VKO aug92/jul95 stored
	RA-86082	II-86	Vnukovo Airlines	trf	29aug95	f/n VKO 22aug95, in full Aeroflot c/s and titles; l/n VKO 16apr97, as such; seen DME 17jun99, in Aeroflot c/s, without titles
	RA-86082	II-86	Aeroflot c/s, n/t	AGP	aug97	seen stored at VKO aug01/aug02, in Aeroflot c/s, without titles
51483206054	RA-86082	II-86	Atlant-Soyuz	toc	27may06	leased from Sibir; l/n CDG 07jun03
	CCCP-86083	II-86	AFL/Uzbekistan	mfd	27oct86	in basic Aeroflot c/s; f/n DME 25jun03; carried additional 'S7' logo and 'www.s7.ru' titles since 2006, f/n as such DME 18mar06; seen wfu (without engines) at OVB aug07/jul09; canx 18jun10; t/t 22,107 hours and 8,672 cycles; broken up at OVB
	86083	II-86	Aeroflot	KHI	29jan93	toc 29dec86; rgd 20jan87; f/n VKO 30aug88; l/n VKO 27apr93
51483206055	86083	II-86	Uzbekistan Airways	SHJ	11apr93	in basic Aeroflot c/s with Uzbekistan titles and flag on the tail; in fleet list oct00/dec07 as stored; wfu at TAS (N41.264802 E69.274811), seen apr02/aug10, with Aeroflot titles and CCCP- bleeding through; offered for sale 27feb07 with t/t 14,991 hours and 4,612 cycles; canx before dec07, but date unknown; broken up at TAS
	UK-86083	II-86	Uzbekistan Airways	DME	06dec93	toc 09dec86; rgd 22dec86; f/n SIP 17sep87; seen VKO aug92/jul95 stored
	CCCP-86084	II-86	AFL/Vnukovo	mfd	29nov86	f/n VKO 22aug95, in full Aeroflot c/s and titles; l/n VKO 16apr97, as such; seen DME 17jun99, in Aeroflot c/s, without titles
51483206056	RA-86084	II-86	Vnukovo Airlines	trf	29aug95	seen stored at VKO aug01/aug02, in Aeroflot c/s, without titles
	RA-86084	II-86	East line	rgd	14jun00	leased from Sibir; l/n CDG 07jun03
	RA-86084	II-86	Pulkovo Avia	SVO	13mar03	in basic Aeroflot c/s; f/n DME 25jun03; carried additional 'S7' logo and 'www.s7.ru' titles since 2006, f/n as such DME 18mar06; seen wfu (without engines) at OVB aug07/jul09; canx 18jun10; t/t 22,107 hours and 8,672 cycles; broken up at OVB
RA-86084	II-86	Sibir	rgd	16may03	toc 29dec86; rgd 20jan87; f/n VKO 30aug88; l/n VKO 27apr93	

	RA-86085	II-86	Vnukovo Airlines	VKO	02sep93	trf 29aug95 to Vnukovo Airlines, according to register; seen ATH 1995 in full Vnukovo colours with additional Aeroflot titles; l/n VKO 22jul00
	RA-86085	II-86	East Line	rgd	31jul00	seen DME 03sep00 without titles; f/n DME 01mar01, in basic Vnukovo Airlines c/s with titles, l/n VKO 05sep01
	RA-86085	II-86	ex-Vnukovo Al c/s	VKO	18feb02	stored, no titles
	RA-86085	II-86	Sibir	rgd	06aug02	f/n DME 21aug02; in basic Vnukovo Airlines c/s with Sibir titles; l/n DME 16oct05; seen at UTP 30dec05 with 'www.S7.ru' titles; seen stored engineless OVB since jul09; l/n 26nov11; broken up
51483206057	CCCP-86086 UN-86086	II-86 II-86	AFL/Kazakhstan-ALA Aeroflot c/s, n/t	mfd ALA	19mar87 oct94	toc 30mar87; rgd 16apr87; opb 247 LO; f/n SVO 25sep87; l/n ALA 22apr93 based at ALA; trf to Air Kazakhstan 26sep96, but was never painted up; sat wfu at ALA with only one hour left, with 'Aeroflot' titles (paint faded) and Soviet flag; seen jun97/nov08; scrapped at ALA in 2010
51483206058	CCCP-86087 RA-86087	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd FRA	12may87 02jan93	toc 18may87; rgd 22may87; f/n ZRH 24may87; l/n SVO 29jun92 seen PEK 30oct93, with additional small unknown red titles in Chinese only above the entry door; removed by 1994; CoFR renewal 13may98; seen AER jul06; l/n SVO 27nov06; wfu; all markings painted out and engines removed 13jan07; broken up 07/14feb07
51483206059	CCCP-86088 RA-86088	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd FRA	30jun87 30dec92	toc 03jul87; rgd 07jul87; f/n SNN 07jul87; l/n SVO 14aug92
51483206060	CCCP-86089 RA-86089 RA-86089	II-86 II-86 II-86	AFL/Vnukovo Aeroflot Vnukovo Airlines	mfd VKO trf	31aug87 27apr93 30aug94	CoFR renewal 13may98; l/n BUD 30sep01; seen SVO dec02/aug05, derelict; soc 29jun05 as life-time expired; l/n SVO 27nov06; broken up at SVO toc 10sep87; f/n MRV 15sep87; rgd 22sep87; l/n VKO 16aug92
51483207061	RA-86089 CCCP-86090 UK-86090 UK-86090 UK-86090 UK-86090	II-86 II-86 II-86 II-86 II-86 II-86	Sibir AFL/Uzbekistan Aeroflot Uzbekistan Airways East Line Uzbekistan Airways	rgd mfd TAS TAS RMI SVO	16may01 30sep87 aug94 08may95 27oct01 jan02	in full Aeroflot c/s and titles; l/n SVO 22sep98, as such; seen VKO 17jun99 in Aeroflot c/s, without titles; l/n DME 19sep99/11feb01, stored as such
51483207062	CCCP-86091	II-86	AFL/Vnukovo	mfd	17nov87	in full blue/white c/s with 'Pulkovo' titles; seen 17jan07 with additional small 'Rossiya' titles; seen LED 07oct08, active, l/n LED 20apr09; in the process of being scrapped 29jul09
	RA-86091 RA-86091	II-86 II-86	Aeroflot Vnukovo Airlines	VKO trf	27apr93 29aug95	in full blue/white c/s with 'Pulkovo' titles and small additional Aeroflot titles which were removed by nov00; seen DXB 02jan07 with additional small 'Rossiya' titles; t/t 22,011 hours and 7,351 cycles by 01jan10; sat wfu at LED, seen may09/jun10; scrapped at LED dec10, tail cut off by 19dec10
	RA-86091	II-86	Sibir	rgd	06dec01	CoFR renewal 20apr98
51483207063	CCCP-86092 RA-86092 RA-86092 RA-86092	II-86 II-86 II-86 II-86	AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd LED trf AGP	dec87 05sep92 22nov94 05may99	leased from Aeroflot 31oct02
51483207064	CCCP-86093 CCCP-86093 RA-86093 RA-86093	II-86 II-86 II-86 II-86	AFL/Leningrad AFL/Urals Aeroflot Ural Airlines	mfd trf DME trf	11mar88 21sep92 20mar93 25jul94	seen SVO 22jun06, active; l/n SVO 27nov06, wfu; canx in late 2006; scrapped at SVO around 24jul/01aug07; cockpit transported on a flat-bed trailer from SVO to Monino 22sep11 and preserved in the Russian Air Force museum since; l/n oct23
51483207065	CCCP-86094 RA-86094 RA-86094 RA-86094	II-86 II-86 II-86 II-86	AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd VKO trf CDG	mar88 27apr93 22nov94 30apr98	in full blue/white c/s with 'Pulkovo' titles and small additional Aeroflot titles which were removed by nov00; seen DXB 02jan07 with additional small 'Rossiya' titles; t/t 22,011 hours and 7,351 cycles by 01jan10; sat wfu at LED, seen may09/jun10; scrapped at LED dec10, tail cut off by 19dec10
51483207066	CCCP-86095 RA-86095 RA-86095 RA-86095	II-86 II-86 II-86 II-86	AFL/International Aeroflot Rus. Al VASO Airlines Aeroflot Rus. Al	mfd AMS rgd rgd	03jun88 18jul93 27dec02 04dec03	seen SVO 22jun06, active; l/n SVO 27nov06, wfu; canx in late 2006; scrapped at SVO around 24jul/01aug07; cockpit transported on a flat-bed trailer from SVO to Monino 22sep11 and preserved in the Russian Air Force museum since; l/n oct23
51483207067	CCCP-86096 RA-86096	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd JFK	24sep88 27nov92	CoFR renewal 13may98; l/n active SVO 24apr07; l/n with titles SVO 27aug07; seen SVO 03sep07 with titles painted out and nose-cone missing; broken up at SVO sep/oct07, remains (forward fuselage) seen 24/30oct07
51483207068	CCCP-86097 RA-86097 RA-86097	II-86 II-86 II-86	AFL/Vnukovo Aeroflot Vnukovo Airlines	mfd VKO trf	nov88 15may93 30aug94	toc 22nov88; rgd 05dec88; f/n BRU 03mar90; l/n VKO 21mar93
51483207069	CCCP-86101 UN-86101 UN-86101	II-86 II-86 II-86	AFL/Kazakhstan-ALA Aeroflot c/s, n/t Kazakhstan Al	mfd FRA FRA	19dec88 06jan94 jul94	in full Aeroflot c/s and titles; l/n VKO 22jul00, as such; seen VKO 02jun01, in basic Aeroflot c/s, no titles; seen VKO aug01/aug03, stored/wfu as such
	UN-86101	II-86	Global Aviation	FJR	23jan08	rgd 15jul04; f/n DME 22may07 with 'www.S7.ru' titles; l/n SSH 05nov08; seen stored OVB dec08/sep13 without engines; to become part of the Museum of Aviation at Novosibirsk Airport (N55.007866 E82.665422), l/n 31jul22
51483207070	5A-DQB CCCP-86102 CCCP-86102 RA-86102	II-86 II-86 II-86 II-86	Global Aviation AFL/Kazakhstan-ALA Sibavia Sibir/AFL c/s	rgd mfd trf trf	17jul08 mar89 01jan92 29dec94	toc 16jan89; rgd 26jan89; f/n SVO 23apr89; l/n ALA 15may93
	RA-86102	II-86	Sibir	DME	06nov03	opb Kazakhstan Airlines
51483208071	CCCP-86103 RA-86103	II-86 II-86	AFL/International Aeroflot Rus. Al	mfd FRA	05may89 06nov92	titles painted with 'h!'; in basic Aeroflot c/s with only the fin repainted; seen ALA 19aug07, flying, registration now without hyphen; l/n FJR 15nov07; was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles
	CCCP-86003(2)	II-86	Aeroflot		mar14	in red/grey/white c/s with 'www.global-aviationgroup.com' and large Arabic titles, reg read from top of wing only; l/n FJR 23mar08
	no reg RA-86103	II-86 II-86	Aeroflot Aeroflot	SVO	may16 13may17	f/n MJI sep08; seen FJR early09/sep22, stored; in the process of being scrapped late 2023
51483208072	CCCP-86104 CCCP-86104 CCCP-86104 RA-86104 RA-86104 RA-86104	II-86 II-86 II-86 II-86 II-86 II-86	AFL/Vnukovo Aeroflot Transaero Transaero Aeroflot Vnukovo Airlines	mfd FRA TLS HAM VKO trf	23jun89 aug91 01dec92 31dec92 31aug93 29aug95	l/n OVB 21apr93, in full Aeroflot c/s and titles; CoFR renewal 12jul94
	RA-86104	II-86	Sibir	rgd	30oct01	still in full Aeroflot c/s; l/n as such LHR 27may98; seen OVB 07jun01/08aug02, wfu, no engines, still in Aeroflot c/s but now without titles
51483208073	CCCP-86105 RA-86105 RA-86105	II-86 II-86 II-86	AFL/West Sib.-OVB Aeroflot Sibir	mfd LHR trf	17aug89 01nov92 29dec94	wfu at OVB, seen 04jul04/25may07, no engines or titles; broken up at OVB around 22jun07, rear fuselage and wings gone by that date; part of fuselage only seen OVB 18jul07
51483208074	CCCP-86106 RA-86106 RA-86106 RA-86106	II-86 II-86 II-86 II-86	AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd FRA trf LED	sep89 27dec92 22nov94 14apr99	toc 06may89; rgd 23may89; f/n SNN 28may89; l/n SVO 09sep92
51483208075	CCCP-86107 RA-86107 RA-86107 RA-86107 RA-86107 RA-86107	II-86 II-86 II-86 II-86 II-86 II-86	AFL/West Sib.-OVB Aeroflot Sibir East Line Sibir S7 Airlines	mfd OVB trf DME VKO AYT	30nov89 22apr93 29dec94 25may97 12jul98 13dec06	wfu oct06; t/t some 28,000 hours; l/n SVO 09oct08; donated to Moscow Technical University of Civil Aviation (MGU GA) as a ground instructional airframe 03jun08 and moved to its apron there (N55.985526 E37.444684) 15jan09, l/n 28jan14
51483208076	CCCP-86108 RA-86108 RA-86108	II-86 II-86 II-86	AFL/West Siberia Aeroflot Sibir	mfd DME trf	05jan90 20mar93 29dec94	seen in the Moscow Technical University of Civil Aviation (MGU GA) with these fake marks and old Soviet flag on tail; was used for filming; seen with Russian flag by may15; see c/n 0001
						seen in the Moscow Technical University of Civil Aviation (MGU GA); l/n oct16
						seen in the Moscow Technical University of Civil Aviation with registration on the tail and nose wheel door on the starboard side; l/n may18/may22
						toc 28jun89; rgd 18jul89; f/n PRG 21oct89
						with additional 'Greenair' titles; l/n VKO 11sep92
						still also wearing additional 'Aeroflot' and 'Greenair' titles and named 'Ramsi'
						in full Aeroflot c/s and titles; l/n VKO 16apr97; seen VKO 24aug97, in basic Aeroflot c/s, no titles; l/n VKO 05sep01, as such
						f/n VKO nov01; f/n with additional 'S7' logo and titles DME 21jul07; seen OVB (N55.010384 E82.657046) 11jul09/sep14, parked on the grass without engines; broken up at OVB 01dec14
						toc 31aug89; rgd 15sep89; arrived OVB 31aug89, first OVB based II-86; f/n BRU 15mar90; l/n DME 10sep92
						in full Aeroflot c/s and titles; arrived MST 26feb96 for repainting; f/n MST 10mar96, after repaint; last flight sep03; seen wfu at OVB, without engines, 05jul04/29aug07; scrapped at OVB starting 30aug08
						toc 06oct89; rgd 26oct89; f/n BRU 18nov89; l/n LED 17jul92
						l/n DUS 12jun94
						CoFR renewal 23apr97; in full Aeroflot c/s and titles; l/n LED 12jan99
						in full blue/white c/s with 'Pulkovo' titles; seen LED 26feb07 with additional small 'Rossiya' titles; l/n active LED 31oct08; wfu at LED without engines oct09/aug12; moved overnight 25/26feb13 and preserved 2 km to the NW of LED (N59.828328 E30.249962) at the St. Petersburg Hell Drive; l/n dec13/may16;
						'Motocross.ru' titles on the left side only may16/mar17; seen 10jun17 in WW-II decoration with an I-2 chasing a Bf-109 fighter and with large 'Za Nazhu Pobedu' (for our victory) on the tail; still in its latest Pulkovo Avia c/s on the right side all the time; l/n aug23
						toc 10dec89; rgd 05jan90; f/n DME 12apr91; l/n OVB 01jul92
						seen IST 14apr97, in basic Aeroflot c/s, no titles
						leased from Sibir; l/n DME 27nov97
						CoFR renewal 16jan98; l/n DME 27feb06, as such; seen DME 30apr06/12aug06 in all-white c/s
						just with 'S7' logo on fuselage; l/n AYT 30sep08; last flight 18nov08 (DME-OVB) was the last service of a Soviet-built aircraft for S7 Airlines; broken up
						toc 15jan90; rgd 08feb90; f/n DME 13mar92
						in full Aeroflot c/s and titles; l/n SVO 24nov97, as such

	RA-86108	II-86	Sibir	SVO	13mar00	carried additional 'Savings Bank of Russia 160 Years' titles in early 2002; f/n with additional 'S7' logo and titles DME 27may06; l/n DXB 19oct07; seen stored engineless OVB 11jun09, broken up since toc 22mar90; rgd 26apr90; f/n over BKA (overflow from DME ?) 25sep91; l/n DME 16aug92
51483208077	CCCP-86109 RA-86109 RA-86109 RA-86109 RA-86109	II-86 II-86 II-86 II-86 II-86	AFL/West Siberia Aeroflot Sibir Sibir Atlant-Soyuz	mfd OVB trf VVO VVO	12mar90 21apr93 29dec94 19aug99 03jul05	in full Aeroflot c/s and titles; l/n SVO 27nov97, as such l/n VKO 24jun05 l/n AYT 15oct10; seen ULV oct11/dec14, stored; broken up may17
51483208078	CCCP-86110 RA-86110 RA-86110	II-86 II-86 II-86	AFL/International Aeroflot Rus. Al Aeroflot-Don	d/d SNN AYT	22may90 28oct92 20jul07	mfd reported also as 22may90; toc 26may90; rgd 31may90; f/n SNN 01jun90; l/n SVO 24jun92 l/n SVO 27nov06, stored in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; l/n DXB 09jan09; scrapped starting late feb09, only forward fuselage remained by 01/06mar09
51483208079	CCCP-86111 CCCP-86111 CCCP-86111 RA-86111 RA-86111 RA-86111	II-86 II-86 II-86 II-86 II-86 II-86	Vnukovo PO Aeroflot Air AJT Internat. Air AJT Internat. Aeroflot Vnukovo Airlines	mfd KBP VVO VVO VVO trf	jun90 17mar91 15aug92 12jun93 11may94 30aug94	only forward fuselage remained by 01/06mar09 toc 28jun90; rgd 11jul90; Vnukovo Proizv. Ob. (VPO GA, future Vnukovo Airlines) leased from VPO and probably already opb Air AJT l/n VKO 11sep92 l/n VKO 16jul93; seen VKO 04may94, with small Air AJT badge in Aeroflot c/s and small titles only in Aeroflot c/s and small titles only; l/n VKO 20aug99, as such; seen VKO 02jun01, in basic Aeroflot c/s, no titles; l/n VKO aug01/sep08, stored/wfu in very derelict condition; broken up at VKO apr09 toc 31aug90; rgd 10nov90; f/n OVB 30jun92
51483208080	CCCP-86112 RA-86112 RA-86112	II-86 II-86 II-86	AFL/West Siberia Aeroflot Sibir	mfd DME trf	aug90 01sep93 29dec94	in full Aeroflot c/s and titles; l/n SVO 26nov97, as such; seen OVB 07jun01, in basic Aeroflot c/s, no titles; l/n OVB 02jul03, two engines missing; was stored OVB for many years; CoFR renewal 23jan04; f/n DME 26apr04; l/n DME 08nov04
	RA-86112	II-86	Atlant-Soyuz	VKO	02apr05	l/n DME 01nov08, active; CoFA expired 31dec08; seen stored at CKL mar09/jan11; to be scrapped and photos exist 'nose up'; by mar11 front fuselage section cut off; rear fuselage only left by aug12/aug17 and broken up since toc 01oct90; arrived at SNN 11oct90 for painting; rgd 20nov90; l/n SVO 09sep92
51483209081	CCCP-86113 RA-86113 RA-86113 RA-86113	II-86 II-86 II-86 II-86	AFL/International Aeroflot Hajvairy Airlines Aeroflot Rus. Al	mfd FRA trf SNN	25sep90 04nov92 jul93 08apr94	f/n SVO 29sep93; l/n SNN 19mar94, repainted at Shannon into full Aeroflot c/s, see next line seen SVO jul03 with additional large red 'Wella' titles and logo below windows; l/n as such SVO 22jul03; damaged 21dec04 in a collision with II-96 RA-96015, returned to service 14jul05; l/n SVO 16sep07 already in operator's certificate 05sep07; in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; l/n SVO 20sep09; seen SVO 23sep09 with titles painted out starboard side; l/n SVO 29may10, as such with titles painted just as 'Donav' on the left-hand side that day, seen SVO 12jun10 with full titles; l/n SVO 18dec10; scrapped at SVO jan11
51483209082	CCCP-86114 RA-86114 RA-86114	II-86 II-86 II-86	AFL/Leningrad AFL/Urals Ural Airlines	mfd trf trf	05dec90 21sep92 25jul94	toc 15dec90; rgd 10jan91; f/n LED 17may91; l/n LED 06sep92 f/n DME 15may93, in full Aeroflot c/s and titles f/n SVX 23aug95; CoFR renewal 23may96; l/n SVX 28aug08; still with CoFA 17mar09; seen SVX 03dec09, wfu/stored since late 2009; l/n SVX mar10/jan13, some parts and engines missing; photo 15feb13 in the process of being broken up toc 18jan91; l/n SNN 21jan91; rgd 01feb91; l/n SVO 24jun92 l/n SVO 11apr94; returned 01oct94 to Voronezh Aviation Factory named 'Antalya'; l/n SVO jun96; Orient Avia went bankrupt leased from VASO; in full blue/white c/s; f/n SVO 14apr97; CoFR renewal 09jun00; l/n HRG 14nov02
51483209083	CCCP-86115 RA-86115 RA-86115 RA-86115 RA-86115	II-86 II-86 II-86 II-86 II-86	AFL/International Aeroflot Rus. Al Orient Avia Air AJT Internat. VASO Airlines	mfd LHR SVO lsd SVO	dec90 16jan93 21may96 01mar97 02may04	in all-white c/s with titles and tail logo; l/n SVO 23jun07 active; reported broken up at Voronezh already f/n DME 12apr91; toc 15apr91; rgd 06may91; l/n ALA 22apr93 opb Kazakhstan Airlines opb Kazakhstan Airlines; l/n VKO 15may95
51483209084	CCCP-86116 UN-86116 UN-86116 UN-86116 UN-86116	II-86 II-86 II-86 II-86 II-86	AFL/Kazakhstan-ALA Aeroflot Aeroflot c/s, n/t Kazakhstan Airlines Yuzhnaya	mfd Dem HAJ DME UTP	28mar91 07jul93 10nov93 26aug95 30dec05	trf 26sep96 to Air Kazakstan, Almaty based, but titles not worn as such; seen ALA mar03/may04, stored in white c/s with blue cheetain and fin, with titles; sat wfu at ALA, seen nov08/aug13; broken up toc 01aug91; rgd 15aug91; f/n DME 18aug91, carried small 'Armenian Airlines' titles on the fuselage and logo on the fin; l/n EVN mar93
51483209085	CCCP-86117	II-86	AFL/Armenia	mfd	jun91	still no titles Vnukovo 23may94, see above ! l/n AMS mar98
	EK-86117 EK-86117 EK-86117	II-86 II-86 II-86	Aeroflot c/s, n/t Armenian Airlines Atlant-Soyuz	CDG CDG SVO	10jun93 10may95 16jun99	in basic Armenian c/s; l/n SVO 05aug99; reportedly never taken on charge; mentioned in the Russian register feb01 with rgd 13may97 (may actually be the last Armenian CoFR) and owner as Armenia; in the Russian canx register sep01 with remark as EK-86117, with no date given last CoFR 25dec01; seen stored at DME apr04/nov21; canx from the register only by 24sep20 as being the last Soviet Transport aircraft from the Armenian register rgd 22nov91; in full Aeroflot c/s with additional small 'Armenian Airlines' titles on the fuselage and logo on the fin; l/n VKO 23feb92; l/n EVN mar93
51483209086	CCCP-86118	II-86	Armenian Airlines	toc	01aug91	l/n EVN 12aug04; mentioned in the Russian register feb01 with rgd 13may97 (may actually be the last Armenian CoFR) and owner as Armenia; in the canx Russian register sep01 with remark as EK-86118, with no date given
	EK-86118 EK-86118	II-86 II-86	Air Van Armavia	OVB DME	06mar05 19jun05	in basic Armenian Airlines c/s; l/n FJR 15may05 in basic Armenian Airlines c/s with large titles; named 'MIKA' after an Armenian football team; still current on Armenian register 01jan09; sat wfu at Voronezh-Pridacha, seen aug07/jul15; the nose section was cut off probably sep15 and transported on a flat-bed trailer to a test range of 'Almaz-Antel' in the Nizhni Novgorod region, it was destroyed by a 9M38M1 "Buk M1" SAM 07oct15 in an experiment imitating the shooting down of Boeing 777-200ER 9M-MRD (flight MH17) over the Donbas 17jul14; the remaining airframe less than nose and tail was still present Voronezh-Pridacha nov21
51483209087	CCCP-86119 RA-86119	II-86 II-86	AFL/International Aeroflot	mfd LHR	sep91 31jan93	toc 04oct91; rgd 15oct91; opb 216 LO Sheremetyevskogo OAO; f/n BRU 26oct91; l/n BRU 28nov92 destroyed 08mar94 on a stop-over at DEL during a flight from Singapore to Moscow, whilst being prepared for the next leg to Tashkent on Bay No. 45 at the International Terminal Apron the II-86 was hit by wreckage of Boeing 737-2R4C(A) VT-SIA of Sahara India which had crashed on a training flight due to pilot error and impacted 130 metres from the II-86, the II-86 caught fire and burnt out, all 4 crew members of the Boeing and 5 persons on the ground (4 of them Aeroflot personnel) were killed plus 4 persons on the ground were injured; canx 23mar94 and soc 28mar94
51483209088	CCCP-86120 RA-86120 RA-86120	II-86 II-86 II-86	Sibavia Sibavia Sibir	mfd OVB trf	26nov91 21apr93 29dec94	toc 12dec91; rgd 17jan92; in full Aeroflot c/s and titles; f/n DME 15aug92; l/n KHV oct92 in full Aeroflot c/s and titles f/n DME 18aug97; l/n PEK 01oct04; sold to Ural Airlines nov04; arrived at SVX 25feb05 after maintenance according to press report
	RA-86120	II-86	Ural Airlines	SVX	21jun06	l/n SVX jul10/mar13, wfu/stored since late 2009 and scrapped apr13, only tail section remaining 20apr13/18may13
51483209089	CCCP-86121 RA-86121 RA-86121	II-86 II-86 II-86	Krasnoyarskavia Krasnoyarskavia KrasAir	mfd DME trf	26dec91 07jul93 04apr94	toc 18jan92; rgd 06mar92; in full Aeroflot c/s and titles; f/n DME 09jun92; l/n KJA 01jul92 in full Aeroflot c/s and titles f/n SVO 19may96; offered for sale mar07 with t/t 19,415 hours, but not sold; l/n DME 07aug08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 22,044 hours; reportedly broken up
51483209090	CCCP-86122 RA-86122 RA-86122	II-86 II-86 II-86	Krasnoyarskavia Krasnoyarskavia KrasAir	mfd DME trf	24mar92 20mar93 04apr94	toc 04apr92; rgd 08jun92; in full Aeroflot c/s and titles in full Aeroflot c/s and titles offered for sale mar07 with t/t 14,988 hours, but not sold; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 17,590 hours; l/n KJA oct09/oct10, minus engines; reportedly broken up 2011
51483210091	CCCP-86123 RA-86123 RA-86123 RA-86123	II-86 II-86 II-86 II-86	Transaero Transaero KrasAir VASO Airlines	mfd SVO SVO SVO	25jun92 19mar93 10jul00 31may01	rgd 07jul92; with Russian flag next to 'CCCP-' registration; named 'Moskva'; already f/n SVO 30jun92; toc 29jul92 named 'Moskva'; l/n SVO 22aug99 leased from Transaero; in basic Transaero c/s; l/n SVO 06sep00 leased from Transaero; named 'Moskva'; seen with additional 'Wella' titles and logo SVO 15aug05; l/n SVO 14aug06
	RA-86123	II-86	Atlant-Soyuz	SVO	15jan07	leased from Transaero; still named 'Moskva'; l/n operational DXB 02nov08; still with CoFA by 17mar09; sat wfu (without engines) in VARZ-400 at VKO, seen aug09/aug10; scrapped in VARZ-400 feb/mar11
51483210092	CCCP-86124 RA-86124 RA-86124 RA-86124 RA-86124	II-86 II-86 II-86 II-86 II-86	Transaero Transaero all-white Aeroflot Rus. Al Aeroflot-Don	mfd SVO SVO SNN SVO	29jul92 19mar93 22may94 19jul94 27aug07	named 'Voronezh'; l/n SVO 18apr93 l/n AYT 02aug07 in basic old Aeroflot c/s with Cyrillic titles as 'Aeroflot Don'; seen AYT 25sep09, without titles; l/n AYT 19may10
	RA-86124	II-86	Donavia	AYT	30may10	t/t 19,723 hours and 6,107 cycles by 01jan10; l/n complete SVO 02jan11; seen SVO 15jun11 with titles scrubbed but still visible, with engine # 1 removed; seen SVO 01jul11/04aug11 without engines, titles, registration and flag on tail painted over; scrapped at SVO nov11, only forward fuselage remaining by 14nov11
51483210093	RA-86125 UN-86125 RA-86125	II-86 II-86 II-86	ANPK Jana Aral Airlines Sibir	mfd	11sep92	toc 11sep92; f/n ZIA 15may93; basic Aeroflot c/s with Air Transport School logo superimposed on a diagonal blue stripe across the forward fuselage, l/n ZIA 31aug93 in an insurance list by jan96, but ever taken up ? in 1997/1999 fleet list; seen DME aug99 in the same ATS c/s; l/n DME 24may00, as such; sold to East Line apr00 and seen DME 05jul00 stripped
	RA-86125 RA-86125	II-86 II-86	East Line Eurasia Airlines	DME VVO	10jul00 16feb02	in white c/s with grey undersides and titles; CoFR renewals 20dec00 and 23jul01; l/n SNN 16aug01 CoFR renewal 10apr02; with a large R&K Computers sticker which was removed VKO 18jun02; was leased from Interavia OOO 06dec01/01jan03; l/n VKO 23aug03; seen DME 21oct03, in Eurasia c/s but opb Atlant-Soyuz
51483210094	RA-86125 RA-86136	II-86 II-86	Atlant-Soyuz A/O Tiss	rgd toc	15apr04 17nov92	f/n SVO 29apr04; l/n SVX 13oct10; seen stored at ULV 03jun15; broken up may17 f/n VKO 21mar93; in Aeroflot c/s, no titles; leased by Transforum-Interservice of Irkutsk to Aeroflot-RIA 29nov93/2001
	RA-86136	II-86	Aeroflot	LHR	14aug94	in full Aeroflot c/s with titles; l/n CDG sep94

	RA-86136	II-86	Aeroflot c/s, n/t	rgd	23nov94	in register with owner as Euro-Avsonia; f/n SVO 25jun95; canx 11nov97 as to Germany; restored, date unknown; l/n LCA 07sep01
	RA-86136	II-86	IRS Aero	SVO	26feb02	in all-white c/s with large titles and tail logo; l/n SVO 14oct02
	RA-86136	II-86	Continental Aw	SVO	03dec02	carried small titles only
	RA-86136	II-86	Atlant-Soyuz	rgd	21jan03	with operator as Atlant Soyuz and owner as Provider VIP Service
	RA-86136	II-86	Continental Aw	rgd	23apr03	with operator as Continental and owner as Provider VIP Service; seen AYT 22aug03; in all-white c/s, no titles; l/n SVO 26aug04; still in fleet list oct04
	RA-86136	II-86	Russian Sky	trf	jun05	in all-white c/s; f/n DME 25jun05, without titles; seen DME 24aug05, with titles; l/n DME 12aug05; current in fleet list dec05
	RA-86136	II-86	Tatarstan	DME	12may06	in all-white c/s, 'Tatarstan' logo on fin but no titles; l/n VKO 12aug07; seen VKO 17aug07 in all-white c/s without any markings
	RA-86136	II-86	Atlant-Soyuz	VKO	18aug07	leased from Provider VIP Service 10may07; in all-white c/s; painted up by VARZ-400 18aug07; sat wfu in VARZ-400 at VKO, seen oct11/sep12; scrapped VKO mar13
51483210095	RA-86137	II-86	Krasnoyarskavia	mfd	23dec92	toc 25dec92; rgd 03feb93; in full Aeroflot c/s and titles; f/n FRA 16apr93
	RA-86137	II-86	KrasAir	trf	12aug94	f/n DME 15dec95; offered for sale mar07 with t/t 19,098 hours, but not sold; reportedly leased to AviaPRAD jun07 (ceased operations 11feb08); operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 20,987 hours; l/n KJA 14oct09, stored; photo KJA oct10, fuselage only and in the process of being broken up
51483210096	RA-86138	II-86	Moskovskiy Avial.	Vox	13jan93	toc 05mar93; in Aeroflot c/s, no titles; l/n AMS 22aug93, owned by VIA Viktor Airlines
	RA-86138	II-86	Moscow Airways	SVO	22may94	l/n SVO 04aug94, small titles only
	RA-86138	II-86	Continental Aw	SVO	11may96	very small titles on port side only; l/n as such LCA 09oct05; seen SAW 27mar06 with additional 'VASO' titles
51483210097	RA-86138	II-86	Atlant-Soyuz	AYT	25jun06	l/n AYT 14oct10; stored at ULV, l/n oct11/dec14; broken up may17
	RA-86145(1)	II-86	not delivered ?			see next line and c/n 51483211101
	B-2016	II-86	China Xinjiang Al	d/d	30may93	toc 31may93; f/n PEK 29oct93; RA-86145 visible under paint on tail; l/n URC 25oct02, stored
	RA-86142	II-86	East Line	rgd	15may03	in basic China Xinjiang Al c/s; f/n DME 25jun03; l/n IST 13feb05
	RA-86142	II-86	Russian Sky	DME	11jun05	in basic China Xinjiang Al c/s; in JNB 01mar06 with Russian Sky tail c/s
	RA-86142	II-86	Atlant-Soyuz	VKO	09apr06	in basic Russian Sky c/s with 'Soyuz' titles on the right-hand side and 'Russkoye Atlant-Soyuz' titles on the left-hand side; l/n DME 22may07
	RA-86142	II-86	Tatarstan	AYT	10jul07	dark blue tail with 'Tatarstan' logo only on fin; stored at DME, seen may09/feb13; photo 01mar13 in the process of being broken up
51483210098	RA-86139	II-86	AFL/International	SVO	17jun93	mfd 30jun93 according to Russian register; with small additional 'A/O Tiss' titles; toc 17jul93
	RA-86139	II-86	Aeroflot	SVO	14sep93	seen PEK 29oct93; stored Guangzhou mar94/mar97, see rgd next line
	RA-86139	II-86	Atlant-Soyuz	rgd	20mar96	to Huble Ltd; leased from 20may97; f/n ZIA 19aug97; l/n DME 02apr02, with additional small 'East Line' titles
	RA-86139	II-86	East Line	rgd	10apr02	f/n DME 18jun02; CoFR renewal 16apr04; l/n DME 08nov04; leased from Arminda Invest 29sep01/20oct04
	RA-86139	II-86	Russian Sky	DME	20mar05	l/n DME 18apr05
	RA-86139	II-86	Atlant-Soyuz	VKO	25may05	initially with tail in Russian Sky colours and 'Atlant-Soyuz' titles, l/n as such VKO 14sep06; seen in full c/s VKO 25mar07; l/n CKL active 21jan09; CoFA expired 05mar09; stored at CKL, seen 17mar09 as such and active again VKO 24may09; l/n VKO 10sep10; stored at ULV, l/n nov13/dec14 missing three engines; broken up may17
51483210099	B-2018	II-86	China Xinjiang Al	toc	30aug93	f/n PEK 29oct93; l/n URC 25oct02, stored
	RA-86143	II-86	KrasAir	rgd	20may03	in basic China Xinjiang Airlines c/s; f/n DME 01aug03; l/n KJA 19nov05; excluded from operator's certificate mar06
	RA-86143	II-86	Tatarstan	DME	16apr06	in basic China Xinjiang Airlines c/s, no titles but Tatarstan logo on fin; l/n AYT 14sep08
	RA-86143	II-86	Kazan Avn Enterpr.	DME	30nov08	in basic China Xinjiang Airlines c/s, no titles but Kazan Aviation Enterprise logo on fin; still with CoFA 17mar09; seen stored DME may09/jul13; scrapped DME sep13
51483210100	B-2019	II-86	China Xinjiang Al	toc	12oct93	f/n PEK 11nov93; l/n URC 25oct02, stored
	RA-86926	II-86	KrasAir	rgd	06jun03	f/n DME 25jun03; l/n DME 10jul05; basic China Xinjiang Airlines c/s; current in fleet list dec05; reportedly sold to Tartarstan by mar06
	RA-86926	II-86	Tatarstan n/t	DME	30apr06	in basic China Xinjiang Airlines c/s with 'Tatarstan' logo only on fin; seen stored at DME may09/aug12 and broken up DME may13
51483211101	RA-86145(2)	II-86	Krasnoyarskavia	mfd	08dec93	f/n KJA 12jun94; in full Aeroflot c/s and titles
	RA-86145(2)	II-86	KrasAir	trf	12aug94	see c/n 51483210097
	RA-86145(2)	II-86	Air AJT Internat.	ATH	04may95	leased from KrasAir; in full c/s; l/n DME 16aug96
	RA-86145(2)	II-86	KrasAir	DME	23apr97	in basic Air AJT c/s, no titles; l/n SNN 25oct97
	RA-86145(2)	II-86	Transeuropean	SNN	01nov97	leased from to KrasAir; l/n SHJ 02dec98
	RA-86145(2)	II-86	KrasAir	DME	17jun99	still in basic Transeuropean c/s; offered for sale mar07 with t/t 19,047 hours, but not sold; l/n as such SVX 16may07; leased to AviaPRAD may07 (ceased operations 11feb08); seen DME 25jun07 with additional small 'AviaPRAD' titles; l/n as such KJA 27aug07; seen KJA 30apr08 in full AIRUnion c/s with small additional 'Krasnoyarskiy avialinii' titles; l/n KHV 09jun08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 19,770 hours, without engines; scrapped at KJA nov/dec10, wings cut off by 01dec10
51483211102	RA-86140	II-86	Air AJT Internat.	mfd	01jun95	leased from VASO; f/n LGW 05aug95; l/n SVO 29aug03; rgd again to VASO 15dec03
	RA-86140	II-86	Air AJT c/s n/t	SVO	26jun04	opb VASO; l/n SVO 12oct05
	RA-86140	II-86	VASO Airlines	HKT	10jan06	l/n SVO 20may07
	RA-86140	II-86	Aeroflot Rus. Al	SVO	18jun07	in all-white c/s, small titles only; l/n DXB 11apr08
	RA-86140	II-86	Aeroflot-Don	SVO	14jul08	leased from VASO; in all-white c/s, small titles only as 'Aeroflot Don'; in Aeroflot-Don operator's certificate may08; t/t 14,307 hours and 4,645 cycles by 01jul09; l/n operational SVO 25oct09; last flight 27oct09 to Voronezh-Pridacha and stored there, l/n oct10; CoFA expired 14dec09; canx 28jul10; scrapped at Voronezh-Pridacha by mar11
51483211103	RA-86141	II-86	Air AJT Internat.	Vox	22oct96	last II-86 built; mfd 26jun97 from Russian register; leased from VASO; seen SVO 05nov97; photo PMI apr00, with additional '7 years' titles on the forward fuselage; CoFR renewal 09jun00; l/n SVO 21aug03
	RA-86141	II-86	VASO, n/t	rgd	15dec03	f/n DXB 27feb04; l/n SVO 27aug04
	RA-86141	II-86	VASO Airlines	IST	14feb05	in all-white c/s, now with titles; l/n SVO 12jun07
	RA-86141	II-86	Aeroflot Rus. Al	SVO	21jun07	in all-white c/s, small titles only; l/n DXB 18jan08
	RA-86141	II-86	Aeroflot-Don	SVO	21may08	in all-white c/s, small titles only as 'Aeroflot Don'; already mentioned in technical inspection document 23apr08; l/n SVO 01jan10, still with titles
	RA-86141	II-86	Donavia	CMB	04jan10	in all-white c/s, no titles; l/n SVO 22jan11; seen stored Voronezh-Pridacha aug12; l/n nov21

Ilyushin Il-96

The Il-96 was a natural development of the Il-86, natural in that the Ilyushin Design Bureau wanted to improve upon the latter type which was recognised from an early stage in its life as having flaws in its operation and performance. Although outwardly similar in appearance, with the obvious addition of winglets, the Ilyushin 96 was a new design with a revised structure and updated systems. It was designed as a long-range airliner initially with a maximum of 300 seats, but this was increased with the development of the Il-96M.

The first prototype was manufactured at Khodynka and made its first flight on 28 September 1988. It made its Western debut at the Paris Air Show the following year and there then followed a period of re-design incorporating Pratt & Whitney engines; the prototype then emerged as the Il-96M, the stretched fuselage increasing the maximum capacity to 350 and the range to 5,900 miles. In its new guise it made its first flight on 6 April 1993 and entered service with Aeroflot the same year, becoming known as the Il-96-300.

Series production was assigned to Voronezh and meanwhile Ilyushin designed a freighter version, the Il-96T, which made its Production has been disappointing with only 29 aircraft having been manufactured so far. Of these, three comprised the prototype and two test aircraft with Cubana the only commercial operator left using the type and all other flyable ones are in Russian Governmental Services like the VIP operator Rossiya or the FSB. The Russian Air Force, was due to take delivery of the former Polet aircraft which were to be converted to tankers, but it seems this project will not now go ahead.

The c/n can be found on a plate on the rear side of both catering doors at the lower deck level. The long c/n of the type is explained as follows: 743 probably stands for the project number, 9 means the ninth type built at Voronezh-Pridacha since WWII (supposition), 32 factory number divided by two (supposition), the next two digits cannot be suggested as not a single theory holds, and the last three digits clearly are the production sequence number.

25+ Il-96 built by Factory No. 64 Voronezh-Pridacha since 1988

	01 01	CCCP-96000	II-96	Ilyushin OKB	f/f	28sep88	first prototype; in Aeroflot c/s; f/n LBG 09jun89 with exhibition code '386'; converted to, see next line
		RA-96000	II-96MO	Ilyushin OKB	f/f	04apr93	with PW-2337 engines; rolled out Moscow-Khodynka (MMZ No. 240) 29mar93 as Il-96M prototype (O = opytny, experimental); l/n ZIA 15may93; seen ZIA aug03/aug07 as Il-96-400, l/n ZIA 25aug07/01apr09, without engines; broken up may09
	01 02 ?	--	II-96	Ilyushin OKB			static test airframe; photo of forward fuselage section dumped at Moscow-Khodynka 2011
	01 03	CCCP-96001	II-96-300	Ilyushin OKB	f/f	11nov89	second prototype; in Aeroflot c/s; f/n ZIA 16aug92
		RA-96001	II-96-300	Ilyushin OKB	ZIA	15may93	in Aeroflot c/s; l/n ZIA 30jun06, dumped engineless; subsequently broken up
74393201001		CCCP-96002	II-96-300	Aeroflot	f/f	09jul90	third prototype; mfd given as 12jul90 l; f/n 18aug91
		RA-96002	II-96-300	Aeroflot	SVO	18apr93	l/n ZIA 22aug97
		RA-96002	II-96-300	Atlant-Soyuz	rgd	12nov98	f/n ZIA 17aug99; seen DME 14apr05 with additional 'Aviakompaniya pravitelstva Moskv' subtitles; CoFA expired jun05; l/n ZIA 20aug05, c/n checked as 0001; still active mar06
		RA-96002	II-96-300	Ilyushin OKB	DME	jun06	in basic old Aeroflot c/s but with white tail, no titles; l/n ZIA 19aug09
		RA-96002	II-96-300	Airstars	TLL	28nov09	still owned by Ilyushin OKB; initially in basic old Aeroflot c/s but with white tail, Cyrillic 'Aerostar' titles on left-hand side and English titles on right-hand side; l/n as such LWO 04feb10; repainted into new c/s (very similar to Aeroflot Russian Airlines c/s) and named 'Igor Gudkov'; f/n as such YKS 06sep10; t/t 8,762 hours and 2,209 cycles by 01jan11; l/n ZIA jun20
74393201002		CCCP-96005	II-96-300	Aeroflot	f/f	17apr91	the first series-production Il-96; f/n LBG 14jun91; official mfd 17jun94

	CCCP-96005	Il-96-300	Aeroflot/Rossiya	SVO	24jun92	in basic Aeroflot c/s with large 'Rossiya' and small 'Aeroflot' titles (this was part of a trial to give Aeroflot a new identity as the Russian flag carrier); based at SVO; l/n SVO 20apr93
	RA-96005	Il-96-300	Aeroflot Rus. AI	SVO	17jun94	repainted in the new Aeroflot c/s mar04 and named 'V. Chkalov' (Valeri Chkalov) after a legendary Soviet pilot of the 1930s; t/t 44,270 hours and 6,073 cycles by 01jan10; last service/flight 25oct13; stored at SVO apr14/may15; seen 15may15 without engines; towed 01jun15 to the eastern part of the airfield to become a rescue trainer, in basic ex Aeroflot c/s without registration; l/n sep15/apr23
74393201003	CCCP-96006 RA-96006 RA-96006	Il-96-300 Il-96-300 Il-96-300	Aeroflot Aeroflot Domodedovo Airl.	SVO Vox trf	01jun92 13jan93 04oct93	f/n DME 28aug95; was leased to Cubana jun05; last revenue flight 11oct08; operator's certificate revoked 01nov08; stored at DME with at least one engine missing, l/n nov08/jul18; t/t 21,137 hours and 3,282 cycle by 01jul09; CoFR renewal 14apr11; canx between 13sep17 and 24oct17; moved to the hangar area, seen aug18/sep18 with engines; ferried from DME to ZIA 12nov18; l/n ZIA jul21
74393201004	RA-96007	Il-96-300	Aeroflot Rus. AI	mfd	24nov92	f/f 24nov92; named 'A. Mayorov' (Aleksai Mayorov) after a former head of 235 OAO; f/n SIN 09dec92; rgd 20apr93; new CoFR issued 23dec02; repainted in the new Aeroflot c/s apr05; t/t 46,032 hours and 6,690 cycles by 01jan10; last scheduled flight 02feb14; stored at SVO from apr14; new CoFR issued 29jul15; test-flown after storage 10aug15 and ferried from SVO to VASO at Voronezh-Pridacha 25aug15; seen CoFR issued 18nov16; canx 27nov19
	RF-96007 96007	Il-96-300 Il-96-300	Ilyushin OKB Ilyushin OKB	Vox rgd	27dec18 2019	in basic Aeroflot c/s with an 'Il' logo behind the cockpit and Russian flag on fin, no titles
74393201005	RA-96008	Il-96-300	Aeroflot Rus. AI	mfd	05jul93	on the experimental aviation register; in basic Aeroflot c/s with an 'Il' logo behind the cockpit and Russian flag on fin, no titles; f/n ZIA 30mar19; test-flown from ZIA 16jun20; seen ZIA 21sep22 active; l/n Voronezh-Pridacha apr23 as such
	CU-T1717	Il-96-300	Cubana	SVO	31aug14	already f/n Voronezh-Pridacha 13jan93; toc 13jul93; repainted in the new Aeroflot c/s nov05 and named 'Ia. Moiseyev' (Yakov Moiseyev) after a Soviet test pilot (1897-1968) of the 1920s/30s; new CoFR issued 01aug03; last scheduled service 30mar14 (the last one of any Aeroflot Il-96); stored at SVO from apr14, l/n jun14; t/t 44,990 hours
74393201006	RA-96009 RA-96009	Il-96-300 Il-96-300	Aeroflot Domodedovo Airl.	mfd trf	27apr94 29jun94	leased from Ilyushin Finance 14aug14; initially in basic Aeroflot c/s with 'Cubana' titles; h/o 03sep14; ferried SVO-HAV 09sep14 with the call-sign CUB1461; l/n as such HAV 19dec14; tail repainted in Cubana colours but the fuselage remained in basic Aeroflot c/s and still carried the name 'Ia. Moiseyev'; f/n as such VKO 05may15; nick-named 'Juana Bacallao' after a Cuban singer and musician, but name not painted on; seen MAD 24jan17; l/n HAV may19jan22, stored; some parts were used for the repair of CU-T1254 jan19, to enable that to be ferried to Russia for overhaul
	96009	Il-96-300	LLI im. Gromova	rgd	oct17 ?	f/n DME 04jul94
74393201007	RA-96010	Il-96-300	Aeroflot Rus. AI	mfd	25may94	f/n DME 02jul95; last revenue flight 26aug08; stored at DME, seen sep08/oct17; operator's certificate revoked 01nov08; rgd 19nov08 to Indexline; CoFA expired 30mar09; t/t 22,027 hours and 3,238 cycles by 01jul09; new CoFR issued 14apr11; canx 09oct17
	74393201008	Il-96-300	LLI im. Gromova	rgd	oct17 ?	on the experimental aviation register; made airworthy again in autumn 2017 and ferried from DME to ZIA 13dec17, in full Domodedovo c/s and still painted with the RA- prefix; l/n ZIA may19, still as such rgd 29jun94; named 'N. Karpeyev' (Nikolai Karpeyev) in 2001 after the first head of Aeroflot's Il-96 Flight Unit; f/n LPA 18jun94; latest CoFR issued 27mar03; repainted in the new Aeroflot livery feb05; t/t 51,427 hours and 7,625 cycles by 01jul10; l/n TAS 19jan14, operational; wfu mar14; severely damaged 03jun14 whilst stored at SVO, when a fire started in the cockpit area, resulting in the fuselage being burnt out; l/n SVO feb15, broken up at SVO by 21feb15
74393201008	RA-96011	Il-96-300	Aeroflot Rus. AI	mfd	12oct94	toc nov94; f/n LAX 04jan95; repainted in the new Aeroflot c/s may05 and named 'V. Kokkinaki' (Vladimir Kokkinaki) after a legendary Soviet test pilot of the 1930s/60s; t/t 45,598 hours and 6,411 cycles by 01jan10; last service/flight 11feb14; stored at SVO from apr14, made a test flight from SVO 16apr15; CoFR renewal 22may15; l/n Voronezh-Pridacha nov15/aug23
74393201009	CU-T1... RA-96012	Il-96-300 Il-96-300	Cubana Rossiya	mfd	17aug95	was to be leased from Ilyushin Finance aug14, see previous line
	74393202010	Il-96-300	Rossiya	Vox	jun95	Il-96-300PU lit. A (PU means 'punkt upravleniya' or command post), presidential aircraft; f/n ZIA 24aug95; slightly damaged while taxiing at VKO 08feb99 when the right wing hit the tail of parked DC-9-32 MM62013 of the Italian Air Force (the DC-9 was dbr); t/t 2,684 hours and 1,071 cycles by 01jan10; l/n in its initial c/s HEL 20oct06; Russian flag replaced by the president's coat-of-arms on the fin around may07, f/n as such VIE 23may07; CoFR renewal 03aug09; seen UUS 30jul20; last flew LED-VKO 14aug20; not current in fleet list jan21 or insurance documents (had reached the service life of 25 years); seen parked VKO in the scrap area jun21/jun23 three engines missing
74393202010	RA-96016	Il-96-300	Rossiya	Vox	jun95	on the assembly line; Il-96-300PU(M) lit. A; this presidential aircraft was at first to become RA-96013 whilst under construction but then it was decided (out of superstition) that the number 13 would be inappropriate for the president's aircraft, and the registration was changed to RA-96016; mfd 12apr99 (in another document 26nov03); f/f 21apr03; h/o at VKO 02may03; mfd 26nov03 !; rgd 29mar04; CoFR renewal 03aug09; t/t 1,486 hours and 517 cycles by 01jan19; l/n VKO jun23
74393202011	RA-96017	Il-96-300	KrasAir	f/f	aug04	mfd 31aug04; d/d 09sep04; f/n DME 10sep04; rgd 15sep04; named 'Mikhail Reshetnyov' after a Krasnoyarsk satellite designer; last revenue flight 20aug08; t/t 8,542 hours and 1,531 cycles by 01sep08; operator's certificate revoked 01nov08; stored at the VASO factory, seen nov08/sep10; ferried for storage to DME 03nov10; l/n DME 14apr11
	RA-96017 RA-96015	Il-96-300S Il-96-300	Rossiya Aeroflot Rus. AI	h/o mfd	29dec11 01dec95	painted up at Ulyanovsk 25apr/17may11; f/n Voronezh-Pridacha 18may11; rgd 30dec11; l/n VKO 10sep23
74393202012	RA-96017 RA-96015	Il-96-300S Il-96-300	Rossiya Aeroflot Rus. AI	h/o mfd	29dec11 01dec95	f/n BKK 20jan96; named 'M. Gromov' after a legendary Soviet pilot of the 1930s; t/t 48,032 hours and 6,683 cycles by 01jan10; last service/flight 08nov13; stored SVO since apr14; CoFR renewal 29jul15; ferried to Voronezh-Pridacha 23oct15 and l/n there stored may21
74393202013	RA-96013	Il-96-300	Domodedovo Airl.	Vox	22oct96	as to the sequence of the registration, see the comment with RA-96016 a few lines up; mfd 12apr99; d/d 16apr99; rgd 22apr99; rgd 19jan08 to Indexline; last revenue flight 14may08; the operator's certificate was revoked 01nov08; CoFA expired 22dec08; stored without engines at DME, seen aug08/jan18; t/t 17,545 hours and 2,797 cycles by 01jul09; rgd 14apr11 to Birless; canx between 13sep17 and 24oct17; restored to flying condition in spring 2018; ferried from DME to ZIA 04jun18; l/n ZIA jun20
74393202014	RA-96014 RA-96014	Il-96-300 Il-96-300	Rossiya KrasAir	Vox h/o	jun95 24jun04	l/n Voronezh-Pridacha 08aug01, still with the VASO factory; not taken on charge; official mfd 30jun04
	RA-96014	Il-96-300	Rossiya	Vox	29apr12	named 'Mikhail Vodopyanov' after a legendary Soviet pilot of the 1930s; rgd 15jul04; f/n DME 17aug04; first scheduled service 21aug04; last revenue flight 22sep08; t/t 8,457 hours and 1,542 cycles by 01oct08; operator's certificate revoked 01nov08; l/n at the VASO factory nov08/25aug11
	96014 RA-96014 RA-96014 CU-T1250	Il-96-300 Il-96-300 Il-96-300 Il-96-300M	Rossiya Rossiya Rossiya Cubana	Vox Vox Vox r/o	21feb17 may18 26jul05	without fin; h/o in summer 2012; rgd 06aug12; f/n active VKO 15aug12; l/n CDG 03oct15; last recorded flight 24nov15; canx between 01dec16 and 10mar17, see next line
74393202015	96014 RA-96014 RA-96014 CU-T1250	Il-96-300 Il-96-300 Il-96-300 Il-96-300M	Rossiya Rossiya Rossiya Cubana	Vox Vox Vox r/o	21feb17 may18 26jul05	l/n Voronezh-Pridacha 28nov17
	74393202016	Il-96-300M	Cubana	f/f	14jan06	with prefix again; rgd 19jun18; l/n PEK 20dec23
74393202016	CU-T1251	Il-96-300M	Cubana	f/f	14jan06	c/n checked as 0015; f/n ZIA 15aug05; export CoFA dated 12dec05; d/d 30dec05; l/n Voronezh-Pridacha 25sep17, f/f after major overhaul, in slightly revised c/s with blue undersides; seen ZIA 10aug22, flown and underwent next overhaul at Voronezh-Pridacha; f/f after overhaul 18nov23; arrived back at HAV 03dec23
74393202017	CU-T1254	Il-96-300M	Cubana	Vox	26oct06	trials completed 25jan06; export CoFA dated 09feb06; h/o 06mar06; d/d 07mar06; toc 13mar06; partially to be used as VIP aircraft for Fidel Castro; l/n HAV 09jan22
	74393202018	Il-96-300	primer Rossiya	Vox ZIA	25may07 19aug07	on the assembly line, basically complete but still in primer, reg already on wings; export CoFA dated 28dec06; h/o 23dec06; f/n MAD 16mar07; last flight ORY-SCU-HAV on 10dec12; seen HAV oct13/01jan19 stored, used for spares; reported jan19 as being prepared for ferry to Russia using parts from CU-T1717; test flown 28mar19 in preparation for return to Russia for overhaul after which it was reported that more work was required to make it airworthy enough to fly back to Russia; l/n HAV 31may19/14sep23
74393202019	-- RA-96019	Il-96-300 Il-96-300	primer Rossiya	Vox Vox	27jun08 12mar09	on the assembly line, registration already painted on; Il-96-300PU lit. K
	74393202020	Il-96-300	primer Rossiya	Vox Vox	25aug11 09dec12	official mfd 14dec07 !; h/o 18dec07 at Voronezh; CoFR renewal 03aug09; t/t 1,136 hours and 249 cycles by 01jan10; l/n XIY 09sep23
74393203021	RA-96020 96021 RA-96021 RA-96022 RA-96022 RA-96023	Il-96-300 Il-96-300 Il-96-300 Il-96-300 Il-96-300 Il-96-300	primer Rossiya primer Rossiya primer Rossiya Rossiya	Vox Vox r/o ZIA Vox Vox Vox	25aug11 09dec12 24may13 24sep13 01nov15 08dec15 15may16	on the assembly line; Il-96-300PU lit. K
74393203024	-- RA-96024 RA-96025	Il-96-300 Il-96-300 Il-96-300	primer Rossiya Rossiya	ph. Vox r/o	apr17 05oct20 05jul21	flying; completed trials 16apr09; mfd 22apr09 !; h/o 23apr09 at Voronezh-Pridacha, ferried to Vnukovo the same day; CoFR renewal 03aug09; t/t 340 hours and 73 cycles by 01jan10; l/n MAD 12apr22
74393203025	RA-96024 RA-96025	Il-96-300 Il-96-300	primer Rossiya	ph. Vox r/o	apr17 05oct20 05jul21	on the assembly line; Il-96-300PU(M1); f/f 13aug12; f/n Voronezh-Pridacha 13aug12; l/n ULY 23aug12
97693201001	RA-96101	Il-96T	Aeroflot c/s	Vox	22oct96	h/o late dec12; rgd 20dec12; ferried to VKO 11jan13; l/n VKO jun23
	RA-96101	Il-96-400T	Atlant-Soyuz	Vox	01sep04	Il-96-300PU(M1); f/n Voronezh-Pridacha 27may13; f/f aug13; l/n ULY 02sep13, for painting
	RA-96101	Il-96-400T	Polet	r/o	04mar09	l/n Voronezh-Pridacha 16nov13; h/o in late 2013; rgd 17jan14; l/n GOJ 01sep23
	RA-96101	Il-96-400T	AirBridgeCargo	Vox	26oct06	Il-96-300PU(M1); in full c/s; h/o 22jul16 at Voronezh-Pridacha; rgd 27jul16; CoFA issued 05aug16; l/n VKO jun23
97693201002	-- RA-96102	Il-96-400T Il-96-400T	primer Atlant-Soyuz	Vox Vox	26oct06 25may07	in full c/s; h/o 22jul16 at Voronezh-Pridacha; rgd 27jul16; CoFA issued 05aug16; l/n VKO jun23
	RA-96102	Il-96-400T	Aeroflot-Cargo	h/o	03sep08	'salon' version for 160 passengers; seen in primer on the assembly line feb16, registration not visible; r/o 16may16, in full c/s; f/f 18aug16 ?; h/o 30dec16; rgd 19jan17; l/n MSQ 24nov23
	RA-96101	Il-96-400T	AirBridgeCargo	Vox	26oct06	Il-96-300PU(M1); fuselage only without tail, being towed outside at Voronezh-Pridacha
	RA-96102	Il-96-400T	Atlant-Soyuz	Vox	25may07	Il-96-300PU(M1); f/f 09apr21; rgd 20jan23; CoFR renewal 31mar23; l/n PEK 17oct23
	RA-96102	Il-96-400T	Aeroflot-Cargo	h/o	03sep08	Il-96-300PU(M1); rolled out still without registration; f/n with registration 05aug21, the day of the first flight; l/n PKC 10dec22; rgd 19jul23
	RA-96101	Il-96T	Aeroflot c/s	Vox	22oct96	powered by Pratt & Whitney PW2337 engines; r/o 26apr97; f/f 16may97; never taken on charge by Aeroflot; converted to, see next line
	RA-96101	Il-96-400T	Atlant-Soyuz	Vox	01sep04	never taken on charge by Atlant-Soyuz; initially in old c/s, l/n as such 26oct06; received PS-90A1 engines nov07; 'second f/f' in early 2008; repainted in new c/s, f/n as such Zhukovskii apr08; official mfd 26apr08; CoFR renewal 07aug08; l/n HEL 16dec08
	RA-96101	Il-96-400T	Polet	r/o	04mar09	at Voronezh-Pridacha; in full white/blue c/s; named 'Vyacheslav Salikov' after a former director of the IFK leasing company; h/o at Voronezh-Pridacha 23apr09 but remained at the factory and ferried to its base at ULY only 15jul09; t/t 2,022 hours and 539 cycles by 01jan11; l/n operational DME 14apr13; taken out of service may13 and stored at Voronezh-Pridacha; f/n without titles Voronezh-Pridacha feb15; l/n Voronezh-Pridacha sep17/may21
	RA-96101	Il-96-400T	AirBridgeCargo	Vox	26oct06	due for delivery in 2023
97693201002	-- RA-96102	Il-96-400T Il-96-400T	primer Atlant-Soyuz	Vox Vox	26oct06 25may07	on the assembly line, basically complete
	RA-96102	Il-96-400T	Aeroflot-Cargo	h/o	03sep08	in new white/blue/red c/s; f/f 14aug07, still with PS-90A engines; f/n ZIA 16aug07; h/o (on paper) and leased back to VASO 23aug07; received PS-90A1 engines sep07, f/f with them oct07; ferried to Zhukovskii 19feb08; l/n Voronezh-Pridacha 27jun08; never taken on charge by Atlant-Soyuz; official mfd 23apr08 (on paper) at Voronezh-Pridacha; in full c/s; never taken on charge; l/n Voronezh-Pridacha 28mar08

	RA-96102	Il-96-400T	Polet	Vox	02sep09	in full white/blue c/s; named 'Valery Menitsky' (Valeri Menitski) after a distinguished Mikoyan test-pilot; h/o 01oct09; f/n HHN 01nov09; t/t 2,086 hours and 421 cycles by 01jan11; l/n active DUS 30dec12; taken out of service and stored may13; converted by VASO to, see next line
	RA-96102	Il-96-400	Russian Air Force	Vox	may15	Il-96-400VPU; seen without tail during conversion by VASO may15, in basic Rossiya c/s without titles; f/n complete Voronezh-Pridacha sep15; rgd 14oct15; f/f after conversion 08apr16; h/o 27jul16 at Voronezh-Pridacha; opb 800 AvB at CKL; l/n PEK 19nov23
97693201003	--	Il-96-400T	primer	Vox	27jun08	seen on the assembly line jun08/mar09
	RA-96103	Il-96-400T	Polet	Vox	02sep09	in full white/blue c/s; named 'Stanislav Bilznyuk' after a famous Ilyushin test-pilot; official mfd 19oct09; h/o 14dec09; seen LGG 13aug10 with an additional small 'Business Initiative Directions' logo and the inscription 'International Gold Star' behind the forward door (on the left-hand side), 'Ilyushin Finance Co.' titles and small logo (below the cheatline); t/t 1,203 hours and 231 cycles by 01jan11; offered for sale or lease 05mar12; l/n operational ULY 24aug12; taken out of service may13 and stored at Voronezh-Pridacha; f/n without titles Voronezh-Pridacha 20nov14; seen Voronezh-Pridacha 18feb15, flying; stored at Voronezh-Pridacha, seen may15/may21
	RA-96103	Il-96-400T	AirBridgeCargo	rgd	02mar23	never taken on charge as negotiations with AirBridgeCargo were not finalised; painted in full colours, f/n as such Voronezh-Pridacha 28mar23 (without fin); the first flight for eight years was undertaken at Voronezh-Pridacha 19aug23; l/n Voronezh-Pridacha 21aug23
97693201004	RA-96103	Il-96-400T	Sky Gates	ULY	11sep23	in white c/s with grey undersides and large titles; l/n ZIA 10dec23
	--	Il-96-400T	primer	Vox	mar09	on the assembly line; airframe minus engines complete by apr10; with engines by aug11
	96104	Il-96-400T	primer	f/f	17nov11	with a small Russian flag behind the cockpit; seen Voronezh-Pridacha 30oct11/19nov11
	RA-96104	Il-96-400T	Polet	Vox	19dec11	in full c/s; never taken on charge due to financial problems of Polet; stored at Voronezh-Pridacha, l/n dec12; seen in the VASO factory under conversion to an Il-96-400VPU (in part primer, part Polet c/s with titles) 05/21oct14
	RA-96104	Il-96-400	FSB	Vox	13jan15	Il-96-400VPU; flying command post with windows and a satcom fairing on top of the rear fuselage in front of the tail; opb oao sn FSB; in white/blue/light grey FSB c/s; h/o 05nov15; rgd 23nov15; l/n VKO 20sep23
97693201005	--	Il-96-400T				on the assembly line, fuselage basically complete by aug11; l/n 25mar17
97693201006	--	Il-96-400T				on the assembly line
97693201007	--	Il-96-400T				on the assembly line
01001	--	Il-96-400M	primer			construction commenced in 2019, reportedly using some assemblies of c/n 97693201005; basically complete by mar23
	96115	Il-96-400M	OAK	Vox	07jun23	in white c/s with blue fin, large 'Il-96-400M' and small 'OAK' and 'Ilyushin' titles; f/f 01nov23

Ilyushin Il-103

Developed from 1988 onwards to meet a requirement for a new ab-initio training/air-taxi aircraft to replace the Yak-18T, the four/five-seat Il-103 made its maiden flight on 17 May 1994. Russian AP-23 certification was achieved on 15 February 1996, followed by a US FAR-23 type certificate on 9 December 1998. Export sales have been achieved so far to Laos, Peru and South Korea. Apart from the baseline version, the aircraft is available in Il-103-10 and Il-103-11 export versions differing in avionics fits, plus a crop-sprayer version designated Il-103SKh.

The c/n gives batch number and number in the batch and is embossed on a small metal plate riveted to the engine firewall (on the port side).

55 Il-103s built by LAPIK (outlet of RSK MiG) at Lukhovitsy-Tretyakovo from 1994 to 2008

	01 01	RA-10300	Il-103	Ilyushin Aircraft	f/f	17may94	the first prototype; f/f from Zhukovskii; in standard c/s with silver/blue/silver cheatline, no titles; f/n FAB 04sep94; l/n operational ZIA 12aug12; towed by road from ZIA to the church Panteleimonovski khram at Zhukovskii 30aug16 and preserved on the premises of the church since, l/n aug18
	01 02 ?	no reg	Il-103	primer	Kho	03jul11	static test airframe, underwent tests in the Ilyushin complex at Khodynka
	01 03 ?	RA-10302	Il-103	Ilyushin Aircraft		photo	second flying prototype; in standard c/s with silver/blue/silver stripe; fate ?; registration also reported as the first production aircraft in an Ilyushin book written by Nikolai Talikov in 1999; see c/n 0201
	01 04 ?	RA-10303	Il-103	Ilyushin OKB	LBG	17jun95	the third flying prototype; in standard c/s with silver/blue/silver cheatline, no titles; carried the exhibition number '335'; l/n ZIA 22aug99
		RA-10303	Il-103LL	Ilyushin OKB	ZIA	19aug03	avionics test-bed, used by NII tochnykh priborov (specialised in the communication with spacecraft); in standard c/s with silver/blue/silver cheatline, no titles; still carried the exhibition number '335'; l/n ZIA 12aug12; sat wfu at ZIA; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display
	02 01	RA-10321	Il-103	Ilyushin Aircraft	f/f	30jan95	first production aircraft; f/f from Lukhovitsy-Tretyakovo; in standard c/s with silver/blue/silver stripe; f/n ZIA 22aug95; l/n ZIA 24aug97; (reg explained as Il-103 02-01 ?)
		RA-61917	Il-103	Lukhovitsy MZ	mfd	26dec97	rgd 13jul99; late mfd and rgd from Russian register; f/n ZIA 14aug01; l/n ZIA 19aug01; rgd to MiG RSK AON 15jan02; canx before nov09
		RA-61917	Il-103	LII im. Gromova	ZIA	17mar11	in white c/s with grey/blue/grey cheatline, no titles; l/n ZIA 30aug11
		61917	Il-103	LII im. Gromova	ZIA	28aug13	in white c/s with grey/blue/grey cheatline, no titles; l/n ZIA 25aug15; seen ZIA 18jul17, in dark blue/grey c/s, no titles; l/n ZIA 24jul17
	02 02	RA-10322	Il-103	Ilyushin Aircraft	Luk	18sep97	c/n not confirmed; (reg explained as Il-103 02-02 ?)
		no reg	Il-103	Avialesookhrana	ZIA	19aug99	in green/red and white c/s; l/n ZIA 22aug99; see next line
		FLARF01682	Il-103	Avialesookhrana	Mya	jul01	in green/red and white c/s; l/n Myachkovko 22aug03/01jul06 dismantled
	02 03	RA-10323	Il-103	Ilyushin Aircraft	LBG	15jun97	c/n not confirmed; in white c/s with grey/blue/grey cheatline and show code '349' on tail; seen ZIA with Avialine sticker; l/n ZIA 22aug99; (reg explained as Il-103 02-03 ?)
	02 04	RA-10324	Il-103	Ilyushin Aircraft	ZIA	19aug97	c/n not confirmed; l/n ZIA 24aug97; in white c/s with red stripe, grey undersides; (reg explained as Il-103 02-04 ?)
		0204	Il-103	Ilyushin Aircraft	ZIA	14aug01	in white c/s with grey/blue/grey cheatline; l/n ZIA 19aug01
		RA-0204	Il-103	Ilyushin Aircraft	ZIA	19aug03	in white c/s with grey/blue/grey cheatline with 'Genrikh Novozhilov' (head of Ilyushin OKB) titles; l/n ZIA 26aug07
	02 05	no reg	Il-103	Fed. Ecology Fund	ZIA	19aug99	survey aircraft; l/n ZIA 22aug99; see next line
		FLARF01577	Il-103	Fed. Ecology Fund		photo	
	02 06	RA-01386	Il-103	Il-Service	mfd	04sep96	in white c/s with thin grey/blue/grey cheatline and a small 'Il Service' logo; f/n ZIA 22may97; l/n BKA 15aug98
		RA-61916	Il-103	Il-Service	rgd	06mar01	owned by OAO Ilyushin; in white c/s with thin grey/blue/grey cheatline and a small 'Il Service' logo; f/n Myachkovko jul01; l/n operational Myachkovko 19aug02; was stored in disassembled state in a shed of OAO Ilyushin at Leningradskii prospekt 44 in Moscow, seen nov07; canx before 2010; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display (given in the offer as being at Zhukovskii, but that may have been in error)
	02 07	RA-10327	Il-103	Ilyushin Aircraft	ZIA	19aug97	c/n not confirmed; l/n ZIA 24aug97; (reg explained as Il-103 02-07 ?)
		0207	Il-103	Ilyushin Aircraft	ZIA	14aug01	export CoFA for Bulgaria issued 12sep97, but obviously not delivered; in non-standard c/s with purple/blue/purple stripe; l/n ZIA 19aug01
	02 08	RA-0207	Il-103	Ilyushin Aircraft	ZIA	19aug03	l/n ZIA 26aug07
		RA-61912	Il-103	NLMK	mfd	16may97	also given as 30apr97; rgd 21jun00; force-landed at Kubinka 19apr01 after the engine had developed severe vibrations and lost power; CoFA expired 19may01; stored from 2001; current on register by aug10
		RA-61912	Il-103	Vladimir Kondrakov	ph.	22jul12	bought in a disassembled state; did not have a current CoFA; based at Krutitsyno; in white c/s with grey/blue/grey cheatline; w/o 22jul12 on a pleasure flight from Krutitsyno when circled over the 'Sosna' dacha co-operative between Alekanovo and Dubrovichi (Ryazan district of the Ryazan region) where the owner reportedly had a dacha, stalled while flying a steep turn, entered a spin, crashed in a wood near the dacha co-operative and caught fire, pilot and both passengers killed; still current on register apr16
	02 09	RA-61910	Il-103	NAK Resp.Tatarstan	mfd	16may97	rgd 12nov97; Natsionalny aeroklub Respubliki Tatarstan (National Aero Club of the Tatarstan Republic); based at Kazan; reportedly sold in 2002; photo at Vihrevo 25jun08, registration not visible as fuselage has a cover, with Russian and Tatarstan flags on fin; canx 09jul09
		RA-1076G	Il-103	V.S. Yermolenko	rgd	09jul09	in register as I-103 YeEVS.14.0911; rebuild date 01jan08; based at Kazan; current on register by aug10; f/n Kurkachi 17aug12, in white c/s with grey/blue/grey cheatline, no titles
	02 10	RA-61911	Il-103	NAK Resp.Tatarstan	mfd	27mar97	Natsionalny aeroklub Respubliki Tatarstan (National Aero Club of the Tatarstan Republic); mfd also given as 21may97; rgd 12nov97; based at Kazan; sold in 2002
		RA-61911	Il-103	I.Ye. Vdovin	rgd	01jul08	based at Barnaul-Lesnoi; t/t 252 hours and 294 cycles by 05aug10; current on register aug10
		RF-00	Il-103s	privately owned	photo		at Barnaul-Lesnoi; in white c/s with thin grey/blue/grey cheatline, no titles
		RA-1467G	Il-103s	privately owned	ph.	02jun13	in white c/s with thin grey/blue/grey cheatline, no titles, type painted on like this; f/n Barnaul-Lesnoi 02jun13; l/n Barnaul-Lesnoi 20feb15
		RA-1467G	Il-103s	ASK "Lider"	rgd	17feb16	c/n confirmed, on register as YeEVS.06.0561; probably owned by A.A. Kondratyev; in the same c/s as above; did not have a valid CoFA aug16; dbr 12aug16 on take-off from Novoromanovo-Panfilovo for a test flight after repair when the engine failed at a height of some 20-30 metres, the pilot tried to fly a steep left turn in order to make a forced landing on the airfield, but the aircraft stalled and crashed, pilot killed; canx 30oct19
	03 01	RA-61913	Il-103	Lukhovitsy MZ	mfd	23oct97	rgd 13jul99; no titles; f/n FDH apr99; rgd to MiG RSK AON 15jan02; l/n Lukhovitsy 21aug04; canx before nov09
		61913	Il-103	LII im. Gromova	ZIA	jun16	in white c/s with grey/blue/grey cheatline, no titles, active
	03 02	EP-812	Il-103-11	Peruvian Army	ph.	mar02	c/n not confirmed for this serial; export CoFA for this c/n dated 09jul99; still active by late 2008; l/n LIM 02oct14 stored
	03 03	RA-61915	Il-103	AUTs "KLA"	mfd	25jan98	rgd 27jan99; Klub lyubiteliev aviatsii; based at Cherepovets; in white c/s with grey/blue/grey cheatline no titles; damaged 24jul06 on a training flight from Arkhangelsk-Vaskovo to Veliki Ustyug when had to make a forced landing on a field at Novoye Selo (6 km from Kotlas airport) after the engine had failed in-flight, pilot and passenger escaped unhurt; canx before 2010; preserved CEE, seen nov18/jun22
	03 04	--	Il-103-11		Luk	18sep97	on the assembly line
		EP-813	Il-103-11	Peruvian Army	ph.	mar02	c/n confirmed; export CoFA dated 09jul99; severely damaged in an accident 16feb00; wreck sat at LIM, l/n 04may02

03 05	RA-61918	Il-103	Vladimir Avn Ent.	mfd	30aug99	rgd	22mar01	to the Russian Federation; f/n Vladimir-Semyazino 18aug01; l/n Vladimir-Semyazino 16aug05; current on register with this owner and operator by aug10
	N601LF	Il-103	not known			not taken up		
	RA-61918	Il-103	Avialesookhrana	Vla	16sep06	opb	Vladimirskaya baza aviatsionnoi okhrany lesov at Vladimir-Semyazino; in full c/s; offered for sale 07jul11/22dec11 with t/t 169 hours and 109 cycles, but could not be sold; l/n SCW 18oct12	
	RA-61918	Il-103	not known	Nig	07may13	rgd	16mar15	in basic Avialesookhrana c/s, no titles
03 06	RA-61918	Il-103	not known	rgd	16mar15	rgd	24aug00	on register as YeEVS.03.2646; l/n Babino 06jan16, active; current on register apr16
	EW-041LL	Il-103	Bellesavia	mfd	24aug00	rgd	03apr06	in white c/s with green tail, with titles and additional 'MChS Belarus' titles; f/n VTB 16jun08; w/o 14jun15 on a forest patrol flight from Brest when the engine overheated while the aircraft climbed out (it had been running on the ground at a temperature of 27° C for some 19 minutes due to maintenance work before take-off) and lost power so that the aircraft lost height and speed, stalled and crashed in a field 400 metres from Khaby (N52°07'51.5" E23°53'48.2") 120 seconds after lift-off, pilot and observer killed; t/t 2,202 hours
	RA-61919	Il-103	Il-Service	mfd	03mar00	rgd	06mar01	rgd 06mar01; f/n ZIA 14aug01; l/n Myachkovo 22aug03
	RF-00555	Il-103	Il-Service	Mya	14aug05	rgd	18aug06	owned by Soyuz aviatorov "Krylya" ("Wings" Aviators' Association), based in the Moscow region; in white c/s with light grey/blue/light grey cheatline, with titles; registration also worn by a Yak-52 and a Mi-2 based at BKA; in white c/s with light grey/blue/light grey cheatline, no titles; f/n Stupino 07may07; c/n checked BKA 23jul07; CoFA expired 31jul08
	RA-61919	Il-103	Resurs-Avia	rgd	18aug06	rgd	30jun09	based at Pakhomovo; in white c/s with light grey/blue/light grey cheatline, no titles; f/n Pakhomovo 11apr10; offered for sale 10jul10 with t/t 448 hours and 2,230 cycles; CoFR renewal 05aug11; l/n operational JOK 14jul12; damaged either in winter 2012/13 or in winter 2013/14 when nosed over during the take-off run at Babino; hulk (without left wing) sat at Babino, seen nov14; still current on register apr16
	RA-61919	Il-103	V.I. Barkalov	rgd	30jun09	ph.	mar02	c/n not confirmed for this serial; export CoFA for this c/n dated 30sep99; still active by late 2008; l/n LIM 02oct14. stored
03 08	EP-814	Il-103-11	Peruvian Army	ph.	mar02	Luk	18sep97	on the assembly line
03 09	--	Il-103-11	Peruvian Army	Luk	18sep97	LIM	04may02	c/n not confirmed for this serial; export CoFA for this c/n dated 30sep99; still active by late 2008 and the only one listed in an insurance document end of 2009
	EP-815	Il-103-11	Peruvian Army	LIM	04may02	ph.	18sep97	on the assembly line
03 10	--	Il-103-11	Peruvian Army	Luk	18sep97	ph.	feb02	c/n not confirmed for this serial; export CoFA for this c/n dated 25oct99; f/n Lima-Las Palmas feb02; seen LIM 25oct03; still active by late 2008; l/n LIM 02oct14. stored
	EP-816	Il-103-11	Peruvian Army	ph.	feb02	ph.	feb02	on the assembly line
03 11	--	Il-103-11	Peruvian Army	Luk	18sep97	ph.	feb02	c/n not confirmed for this serial; export CoFA for this c/n dated 25oct99; f/n Lima-Las Palmas feb02; seen LIM 26nov07; still active by late 2008; l/n LIM 02oct14. stored
	EP-817	Il-103-11	Peruvian Army	ph.	feb02	ph.	feb02	seen without registration on the assembly line 18sep97; carried additional 'MChS Belarus' titles; f/n VTB 06mar07; l/n VTB 30may15; offered for sale by the Belarussian property agency 25oct18 with t/t 2,460 hours, was at Vitebsk-Oktyabrski at the time; l/n Vitsyebk-Vostochnyy mar21
03 12	EW-042LL	Il-103	Bellesavia	mfd	2000	mfd	2000	seen without registration on the assembly line 18sep97; carried additional 'MChS Belarus' titles; f/n VTB 08jun07; offered for sale by the Belarussian property agency 25oct18 with t/t 2,110 hours, was at Vitebsk-Oktyabrski at the time; l/n Vitsyebk-Vostochnyy mar21
03 13	EW-043LL	Il-103	Bellesavia	mfd	2000	mfd	2000	in white c/s with green tail, with titles; f/n MHP nov03; received additional 'MChS Belarus' titles; f/n as such BQT 22may05; l/n VTB 30may15; offered for sale by the Belarussian property agency 25oct18 with t/t 2,213 hours, was at Vitebsk-Oktyabrski at the time; l/n Vitsyebk-Vostochnyy mar21
03 14	EW-044LL	Il-103	Bellesavia	mfd	2000	mfd	2000	delivered to Laos, export CoFA dated 07jul04
04 01	not known	Il-103	Laotian Air Force					delivered to Laos, export CoFA dated 07jul04
04 02	not known	Il-103	Laotian Air Force					delivered to Laos, export CoFA dated 07jul04
04 03	not known	Il-103	Laotian Air Force					delivered to Laos, export CoFA dated 07jul04
04 04	? 03-001	Il-103	South Korean AF				jun04	c/n del to South Korea; export CoFA dated 27oct03; opb 212 FTS/AFA f/n Seongmu 05oct13; c/n not confirmed for this serial; preserved at Cheongju; f/n 30oct22
04 05	? 04-002	Il-103	South Korean AF				jun04	c/n del to South Korea; export CoFA dated 10sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial; preserved Gyeongbuk Aviation High School, Yeongji; f/n 09may21
04 06	? 04-003	Il-103	South Korean AF				oct05	c/n del to South Korea; export CoFA dated 14sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial
04 07	? 04-004	Il-103	South Korean AF				18oct09	c/n del to South Korea; export CoFA dated 15sep04; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial
04 08	? 04-005	Il-103	South Korean AF				25oct11	c/n del to South Korea; export CoFA dated 14jan05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial
04 09	? 04-006	Il-103	South Korean AF				20oct11	c/n del to South Korea; export CoFA dated 14mar05; opb 212 FTS/AFA; the serial should perhaps be 05-006 from the known export CoFA details; c/n not confirmed for this serial
04 10	? 05-007	Il-103	South Korean AF				oct05	c/n del to South Korea; export CoFA dated 14mar05; opb 212 FTS/AFA; f/n Seongmu oct05; c/n not confirmed for this serial; preserved ROKAF Academy at Cheongju; f/n dec20
04 11	? 05-008	Il-103	South Korean AF	SSN	17oct05			c/n del to South Korea; export CoFA dated 30mar05; opb 212 FTS/AFA; l/n 20oct11; c/n not confirmed for this serial
04 12	? 05-009	Il-103	South Korean AF				oct05	c/n del to South Korea; export CoFA dated 30mar05; opb 212 FTS/AFA; f/n Seongmu oct05; l/n Seongmu 05oct13; c/n not confirmed for this serial; seen preserved University of Gyeongnam Namhae 27jul22; l/n 28aug2
04 13	05-010	Il-103	South Korean AF	ph.	18oct09			export CoFA dated 18apr05; opb 212 FTS/AFA at Seongmu; in white c/s; w/o on a training flight 21jun11 when deviated from the glide-path on approach to Seongmu, hit a high-voltage power-line and crashed on a road in Cheongwon County (North Chungcheong Province), both pilots killed
04 14	? 05-011	Il-103	South Korean AF	SSN	16oct07			c/n del to South Korea; export CoFA dated 19apr05; opb 212 FTS/AFA; seen SSN 19oct07; l/n Seongmu 05oct13; c/n not confirmed for this serial
04 15	? 05-012	Il-103	South Korean AF				18oct09	c/n del to South Korea; export CoFA dated 16may05; opb 212 FTS/AFA; c/n not confirmed for this serial
05 01	? 05-013	Il-103	South Korean AF				16oct05	c/n del to South Korea; export CoFA dated 20may05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial; seen preserved 30dec21 in the War Memorial of Korea, Seoul; l/n jul23
05 02	? 05-014	Il-103	South Korean AF				13apr10	c/n del to South Korea; export CoFA dated 08jul05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial
05 03	? 05-015	Il-103	South Korean AF				oct05	c/n del to South Korea; export CoFA dated 08jul05; opb 212 FTS/AFA; seen 25oct11; c/n not confirmed for this serial; seen preserved Gumi 31dec22
05 04	? 05-016	Il-103	South Korean AF				18oct09	c/n del to South Korea; export CoFA dated 19jul05; opb 212 FTS/AFA; l/n 25oct11; c/n not confirmed for this serial; preserved at Sehan University, Danjin, f/n 16aug20
05 05	? 05-017	Il-103	South Korean AF				18oct09	c/n del to South Korea; export CoFA dated 09aug05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial; preserved at the KAI Aerospace museum at Sacheon, f/n aug22; l/n nov23
05 06	? 05-018	Il-103	South Korean AF				13apr10	c/n del to South Korea; export CoFA dated 26aug05; opb 212 FTS/AFA; c/n not confirmed for this serial
05 07	? 05-019	Il-103	South Korean AF				18oct09	c/n del to South Korea; export CoFA dated 28sep05; opb 212 FTS/AFA; seen SSN 24oct09; l/n Seongmu 25nov13; c/n not confirmed for this serial
05 08	? 05-020	Il-103	South Korean AF				25oct11	c/n del to South Korea; export CoFA dated 19oct05; opb 212 FTS/AFA; seen Chilgok 18oct20 without engine; c/n not confirmed for this serial
05 09	? 05-021	Il-103	South Korean AF				20oct11	c/n del to South Korea; export CoFA dated 15nov05; opb 212 FTS/AFA; c/n not confirmed for this serial
05 10	? 05-022	Il-103	South Korean AF				18oct09	c/n del to South Korea; export CoFA dated 29nov05; opb 212 FTS/AFA; l/n Chonju 24oct13; c/n not confirmed for this serial; seen preserved Chilgok 18oct20
05 11	? 05-023	Il-103	South Korean AF					c/n del to South Korea; export CoFA dated 12dec05; opb 212 FTS/AFA; l/n Seongmu 05oct13; c/n not confirmed for this serial
05 12	not known	Il-103	Laotian Air Force	Luk	26dec06			delivered to Laos, export CoFA dated 26mar07

Aircraft with unknown c/ns

---	no reg	Il-103		Brk	may01			in light grey c/s, no other markings, possibly became see next line
---	"321" black	Il-103		Brk	23aug05			in white c/s with wavy dark and light blue trim; l/n Borki 10jul13
---	RA-62231	Il-103						mentioned in an incident report
---	RA-2565G	Il-103A		rgd	14sep15			on register as YeEVS.03.3080; current on register apr16; photo, exists, probably ex Peruvian Army from the colour scheme
---	no reg	Il-103SKh	Ilyushin Aircraft	ZIA	14aug01			prototype of the crop-sprayer version; l/n ZIA 19aug01
---	no reg	Il-103SKh	RSK MIG	Luk	21aug15			preserved near the production complex of No.1 RSK "MIG"
---	732	Il-103	Laotian Air Force	ph.	15may15			at Chiang Khuang; in white c/s with thin grey/blue/grey cheatline, red serial; overhaul completed by Xilian Group 03oct20 and handed back at Tong Hai Hun; l/n 08oct20
---	735	Il-103	Laotian Air Force	ph.	< dec18			in white c/s with thin grey/blue/grey cheatline, red serial; overhaul completed by Xilian Group 03oct20 and handed back at Tong Hai Hun; l/n 08oct20
---	16046	Il-103	South Korean AF				oct04	see c/n 0404-0407
---	16048	Il-103	South Korean AF				oct04	see c/n 0404-0407

Ilyushin Il-112

The design and development of the Ilyushin Il-112 can be traced back to November 2003, although the detailed design was not finalised until 2008 with a planned maiden flight at the time to be in 2011. However, delays continued with the project and in May 2011 the project was abandoned when the Russian Defence Ministry decided instead to purchase seven An-140T cargo aircraft (that version never left the drawing board, however).

In late December 2012, it was decided to revive the project again and by June 2013 it was being considered as a light military transport aircraft replacement for the An-26. In December 2013, the decision was finally taken to commence building the Il-112.

The Il-112 is a high-wing, twin-engine turboprop aircraft developed by Russia's Ilyushin Aviation Complex (JSC IL) and designed to carry out missions in diverse weather and geographic conditions around the world. It will be powered by two Klimov TV7-117ST engines and have a maximum payload of six tons. It is envisaged that a maximum range of 3,100 miles will be achieved with a payload of 2 tons or 600 miles with a maximum payload.

Manufactured by the Voronezh Aircraft Production Association (VASO), the Il-112V is 28nov18 and to makes its maiden flight in 2019. The Russian Air Force plans to acquire 62 aircraft of the type.

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

01-01	41400	Il-112V	AK im. Ilyushina	r/o	27nov18	already seen in primer without registration on the assembly line dec16/jan18 (the wing was mated with the fuselage 26jan17); in primer with Red Stars on the wings; taxi trials started 28dec18; f/f 30mar19; modified in 2019/21 (among other things, the weight of the airframe was reduced)
	RF-41400	Il-112V	Russian Air Force	Vox	30jul20	still operated by AK im. Ilyushina; also carried code "01" yellow; in light grey c/s with 'VKS Rossii' titles and Russian stars; 2nd flight of this aircraft took place only by 30mar21, exactly two years after its first flight
	41400	Il-112V	AK im. Ilyushina	ZIA	13aug21	also carried code "01" yellow; in light grey c/s with 'VKS Rossii' titles and Russian stars; ferried from Voronezh to Zhukovski 13aug21 in order to take part in the "Armiya-2021" exhibition at Kubinka; w/o 17aug21 on a training flight from Kubinka when the right engine stalled at a height of some 7-10 metres while the crew practised a go-around, the turbine suffered an uncontained failure, the engine and also the wing caught fire and the actuating rods of the ailerons and flaps (made from aluminium) melted within 5 seconds so that the aircraft banked to the right, entered a downward spiral, crashed in a forest near Nikolskoye close to Kubinka airfield and exploded, all 3 crew members were killed; made a total of 23 flights only
01-02	--	Il-112V	primer	mfd	dec18	the static test airframe; seen on the assembly line jan18; transported from Voronezh to Zhukovski on flat-bed trailers dec18 (the wings left VASO 18dec18 and the fuselage 25dec18)
01-03	--	Il-112V	primer			construction started jan18
01-04	--	Il-112V	primer			construction started jan18

Ilyushin Il-114

In 1983 the Ilyushin design Bureau was awarded the contract to design and build a regional turboprop airliner intended to replace the many An-24s and An-26s in domestic service with Aeroflot. The design stage was completed in 1986, and its similarity to the Turkish Aerospace ATP did not go unnoticed. It was designed as a 60-seat aircraft and made its first flight at Zhukovski on 29 March 1990 having been assembled at Khodynka. Its development suffered from the break-up of the former Soviet Union and the resulting economic problems, and the destruction of the second prototype in an accident at Zhukovski in the summer of 1993 only added to its woes.

It had been intended to introduce the type with the former Aeroflot Tashkent Directorate in 1992 but the programme was already behind schedule at the time of the accident. Production had been assigned to the Tashkent Aircraft Production Association in Uzbekistan, and the first aircraft from this factory made its maiden flight on 7 August 1992. The Tashkent Directorate became Uzbekistan Airways, and a production aircraft was noted at Zhukovski in September 1993 and later stored at Tashkent in 1994. A further three were subsequently operated, but it is believed that only one remains in service. The only other operator to date has been the St. Petersburg-based Vyborg airline, who have operated two examples.

The manufacturers have tried to enhance its sales potential by converting an early production aircraft into a geophysical survey version, and a cargo version has been on offer having first flown in 1996. Sadly the second cargo aircraft was destroyed in an accident at Domodedovo in December 1999 and this, together with the competition offered by the Antonov 140, bodes ill for the future.

Grandiose statements in its early days of an order for 500 from Aeroflot, production of 100 a year by 1996 thereby leading to a further 500 being produced by 2000 proved a trifle optimistic. By early 2004 the factory was saying that components for forty aircraft had been produced and were waiting to be assembled. All that was needed were some customers, but it appears that the type will be destined to be produced in even less numbers than the BAe ATP, and with only ten completed it may find itself in competition with the Dassault 'Mercurie' for the prize for the least-produced and operated commercial aircraft. Meanwhile, some fourteen years after its first flight and twenty one years after it was conceived, the An-24s and An-26s it was designed to replace go on and on.

System 1; prototypes built by Ilyushin OKB's experimental facility at Khodynka, MMZ No. 240 "Strela"

l/n 01-01	CCCP-54000	Il-114	Ilyushin OKB	f/f	29mar90	from Zhukovski; the first prototype; c/n reported as 1001; in white c/s with light blue, dark blue and red trim and large '114' on the forward fuselage; f/n ZIA 18apr90; l/n LBG 05jun91
	RA-54000	Il-114	Ilyushin OKB	ZIA	03sep93	sat wfu (without engines) at ZIA, seen aug03/aug07
l/n 01-02	--	Il-114	Ilyushin OKB			static test airframe; did not receive a registration; seen dumped outside at Khodynka since dec07; l/n jun23, now inside the hangar
l/n 01-03	CCCP-54001	Il-114	Ilyushin OKB	f/f	24dec91	from Khodynka; second prototype; f/n PRG 05jun92; l/n SXF 21jun92
	RA-54001	Il-114	Ilyushin OKB	ZIA	15may93	w/o 05jul93 on a test-flight from Zhukovski when the propeller of # 2 engine feathered immediately after lift-off due to an electronic malfunction, the aircraft crashed 400 m behind the runway threshold, 7 of the 9 crew killed; wreck seen ZIA 31aug93
l/n 01-04	--	Il-114	Ilyushin OKB	ZIA	25sep11	dynamic test airframe for fatigue trials; in primer without registration; trials with TsAGI at Zhukovski completed jul10; fuselage without wings and tail moved out of the hangar sep11 and towed from TsAGI to the outlet of OAO "II" at Zhukovski aug15

System 2; early production aircraft built by Tashkent Aircraft Production Association at Tashkent-Tuzel

Same c/n system as for the Tashkent built Il-76s, except for the different factory code. The c/n is embossed on a small metal plate located below the rear entry door on the left-hand side. Some aircraft have similar plates on the inside of the main gear doors at the trailing edge or on the inside of the nose gear doors.

10138	CCCP-54002	Il-114	Ilyushin OKB	f/f	07aug92	line # 01-05; the first production aircraft
	RA-54002	Il-114	Ilyushin OKB	ZIA	03sep93	in white c/s with medium blue and dark blue trim and large 'Ilyushin-114' titles; last flight probably in 1996; t/t 310 hours and 326 cycles; sat wfu at ZIA (N55.571053 E38.168554), seen aug97/jul21, derelict; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display
10238 23024	UK-91001	Il-114	Uzbekistan Airways	mfd	30mar93	line # 01-06; mfd also given as 30jun93; leased from Ilyushin OKB; f/n ZIA 03sep93; never entered service, in fleet lists dec96/nov00 as stored; stored at Tashkent-Tuzel, seen 23apr94/28feb02; updated to type certificate requirements 22jul98; received a new year in the c/n (2001 ?) after being overhauled; canx but date unknown
	RA-91014	Il-114	no titles	LED	25apr02	l/n LED 29jul02
	RA-91014	Il-114	Vyborg	rgd	25jun02	in register with both c/n and line number; owned by Uralsib LK; f/n DME 15aug02; l/n in the old c/s LED 10dec04; f/n in the new c/s with 'VBG' titles LED 06jun07; latest CoFR issued 05dec07; l/n operational LED 06jul10; operator's certificate revoked 13jul10; sat wfu at PKV, seen oct10/nov21; canx 29jan20
10338 28025	UK-91000	Il-114	Uzbekistan Airways	mfd	18nov94	line # 01-07; leased from Ilyushin OKB; f/n MSQ mar95; h/o 24jul98; l/n TAS 31jul99; in fleet list 30dec00 as stored; canx but date unknown
	RA-91015	Il-114	Vyborg	rgd	30oct02	plate on aircraft shows '10138 28025' !; owned by Uralsib LK; f/n TAS 31aug02; l/n in the old c/s KZN 26may05; f/n in the new c/s with 'VBG' titles LED 03aug05; latest CoFR issued 08oct07; l/n GOJ mar10; operator's certificate revoked 13jul10; sat wfu at PKV, seen oct10/feb20; canx 29jan20
10338 30030	RA-91002	Il-114	Ilyushin OKB	f/f	30jan94	line # 01-08; f/n FAB sep94; c/n checked at ZIA 23aug95; took part in the certification trials until 1997; was converted to an Il-114 "Sevmorgeo" geophysical survey aircraft; t/t 324 hours and 215 cycles by 01jan99; l/n active ZIA 19aug99; was stored at ZIA, seen aug01/aug09; modernised by the Ilyushin OKB outlet at Zhukovski to an Il-114-300 in 2018/19
	no reg	Il-114-300	Ilyushin OKB	r/o	29dec19	the first prototype of this version with TV7-117ST-01 engines; in white c/s with grey cheatline and dark blue belly and trim, with 'Aviatsionny kompleks im. S.V. Ilyushina' titles
	54114	Il-114-300	Ilyushin OKB	rgd	2020	on the Russian experimental aviation register; in white c/s with grey cheatline and dark blue belly and trim, with 'Aviatsionny kompleks im. S.V. Ilyushina' and additional 'OAK' titles; f/n ZIA 30sep20; taxi trials started 20nov20; f/f as such 16dec20; l/n ZIA 19jul21

System 3; built by Tashkent Aircraft Production Association at Tashkent-Tuzel

The c/n explanation is as follows. The first two digits give the decade of certification, (10 = 1990/1999, 20 = 2000/2009, 21 = 2010/2019), this is followed by one digit representing year of certification, (so 102 = 1992, 205 = 2005, 212 = 2012), the next two digits 38 indicating the factory code and the last five digits are the batch number and the number in the batch.

20538 00109	not known	Il-114	TAPO	f/f	02sep04	line # 01-09; the first Il-114 powered by improved TV7-117SM engines
	RA-91003	Il-114LL	Radar MMS	h/o	28apr05	demonstrator of the maritime patrol version, equipped with the "Kasatka" radio-electronic search and targeting complex, used for trials (development of new weapons systems, for example the cruise missile "Granat") on behalf of the Russian Navy; has got a pod (something like FLIR) under the front fuselage; carried an additional Russian Navy flag; f/n ZIA 16aug05; seen GOJ 22jun06 with two additional large pods (possibly SLAR) under the fuselage; c/n checked Zhukovski 26aug07; l/n GDZ 08sep12
	91003	Il-114LL	Radar MMS	ZIA	28aug13	in same c/s as above; seen Voronezh-Pridacha 30mar19, used as the chase aircraft during the first flight of the Il-112V; l/n LED 18aug23 active
10.38 00110 ?	not known	Il-114	TAPO	f/f	1998 ?	line # 01-10; possibly in the second c/n system
	UK-91011	Il-114	Uzavialeasing	Tac	24may04	
	UK-91011	Il-114	Vyborg	Tac	may05	internally referred to by Vyborg as 'aircraft # 10', registration not on Uzbek register by mid-2005
	RA-91011	Il-114	Vyborg	Tac	mar09	in old c/s; not delivered as the airline was not able to pay for the aircraft; stored initially at the flight-test station at Tashkent-Tuzel and later at the TAPO factory, l/n jun12/aug23, in good condition
10.38 00201 ?	UK-91006	Il-114	TAPO	photo		line # 02-01; possibly in the second c/n system; in basic Uzbekistan Airways c/s without titles, white tail with 'TAPO-Avia' logo; photo in "Aviasalony Mira" (World Airshows) magazine

	UK-91006	Il-114	Uzbekistan Airways	rgd	27nov97	c/n on register as just '201'; f/n LGK 06dec97; stored without engines at Tashkent-Tuzel, seen 28feb05; canx before dec07, but date unknown; l/n Tashkent-Tuzel 23jun12, as such
10638 00202	UK-91009	Il-114-100	TAPO	mfd	15jan99	line # 02-02; f/f 26jan99; f/n LBG jun99; l/n SXF 10jun00
	UK-91009	Il-114-100	Uzavialeasing	ZIA	13aug01	l/n ZIA 17aug01; c/n checked as such on nose gear doors and as 1043400202 on main gear doors !
	UK-91102	Il-114-100	Uzbekistan	TAS	13mar03	in fleet list with c/n 1093800202, (year digit revised); c/n also as such in register dec10/aug19; new CoFR issued 29jan09; withdrawn from service since 2011; seen TAS aug13/jul17, missing props; still current on register 27aug19; seen TAS may20 on the apron where many aircraft were scrapped in the past; offered for sale 10may21; l/n jun22
10.38 00203 ?	--	Il-114				line # 02-03; basically complete airframe by 2014
20938 00204	UK-91104	Il-114-100	Uzbekistan Airways	TAS	25may04	line number 02-04; registration not on the Uzbekistan register in mid-2005; c/n given has revised year digit after rework, see next line
	no reg	Il-114-100	primer	TAS	mar09	under rework at the TAPO factory, complete but 'empty' airframe, line number 02-04 on sticker and confirmed by workers as UK-91104; f/f was planned for late may09
	UK-91104	Il-114-100	Uzbekistan	r/o	aug09	mfd 19nov09; h/o 24nov09; rgd 03dec09; withdrawn from service since jun16; still current on register 27aug19; l/n TAS may20/may21 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
20638 00205	91105	Il-114-100	Ilyushin OKB	f/f	29aug06	line # 02-05; c/n checked on the plate as given; in white c/s with blue cheatline and trim, with the large inscription 'Ilyushin 114-100'; f/n ZIA 23aug07; l/n BHK 25sep07, active
	91105	Il-114-100	Uzbekistan Airways	KJA	13feb08	still owned and operated by the TAPOiCh factory
	UK-91105	Il-114-100	Uzbekistan Airways	mfd	11aug08	c/n from the Uzbek CAA; mfd and year digit revised to 2083800205 in 2008 and on register dec10/aug19 as such; rgd 15aug08; in full c/s with 'Uzbekistan' titles; f/n TAS 15sep08; h/o 17aug08; started revenue flights 19aug08; new CoFR issued 11apr16; latest known CoFA issued 08aug16 (expired 11aug17); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/may21. on the apron where many aircraft were scrapped in the past and offered for sale 10may21
20838 00206	91106	Il-114-100	Uzbekistan Airways	TAS	15sep08	line # 02-06; already seen in primer without markings on the assembly line 28feb05; still owned and operated by the TAPOiCh factory; l/n HYD 17oct08
	UK-91106	Il-114-100	Uzbekistan Airways	mfd	08jan09	c/n from the Uzbek CAA; h/o 23feb09; rgd 26feb09; in full c/s with 'Uzbekistan' titles; f/n TAS 21mar09; new CoFR issued 24may16; last CoFA issued 05feb18 (expired 01may18); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/may21 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
21038 00207	91107	Il-114-100	primer	Tac	20mar10	line # 02-07; towed by a K-700 tractor from the factory to Tashkent-Tuzel airfield 20mar10, with the rudder already painted in Uzbekistan Airways colours; f/f 17may10
	UK-91107	Il-114-100	Uzbekistan Airways	Tac	21jun10	mfd 09jul10; in full c/s with 'Uzbekistan' titles; h/o at TAS 21jul10; seen TAS 08nov10; not current on register dec10; seen TAS 11apr12; new CoFR issued 11apr16; last CoFA issued 24jul17 (expired 26jul18); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/may21 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
21138 00208	91108	Il-114-100	primer	r/o	06jun11	line # 02-08; already seen in primer without markings on the assembly line 28feb05; f/f 08jul11
	91108	Il-114-100	Uzbekistan Airways	Tac	30jul11	still owned and operated by the TAPOiCh factory; towed by a K-700 tractor from the factory to Tashkent-Tuzel airfield after painting 30jul11
	UK-91108	Il-114-100	Uzbekistan Airways	mfd	23aug11	h/o 26aug11; in full c/s with 'Uzbekistan' titles; f/n TAS 30aug11; new CoFR issued 24may16; last CoFA issued 22aug17 (expired 23aug18); l/n flying TAS 12mar18; withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/may21 on the apron where many aircraft were scrapped in the past and offered for sale 10may21
21238 00209	91109	Il-114-100	primer	r/o	17may12	line # 02-09; the last ever aircraft completed by the TAPOiCh factory; photo 10jun12; f/f 11jul12
	UK-91109	Il-114-100	Uzbekistan Airways	mfd	27apr13	h/o 24may13; in full c/s with 'Uzbekistan' titles; f/n TAS dec14; new CoFR issued 18apr16; last CoFA issued 26apr17 (expired 27apr18); withdrawn from service apr18, but still current on register 27aug19; sat wfu at TAS, seen may20/jan23 on the apron many where aircraft were scrapped in the past and offered for sale 10may21
10.38 00210 ?	--	Il-114	primer	Tac	28feb05	line # 02-10; fuselage only by oct10; assembled airframe by 2014
10638 00301	RA-91005	Il-114T	Ilyushin OKB	f/f	14sep96	line # 03-01T; prototype of the cargo version; '0207' read off several times, but this seems to be the serial number of the undercarriage or so; f/n ZIA 19aug97; l/n ZIA 18aug99
	UK-91005	Il-114T	Ilyushin OKB	ZIA	13aug01	registration without hyphen, prefix 'RA-' visible under paint; stored at the TAPO factory, seen 28feb05; l/n Tashkent-Tuzel 23jun12
10.38 00302 ?	--	Il-114				line # 03-02; assembled airframe by 2014
10.38 00303 ?	--	Il-114				line # 03-03; assembled airframe by 2014
10.38 00304 ?	--	Il-114				line # 03-04; assembled airframe by 2014
10838 00305	UK-91004	Il-114T	TAPO im. Chkalova	mfd	03dec98	line # 03-05; f/n Bangalore-Yelahanka 08dec98; l/n TAS oct99; w/o 05dec99 on a cargo flight from Moscow-Domodovovo to Tashkent when the rudder jammed in the extreme left position due to a strong gust of wind while the aircraft was taxiing to the runway, the crew did not realise this and tried to take-off, the aircraft veered off the runway to the left, lifted off, crashed after 300 metres into the concrete perimeter wall of the airport (located 400 metres behind the runway threshold) and broke into 3 parts, 2 out 3 crew and 3 of the 4 passengers killed; t/t 240 hours and 123 cycles; wreck still present at DME by jul00
.0.38 00306 ?	--	Il-114				line # 03-06; assembled airframe by 2014
.0.38 00307 ?	--	Il-114	primer	Tac	24jun12	line # 03-07; will not be completed
.0.38 00308 ?	--	Il-114				line # 03-08; assembled airframe by 2014
.0.38 00309 ?	--	Il-114				line # 03-09; not completed
.0.38 00310 ?	--	Il-114				line # 03-10; partially assembled airframe by 2014
10.38 00401 ?	--	Il-114	primer	Tac	21oct10	line # 04-01; F1 section only by oct10
10.38 00402 ?	--	Il-114				line # 04-02; partially assembled airframe by 2014
10.38 00404 ?	--	Il-114				line # 04-04; partially assembled airframe by 2014
10.38 00406 ?	--	Il-114				line # 04-06; partially assembled airframe by 2014

Note regarding the line numbers mentioned of which the fate is unknown: As stated above, the components for forty aircraft were produced and ready to be assembled. It is likely that the line numbers above are among those forty.

Il-114 built by LAZ im. P.A. Voronina at Lukhovitsy from 2020s

---	--	Il-114-300	Ilyushin OKB	r/o	may23	line # 01-10; the second prototype of this version; f/f planned for 2023
---	--	Il-114-300	Ilyushin OKB	r/o	jun23	line # 01-11; at Lukhovitsy for future flight testing