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# Tupolev ANT-9 (PS-9)

The ANT-9 was redesignated PS-9 after the arrest of Tupolev in October 1937.

### ANT-9 prototype built by AGOS TsAGI workshops at Zhukovski in 1929

79	no reg	ANT-9	AGOS TsAGI	mfd	30apr29	with 3 Gnome-Rhône "Titan" 5Ba engines; construction started nov28; static tests started mar29; was
						displayed in Red Square in Moscow 01may29; f/f 05may29 from Khodynka; underwent state trials with NII
						VVS 16/28may29; in natural metal c/s without any markings
	URSS-309	ANT-9	Dobrolyot/Moscow	h/o	08sep29	but painted up already around jun29; in natural metal c/s with red trim; named 'Krylya Sovyetov' (Wings
						of the Soviets) jun29; conducted a demo flight around Europe 10jul/08aug29; re-engined with 3 Wright J6
						"Whirlwind" engines by AGOS TsAGI nov/dec29 (according to other sources, this did not happen); again
						h/o to Dobrolyot jun30; returned to TsAGI 15sep30
	CCCP-L101	ANT-9	Aeroflot	rgd	29jan31	named 'Krylya Sovyetov'; rgd again 05jun32 and 26mar34 !; in document 03apr38

### <u>61 /</u>

ANT-9	built by Fa	ctory N	lo. 22 GUAP N	KTP at	Mosco	ow-Fili from 1930 to 1932
101	CCCP-451	ANT-9	Dobrolyot/Moscow	mfd	jun30	first production ANT-9; with 3 J6 engines; f/f aug30; underwent trials with NII VVS 16/25sep30 (10 flights); rgd sep30; h/o to Dobrolyot in late 1930; according to one source trf to Dobrolyot/Yakutsk jan31, but according to another source was opb SVL and just visited Yakutsk for the first time jan31; probably trf
	CCCD L10F	ANTO	A 61 - b		21+27	to the Soviet Air Force
400	CCCP-L195	ANT-9	Aeroflot	rgd	21oct37	featured in the Soviet movie "Gluboki reid"; in document may40
102	CCCP-452	ANT-9	Dobrolyot	mfd	jul30	with 3 J6 engines
	CCCP-L102	ANT-9	Aeroflot	rgd	29jan31	w/o 29jun32; reportedly still in document 07sep37
103	CCCP-453	ANT-9	Dobrolyot	mfd	jul30	with 3 J6 engines
	CCCP-L103	ANT-9	Aeroflot	rgd	29jan31	in document 20jan33; reportedly still in document 23jun39
104	CCCP-454	ANT-9	Dobrolyot	mfd	1930	
	CCCP-L104	ANT-9	Aeroflot	rgd	29jan31	dbr 26may31 when crashed on a flight from Moscow to Sverdlovsk (pilot: M.V. Vodopyanov)
105	CCCP-455	ANT-9	Dobrolyot	mfd	1930	with 3 J6 engines
	CCCP-L105	ANT-9	Aeroflot	rgd	29jan31	rgd again 17sep33; canx 1935
106	CCCP-L106	ANT-9	Aeroflot	rgd	29jan31	scrapped mar32; canx 15apr32
107	CCCP-L107	ANT-9	Aeroflot	rgd	29jan31	w/o 10sep33
108	not known	ANT-9	Soviet Air Force	i/s	15apr31	with 3 J6 engines; opb Aviagruppa (Aviation Group) of the Military Air Academy (VVA); in dark green c/s with light blue undersides
	CCCP-L108	ANT-9	Aeroflot	rgd	22dec33	in document feb41; w/o 1941
109	not known	ANT-9	Soviet Air Force	i/s	apr33	with 3 J6 engines; in dark green c/s with light blue undersides
110	not known	ANT-9	Soviet Air Force	i/s	apr33	with 3 J6 engines; in dark green c/s with light blue undersides
111	not known	ANT-9	Soviet Air Force	i/s	apr33	Lakia ICLia ganishashira
	CCCP-S111	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
445	CCCP-L111	ANT-9	Aeroflot	rgd	unknown	
112	not known	ANT-9	Soviet Air Force	mfd	1931	i/s apr33
	URSS-D312	ANT-9	Deruluft	rgd	15aug35	with 3 J6 engines; named 'Korshun' (vulture); in a document jan37
	CCCP-S112	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
	CCCP-L112	ANT-9	AFL/Tajikistan	rgd	unknown	with 2 M-17F engines; opb 23 TAO; in documents oct38 & dec40; w/o 29may41 on a flight from Kulyab to Stalinabad (now Dushanbe) when probably an engine failed and the pilot decided to make an emergency landing on a mountain plateau in the Sarkez area of the kolkhoz (collective farm) "bolshevik" 18 km northwest of Kulyab airport, but the aircraft was caught by a strong downstream while approaching the plateau, lost height and crashed into the steep slope (15 metres below the elevation of the plateau), both pilots and
113	CCCP-L113	ANT-9	Aeroflot	rgd	05oct31	all 11 passengers killed; t/t 5,387 hours; canx 20sep41 the first ANT-9 with 3 M-26 engines; equipped with a cabin heating; made a cold-weather proving flight via
113	CCCP-E113	ANT-9	AFL/NII GVF	rgd	030ct31 02sep32	Tobolsk to Obdorsk (on the Ob' river) starting 31jan31; in dark green c/s with light blue undersides in natural metal c/s with dark trim; used for development and experiments; converted by NII GVF to 2 M-
114	CCCP-L118	ANT-9	AFL/Azerbaijan	rgd	15feb32	17 engines (as the first ANT-9); f/f as such 11sep32; made a proving flight Moscow-Kiev 18oct32; state trials completed 10feb33 converted by TsARB GVF in Moscow to 2 M-17 engines (as the second ANT-9) feb33; opb
114	ccci Ello	ANT	Al Ly Azerbaijan	190	13/032	Azerbaidzhanskaya aviagruppa; damaged 07mar41 on a positioning flight from Moscow to Baku when made a precautionary landing at the OSOAVIAKHIM airfield at Tula due to poor weather, but nosed over during the landing run, the crew escaped unhurt; repaired; dbr 17aug42 on a para-dropping flight when pitched up and banked to the left on final approach due to an error of the pilot (V.P. Velichko), the left wing and the left engine touched the ground and the aircraft crashed, both crew members and the sole passenger were slightly injured
115	CCCP-L119	ANT-9	Aeroflot	rgd	06nov31	with 3 M-26 engines; used for experimental work on the oil system dec31; later with 2 M-17B engines; in document may33
	CCCP-M20	ANT-9	Aeroflot	rgd	unknown	operated on the Moscow-Prague route in 1936
	CCCP-L119	ANT-9	Aeroflot	rgd	unknown	l/n 1938; in documents mar39 & jul41
116	CCCP-L120	ANT-9	Aeroflot	rgd	06nov31	wfu 31aug33
117	CCCP-L121	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; in documents jun38
118	CCCP-L122	ANT-9	Aeroflot	rgd	06nov31	wfu 03oct33
119	CCCP-L116	ANT-9	Aeroflot	rgd	26jul31	with 3 engines; in natural metal c/s with dark trim; w/o 28feb32; canx 01jun32
120	CCCP-L114	ANT-9	Aeroflot	rgd	26jul31	reduced to spares
121	CCCP-L115	ANT-9	Aeroflot	rgd	23jul31	w/o 16sep33
122	not known	ANT-9	not known	mfd	1931	1,76 10506955
	URSS-D313	ANT-9	Deruluft	rgd	10jun36	with 3 J6 engines; named 'Golub' (dove); returned to Aeroflot in 1937
	CCCP-L194	ANT-9	Aeroflot	rgd	08oct37	photo exists
123	CCCP-L194 CCCP-L123	ANT-9			06nov31	photo exists
			Aeroflot	rgd		uf 17 and 20 the following was start for CCCD 1124 but this country by 247 and and
124	CCCP-L124	ANT-9	Aeroflot/Georgia	rgd	06nov31	wfu 17may33; the following was reported for CCCP-L124, but this cannot be correct: opb 247 ao; used on the Taman peninsula in early 1942; damaged 24jan42 when got caught in a bomb crater at an unknown airfield, but repaired
125	no reg	ANT-9	Agit-Eskadrilya		photo	with 2 engines; received a special crocodile-style nose at Factory No. 84 in spring 1935; used by the 1st flight of the "Maksim Gorki" propaganda squadron; in red c/s with grey trim and 'Agit-Eskadrilya im. M. Gorkogo' titles, named 'Krokodil' after a popular satirical magazine; I/n Obninskaya jun38; the unit was disbanded in 1939
	CCCP-L125 (2)	ANT-9	Aeroflot	rgd	31aug42	see c/n 126
126	CCCP-Sh672	ANT-9	GVF flying school	rgd	late 32	used for training
	CCCP-E28	ANT-9	AFL/NII GVF	rgd	04sep32	-
	CCCP-L125 (1)	ANT-9	Aeroflot	rgd	13mar33	with 3 engines; w/o 1938; canx 08sep38; reportedly still in document dec41; see c/n 125
127	CCCP-L126	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; used for experimental work on the oil system dec31
	CCCP-Sh668	ANT-9	GVF flying school	rgd	05aug32	man 5 disglines, doct for experimental flow on the on system detect
	CCCP-L126	ANT-9	Aeroflot	rgd	15nov33	canx 20sep36
128	CCCP-L127	ANT-9	Aeroflot	rgd	21jun32	in a document 02jun37
129	CCCP-L128	ANT-9	AFL/NII GVF	toc	mar32	with 3 engines; opb Lyotny otdel; w/o 10may32 on a test flight with D-265 propellers from Moscow-Khodynka with 9 passengers on board (in order to provide a normal load for the test) when engine No. 3 started to leak oil and was put on idle, the pilot decided to return to Khodynka, flew low and slow over the Oktyabrskoye polye military training range on approach to Khodynka and put engines Nos. 1 and 2 to full power when the aircraft banked to the right due to turbulence, aggrevating the situation by this so that the aircraft banked further to the right, entered a dive and crashed in a forest on the perimeter of Oktyabrskoye polye, 1 of the 2 crew and 3 of the 9 passengers killed and all survivors slightly injured; t/t 8
						hours; canx 15may32
130	CCCP-L129	ANT-9	Aeroflot	rgd	10may33	in a document mar40
131	CCCP-Sh669	ANT-9	GVF flying school	rgd	09aug32	
131	CCCP-L130	ANT-9	AFL/Kazakhstan	rgd	10may34	with 2 engines; w/o 27jul34 on the leg from Taldy-Kurgan to Bertys (now Balkhash) of a flight from Alma- Ata to Karaganda when the inexperienced pilot had to go around, came in very low on the second approach and flew a steep left turn at low height so that the gusty cross-wind lifted the right wing, the left wing touched the ground and the aircraft crashed 2 km north-east of Bertys airport, both crew and all 8 passengers killed; t/t 179 hours
132	CCCP-L131	ANT-9	Aeroflot	rgd	31jul32	in a document jun33
	CCCP-N131	ANT-9	Aeroflot	rgd	17aug33	Latin 'N' in registration
133	CCCP-L132	ANT-9	Aeroflot	rgd	11may32	in document in 1933; canx, date unknown
134	CCCP-L133	ANT-9	Aeroflot	rgd	29may32	in document 21dec37
135	URSS-D310	ANT-9	Deruluft	rgd	07apr33	with 3 J6 engines; named 'Oryol' (eagle); in natural metal c/s with dark trim
	CCCP-L134	ANT-9	Aeroflot	rgd	25sep36	in document aug38

136	CCCP-L135	ANT-9	Aeroflot	rgd	17may32	w/o 02jul32; scrapped 14sep32; canx 02nov32
137	CCCP-L136	ANT-9	Aeroflot	rgd	13jul32	w/o 04oct34
138	CCCP-L137	ANT-9	Aeroflot	rgd	29jun32	rgd again 15sep33; damaged feb38 when was hijacked by an armed passenger and force-landed in Iran,
400	0000 01 670		0.150		46 00	but repaired; in document jul39
139	CCCP-Sh673	ANT-9	GVF flying school	rgd	16sep32	In decrease and 40
1.40	CCCP-L138	ANT-9	Aeroflot	rgd	26aug35	in document oct40
140	CCCP-L139	ANT-9 ANT-9	Aeroflot	rgd	13jul32	w/o 25feb34
141	CCCP-Sh671 CCCP-L140	ANT-9 ANT-9	GVF flying school	rgd	19aug32	in decrease to 127
142	CCCP-L140 CCCP-L141	ANT-9	Aeroflot Aeroflot	rgd	unknown 27may32	in document jul37 canx 17mar39
143	URSS-D308	ANT-9	Deruluft	rgd rgd	11apr32	with 3 J6 engines; named 'Chaika' (seagull); photo exists; in document dec36
143	CCCP-L142	ANT-9	AFL/Tajikistan	rgd	31may37	canx 18jul41 as worn-out
144	CCCP-L142	ANT-9	Aeroflot	rgd	29dec32	Calix Tojulet as worn-out
177	CCCP-L143	ANT-9	AFL/NII GVF	trf	jun32	w/o 02mar33
145	CCCP-L144	ANT-9	Aeroflot	res	julisz	not taken up
1.5	URSS-D309	ANT-9	Deruluft	rgd	11apr32	with 3 J6 engines; in natural metal c/s with black trim
	D-2831	ANT-9	Deruluft	rgd	oct33	w/o 22oct34 on a flight from Königsberg to Moscow when the (Soviet) crew lost orientation in bad visibility,
	5 2001	7.11.1 3	Beraiaie	.90	00.55	the aircraft hit trees and crash-landed 5 km from Shakhovskaya, both crew members and the sole passenger injured
146	CCCP-Sh670	ANT-9	GVF flying school	rgd	19aug32	opb 3-ya obyedinyonnaya shkola pilotov i tekhnikov GVF; in natural metal c/s with black trim; photo at
			, ,			Krasnoyarsk in 1933; canx 26dec3. (probably 26dec33)
	CCCP-L145	ANT-9	Aeroflot	rgd	unknown	
	no serial	ANT-9	Turkish Air Force	d/d	oct33	with 2 M-17F engines; presented by Soviet leader Kliment Voroshilov on behalf of the Soviet government
						to Turkish leader Mustafa Kemal Atatürk after a good-will flight to Ankara 29oct33; based at Yesilköy; in
						natural metal c/s with dark trim, Red Star on nose
	TC-ANT	ANT-9	THP	no	reports	Türk Hava Postalari (Turkish Air Mail); not TC-HRT as given sometimes; trf by the Turkish Air Force after
			_			half a year; damaged during landing and wfu in 1936
147	CCCP-L146	ANT-9	Aeroflot	rgd	02jun32	with 3 engines; photo at Undala; in document oct40
148	CCCP-L147	ANT-9	Aeroflot	rgd	20jul32	named 'Podarok XVII syezdu' (Gift to the 17th Party Congress); w/o jun37; canx 17jul37
149	CCCP-L148	ANT-9	Aeroflot	rgd	15may32	trf to the "Maksim Gorki" propaganda squadron mar33
150	CCCP-L149	ANT-9	Aeroflot	rgd	13may32	w/o 15jun34; canx 20sep34
151	CCCP-L150	ANT-9	AFL/Moscow	rgd	10jul33	w/o 18aug33 on a pleasure flight from Kazan when collided on final approach at a height of some 30-35 metres with U-2 CCCP-C227 due to poor organisation of the flights and pilot error, the U-2 crashed while the ANT-9 crash-landed 200 metres further on and broke up, both crew and all 9 passengers of the ANT-9 were slightly injured while the pilot and the sole passenger of the U-2 were killed; t/t 11 hours
152	CCCP-Sh667	ANT-9	MOTS	rgd	11aug32	Moskovski aviatekhnikum spetssluzhby; with 3 engines; in natural metal c/s with black trim; in document 18feb33; photo in magazine "Samolyot" No. 4/1933
	CCCP-L151	ANT-9	Aeroflot	rgd	29nov33	canx 20sep36
153	CCCP-L152	ANT-9	Aeroflot	rgd	09aug33	canx 28feb39
154	CCCP-L153	ANT-9	Aeroflot	rgd	05oct34	canx 12dec40
155	CCCP-L154	ANT-9	Aeroflot	rgd	08aug33	w/o 25feb34
156	CCCP-L155	ANT-9	Aeroflot	rgd	07feb34	canx 04may36
157	CCCP-L156	ANT-9	Aeroflot	rgd	22aug34	w/o 18jul39; canx 14nov39
158	CCCP-L157	ANT-9	AFL/Georgia	rgd	25jun34	opb 247 AO at Tbilisi; dbr 23oct41 on a para-dropping flight from Vaziani when turned sharp left and banked to the left immediately after lift-off (due to faulty maintenance of the rudder control cables), lost height, came down again and nosed over, 2 of the 7 passengers killed and both crew injured; t/t 5,138 hours
159	CCCP-L158	ANT-9	Aeroflot	no	reports	c/n not confirmed; in documents jul35 & jan37
160	CCCP-L159	ANT-9	Aeroflot	res	1934	not taken up
	URSS-D311	ANT-9	Deruluft	rgd	23may34	with 3 J6 engines; named 'Yastreb' (falcon); w/o O6nov36 on the leg from Velikiye Luki to Moscow at night of a flight from Königsberg to Moscow when several navigation aids did not work, the aircraft flew very low, collided with tree-tops on a hill near Nemirovo (27 km south-west of Volokolamsk), crashed, came to rest upside-down and exploded, both crew and all 7 passengers (among them 2 Japanese) killed; t/t 2,245 hours
161	CCCP-L160 CCCP-L160	ANT-9 ANT-9	AFL/Central Asia GVF	rgd	16jun34	with 2 M-17 engines; in natural metal c/s with blue trim; photo in 1934 w/o 06jan40 when collided on landing with TB-3 c/n 22583 of 3 tbap of the Soviet Air Force; canx 20jun40
	–		24		4000	
<u> 5 AN I -9 E</u>	ouilt by Fac	ctory No	o. 31 at Tagan	rog in	<u> 1932</u>	
162	CCCP-L161	ANT-9	Aeroflot	rgd	28may34	in document apr41; w/o 1941
163	CCCP-L162 ?	ANT-9	Aeroflot ?	no	reports	in document april, w/o 1341 just surmised
164	CCCP-L163	ANT-9	AFL/Turkmenistan	rgd	09may34	opb 22 AO; w/o 12nov37 on a flight from Chardzhou (now Türkmenabat) to Novo-Urgench when the right engine failed (due to faulty maintenance) some 4-5 minutes after take-off while the aircraft was flying at a height of some 400-500 metres near the railway station, the pilot (A.F. Gurchenko) initially tried to return to the airfield but realised that the aircraft would not make it and decided to make a forced landing immediately, but the aircraft banked steeply and entered a dive while flying a right turn, crashed and exploded, both crew and all 9 passengers killed; canx O8sep38
165	CCCP-L164	ANT-9	Aeroflot	rgd	17may34	w/o 29dec35; canx 1935
166	CCCP-L165	ANT-9	Aeroflot	rgd	03jul34	in document apr41; w/o 1941
24 ANT-9	built by Fa	actory N	lo. 89 GU GVF	"Zavo	d imen	i Goltsmana" at Moscow from 1934 to 1935 from parts

## 24 ANT-9 built by Factory No. 89 GU GVF "Zavod imeni Goltsmana" at Moscow from 1934 to 1935 from parts manufactured by Factory No. 31

### 8 ANT-9 built by Factory No 84 at Moscow-Khimki from 1934 to 1935 from parts manufactured by Factory No. 31

### 2 ANT-9 rebuilt by Factory No. 81 at Moscow-Tushino in 1934

### ANT-9 from unknown factories and with unknown construction numbers

167	CCCP-L166	ANT-9	Aeroflot	rgd	28nov33	in document 20apr37
168	CCCP-L167	ANT-9	AFL/Transcaucasus	rgd	22jul35	converted to two engines; opb 20 otryad; w/o 10feb37 on the leg from Baku to Grozny of a positioning
						flight from Tbilisi to Moscow for overhaul when encountered low clouds (75-150 metres) and fog on
						approach to Grozny so that the pilot decided to divert to Mineralnyye Vody, but the aircraft suffered from
						severe icing, the cockpit instruments stopped to work, the aircraft crashed into a mountain slope of the
						Terski khrebet range 2 km from ovtsesovkhoz (state sheep farm) No. 7 (18 km from Nizhni Taur in the
						Terek district of Checheno-Ingushetia), slid up the 45 degree slope by some 100 metres and came to rest
						on the summit, 1 of the 2 crew killed and the other one injured; t/t 1,404 hours and 1,103 cycles; canx
4.00	0000 1460				22 24	04may37
169	CCCP-L168	ANT-9	Aeroflot	rgd	22nov34	in document nov38
170	CCCP-L169	ANT-9	Aeroflot	rgd	09oct35	in document may40
171	CCCP-L170	ANT-9	Aeroflot	rgd	27jan35	transported mechanics and spare parts for the repair of ANT-9 CCCP-L137 to Iran feb38; canx 29may41
172	CCCP-N171	ANT-9	Aeroflot	rgd	27apr35	Latin 'N' in registration
170	CCCP-L171	ANT-9	Aeroflot	rgd	unknown	20. 427
173 174	CCCP-L172 CCCP-L173	ANT-9 ANT-9	Aeroflot Aeroflot	rgd	20nov35	canx 09oct37
				rgd	10may34	canx 04jul35
175 176	CCCP-L174 CCCP-L175	ANT-9 ANT-9	Aeroflot Aeroflot	rgd	09sep35	w/o probably 17aug35 not confirmed
176	CCCP-L175	ANT-9	AFL/Moscow	no rgd	reports 16aug34	with 2 engines; opb 1-y transportny otryad; w/o 27jun37 on the leg from Zaporozhye of a flight from
1//	CCCP-L176	ANT-9	AFL/ MOSCOW	rgu	16aug34	Simferopol to Moscow when took off without permission and was hit at lift-off by PL-5 CCCP-I93 which had
						taken off some minutes earlier, returned to the airport for unknown reasons and landed without
						permission, both aircraft caught fire immediately and burnt out, both crew and 7 of the 9 passengers of the
						ANT-9 as well as 1 of the 2 crew and 1 of the 2 passengers of the PL-5 killed and all 4 survivors injured; t/t
						2,268 hours; canx 28auq37
178	CCCP-L177	ANT-9	Aeroflot	rgd	02sep34	was initially allocated c/n 176, changed to 178; with 2 M-17 engines; photo exists; canx 26feb41
179	CCCP-L178	ANT-9	Aeroflot	rgd	23dec34	canx 14jan41
180	CCCP-L179	ANT-9	Aeroflot	rgd	08may35	with 2 M-17 engines; photo at Stalinabad 1936; in document feb40
181	CCCP-L180	ANT-9	Aeroflot	rgd	16aug34	in document dec40
182	CCCP-N181	ANT-9	Agit-Eskadrilya	h/o	sep33	c/n not confirmed; with 2 M-17 engines; Latin 'N' in registration; used by the "Maksim Gorki" propaganda
			3 , .	, .		squadron; named 'Krestyanskaya gazyeta' (Farmers' newspaper)
183	CCCP-L182	ANT-9	Aeroflot	rgd	23jan35	in document mar39
184	CCCP-L183	ANT-9	Aeroflot	rgd	04jul34	severely damaged 23may36, but possibly repaired; reportedly wfu 1942 with t/t 5,205 hours
185	CCCP-L184	ANT-9	Aeroflot	rgd	04jul34	in document jun41
186	CCCP-L185	ANT-9	Aeroflot	rgd	22oct35	photo with 3 engines; in dark green c/s with light blue undersides; rgd again 17aug38; damaged nov39,
				-		possibly dbr
187	CCCP-S186	ANT-9	Aeroflot	rgd	20aug35	Latin 'S' in registration
	URSS-S186	ANT-9	Aeroflot		photo	with 2 M-17F engines; in natural metal c/s, no titles
	CCCP-L186	ANT-9	Aeroflot	rgd	unknown	canx sep38 (probably 03sep38)
188	CCCP-L187	ANT-9	Aeroflot	rgd	02sep34	in document mar40
189	CCCP-L188	ANT-9	Aeroflot	rgd	03aug34	
190	CCCP-L189	ANT-9	AFL/Kazakhstan	rgd	11nov34	built by Factory No. 89; with 2 M-17 engines; severely damaged apr37; canx 04may37; obviously repaired
						and restored; dbr 15feb42 on finals to Frunze when both engines flamed out due to fuel starvation and the

aircraft force-landed in rough terrain with irrigation ditches, all 3 crew members (pilot: Arkhireyev) CCCP-L190 ANT-9 AFL/Azerbaijan 11nov34 built by Factory No. 89; opb Azerbaidzhanskaya aviagrupps; w/o 09jan38, 3 occupants killed; canx 25jul38 CCCP-L191 CCCP-L192 17oct34 02oct34 AFL/Uzbek.-Tajik.

all 4 passengers (RID4; 7(11,452 hours and 857 cycles; canx 2/sep36 built by Factory No. 89; w/o; canx 09apr35 not confirmed; operated on the Moscow-Prague route in 1936; in document 17jan37 operated on the Moscow-Prague route in 1936; in documents jul36 & aug37 with 316 engines; w/o 21nov32 when crashed at Sverdlovsk w/o 1934 when crashed on the first unaccompanied ANT-9 flight of an inexperienced pilot who did not have

a valid licence, both crew members and all 8 passengers killed w/o 27jul36 on landing at Kulyab when the undercarriage broke due to fatigue, all occupants killed opb 8 otrap; was probably the last operational ANT-9; w/o jul/aug44 when was shot down by Ukrainian Bandera nationalists somewhere in Ukraine

# Tupolev ANT-14

23jan35

unknown unknown

The ANT-14 was a further development of the ANT-9, powered by five Gnome-Rhône "Jupiter" 9Akx engines. It could carry 36 passengers and was to be used on the Moscow-Vladivostok route. The GVF intended to order 30 examples in 1932, but the aviation industry was overloaded with military orders, so the GVF order was rejected and the ANT-14 remained in prototype stage.

### 1 ANT-14 prototype built by AGOS TsAGI at Zhukovski in 1931

Aeroflot

Aeroflot

Aeroflot

Aeroflot

AFL/International AFL/International AFL/West Siberia

194

CCCP-I 193

URSS-M26 URSS-M27 not known not known

not known

ANT-9

ANT-9 ANT-9 ANT-9

ANT-9

 CCCP-L1001	ANT-14	TsAGI	f/f	14aug31	prototype, with 5 Gnome-Rhône "Jupiter" 9Akx engines; in register without c/n; trials completed in spring 1932
CCCP-L1001	ANT-14	AFL/NII GVF	trf	nov32	underwent experimental airline service with Dobrolyot
CCCP-N1001	ANT-14	Agit-Eskadrilya	trf	17mar33	Latin 'N' in registration (photo proof of prefix); used by the "Maksim Gorki" propaganda squadron; named 'Pravda' (truth) 27mar33 after the leading Soviet newspaper
URSS-N1001	ANT-14	Agit-Eskadrilya	BUH	27oct35	visited an international aviation meeting at Bucharest, photo proof of prefix
CCCP-N1001	ANT-14	Agit-Eskadrilya		photo	last flight according to one source 03feb37; according to other sources, the aircraft soldiered on until after the disbandment of the unit mar39 and was wfu in 1942; more than 1,000 cycles; was used as a cinema in Gorki Park in Moscow for some time (with the registration CCCP-N1001 painted on); later scrapped

### Tupolev ANT-16 (TB-4)

The ANT-16 was a further development of the ANT-6 (TB-3), but it was much larger and was powered by six instead of four Mikulin M-34 engines. Design of the type started in March 1930 and final assembly of the prototype in February 1933. It flew first on 3 July 1933 and started state trials on 29 September. 288 of these heavy bombers were planned to be built until late 1937, but the trials showed that the aircraft was not able to reach the performance data required by the Soviet Air Force. So the programme was stopped in November 1933. Instead, a military version of the ANT-20 "Maksim Gorki" was to take over the heavy bomber task.

#### 2 TB-4 prototypes built by AGOS TsAGI at Moscow-Lefortovo in 1933

first prototype, with 6 M-34R engines; assembled at Khodynka; started state trials 29sep33, which it did not pass; used by TsAGI for trials for the ANT-20 programme second prototype; construction started aug32, readiness reached 17 % by jan33; construction stopped 02jul33, some assemblies used to build the ANT-20 prototype TB-4 6M-34 TsAGI 03jul33 no code

# Tupolev ANT-20 (PS-124) "Maksim Gorki"

The ANT-20 was a further development of the ANT-16 (TB-4) which was to be used as a passenger aircraft, a bomber and a 'propaganda' aircraft. It was the largest and heaviest aircraft of the world in the mid-1930s and was named 'Maksim Gorki' after a famous Soviet writer. The prototype was powered by eight Mikulin M-34FRN engines and was to be used by the "Maksim Gorki" propaganda squadron. Efforts to develop a bomber version of the "Maksim Gorki" were stopped in mid-1935. A total of 16 ANT-20bis (PS-124) passenger aircraft with six M-34FRNV engines were to be built by Factory No. 124 at Kazan-Borisoglebskoye, and all of them were already allocated names. However, there was a lack of material, equipment, specialists and also will. And the situation was aggrevated by the fact that A.N. Tupolev and the designer responsible for the type, B.A. Saukke, were declared 'enemies of the people' and imprisoned in 1937/38. In the end, only a single PS-124 was built...

### 1 ANT-20 prototype built by ZOK TsAGI at Moscow-Lefortovo in 1934

 CCCP-L759	ANT-20	TsAGI	mfd	31mar34	sole prototype, with 8 M-34FRN engines; in register without c/n; named 'Maksim Gorki' after a famous Soviet writer; construction started 04jul33; disassembled and transported to Khodynka 01/03apr33; r/o 17apr34; f/f 17jun34 from Khodynka; in natural metal c/s with red (or dark green) uppersides, registration
CCCP-N20	ANT-20	Agit-Eskadrilya	h/o	18aug34	not painted on; took part in the air parade over Red Square in Moscow 19jun34; factory trials started 22jun34 Latin 'N' in registration; named 'Maksim Gorki'; in natural metal c/s with red (or dark green) uppersides;

22Jun34
Latin 'N' in registration; named 'Maksim Gorki'; in natural metal c/s with red (or dark green) uppersides; h/o to the "Maksim Gorki" propaganda squadron on paper only 18aug34, the real h/o was planned for 18may35; made only 12 flights in 1935 (26apr/16may35); w/o 18may35 on an acceptance flight from Khodynka (with distinguished TsAGI employees and their family members on board) along with 2 small Polikarpov planes when Polikarpov I-5 c/n 4304 which had executed a loop manoeuvre around the ANT-20 collided with the ANT-20 and both aircraft crashed into the Sokol low-rise residential neighbourhood close to Khodynka airfield, all 11 crew members and 37 passengers plus the I-5 pilot and  $\tilde{9}$  persons on the

#### 1 ANT-20bis (PS-124) built by Factory No. 124 at Kazan-Borisoglebskoye in 1939

 CCCP-L760	PS-124	Aeroflot	f/f	15may39	the sole production aircraft, initially with 6 M-34FRNV engines; in register without c/n; factory trials completed 13jul39; rgd 16jul39; r/o 12aug39; in natural metal c/s without any markings apart from the registration; conducted a proving flight from Moscow to Mineralnyye Vody 17may40, operated on the Moscow-Mineralnyye Vody route 05jun40/dec40; re-engined with 2 AM-35 engines on positions Nos. 3 & 4 dec40; on charge of Eskadrilya osobogo naznacheniya Moskovskogo aeroporta dec40/nov41, but not used
CCCP-L760	PS-124	GVF/Uzbekistan-TAS	trf	nov41	received a mottled green camo c/s on the uppersides and Red Stars; w/o 14dec42 on the leg from Chardzhou (now Türkmenabat) to Tashkent of a flight from Urgench to Tashkent when the captain gave the controls to a pilot who was on board as a passenger, this pilot actuated the electro-mechanical trimmer of the horizontal stabiliser by mistake while the aircraft was flying at a height of some 500 metres, the aircraft started to descend, eventually entered a steep dive and crashed at an angle of some 80 degrees in the steppe 3 km north-east of the Pakhta-Aral state farm (86 km south-west of Tashkent airport), all 10 crow peopless and 16 peopless was likely 16 peopless.

# Tupolev ANT-22 (MK-1)

The MK-1 (for morskoi kreiser - maritime cruiser) was a flying boat in katamaran configuration, powered by six Mikulin M-34R engines. It was to carry up to six tonnes of bombs, but the engines did not provide sufficient power, so that the aircraft was not able to reach the performance data required by the Soviet Navy. Apart from that, operation and maintenance of such big flying boats required considerable resources. Hence the programme was stopped in autumn 1935.

08aug34

### 1 ANT-22 prototype built by ZOK TsAGI at Moscow-Lefortovo in 1934

TsAGI

no code

ANT-22

prototype, with 6 M-34R engines; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol jul34; completed factory trials 08may35; underwent state trials 27jul/15aug35, which it did not pass; established a world record 08dec36, lifting a load to 10 tonnes up to 1,942 metres; wfu 1937

### Tupolev ANT-26 (TB-6)

The TB-6 was the largest in the planned fleet of heavy bombers. It was to be powered by six Serdyukov M-44 engines (in the absence of these by twelve Mikulin M-34FRN engines) and would have had a wing span of 95 metres. Production of the TB-6 was to have taken place at Factory No. 124 at Kazan-Borisoglebskoye which was specially built for this purpose. However, work on the project was stopped in July 1934, before construction of the prototype started. Only a scaled-down two-seat glider with a wing span of some 20 metres (designated 'Planyor TB-6') was built which underwent trials with TsAGI in May 1935 (it was towed by a Polikarpov R-5).

## Tupolev ANT-27 (MDR-4 & MTB-1)

The MDR-4 (later redesignated MTB-1) was a flying boat used for reconnaissance and as a bomber. Its design was based on the Chetverikov MDR-3 which was improved by the KOSOS TsAGI team headed by Tupolev. The performance data of the MTB-1 were mediocre, but the Soviet Navy urgently needed a large flying boat, so a series of 15 was built by Factory No. 31 at Taganrog in 1936/37, and the type was commissioned by the Navy in early 1936. The sole unit equipped with the MTB-1 was 124 mte (heavy maritime squadron) of the Black Sea Fleet at Sevastopol, but the type was rarely used (probably 11 of the 15 MTB-1s were just stored), and as early as November 1937 an order was issued to withdraw it from use in 1938. No MTB-1 was on charge by 1939. The planned passenger version MP-3 (which was to carry 14 passengers) never left the drawing board.

#### 2 ANT-27 prototypes built by ZOK TsAGI at Moscow-Lefortovo in 1934

no code ANT-27 mfd 07mar34 first prototype, with 3 M-34R engines; built using some parts of the disassembled MDR-3 prototype; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol starting 10mar34; f/r 08apr34; w/o 16apr34 during the take-off run for a test flight (using a common at the time technique which turned out to be dangerous for the type) when encountered high sea swell after leaving a bay and broke up, all 4 crew killed

second prototype, initially with 3 M-34R engines; construction started 05may34; transported (in disassembled state) by rail to the TsAGI seaplane base at Sevastopol; f/f 29oct34; completed factory trials 08mar35; underwent state trials 07apr/01jun35; re-engined with 3 M-34RN engines may35; w/o 23sep35 when part of the textile skin of the wing came off, the pilot made an emergency landing, but the flying boat touched down very fast, veered off course, hit a rock and caught fire, 3 crew members killed

### 15 MTB-1 built by Factory No. 31 at Taganrog in 1936/37

ANT-27bis TsAGI

no code

first production aircraft; started state trials 29apr36; opb 124 mte at Sevastopol

29sep34

mfd

### Tupolev ANT-35 (PS-35)

The PS-35 stood in direct competition with the PS-84 (later Li-2). Both had the same engines, but the PS-84 was able to carry double the payload of the PS-35. So only a small series was built.

### 2 ANT-35 prototypes built by ZOK TsAGI (later Factory No. 156) at Moscow-Lefortovo from 1936 to 1937

035 URSS N035 ANT-35 OKB Tupolev mfd 01aug36 URSS-M129 AFL/International 03jul37

first prototype; with Gnome-Rhône 14Ksrd "Mistral Major" engines; registration without hyphen (Latin 'N' Inst prototype; with Ghome-Rhone 14kSrd "Mistral Major engines; registration without hyphen (Latin N in registration); construction started jan36; ff? (20aug36; made a test flight MOW-LED-MOW 15sep36; rgd 08oct36; flew MOW-LBG 04/05nov36 and was displayed at the XV Paris Air Show, returned to Moscow 25dec36; trials completed may37; re-engined with M-85 engines (r)n changed to 7335; used on the MOW-BMA route from autumn 1937; dbr 30sep37 when crashed on the MOW-BMA route, details unknown, no casualties; canx 1938

#### 8 PS-35 built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1937 to 1939

1/0	URSS-M133 CCCP-L2483 CCCP-L2483	PS-35 PS-35 PS-35 PS-35bis	AFL/Ukraine  AFL/International  AFL/Ukraine  GVF	rgd rgd rgd	10dec40 13jul38 03aug40	with M-62IR engines; tested by AFL/NII GVF until 1940; opb 14 AO; dbr 07apr41 on a flight from Moscow-Khodynka to Kharkov when suffered from icing, as the pilot had the impression that the empenage would come off he made a precautionary landing near Khotmyzhsk (Borisovka district of the Kursk region), but the aircraft suffered substantial damage in the process, no casualties; struck off charge dec41 with Wright SGR-1820-G2 "Cyclone" engines; used on the MOW-BMA route jul38/aug38; canx 08dec39 with M-62IR engines; photo exists opb Kievskaya OAG GVF at Tbilisi as of nov42; w/o 11nov42 on a flight from Baku to Tbilisi when the pilot cut the route short, the aircraft entered clouds and crashed at a height of some 800 metres into a
3/0	URSS-M131	PS-35bis	AFL/International	mfd	01may37	mountain (some 900 metres) near Dzheirankechmaz (Shemakha district of Azerbaijan), all 5 crew members were killed and the sole passenger was slightly injured improved version with larger fuselage, with Wright SGR-1820-G2 "Cyclone" engines; rgd 28jul37; in natural metal c/s; used on the MOW-BMA route from 01sep37; new CofR issued 08mar38; damaged 19aug38 on a flight from Riga to Stockholm-Bromma when suffered engine problems just minutes before landing, the crew elected to make a forced landing in a field at Skarpnäck, but the landing run ended in a
	CCCP-L2484 CCCP-L2484	PS-35bis PS-35bis	AFL/Ukraine GVF	rgd	28jun40	large ditch, no casualties; repaired mfd given as 28jul40 in the accident report; with M-62IR engines opb Kievskaya OAG GVF as of feb42; w/o in the early hours of 22feb42 on a flight from the temporary airfield near the sovkhoz (state farm) "Krasny Oktyabr" in the Vorontsovka district of the Voronezh region in support of the Political Directorate of the South-Western Front when took off against the wind, but in the wrong direction given the location of the airfield, collided with trees on the perimeter of the airfield and crashed, 1 of the 4 crew members was killed and all 3 survivors were injured (2 of them seriously); t/t 484 hours
4/0	URSS-M134 CCCP-L2485	PS-35 PS-35	AFL/International AFL/Ukraine	rgd rgd	01jun38 28jun40	with Wright SGR-1820-G2 "Cyclone" engines; used on the MOW-BMA route jul38/aug38; photo exists with M-62IR engines; trf to 7 op GVF in 1942
5/0 6/0 7/0 8/0	CCCP-L2486 ? CCCP-L2487 CCCP-L2488 CCCP-L2489	PS-35 PS-35 PS-35 PS-35	Soviet Air Force AFL/Ukraine AFL/Ukraine AFL/Ukraine	no rgd rgd rgd	reports 17nov39 17aug40 03aug40	with M-62IR engines; underwent state trials 28oct39/15may40; canx dec41 with M-62IR engines; trf to 7 op GVF in 1942 with M-62IR engines; canx dec41

# Tupolev ANT-40 (SB & PS-40 & PS-41) & Arkhangelski Ar-2 & Avia B.71

The SB (not SB-2!) was a fast light bomber designed by Alexander Arkhangelski within the Tupolev Design Bureau. Work started in late 1933, and the prototype flew first on 7 October 1934. The SB was initially powered by two Klimov M-100 engines (a licence-built version of the Hispano-suiza HS-12Ybrs) and was able to outrun the best contemporary fighter aircraft when it entered service in 1936. In July 1938 the first SB was equipped with improved M-103 engines, and starting from batch 96 all aircraft received these engines. But the modified water and oil coolers with reduced head resistance (similar as on the Yakovlev fighters) were introduced only with batch 221 in autumn 1939. This means that the early SB 2M-103s cannot be identified by the coolers! The last modification of the SB range which was accepted for series-production was the Ar-2 (initially SB-RK) with two M-105R engines which started trials in 1940 and saw limited production only as it was outdated by 1941.

Some 6,835 examples of all SB variants (plus 198 Ar-2s) were produced between 1936 and 1941 - no other Tupolev aicraft was built in larger numbers. Production peaked in 1937/38 when up to 13 SBs were built a day. Irrespective of these large numbers, only two SBs survived until to this day, a wreck which was restored in the early 1980s and is displayed at Monino now and an aircraft which is preserved in the Naval Aviation Museum at Safonovo.

In June 1941, when Germany invaded the Soviet Union, while re-equipment with more modern aircraft such as the Pe-2 had begun, 94 % of the Soviet operational bomber force was still equipped with SBs. Many were lost on the ground during the first day of the war. The SBs that survived the carnage continued to be poorly used, many being frittered away in unescorted low-level attacks against German tanks, where the SB's relatively large size and lack of armour made it highly vulnerable to German light Flak, while German fighters continued to take a heavy toll. Within a few days, losses forced most of the remaining SBs to switch to night attacks. By December 1941 almost all of the SBs had either been replaced or lost. Some SBs continued in use for non-combat roles such as supply dropping, glider towing and training, while remaining in use in the Far East until 1945.

The first civil version of the SB was the PS-40 which was developed in 1937. Three compartments for mail and freight were arranged in the fuselage, but the aircraft could also be fitted out as a six-seat passenger transport. Many PS-40s retained the nose and dorsal glazing of the standard SB, but others had metal fairings instead. PS-40s were fitted with three different engine types: the M-100, the M-100A and the M-103. The last PS-40s entered service in 1940, and in the same year the GVF started to take delivery of the improved models PS-41 (powered by two M-103U engines) and PS-41bis (powered by two M-103A engines) which were mainly used as mail carriers.

In total about 175 PS-40s and PS-41s carried civil registrations Some 80 of them were new-built aircraft, while the rest was modified from SBs by Factory No. 89 GU GVF at Moscow (37 PS-40s in 1938/39 and 42 PS-41s in 1940). During WWII the PS-40s and PS-41s were used as liaison aircraft, offering a fast way of communication with the military headquarters at the front. 36 PS-40s and PS-41s remained in regular GVF service by the end of 1942, supplemented by 18 PS-40s which were used for training by the GVF Flying Schools.

Républican Spain was the first export customer of the SB, receiving its first aircraft at a time when less than two hundred SBs had been produced. It seems that a total of 92 SB 2M-100s and SB 2M-100As were delivered to Spain in three batches, arriving by sea on 15 October 1936 (30), in June 1937 (31) and in spring 1938 (20 in April and 11 in May). It is, however, possible that there was an additional shipment of 31 in October 1937 and the total number of SBs reached thus 123. 50 SB 2M-103s were reportedly shipped to Spain in January/February 1939, but did not not reach their destination as the Republican forces had surrendered in the meantime. The type was nicknamed "Katiuska" in Spain (after the main character of the popular Spanish zarzuela "Katiuska" from 1931) and received the type code BK (for bombardero Katiuska). The first batch of probably 16 SBs (SB 2M-100s) arrived in crates on board of the steamer "Stary Bolshevik" in the port of Cartagena on 15 October 1936, followed by 14 more on board of the steamers "Volgo-Les" and "KIM". The aircraft were assembled by work teams from Factory No. 22 at Los Alcázares and San Javier starting on 16 October, and 22 had been assembled by 1 November. Two SBs were severely damaged by German bombs during assembly and had to be cannibalised for spares. Flying with the Aviación Militar at Albacete-Los Llanos started on 27 October, and the first - unsuccessful - combat mission was flown by two aircraft from Tomelloso one day later. The second batch of 21 SBs (SB 2M-100As) arrived on board of the steamer "Aldecoa" in the port of Cartagena on 5 June 1937, followed by ten on the steamer "Arteo Mend" (probably on 24 June). These aircraft were assembled at San Javier and Liria.

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The Spanish SBs were operated by Grupo nº 12 and later also by Grupo nº 24. 25 aircraft were airworthy as of 20 October 1937 (plus 14 under repair) and only 24 SBs were still on strength as of 1 October 1938. In total 74 "Katiuskas" were lost during the Spanish Civil War (40 of them to enemy action), which means a quite high rate of attrition. When the war ended on 31 March 1939, 16 SB 2M-100s ended up in the hands of the Nationalists - 13 were surrendered at Madrid-Barajas on 29 March and three escaped to Oran-La Sénia resp. Tigditt in Algeria the same day and were repatriated to Spain later (in addition, one SB had been captured in February 1937 and two more aircraft were rebuilt from hulks later in 1939). These 19 aircraft were overhauled (some were re-engined with Hispano-Suiza HS-12Ybrs engines) and put into the service of the newly founded Ejército del Aire on 15 August 1939 with the type code 20W. They served with Regimiento de Bombardeo nº 13 at Albacete-Los Llanos, but suffered from spares shortages. Only three were airworthy as of 26 April 1943, with four others awaiting repair and ten already having been withdrawn from use. Six aircraft were still on strength on 30 June 1945, but were finally retired in July. The type code for the SB was changed to B.5 on 1 December 1945, but this was just a 'paper exercise'.

The largest foreign operator of the SB was China. The Chinese Air Force received a total of 288 SBs, including at least 3 USB trainers, between 1937 and 1941. An initial delivery of 62 SBs (SB 2M-100As) was made in September/October 1937 - the first ten were shipped from Moscow on 17 September, followed by 16 on 24 September and five more on 27 September. The first SB arrived at Lanzhou on 24 October 1937, and their number rose to nine by 26 October and 22 by 16 November (at the latter date 58 SBs had reached Chinese territory). Combat operations by Soviet crews started in December with attacks on Japanese ships on the Yangtze River. A further 60 SBs were delivered in early 1938, these being heavily used to attack Japanese forces during the Battle of Wuhan. Losses were heavy, forcing the Chinese SB units to be temporarily withdrawn from combat. The Soviet units operating the SB over China re-equipped with the Ilyushin DB-3 in 1939, allowing their SBs to be transferred to Chinese units, but the Chinese made limited use of these reinforcements. The Soviet Union supplied a further 100 SBs (SB 2M-103s) in 1941, just before it signed the SovietûJapanese Neutrality Pact. The SB was gradually phased out of front-line operations against the Japanese with the delivery of more modern American bombers from 1942, being partly replaced by Lockheed "Hudsons" and B-25 "Mitchells". Limited numbers of SBs continued in non-combat use, including operations against opium plantations near the Burmese border, before being used against the Communists when the Chinese Civil War flared up in 1945, being finally withdrawn in 1946. The Chinese designations were SB-2 for the SB 2M-100A and SB-3 or SB-III for the SB 2M-103.

Chinese designations were SB-2 for the SB 2M-100A and SB-3 or SB-III for the SB 2M-103.

Czechoslovakia received the licence to produce the SB in exchange for granting the Soviet Union the licence for the Skoda 75 mm Model 1936 mountain gun C5 (granting the licence for the anti-aircraft gun R3 was not related to the SB deal). The contract was signed on 15 April 1937 and provided (together with two follow-up contracts) for the delivery of 61 SBs plus the production of a further 161 aircraft by the Czechoslovakian aviation industry. An SB 2M-100A was delivered to Czechoslovakia as a pattern aircraft in April 1937, with a price tag of 118,400 USD. After undergoing thorough trials, the aircraft was passed on to the Avia factory, where it received Hispano-Suiza HS-12Ydrs engines which were manufactured under licence in Czechoslovakia, Czechoslovakian vz. 30 machine guns and Czechoslovakian instruments. Another two aircraft were delivered in late 1937, while 58 followed between April and 5 August 1938. These aircraft were fitted with HS-12Ydrs engines by Aircraft Repair Factory No. 43 at Kiev and received the Czechoslovakian serial numbers B.71.2 to B.71.61 to B.71.61 to B.71.151) and Avia 71 aircraft (B.71.152 to B.71.122), among them 60 in the reconnaissance version. However, not a single Czechoslovakian-built aircraft between 1939 (only 4 aircraft, mass production started only in April 1940) and April 1941 and Aero 45 aircraft between May and November 1940. All licence-built aircraft seem to have been completed in the specially designed target towing versions B.714 and Aero 45 aircraft between May and November 1940. All licence-built aircraft seem to have been completed in the specially designed target towing versions B.714 and B.71B.

Apart from licence-production under German rule, 59 of the 61 Soviet-built B.71s fell into German hands in March 1939. They were ferried to Merseburg in spring 1939,

Apart from licence-production under German rule, 59 of the 61 Soviet-built B.71s fell into German hands in March 1939. They were ferried to Merseburg in spring 1939, partially by Czech pilots. Two of those used the occasion and fled with two B.71s from Hradec Králove to the Soviet Union on 26 April 1939. The Luftwaffe used probably 144 B.71s for flying training and target towing. They were operated by the following units: Luftdienst-Kommandos 6 (Teil-Kdo 1/6, 2/6), 7 (Teil-Kdo 1/7, 2/7), 11 (Teil-Kdo 1/11, 2/11), 12 (Teil-Kdo 1/12, 2/12), 13 (Teil-Kdo 1/13), 67 (Teil-Kdo 1/67) and 68 (Teil-Kdo 1/68, 2/68, 3/68, 6/68), Ausbildungsgruppe 104, Jagdfliegerschule 4 (at the bases Fürth, Roth and Herzogenaurach), Luftnachrichten-Schule 2 and Kampfgeschwader 200. The last German unit to use the B.71 was probably Luftdienst-Kommando Holland which was formed in September 1940 and redesignated Fliegerzielgeschwader 2 in May 1944.

Germany delivered 32 former Czechoslovakian B.71s to Bulgaria in 1939 and 1940. Bulgarian pilots tested three B.71s at Merseburg from 11 August 1939, and the contract for a first batch of 24 aircraft was signed with Wirtschaftsgruppe Luftfahrtindustrie on 19 August. These aircraft were ferried from Merseburg via Vienna-Aspern, Belgrade-Zemun and Sofia-Bozhurishte to Plovdiv in autumn 1939 - according to a German document the first ferry flight took place on 6 November, but Bulgarian veteran Sava Savov stated in his memoirs that the first aircraft left Merseburg already in October. The last bombers of this batch arrived at Sofia-Bozhurishte on 29 December 1939. A second batch of eight B.71s was handed over to the Bulgarian Air Force at Erding on 26 February 1940, but was ferried from Erding to Sofia only on 5 June. In Bulgarian Air Force service the type received the name "Zherav" (crane) and equipped the three squadrons (yato) of the Peti orliak (5th aviation unit) at Plovdiv. This unit was redesignated Peti vyzdushen bombardirovachen polk (5th bombardment aviation regiment) on 1 July 1940 and underwent several structural changes over the years, with all B.71s coming on charge of 2/5 orliak. In order to keep its B.71s airworthy, the Bulgarian War Ministry approached the Soviet Trade Mission in Bulgaria in November 1940, requesting the delivery of spare parts worth 100,000 USD. Apparently, approval was granted, as indicated by a letter from the Deputy Minister of Aviation Industry, P.A. Voronin, dated 24 December 1940. The Bulgarian B.71s were primarily used as trainers and for patrol missions, but occasionally also in operations against Greek and Yugoslav partisans. 21 B.71s were still on charge of 2/5 orliak by 28 September 1944, with only 12 of them being operational. The Bulgarian B.71s flew 14 combat missions against German road and rail transport in Kosovo between 18 and 21 November 1944 without suffering any losses, and 16 B.71s were still on charge by 17 July 1945. They were withdrawn from use soon after

17 July 1945. They were withdrawn from use soon after and were stored at Krumovo airfield for some time before being scrapped.

The Finnish Armed Forces captured eight SBs in 1940, and another 16 were acquired from German war booty depots in summer 1941 (these were delivered in three batches between 5 November 1941 and 27 August 1942). The Finnish SBs carried initially the prefix VP for vihollishavittaja (enemy bomber), but this was changed to SB on 17 September 1941. Apart from the later SB-8, all of them were reportedly powered by M-103 engines. All these aircraft underwent rework with Valtion lentokonetehdas at Härmälä (near Tampere) before being put into Finnish Air Force service. Their main task were anti-submarine patrols. Finnish SBs claimed three Soviet submarines and a 4,000 tonne merchant ship sunk. Seven aircraft were lost to accidents during the Continuation War, with none being lost in combat. The last Finnish SBs went into storage on 4 April 1945.

The last operator of the type was the Polish Air Force which received 6 USB 2M-105RA trainers (3 of tip 1 and 3 of tip 2) in May 1946. One of the tip 2 aircraft was cannibalised for spares while the other two entered service with the officers school (OSL) at Deblin. The three tip 1 aircraft were put into storage until 1947. The Polish USBs were only used for short hops (with locked landing gear) and training. Three of the aircraft were still on charge in the second half of 1949, and all were withdrawn from use of that were.

from use by the end of that year.

There are unconfirmed reports that Hungary bought six former Czechoslovakian B.71s from Germany in 1940 for 1.5 million pengö. These aircraft reportedly received Soviet markings and were used in the bombing of Kassa (now Kosice) on 26 June 1941 which served as the reason for Hungary's declaration of war on the Soviet Union. The construction numbers and registration dates of the civil Soviet aircraft have been taken from the book "Red Stars 6 - Aeroflot origins" by Lennart Andersson, ISBN 978-952-5026-88-7. Many thanks also to Sergei Shchukonin who provided information on hundreds of aircraft.

### 3 ANT-40 prototypes built by built by ZOK TsAGI at Moscow-Lefortovo in 1934/35

 no code	ANT-40RTs	ZOK TsAGI	f/f	07oct34	first prototype; powered by Wright "Cyclone" F3 engines; construction started 25apr34; in natural metal
					c/s, no markings whatsoever; damaged 31oct34 when crash-landed on its 9th flight due to instability; repaired by ZOK TsAGI and underwent a second phase of trials 05feb35/31jul35; re-engined with
					Tumanski M-87 engines, date unknown; later used for tests of new technical solutions (e.g. tests of retractable ski landing gear and Hamilton propellers 21feb36/11mar36)
 no code	ANT-40IS	ZOK TsAGI	f/f	30dec34	second prototype; powered by Hispano-Suiza 12Ybrs engines; construction started 15may34; factory trials
					completed 21jan35; underwent joint state trials with NII VVS 08/19feb35, which it did not pass; damaged
					by flutter 03mar35; repaired by ZOK TsAGI and repeated factory trials 09apr35/16jun35 and joint state trials with NII VVS 16jun35/17jul35, which it did not pass again
 no code	ANT-40-2	ZOK TsAGI	f/f	1935	third prototype, with NACA ("TsAGI-40") profile instead of ANT-6 profile; also designated ANT-40IS-2;
					powered by Hispano-Suiza engines; underwent state trials oct35/apr36; h/o to Factory No. 22 GUAP NKTP

### 5,694 SB built by Factory No. 22 GUAP NKTP at Moscow-Fili from 1936 to 1941

(1936: 268, 1937: 853, 1938: 1,250, 1939: 1,435, 1940: 1,820, 1941: 68)

Three different construction number systems were used by Factory No. 22 over time. The first system was used for the first 46 batches and consisted of the factory code (22) and the sequential number of the aircraft (rising from 1 to 820). Batches 1 to 10 contained 10 aircraft each while batches 11 to 46 contained 20 aircraft each. The construction number could be found on the leading edge of the right wing's centre section.

22	1	not known	SB 2M-100	Soviet Air Force	mfd	feb36	the first series-production aircraft, line # 01-01; underwent military trials 26mar36/31jul36
22	2	not known	SB 2M-100	Soviet Air Force	mfd	feb36	line # 01-02; underwent military trials 26mar36/31jul36
22	3	CCCP-I266	PS-40	NKAP zavod # 84	rgd	25mar38	line # 01-03
22	4	CCCP-Sh1114	ANT-40	1 LU GVF Bataisk	rgd	27dec36	line # 01-04; first tested by NII GVF; canx 25feb39
22	5	CCCP-Sh1113	ANT-40	1 LU GVF Bataisk	rad	25mar37	line # 01-05: canx 07may41

22 6 22 7 22 8 22 9	not known not known not known not known	SB 2M-100 SB 2M-100 SB 2M-100 SB 2M-100	Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force	mfd mfd mfd mfd	1936 1936 1936 1936	line # 01-06; underwent military trials 26mar36/31jul36 line # 01-07; underwent military trials 26mar36/31jul36 line # 01-08; underwent military trials 26mar36/31jul36 line # 01-09; underwent military trials 26mar36/31jul36
22 21	CCCP-I188	ANT-40	NKAP zavod # 26	rgd	21oct36	line # 03-01; was the first civil ANT-40; based at Rybinsk; presumably used for engine tests; was at first fitted with M-100s and later with M-103s; trf to NKAP zavod No. 16 at Voronezh
22 41 22 55 22 82 22 87	CCCP-Sh1654 no code "7" not known	PS-40 SB 2M-100 SB 2M-100 SB 2M-100	2 LU GVF Tambov Soviet Air Force Soviet Air Force Soviet Air Force	rgd Kho	10jul40 17feb37 photo photo	line # 05-01 line # 06-05 line # 09-02; opb 60 ae; damaged at Voskresenka jan38 when the right main gear collapsed line # 09-07; damaged on take-off from an unknown airfield in the Far East when collided with another
120	CCCP-L689 not known	PS-40 SB 2M-100	GVF Soviet Navy	rgd	29may44	aircraft operated by 10 atd GVF operated by 10 atd GVF operated by 53 ae VVS TOF at Nikolayevka; written off 04may38 on a positioning flight from Nikolayevka to Barkhatnaya after an alert when returned to Nikolayevka, went around, lost speed during the second approach, entered a flat spin, crashed behind the hills 2 km from the southern perimeter of the airfield and burnt out, all 3 crew members (pilot: 2nd Lieutenant Ivan M. Taratukhin) were killed; the crash site was
22 122	not known	SB	Soviet Air Force	mfd	1936	rediscovered 22apr23
22 127	CCCP-X not known	PS-40 SB 2M-100	NKVD - Dalstroi NKAP TsAGI	trf	unknown 1939	line # 12-02; based in the Magadan region; struck off charge 13sep46 as outdated and worn out line # 12-07
22 149	CCCP-L2137	ANT-40	Aeroflot	mfd	1936	line # 13-09; rgd 25mar37; was the first ANT-40 delivered to Aeroflot; first tested by NII GVF
	CCCP-T2137 CCCP-L2137	PS-40 PS-40	GVF Flying School GVF	rgd	unknown	canx probably 05aug40 (month and year not confirmed) opb 1 ae 10 ap 3 oads GVF at Myachkovo; w/o 24feb43 on the leg from Borisoglebsk to Astrakhan of a flight from Myachkovo to Tbilisi when was attacked in the Rakovski district of the Stalingrad region by a Ju 88 of the German Air Force, the pilot was wounded in the head or killed so that the aircraft entered a steep dive and crashed on the ice on the river Medveditsa near Mironichev, all 3 crew and the sole passenger killed; t/t 994 hours
22 161	not known	SB 2M-100	Spanish Republ. AF	mfd	1936	line # 14-01; damaged while being re-flown after assembly at San Javier oct36 because the aileron control cables had been mixed up during assembly, the aircraft crash-landed but was repaired
22 163	not known	SB 2M-100	Soviet Air Force	ph.	17nov39	line # 14-03; severely damaged on landing at Podlipki 17nov39 when the landing gear collapsed
22 178 187	not known no code	SB 2M-100	Soviet Navy Soviet Air Force	mfd mfd	19oct36 1936	line # 14-18; USB 2M-100A; photo in TsVMA, f. 12, op. 2, d. 1257, l. 99, 100, 103 (/n read off a plate like this, so probably line # 15-07; lost in 1941 when was shot down by German forces and crashed in a swamp on the slope of a hill in the Murmansk region; rebuilt by the OOO "ARG" workshop in the Moscow region; in mottled olive drab/green over light grey c/s with light grey undersides; preserved in the "Krylya Pobedy" (Wings of Victory) museum of UMMC at Verkhnyaya Pyshma from may14, I/n dec22
22 200 22 212	not known CCCP-Sh1280	SB 2M-100A PS-40	Soviet Air Force 1 LU GVF Bataisk	mfd rgd	dec36 25jun38	line # 15-20; the first SB with M-100A engines line # 16-12
22 223	CCCP-Sh1655	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 17-03
22 226 22 234	not known CCCP-Sh1660	SB 2M-100 PS-40	Soviet Air Force 2 LU GVF Tambov	rgd	10jul40	line # 17-06; tested for maximum range 25may36/29jun36 line # 17-14
22 235	CCCP-Sh1657	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 17-15
22 240 22 256	not known CCCP-Sh1659	USB PS-40	Soviet Air Force 2 LU GVF Tambov	rgd	10jul40	line # 17-20; was on charge of 11 zap at Kirovabad as of 01jun42 (was airworthy) line # 18-16
22 273	CCCP-T469	PS-40	KVLP GVF	rgd	30jul40	line # 19-13
22 275 22 276	CCCP-T475 CCCP-T468	PS-40 PS-40	AFL/Far East KVLP GVF	rgd rgd	03dec40 30jul40	line # 19-15; in a document jan41 line # 19-16
22 281	CCCP-T476	PS-40	KVLP GVF	rgd	15oct40	line # 20-01
22 284 22 286	CCCP-T470 not known	PS-40 SB	KVLP GVF Soviet Air Force	rgd	30jul40	line # 20-04 line # 20-06; opb 50 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of
22 287	not known	USB	Soviet Air Force			the Finnish Air Force (pilot: Fortov) line # 20-07; opb 5 osap; w/o 31dec39 on a mission against Finland when crashed in poor weather due to pilot error.
22 297	not known	SB	Soviet Air Force			line # 20-17; opb 13 sbap; w/o 11jan40 on a mission against Finland (non-combat loss)
22 310 22 316	not known CCCP-T477	SB PS-40	Soviet Air Force AFL/Azov-Black Sea	rgd	19sep40	line # 21-10; opb 13 sbap; damaged 02jan40 on a mission against Finland; repaired line # 21-16
22 318	CCCP-X254	PS-40	NKLP zavod # 1	rgd	25sep39	line # 21-18; c/n in register as just '318'; People's Commissariat for Forest Industry
22 320 22 321	not known CCCP-L693	USB PS-40	Soviet Air Force GVF	rgd	29may44	line # 21-20; was on charge of 11 zap at Kirovabad as of 01jun42 (was airworthy) line # 22-01; opb 10 atd GVF
22 326	CCCP-Sh1661	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 22-06
22 338 22 342	CCCP-Sh1658 not known	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	10jul40	line # 22-18 line # 23-02; opb 50 sbap; w/o 03jan40 when did not return from a mission against Finland
22 345	IE 45		NKAP TsAGI	m la	1939	line # 23-05
22 347 22 367	IE 47 CCCP-Sh1678	PS-40	NKAP TsAGI 2 LU GVF Tambov	ph. rgd	27oct39 20aug40	line # 23-07 line # 24-07; canx 19dec40
22 369 22 385	CCCP-Sh1656 not known	PS-40 SB	2 LU GVF Tambov Soviet Navy	rgd mfd	10jul40 1938	line # 24-09 line # 25-05; photo in TsVMA, f. 12, op. 1, d. 1166, l. 102-106
22 303	HOE KHOWH	30	Soviet Navy	IIIIu	1930	ille # 25-05, photo in 1341M, i. 12, up. 1, d. 1100, i. 102-100
22 407 22 408 22 436 22 441	CCCP-X197 not known no code not known	PS-40 SB SB SB	NKLP zavod # 1 Soviet Navy Soviet Air Force Soviet Air Force	rgd mfd	06mar41 26may38 photo	line # 26-07; People's Commissariat for Forest Industry line # 26-08; photo in TsVMA, f. 12, op. 1, d. 1126, l. 170-173 line # 27-16; one of the first SBs equipped with VISh-2 variable pitch propellers line # 28-01; opb 279 phap; w/o during the night 07/08jul43 when did not return from a combat mission
22 503 22 506	not known not known	USB SB 2M-100A	Soviet Navy Soviet Air Force	mfd mfd	30jun37 1937	line # 31-03; photo in TsVMA, f. 12, op. 1, d. 1170, l. 128-131 operated by 782 bbap at Krasnoznamenka; written off 16feb44 on a training flight from Krasnoznamenka at night when the left engine overheated on take-off (as the pilot had forgotten to open the engine louvres) and lost power, the pilot tried to return to the airfield, but the aircraft stalled at a height of some 20-25 metres while flying a left turn and crashed in the taiga 700 metres south of the airfield, all 3 crew members (pilot: 2nd Lieutenant Aleksei N. Kazakov) were killed
22 540	CCCP-I258	PS-40	NKAP zavod # 26	rgd	21jan38	line # 32-20
22 549 22 560	CCCP-I233 CCCP-L2784	PS-40 PS-40	NKAP NII-11 AFL/Far East	rgd rgd	17jul37 02jul40	line # 33-09; operator redesignated zavod No. 326 line # 33-20; c/n in register as just '560'; in a document feb41
22 581	not known	SB 2M-100A	Soviet Air Force	-	photo	line # 35-01; damaged by Japanese anti-aircraft artillery near lake Khasan and force-landed in the steppe, the left main gear collapsed
22 607	not known	SB	Soviet Air Force	mfd	1937	
22 617	CCCP-X CCCP-Sh1671	PS-40 PS-40	NKVD - Dalstroi 2 LU GVF Tambov	trf rgd	unknown 10jul40	line # 36-07; based in the Magadan region; struck off charge 13sep46 as outdated and worn out line # 36-17; in a document apr41
22 631	not known	SB	Soviet Air Force	mfd	1937	line # 37-11; damaged 25oct37 on the leg from Suzhou of its ferry flight from Alma-Ata to China when took off with the MTOW and was not able to keep its direction on the uneven and inclined gravel runway, the pilot (Lieutenant Kudryashov from 17 sbae) aborted the take-off, but the aircraft skidded and the forward spar of the centre-wing section broke: probably repaired
22 642	not known	SB	Soviet Air Force	mfd	1937	line # 38-02; damaged 20oct37 on the leg from Ürümqi of its ferry flight from Alma-Ata to China when crashed on take-off and suffered substantial damage, the crew (pilot: Zakharov) escaped unhurt; probably
22 772 ?	CCCP-X193	PS-40	NKLP zavod # 1	rgd	07oct38	repaired $c/n$ in register as 12/46 which would be the line number of $c/n$ 22772; People's Commissariat for Forest Industry

For the batches 47 to 141, a second construction number system was used. It consisted of the number of the aircraft in the batch, a backslash (not a slash as with Factory No. 125) and the number of the batch (from 1\47 to 20\141). Each batch contained 20 aircraft. This type of construction number was painted on the top part of the fin.

14\26 ?	not known	SB	Soviet Air Force			c/n given as such in a listing of Soviet Air Force losses in the war against Finland, but the c/n for line
14\40	not known	USB 2M-103	Soviet Navy	mfd	09aug37	number 26-14 should be 22414; opb 31 sbap; damaged on landing 02feb40 (pilot: Moryashov); repaired photo in TsVMA, f. 12, op. 1, d. 1109, l. 98-100; c/n given as such in d. 1109 (as having beeen built by Factory No. 22), but the c/n for line number 40-14 should be 22694
8\47	not known	SB	Soviet Air Force			line # 47-08; opb 41 sbap; dbr 20dec39 on a mission against Finland when overran the runway due to pilot error
10\47	not known	SB	Soviet Air Force			line # 47-10; opb 41 sbap; damaged 05mar40 on a mission against Finland when made a forced landing; repaired
11\47	CCCP-L2440	PS-40	AFL/NII GVF	rgd	09mar38	line # 47-11; in a document jan39; in natural metal or light grey c/s; photo exists
14\47	not known	USB	Soviet Air Force	-		line # 47-14; was on charge of 11 zap at Kirovabad as of 01jun42 (was airworthy)
2\48	not known	SB	Soviet Air Force			line # 48-02; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
17\48	not known	SB	Soviet Air Force			line # 48-17; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
6\49	CCCP-T471	PS-40	KVLP GVF	rgd	30jul40	line # 49-06
10\49	not known	USB	Soviet Navy	-	•	line # 49-10; mfd given as 24oct42 (sic) for a photo in TsVMA, f. 12, op. 1, d. 1109, l. 86-88
14\49	CCCP-Sh1664	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 49-14
16\49	CCCP-Sh1663	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 49-16
20\49	CCCP-Sh1662	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 49-20
11\50	CCCP-Sh1665	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 50-11
14\50	not known	SB 2M-100	Soviet Air Force	mfd	1938	line # 50-14; opb 2 ae 48 zbap; w/o in the early hours of 17jul43 (local time, according to Moscow time still 16jul43) on a training flight from Kodan to Litovko and back at night when collided with SB c/n 18\55 of the same unit and crashed in swampy terrain some 15 km south-west of lake Bolon, all 3 crew members (pilot: 3rd Lieutenant Mukhamed G. Khakimov) were killed
20\50	CCCP-Sh1666	PS-40	2 LU GVF Tambov	rgd	10jul40	line # 50-20

3\51 20\51	CCCP-Sh1667 CCCP-Sh1668	PS-40 PS-40	2 LU GVF Tambov 2 LU GVF Tambov	rgd rgd	10jul40 10jul40	line # 51-03 line # 51-20
6\52 8\55	CCCP-Sh1669 CCCP-Sh1691	PS-40 PS-40	2 LU GVF Tambov 2 LU GVF Tambov	rgd rgd	10jul40 22oct40	line # 52-06 line # 55-08
18\55	not known	SB 2M-100	Soviet Air Force	mfd	1938	line # 55-18; SB 2M-100AU; opb 2 ae 48 zbap; w/o in the early hours of 17jul43 (local time, according to Moscow time still 16jul43) on a training flight from Kodan to Litovko and back at night when collided with
44157						SB c/n 14\50 of the same unit and crashed 10 km north-east of Selgon railway station, all 3 crew members (pilot: 2nd Lieutenant Vassili Krivko) were killed
11\57 2\58	not known CCCP-T228	SB PS-40	Soviet Air Force  1 LU GVF Bataisk	rad	17may38	line # 57-11; opb ZabVO; was left to decay on the airfield of Factory No. 125 at Irkutsk in 1940, suffering from corrosion and cannibalisation line # 58-02; canx 23mar39
4\58	CCCP-L2442	PS-40	AFL/MOW-IKT route	rgd rgd	17may38	line # 58-02, can 23ma 23ma 23ma 23ma 23ma 23ma 23ma 23ma
13\58	not known	SB	Soviet Air Force			line # 58-13; opb 279 nbap; damaged during the night 03/04sep43 when made a forced landing near Usman; on charge of 766 shap as of 10sep43, was to be repaired by 62 RAB
14\58 15\59	not known not known	SB SB	Soviet Air Force Soviet Air Force			line # 58-14; opb 72 sap; damaged 10dec39 on a mission against Finland (pilot: Golitsyn); repaired line # 59-15; opb 3 ae 5 osap; w/o 01feb40 on a bombing raid against Rovaniemi (Finland) when was shot down by a Gloster "Gladiator" of LentoR 19/F19 of the Finnish Air Force (pilot: Swedish volunteer fänrik
17\59	not known	SB	Soviet Air Force			Per-Johan Salwén) 78 km north of Rovaniemi, all 3 crew (pilot: Babkin) killed line # 59-17; opb Omskaya VAShF; w/o 27jan43 on a flight in the Krasnoyarsk region when the left engine failed near Kacha railway station and the right engine also failed later on, the pilot (2nd Lieutenant Pyotr I. Zharkov) attempted a forced landing north-east of Snezhnitsa railway station (4 km from the railway and 30 km west of Krasnoyarsk), but did not calculate the approach correctly so that the aircraft overshot and crashed in a forest, both crew members killed (the navigator had bailed out at low height, but the parachute did not manage to fully deploy); the wreck was cannibalised
7\60 5\62	not known CCCP-L2443	SB PS-40	Soviet Air Force AFL/MOW-IKT route	mfd	05feb38	line # 60-07; opb 279 nbap; made a forced landing at night 27jul43 line # 62-05; rgd 13mar38; opb ZSLU UVMMI; w/o 22may42 on the leg from Krasnoyarsk to Irkutsk of a training flight from Novosibirsk to Irkutsk when flew as low as 10 metres, collided with a semaphore signal
18\62 19\63	CCCP-Sh1681 not known	PS-40 SB 2	2 LU GVF Tambov Soviet Air Force	rgd	26aug40	near Kuitun railway station (Irkutsk region), crashed and exploded, all 4 crew killed; t/t 1,849 hours line # 62-18; in a document jul41 line # 63-19; opb Kharkovskoye VAShSB at Krasnoyarsk; w/o 13aug43 on a training flight from Krasnoyarsk when the instructor pilot (3rd Lieutenant Vasili D. Kaftanov) deviated from the prescribed flight path to the training range and descended very low over Irkutskoye (Sukhobuzimskoye district of the Krasnoyarsk region) where his girlfriend was living, but the aircraft collided with the ground while flying a turn at very low height 3 km west of Irkutskoye, the trainee pilot (Cadet Fyodor M. Yefimov) was killed
20\64	CCCP-Sh1687	PS-40	2 LU GVF Tambov	rgd	24sep40	while the instructor pilot was injured and later court-martialled line # 64-20
8\65 16\65	CCCP-T472 CCCP-Sh1679 not known	PS-40 PS-40 SB	KVLP GVF 2 LU GVF Tambov Soviet Air Force	rgd rgd	10aug40 26aug40	line # 65-08 line # 65-16 line # 65-18; opb 39 sbap; w/o 29feb40 on a mission against Finland when collided in mid-air with another
18\65 20\66	not known	SB	Soviet Air Force			aircraft (probably with SB c/n 19\243 of 45 sbap) (pilot: Gladkov) line # 66-20; opb 5 sap; w/o 18jan40 on a mission against Finland when crashed due to poor weather
2\67	not known	SB 2M-103	Soviet Air Force			(pilot: Yermakov) line # 67-02; operated by 137 sbap 1 sad; in green c/s; written off 25jun41 on a mission against Luostari
						airfield (then Finland) when was shot down by Finnish forces and crashed in a forest on the western bank of the Malaya Pechenga river south of Luostari, all 3 crew members (pilot: Lieutenant Ivan K. Kedun) were killed; some wreckage was still extant in 2008
7\67 8\67	not known not known	SB SB	Soviet Navy Soviet Air Force	mfd	08mar38	line # 67-07; photo in TsVMA, f. 12, op. 1, d. 1109, l. 66-68 line # 67-08; opb 24 sbap; w/o 01dec39 on a mission against Finland when collided in clouds with SB c/n
17\67	not known	SB	Soviet Air Force			13\220 of 15 sbabr and crashed line # 67-17; opb 24 sbap; w/o 21dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air Force and crashed on landing, crew (pilot: Dymchenko) killed
18\67 15\68	CCCP-Sh1676 not known	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	15aug40	line # 68-15; opb 31 sbap; damaged 06feb40 on a mission against Finland; repaired
16\68 19\68	CCCP-Sh1693 "12" white	PS-40 USB	2 LU GVF Tambov Soviet Navy	rgd	22oct40	line # 68-16 line # 68-19; operated by 28 orae VVS SF; in olive drab c/s with light grey underside and a red fin tip with
			•			a red stripe below; written off 23dec42 on a flight from Yagodnik to Vayenga when crashed ESE of Lake Chornoye (Umba district of the Murmansk region), all 3 crew members (pilot: Captain Nikolai Ye. Zarubin)
5\69	not known	SB	Soviet Air Force			were killed; the tail was still extant in 2021 line # 69-05; opb 54 sbap; w/o 17jan40 when did not return from a mission against Finland, crew (pilot:
6\69	not known CCCP-T473	SB	Soviet Air Force		1210	Tarasov) killed line # 69-06; opb 279 nbap; hit and damaged on landing during the night 07/08jul43
14\69 16\69	"5" green	PS-40 SB 2M-100	KVLP GVF Soviet Air Force	rgd	12aug40	line # 69-14 line # 69-16; opb 2 ae 24 sbap; in light grey or natural metal c/s with green fin tip (with red stripe); w/o 01dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Kononi-Järvi (?) (pilot: Cherenkov)
20\69 1\70	CCCP-Sh1688 not known	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	24sep40	line # 69-20 line # 70-01; opb 39 sbap; w/o 23feb40 on a mission against Finland when crashed near Ala-Uksa (?)
4\70	not known	SB	Soviet Air Force			(pilot: 3rd Lieutenant Vladimir V. Novikov) line # 70-04; opb 41 sbap; damaged 31dec39 on a mission against Finland when through the ice and
19\70	"9" white	SB	Soviet Air Force			sank; repaired line # 70-19; opb 24 sbap; in olive drab c/s with light blue undersides and red fin tip with a yellow stripe;
20\70 2\71	CCCP-Sh1675 not known	PS-40 USB	2 LU GVF Tambov Soviet Air Force	rgd	15aug40	dbr in an accident when the forward fuselage was destroyed line # 70-20 line # 71-02; was on charge of 11 zap at Kirovabad as of 01jun42 (was under repair)
4\71	"10" red	SB 2M-100	Soviet Air Force			line # 71-04; probably opb 3 as 54 sbap; in light grey or natural metal c/s with red fin tip and trailing edge of the rudder; w/o 17jan40 when did not return from a mission against Finland, all 3 crew members (pilot: Ivakin) were killed
6\71 11\71	CCCP-Sh1682 not known	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	24sep40	line # 71-06 line # 71-11; opb 24 sbap; damaged 16feb40 on a mission against Finland when was damaged due to pilot
14\71	not known	SB	Soviet Air Force			error (pilot: Karpenko); repaired line # 71-14; opb 41 sbap; w/o 20dec39 on a mission against Finland when broke through the ice and
15\71	CCCP-Sh1674 CCCP-L1674	PS-40 PS-40	2 LU GVF Tambov GVF	mfd	13mar38	sank line # 71-15; rgd 15aug40; in a document jul41 opb 1 ae 10 ap 3 okads GVF; w/o 17jun44 on the return leg of a cargo flight from Myachkovo to Relbitsy and back when the right engine failed 50 minutes into the flight and the left engine lost power soon after due to increased oil temperature, the pilot opted for an emergency landing in a forest clearing 6 km west of
						Vyazovnya (Ostashkov district of the Kalinin region), but the aircraft lost speed, crashed, caught fire and burnt out, 1 of the 4 crew members was killed and the other 3 as well as the sole passenger were injured; t/t 1,519 hours
2\72	not known	SB	Soviet Air Force			line # 72-02; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
3\72	not known	SB PS-40	Soviet Air Force	rad	14oct40	line # 72-03; opb 2 sbap; w/o 21feb40 on a mission against Finland when was shot down by Finnish anti- aircraft artillery (pilot: Volgayevski)
4\72 11\73 15\73	CCCP-Sh1689 CCCP-Sh1670 not known	PS-40 PS-40 SB	2 LU GVF Tambov 2 LU GVF Tambov Soviet Air Force	rgd rgd	14oct40 10jul40	line # 72-04 line # 73-11 line # 73-15; opb 16 sbap; damaged 14feb40 on a mission against Finland; repaired
8\74 11\74	CCCP-Sh1672 CCCP-T481	PS-40 PS-40	2 LU GVF Tambov KVLP GVF	rgd rgd	10jul40 01oct40	line # 74-08; in a document may41 line # 74-11
6\76 13\76	CCCP-Sh1677 no code	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	15aug40	line # 76-06 line # 76-13; opb 172 orae f. at Yerevan; in improvised olive drab/black camo c/s with light blue
18\76	not known	SB	Soviet Air Force			undersides; damaged 08aug41 on take-off from Yerevan (pilot: Sergeant A.F. Filatov) line # 76-18; opb 33 sbap; dbr 10feb40 on a mission against Finland when took off or landed on a runway
5\77	CCCP-Sh1650	PS-40	2 LU GVF Tambov	rgd	10jul40	the snow on which had not been duly rolled (pilot: Muravyov) line # 77-05
3\78 21\78 9\78	not known not known not known	USB USB SB	Soviet Navy Soviet Navy Soviet Navy	mfd mfd	19apr38 08may38	line # 78-03; photo in TsVMA, f. 12, op. 1, d. 1168, l. 255, 256 line # 78-21; c/n given as such for a photo in TsVMA, f. 12, op. 1, d. 1151, l. 139-142 line # 78-09; opb 57 sbap; w/o 14jan40 on a mission against Finland when crashed due to poor weather (pilot: Romanov)
18\78 2\79	CCCP-Sh1686 not known	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	24sep40	line # 78-18; in a document jul41 line # 79-02; opb 24 sbap; damaged 17feb40 on a mission against Finland when was damaged by a figher of the Finnish Air Force; repaired
7\79 9\79 17\79	not known CCCP-Sh1652 CCCP-Sh1653	SB PS-40 PS-40	Soviet Air Force 2 LU GVF Tambov 2 LU GVF Tambov	rgd rgd	10jul40 10jul40	line # $79-07$ ; opb $279$ nbap; w/o $31$ jul $43$ when crashed $2$ km from the airfield line # $79-09$ line # $79-17$
1\80 6\81	not known CCCP-Sh1651	SB PS-40 USB 2M-100	Soviet Navy 2 LU GVF Tambov	rgd mfd	10jul40	line # 80-01; opb 57 sbap; w/o 01dec39 on a mission against Finland (pilot: Kabanov) line # 81-06 line # 81-10; obsto in TSVMA f. 12, op. 1, d. 1109 J. 159-161
10\81 2\82 1\83	not known not known not known	USB	Soviet Navy Soviet Navy NKAP zavod # 22	mfd	31may38 photo	line # 81-10; photo in TsVMA, f. 12, op. 1, d. 1109, l. 159-161 line # 82-02; entered service 15may38; photo in TsVMA, f. 12, op. 1, d. 1159, l. 207, 208 line # 83-01; 'batch 96 SB', pattern aircraft for the second half of 1938, underwent state trials 27jul38/19sep38
2\83	CCCP-I458 not known	PS-41 SB 2M-103	NKAP TsAGI NKAP zavod # 22	rgd mfd	03jan43 25jun38	line # 83-02; tested with external fuel tanks by NII VVS 02sep38/08oct38; remained with Factory No. 22 afterwards as a pattern aircraft; later fitted with M-105RA engines by Factory No. 26; w/o 26feb43 during

						a regular flight in poor weather when entered thick fog 70 km from Buguruslan while flying at low altitu
11\83	not known	SB 2M-100	NKAP TsAGI		1939	the left wing hit the ground and the aircraft was completely destroyed in the ensuing crash line # 83-11
13\83 5\84 14\84	CCCP-Sh1683 not known not known	PS-40 SB SB	2 LU GVF Tambov Soviet Navy Soviet Air Force	rgd mfd	24sep40 20may38	line # 83-13 line # 84-05; photo in TsVMA, f. 12, op. 1, d. 1167, l. 5-7 line # 84-14; opb 16 sbap; w/o 17feb40 on a mission against Finland at night (non-combat loss) (pi
16\84 10\86	CCCP-Sh1690 not known	PS-40 SB	2 LU GVF Tambov Soviet Air Force	rgd	14oct40	Yegorov) line # 84-16 line # 86-10; opb 18 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish a
17\86	not known		Soviet Navy	mfd	may38	aircraft artillery line # 86-17; photo in TsVMA, f. 12, op. 1, d. 1109, l. 201-202
18\86 9\87	not known CCCP-Sh1692	SB PS-40 SB	Soviet Navy 2 LU GVF Tambov	mfd rgd	may38 22oct40 02jun38	line # 86-18; photo in TsVMA, f. 12, op. 1, d. 1126, l. 170-173 line # 87-09
12\87 14\87	not known not known	SB	Soviet Navy Soviet Air Force	mfd	02)01136	line # 87-12; photo in TsVMA, f. 12, op. 1, d. 1169, l. 80-82 line # 87-14; opb 18 sbap; w/o 18feb40 on a mission against Finland when was shot down by Finnish a aircraft artillery and crashed near Pusunsaari (pilot: Dyomin)
16\87	not known	SB	Soviet Air Force			line # 87-16; opb 18 sbap; w/o 21dec39 on a mission against Finland when was shot down by Finnish a aircraft artillery
6\88 9\88	CCCP-Sh1673 not known	PS-40 USB	2 LU GVF Tambov Soviet Air Force	rgd	15aug40	line # 88-06 line # 88-09; opb 134 bap; made a forced landing 11dec43; overhauled by 135 bap apr44
12\88 3\90	CCCP-I277 not known	PS-40 SB	NKAP zavod # 26 Soviet Air Force	rgd	21sep38	line # 88-12; the first PS-40 fitted with M-105 engines, underwent trials with them 04/13nov38 line # 90-03; opb 279 bap; w/o 06dec42 when crashed
12\90 5\91	CCCP-Sh1281 not known	PS-40 SB	1 LU GVF Bataisk Soviet Air Force	rgd	27jun38	line $\#$ 90-12 line $\#$ 91-05; opb 60 sbap; w/o 29feb40 on a mission against Finland when crashed due to praintenance (pilot: Sokolov)
7\91 16\91 1\92	CCCP-Sh1680 CCCP-Sh1685 not known	PS-40 PS-40 SB	2 LU GVF Tambov 2 LU GVF Tambov Soviet Air Force	rgd rgd	26aug40 24sep40	line # $91-07$ line # $91-16$ line # $92-01$ ; opb 44 sbap; w/o $04$ mar40 on a mission against Finland when collided with another airc
2\92	"3" blue		J Soviet Air Force			and crashed, the crew (pilot: Mazayev) was killed line # 92-02; opb 5 ae 44 sbap; in natural metal or light grey c/s with a red 'comb' on the leading edg
						the fin and a black ring around the rear fuselage; w/o 30jan40 on an unauthorised flight when the p (Obnorenko) did not cope with the poor weather and the aircraft crashed near the airfield
12\93	not known	SB	Soviet Air Force			line # 93-12; opb 54 sbap; w/o 17jan40 on a mission against Finland when crashed near Mustajärvi, c (pilot: Novoseltsev) killed
1\94 3\94	CCCP-T480 not known	PS-40 SB	KVLP GVF Soviet Air Force	rgd	01oct40	line # 94-01 line # 94-03; opb 54 sbap; w/o 19dec39 on a mission against Finland when was damaged by Fini
4\94	not known	SB	Soviet Air Force			forces and crashed, crew (pilot: Kolupayev) killed line # 94-04; opb 18 sbap; w/o 05jan40 on a mission against Finland when collided with a TB-3 due all the model of the Columbia of the Co
8\94	not known	SB	Soviet Air Force			pilot error (pilot: Golovin) line # 94-08; opb 54 sbap; damaged 29dec39 on a mission against Finland when had to make a for
15\94	not known	SB	Soviet Air Force			landing; repaired line # 94-15; damaged 15feb40 on a mission against Finland; struck off charge and trf to 2-ye LVATI Leningrad for use as a ground instructional airframe
20\94 5\95	CCCP-T482 not known	PS-40 SB	AFL/Azov-Black Sea Soviet Air Force	rgd	08oct40	line # 94-20; in a document apr41 line # 95-05; opb 3 ae 5 osap; w/o 21feb40 on a bombing raid against Rovaniemi (Finland) when was s
3 (33	HOC KHOWII	55	Sovice All Torce			down by 2 Gloster "Gladiators" of LentoR 19/F19 of the Finnish Air Force (piloted by Swedish volunte fänrik Arne Frykholm and fänrik Carl-Olof Steninger), all 3 crew (pilot: Lieutenant Ivan D. Danile
6\95 7\95	CCCP-L2444 CCCP-L2445	PS-40 PS-40	AFL/Far East AFL/MOW-IKT route	rgd rgd	11sep38 17sep38	missing in action presumed killed line # 95-06; canx 07apr40 line # 95-07; in a document feb41
8\95 9\95	CCCP-L2445 CCCP-L2446 CCCP-L2447	PS-40 PS-40 PS-40	AFL/Georgia	rgd	11sep38	line # 95-07; in a document leb41 line # 95-08; w/o jan39; canx 28feb39 line # 95-09; canx 31mar40
10\95 11\95	CCCP-L2448	PS-40 PS-40 PS-40	AFL/Far East AFL/MOW-IKT route	rgd rgd	31aug38 31aug38	line # 95-10; canx 14jun41
12\95	CCCP-L2449 CCCP-L2451 CCCP-L2450	PS-40	AFL/MOW-IKT route AFL/Far East	rgd rgd	21aug38 31aug38	line # 95-11; in a document apr41 line # 95-12; in a document 15sep38
13\95	CCCP-L2450 CCCP-L2450	PS-40 PS-40	AFL/MOW-IKT route GVF	rgd trf	28aug38 1941	line # 95-13; in a document feb40 one # 95-13; in a document feb40 orosobaya aviagruppa svyazi GVF; w/o 26dec41 when did not return from a mission to Leningrad, b crew members (pilot: Bilan) are MIA presumed killed
14\95 15\95	CCCP-L2452 CCCP-L2453	PS-40 PS-40	Aeroflot AFL/Far East	rgd rgd	10aug38 31aug38	line # 95-15
16\95 18\95	CCCP-L2454 CCCP-L2455	PS-40 PS-40	AFL/West Siberia AFL/MOW-IKT route	rgd rgd	15may39 11sep38	line # 95-16; already in a document jul38; in a document may40 line # 95-18; in a document may41
19\95 20\95	CCCP-L2456 CCCP-L2457	PS-40 PS-40	AFL/MOW-IKT route AFL/Far East	rgd rgd	16aug38 16aug38	line # 95-19; canx 26jun39 line # 95-20
3\96	not known	SB	Soviet Air Force	·gu	1000950	line # 96-03; opb 24 sbap; damaged 19jan40 on a mission against Finland when was damaged by a fig of the Finnish Air Force; repaired
15\96	not known	SB	Soviet Air Force			line # 96-15; opb 24 sbap; w/o 21dec39 on a mission against Finland when was shot down by a fighte the Finnish Air Force, crew (pilot: Procheye) killed
16\96	not known	SB	Soviet Air Force			line # 96-16; opb 24 sbap; damaged 18dec39 on a mission against Finland when was damaged b fighter of the Finnish Air Force; repaired
19\96	not known	SB	Soviet Air Force			line # 96-19; opb 5 sap; w/o 19jan40 on a mission against Finland when broke through the ice and s (pilot: Alekseyev)
20\96	not known	SB	Soviet Air Force			line # 96-20; opb 24 sbap; w/o 29dec39 on a mission against Finland when collided with wires (pi Malyshev)
6\98	not known	SB	Soviet Air Force			line # 98-06; w/o 21jan40 on a mission against Finland when had to make a forced landing and cras while trying to take off again from that site
8\98	not known CCCP-F	SB 2M-100 PS-40	Soviet Air Force GUGK	mfd	1938	line # 98-08 opb Yakutski AFO YaAGP by 1945
13\98	not known	SB	Soviet Air Force			line # 98-13; opb 48 sbap; w/o 18feb40 on a mission against Finland when crashed due to pilot error, c (pilot: Zubrikhin) killed
2\99	not known	SB	Soviet Air Force			line # 99-02; initially opb 24 sbap; damaged 07jan40 on a mission against Finland in poor weath repaired; later opb 44 sbap; w/o 30jan40 on a mission against Finland when crashed in poor weather to pilot error, crew (pilot: Ovcharenko) killed
12\99 ? 17\99	not known not known	SB SB	Soviet Air Force Soviet Air Force			crashed on the banks of lake Kaskelyavr; parts of the wreckage extant by 2010 line # 99-17; opb 24 sbap; w/o 19jan40 on a mission against Finland when was shot down by a fighter than the first of the wreckage extant by 2010
20\99	not known	SB	Soviet Air Force			the Finnish Air Force (pilot: Semyonov) line # 99-20; opb 18 sbap; w/o 01jan40 on a mission against Finland when was damaged by Finnish a
						aircraft artillery over the target and returned to Soviet territory where it was attacked by a fighter of 49 of the Soviet Air Force and caught fire, the pilot (Kochetov) attempted a forced landing near Pogranichn Kondushye, but the the wing touched the roof of a barn and the aircraft was destroyed, the pilot and navigator were killed in the crash while the gunner was thrown out of the aircraft and subsequently sho
3\100	not known	SB	Soviet Air Force			navigator were killed in the crash while the gunner was thrown out of the aircraft and subsequently sho Soviet Border Guards line # 100-03; opb 18 sbap; w/o 19dec39 on a mission against Finland when was shot down by Fin
20\100	not known	SB	Soviet Air Force			ine # 100-03; opb 18 sbap; w/o 190e39 on a mission against riniand when was snot down by rini anti-aircraft artillery and crashed near Rostsalmen (?) (pilot: Captain Aleksei A. Krylov) line # 100-20; opb 18 sbap; w/o 11jan40 on a mission against Finland (non-combat loss)
6\101	not known	SB	Soviet Air Force			line # 101-06; opb 18 sbap; w/o 11jan40 on a mission against Finland when collided with another airc in mid-air
7\101	not known CCCP-F	SB 2M-100 PS-40	Soviet Air Force GUGK	mfd	1938	line # 101-07 opb Yakutski AFO YaAGP by 1945
10\101	not known	SB	Soviet Air Force			line # 101-10; opb 18 sbap; w/o 17jan40 on a mission against Finland when crashed into lake Ladog- poor weather
16\101	not known	SB	Soviet Air Force			line # 101-16; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighte the Finnish Air Force
20\101	"9" yellow	SB 2M-100	Soviet Air Force		photo	line # 101-20; opb 2 ae 41 sbap; in light grey or natural metal c/s; lost 01dec39 on a mission aga Finland when was shot down by a fighter of the Finnish Air Force and made a crash-landed wheels-up snow-covered territory in Finland; may have been repaired
13\102	not known	SB	Soviet Air Force			snow-covered territory in Finland; may have been repaired line # 102-13; opb 41 sbap; w/o 20dec39 on a mission against Finland when crashed on take-off dupilot error
18\102	not known	SB	Soviet Air Force			line # 102-18; opb 48 sbap; w/o 31jan40 on a mission against Finland when crashed in poor weather to pilot error, crew (pilot: Andriyevski) killed
4\103	not known	SB	Soviet Air Force			line # 103-04; opb 41 sbap; w/o 01jan40 on a mission against Finland when was shot down by Finlanti-aircraft artillery (pilot: Goryanka)
10\103	not known	SB	Soviet Air Force			line # 103-10; opb 41 sbap; dbr 07jan40 on a mission against Finland when had to make a forced land near lake Keski-Kuittijärvi (now Sredneye Kuito) due to poor weather
19\103 13\104	not known not known	SB SB	Soviet Air Force Soviet Air Force			line # 103-19; opb 41 sbap; w/o 07jan40 on a mission against Finland line # 104-13; opb 31 sbap; w/o 17feb40 when did not return from a mission against Finland (pi
17\104	"2"	USB	Soviet Air Force			Stalnikov) line # 104-14; opb 1 ae 458 bap at Ashkhabad; in olive drab/black camo c/s with light grey undersic
						damaged 10dec41 on landing at Ashkhabad when went out of control during the landing run and colli with parked SB c/n 21/13 of 2 ae 458 bap (pilot: 1st Lieutenant N.V. Puzanovski)
4\105	"6"	SB 2M-103	Soviet Air Force	mfd	1938	line # 105-05; opb 1 ae 73 bap at Nikolayevsk-na-Amure; w/o 20jul45 on a flight from Nikolayevsk-Amure to Kirovskoye (Sakhalin) with 3 officers (a Major-General, a Colonel and a Lieutenant-Colonel) fi

						Tymovo (Sakhalin), 2 of the 3 crew members (among them the pilot, Major Vasili N. Burbenko) managed
7\107	not known	SB 2M-100	Soviet Air Force	mfd	1939	to bail out while the 3rd one and all 3 passengers were killed; t/t 447 hours line # 107-07
12\108	CCCP-F "2" red	PS-40	GUGK Soviet Air Force	mfd	14jan39	opb Yakutski AFO YaAGP by 1945 line # 108-12; opb 3 ae 49 sbap 100 AB in Mongolia in 1940; in mottled green over grey c/s with light
5\109	not known	SB	Soviet Air Force		-	grey undersides line # 109-05; opb 41 sbap; w/o 20dec39 on a mission against Finland when broke through the ice of a
14\109	not known	SB	Soviet Air Force			lake line # 109-14; opb 41 sbap; w/o 12feb40 on a mission against Finland when was damaged by Finnish anti-
1\110	not known	SB	Soviet Air Force			aircraft artillery and crashed line # 110-01; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of
12\110	not known	SB	Soviet Air Force			the Finnish Air Force line # 110-12; opb 41 sbap; w/o 18dec39 on a mission against Finland when crashed due to poor weather,
13\110	not known	SB	Soviet Air Force			crew (pilot: Kolomeyets) killed line # 110-13; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of
5\112	not known	SB	Soviet Air Force			the Finnish Air Force line # 112-05; opb 41 sbap; damaged 07jan40 on a mission against Finland; repaired
2\114 11\114	not known "2"	SB	Soviet Air Force Soviet Air Force	ph.	1940	line # 114-02; opb 54 sbap; damaged 29dec39 on a mission against Finland; repaired line # 114-11; opb 1 edb VVS 14 armii; equipped with skis; dbr 09mar40 on a mission against Finland
		CD 2M 1004	Gudah Na Fanas	·		when tried to land on the ice of a lake (now called ozero Samolyotnoye, near km 149 of the Murmansk- Lotta highway and the Lotta river) in order to rescue the crew of SB 2M-100A c/n 14\114 who had bailed out, but the pilot (Valentin) was not able to stop the aircraft in time and it crashed into the forest on the banks of the lake; wreck found in autumn 1980; tail, one engine and both propellers recovered by helicopter and used for the restoration of the SB 2M-100A which is preserved in the Naval Aviation Museum at Safonovo, other parts of the wreck were still at the crash site by mar10
14\114	not known	SB 2M-100A	Soviet Air Force			line # 114-14; opb 1 edb VVS 14 armii (also reported for 5 osap and 33 sbap); w/o 09mar40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery and the crew (pilot: Troshin) bailed out, the aircraft crashed near a lake (now called ozero Samolyotnoye) near km 149 of the Murmansk-Lotta highway and the Lotta river; the wreck was identified in the early 2000s
3\115	no code	SB	Soviet Air Force			line # 115-03; opb 5 ae 48 sbap; in mottled olive drab over light grey or natural metal camo c/s with light grey or natural metal undersides, no code visible on the fin on the photo; dbr (probably on landing) when nosed over and came to rest upside-down, the rear fuselage broke
4\115	not known	SB	Soviet Air Force			line # 115-04; opb 13 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
5\115	not known	SB	Soviet Air Force			line # 115-05; opb 13 sbap; w/o 25dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force, crew (pilot: Kalmychenko) killed
11\115	not known	SB	Soviet Air Force			line # 115-11; opb 13 sbap; w/o 20jan40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Snitko)
16\115	not known	SB	Soviet Air Force			line # 115-16; opb 39 sbap; w/o 13feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Suistamo (pilot: Tarasenko)
10\116	not known not known	USB ? USB 2M-105	Soviet Air Force Polish Air Force	d/d	may46	line # 116-10 opb OSL at Deblin; still on charge in the 2nd half of 1949; wfu in late 1949
15\116 8\117	? not known not known	SB SB	Soviet Air Force Soviet Air Force			crashed near lake Seidozero in poor visibility, crew (pilot: Captain Vasili Ye. Zuyev) killed line # 117-08; opb 1 ae 56 sbap; w/o 21aug39 on a mission during the Khalkhin-Gol campaign when was
0(11)	not known	35	Sovice All Torce			shot down by Japanese anti-aircraft artillery, 2 of the 3 crew members were killed while the 3rd one (the pilot, Nikolai Ya. Maksimov) was taken prisoner by the Japanese
10\117	not known "5" blue	SB SB	Soviet Air Force Soviet Air Force			ine # 117-10; opb 18 sbap opb 23 kae; in olive drab c/s with light blue undersides; w/o 15aug41 when crashed (pilot: 1st Lieutenant
5\118	not known	USB	Soviet Air Force			V.G. Kiselev) line # 118-05; opb 151 orae at Astrashan-Bazar; originally in light grey c/s; repainted in improvised olive
						drab/black camo c/s in 1941, with most of the original light grey colour still remaining visible; damaged on landing at Astrashan-Bazar 01sep41 (pilot: 2nd Lieutenant V.N. Shilkin)
6\118	not known	SB	Soviet Air Force			line # 118-06; opb 18 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery
9\119 7\120	not known not known	SB SB	Soviet Air Force Soviet Air Force			line # 119-09; opb 55 sbap; trf to 57 sad according to an inventory listing of 55 sbap dated 09aug41 line # 120-07; opb 1 bap; damaged 21jun42 when made a hard landing
15\121	not known	SB SB	Soviet Navy			line # 121-15; photos in TsVMA, f. 1157, op. 35, d. 15, l. 65
20\122 5\126	not known not known		Soviet Air Force Soviet Air Force			line # 122-20; opb 13 sbap; damaged 05mar40 on a mission against Finland; repaired line # 126-05; opb zveno upravleniya 1 sad; in light grey or natural metal c/s; dbr 22mar41 on landing at
6)126	a ab las assas	CD 2M 1004	Coulet No Force			Shongui when nosed over and came to rest upside-down, the rear fuselage broke (pilot: Colonel I.L. Turkel)
6\126	not known	SB 2M-100A	Soviet Air Force			line # 126-06; probably opb 1 edb VVS 14 armii (also reported for 33 sbap); w/o 09mar40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery and crashed in the region of the Lotta river; wreck not found by 2010
4\129	not known	SB 2M-100A	Soviet Air Force	mfd	1939	line # 129-04; c/n confirmed, but a plate shows '120' and the wings are marked '112-129'; opb 456 bap near Chita; dbr on a training flight in summer 1942 when the crew lost orientation, the aircraft ran out of
						fuel and force-landed on swampy terrain near the mouth of the Ukshum river in the Vitemskoye ploskogorye mountains near Rossoshino (Transbaikal region), the aircraft nosed over and the tail broke off, all 3 crew escaped unhurt; rediscovered aug/9, recovered by a Mi-6 and a Mi-8 to Chita and flown in an
	no code	SB 2M-100A	Soviet Air Force	Mon	14aug82	An-22 to Monino apr80; restored by MMZ "Opyt" in Moscow in silvery c/s with the inventory number '4622/62'; preserved in the Russian Air Force museum at Monino from 14aug82, I/n apr15
16\130	not known	SB	Soviet Air Force			line # 130-16; opb 1 ae 37 sbap; w/o 05aug41 on a bombing mission against a bridge over the river Zapadnaya Dvina at Kresty and German troops on the road Kresty-Karlovo when 4 Bf 109s of the German Air Force caught up with the formation and shot down 4 SBs (c/ns 42/13, 42/15 and 43/19 suffered the same fate as c/n 16\130, of the 4 crews the one of Pendyukov bailed out and returned to their unit, 2 crews managed to make forced landings near lake Bentsy and 1 crew was missing in action, their aircraft probably crashed near lake Bentsy)
1\133 10\135	not known not known	SB SB	Soviet Air Force Soviet Air Force			line # 133-01; opb 44 sbap; damaged on the ground 19jan40 (pilot: Sazhko); repaired line # 135-10; opb 24 sbap; damaged 19jan40 on a mission against Finland when was damaged by a
15\135	"E/1"	SB	Soviet Air Force			figher of the Finnish Air Force; repaired line # 135-15; opb 118 rae; in improvised mottled olive drab/black over light grey camo c/s with light grey undersides; w/o 02jul41 on a mission against Finland when was shot down by Finnish anti-aircraft artillery
8\136	not known	SB	Soviet Air Force			and crashed near Kuolajärvi (now Kuoloyarvi) (pilot: Captain V.A. Rokhmanyuk) line # 136-08; opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish
19\136	"3" blue		Soviet Air Force			anti-aircraft artillery, crew (pilot: Vlasov) killed line # 136-19; opb 5 ae 44 sbap; in natural metal or light grey c/s with a red 'comb' on the leading edge of
1\137	CCCP-I588	PS-41	NKAP zavod # 22	rgd	15oct43	the fin; w/o 30jan40 on a mission against Finland when crashed close to its airfield line $\#$ 137-01
7\137	not known	SB	Soviet Air Force			line # 137-07; opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery
1\138	not known	SB	Soviet Air Force			line # 138-01; opb 9 sbap; dbr 12jan40 on a mission against Finland when had to make a forced landing and crashed while trying to take off again from that site
13\139 1\141	not known not known	SB USB	Soviet Air Force Soviet Air Force			line # 139-13; opb 41 sbap; dbr 11jan40 on a mission against Finland when crashed on landing line # 141-01; opb 9 zap; w/o 06dec41 on a training flight when when crashed near Samosyrovo airfield (10 km from Kazan), 1 of the 2 pilots (Captain Leonid S. Spektor) was killed and the other one injured
er hatch 1	141 the hatche	s received a n	aw numbering s	vstem: a C	rillic lette	er was attached to the batch number. The letters A. R. V. G. D. E. 7h. 7. I. K. and I. were

After batch 141, the batches received a new numbering system: a Cyrillic letter was attached to the batch number. The letters A, B, V, G, D, E, Zh, Z, I, K and L were used, resulting in an equivalent of batches 142 to 152. The construction number consisted of the number of the aircraft in the batch, a backslash and the Cyrillic letter designating the batch. Each batch contained 20 aircraft.

16\A	CCCP-L2458	PS-40	AFL/Far East	rgd	02oct38	line # A-16
17\A	CCCP-L2459	PS-40	AFL/MOW-IKT route	rgd	31aug38	line # A-17; in a document feb40
19\A	CCCP-L2461	PS-40	GVF	rgd	23nov38	line # A-19; registration initially assigned to c/n 13\B; opb 3 oads GVF at Myachkovo; suffered an engine
						failure 07mar45
20\A	CCCP-L2462	PS-40	AFL/Far East	rgd	08sep38	line # A-20; in a document jul41
5\B	no code ?	SB	Soviet Air Force			line # B-05; opb 15 orae at Karshi; in green/black camo c/s with light blue undersides, no code visible on
						the fin on the photo; damaged at Karshi 13aug41 when the right main gear collapsed (pilot: Sergeant I.V. Ivlev)
15\B	CCCP-L2463	PS-40	AFL/Far East	rgd	23nov38	line # B-15
16\B	CCCP-L2464	PS-40	AFL/Far East	rgd	23nov38	line # B-16; canx 26feb41
17\B	CCCP-L2465	PS-40	AFL/Northern	rgd	27dec38	line # B-17; canx 10sep39
18\B	CCCP-L2466	PS-40	AFL/MOW-IKT route	mfd	28aug38	line # B-18; rgd 04dec38; in a document jun40
	CCCP-L2466	PS-40	GVF		-	opb osobaya aviagruppa svyazi (OAGS) GVF at Myachkovo; w/o 26mar42 on the first leg of a flight from Myachkovo to Krasnodar when encountered a local snowstorm while flying at low height, failed to return or climb, collided with the ground 1 km north-west of Tatiny (Zaraisk district of the Moscow region) and exploded, all 3 crew and both passengers killed; t/t 1,059 hours
19\B	CCCP-L2467	PS-40	AFL/MOW-IKT route	rgd	04dec38	line # B-19; opb Novosibirski uchastok; dbr 18jun41 on a flight from Omsk to Novosibirsk when nosed
19\6	CCCF-L2407	F3-40	AFL/MOW-INT Toute	igu	04uec38	over during the landing run due to wrong use of the brakes, suffering damage to the F1 and F3 fuselage sections, the rudder and the propellers, the crew escaped unburt
20\B	CCCP-L2468	PS-40	AFL/Far East	rgd	28nov38	line # B-20; canx 05auq40
11\V	not known	SB	Soviet Air Force	. 5-		line # V-11; opb 279 nbap; w/o 26jul43
12\V	CCCP-L2469	PS-40	AFL/Far East	rad	23nov38	line # V-12; in a document jun41; in natural metal or light grey c/s
16\V	not known	SB	Soviet Air Force	3.		line # V-16; opb 279 nbap; attacked on landing during the night 07/08jul43

4\D	CCCP-L2481	PS-40	AFL/MOW-IKT route	rgd	17dec38	line # D-04
6\D	CCCP-L2482	PS-40	AFL/MOW-IKT route	rad	17dec38	line # D-06; canx 1941
0 (5	CCCP-L2782	PS-40	AFL/MOW-IKT route	.90	1740000	in documents feb40 and feb41 with this registration now
7\D	CCCP-L2479	PS-40	AFL/Azov-Black Sea	rgd	17dec38	line # D-07: in a document may41
8\D	CCCP-L2483	PS-40	AFL/MOW-IKT route	mfd	25aug38	line # D-08; rgd 17dec38; opb Uralski lineiny uchastok; w/o 15dec41 on the leg from Kuibyshev to
0,0	CCC: LE 105	. 5 . 6	7.1.2,110 W 1.1.1 Todate		Loddgoo	Sverdlovsk of a positioning flight from Saratov to Sverdlovsk when encountered thick fog in the area of
						Sok-Karmala (now Severnoye in the Orenburg region), flew very low, collided with a tree 3 km south-east
						of Sok-Karmala, crashed 245 metres further on, caught fire and burnt out, 1 of the 2 crew killed and the
						sole survivor injured: t/t 1.000 hours
11\D	CCCP-L2480	PS-40	AFL/Azov-Black Sea	rgd	17dec38	line # D-11
12\D	CCCP-L2472	PS-40	AFL/MOW-IKT route	rgd	04dec38	line # D-12; in a document may40
13\D	CCCP-L2473	PS-40	AFL/MOW-IKT route	rad	01dec38	line # D-13
15\D	CCCP-L2474	PS-40	AFL/MOW-IKT route	rgd	01dec38	line # D-15; canx 28jun39
16\D	CCCP-L2475	PS-40	AFL/MOW-IKT route	rgd	04dec38	line # D-16; in a document jan41
18\D	CCCP-L2460	PS-40	AFL/MOW-IKT route	rgd	04sep38	line # D-18; w/o 20jul39 when encountered a thunderstorm and broke up in mid-air; canx 07apr40
2\Zh	CCCP-N304	PS-40	Polyarnaya Aviats.	rgd	23feb40	line # Zh-02; with M-100 engines; registration painted on as 'CCCP-H304'; in natural metal c/s (probably
						later repainted in orange c/s with blue trim and 'Aviaarktika' titles); opb Moskovskaya aviagruppa as of
						10jun40; flew 14 ice-reconnaissance missions 19mar41/01jun41; opb 2-ya aviagruppa VVS Severnogo
						Flota from 09jul41
7\Zh	not known	SB	Soviet Air Force			line # Zh-07; opb 1 ae 56 sbap; w/o 21aug39 on a mission during the Khalkhin-Gol campaign when was
						shot down by Japanese anti-aircraft artillery, 2 of the 3 crew members (among them the pilot, 2nd
						Lieutenant Ivan Suprun) were killed while the 3rd one was taken prisoner by the Japanese
13\Zh	CCCP-Sh1684	PS-40	2 LU GVF Tambov	rgd	24sep40	line # Zh-13
11\Z	not known	SB 2M-103	Soviet Air Force			line # Z-11; underwent check trials with the NII VVS in 1938
44\Z ?	no code	SB 2M-103	Soviet Air Force			c/n cannot be correct as there were only 20 aircraft in a batch; dbr 30jun40 on its acceptance flight when
						the pilot forgot to open the fuel cocks of the right-hand side fuel tanks before take-off, so the right engine
						shut down immediately after take-off, the aircraft banked and the right wing touched the ground, the aircraft rapidly decelerated and the tail broke off
17\I	not known	SB 2M-103	Soviet Air Force			line # I-17; underwent state trials 11oct38/30dec38
17\I	not known	SB 2M-103	Soviet Air Force			line # K-17; opb 52 sbap; w/o 26feb40 on a mission against Finland when was shot down by Finnish anti-
17/10	HOC KHOWII	50	Sovice All Torce			aircraft artillery (pilot: Matveyey)
						and are arangery (priore macreyery)

A small pre-production series seems to have been built before production of batch 201 started.

1\0	not known CCCP-L3500	SB PS-41bis	Soviet Air Force AFL/MOW-IKT route	mfd rad	03mar39 21auq40	batch 201 pattern aircraft; underwent trials with the NII VVS mar39/apr39 c/n in register as such: in a document jun41
5\0	no code		NKAP LII	mfd	1939	Judging by Its features this aircraft belonged to a batch around 201 (built in late 1939); fitted with a fixed tricycle landing gear by the workshops of TsAGI's department No. 8; inofficially named "Pterodactyl"; underwent trials with the LII NKAP in 1940/41; in Soviet Air Force c/s; photo 02sep40; final test results issued feb41

Batches 142 to 200 do not seem to have existed. For the batches 201 to 334, the same construction number system was used as for batches 47 to 141. It consisted of the number of the aircraft in the batch, a backslash and the number of the batch (from 1\201 to 20\334). Each batch contained 20 aircraft.

1900   1900							
1902   CCP-1350   Ps-41bb   API/MOV-MRT rote   rgl   13agy   13agy   13 abay in 1966 eith bet; with light able undersides; with 31ghraft when was shot down to fill in the 202-03 or an interest pattern and the 202-03 or an interest pattern and the arrant pattern and the arr	2\201	no code	SB 2M-103	Soviet Air Force		photo	
CCCP-1505   Ps-1516   Ps-1516   CCP   Ps-1516   CCCP   Ps-1516   CCCP   Ps-1516   CCCP   Ps-1516   CCCP   Ps-1516   CCCP   P	\201	"5" blue	SB	Soviet Air Force			line # 201; opb 73 sbap; in olive drab c/s with light blue undersides; w/o 30jun41 when was shot down
2005	5\202				rgd trf		line # 202-05 opb osobaya aviagruppa svyazi GVF; dbr 07sep42 when both engines flamed out 35 minutes into the flight
1,005	20\203	not known	SB	Soviet Air Force			and the aircraft crash-landed, both crew members (pilot: Ilyin) escaped line # 203-20; opb 35 lbap; w/o 01dec39 on a mission against Finland when was shot down by machine-
19/205   not known   SB	3\205 4\205	not known not known	SB SB	Soviet Air Force Soviet Air Force			line # 205-01; opb 80 sap; w/o 04feb40 when did not return from a mission against Finland line # 205-03; opb 13 sbap; w/o 21dec39 on a mission against Finland (non-combat loss) line # 205-04; opb 13 sbap; w/o 21dec39 on a mission against Finland (non-combat loss)
19/10   11/1   19/10   11/1   19/10   11/1   19/10   11/1   19/10   11/1   19/10   11/10   1							the Finnish Air Force (pilot: N.P. Moskalyov)
old one with the old one still being visible; w/o 28par41 (probably on landing) at Kutasi when casgift fire and known 58 Soviet Air Force on the fire the strain of the fire the strain of the strain	10\205	"11" yellow					line # 205-10; in light grey or natural metal c/s
1920b   not known   SB   Soviet Air Force   Inine # 205-13; based in the Transcaucasian Millary Olizenthy, who Dizenpth On dive bombing training when the first wish-give profit air kin, bit of air are No. 19 dating recovery from a diverted from an altitude of 700 metres and the training when was altitude of 700 metres and the training when was altitude of 700 metres and the training when was altitude of 700 metres and the training when was altitude of 700 metres and the underwent traisis with #-104 engines (probably by xnl IVx) in 1939   1940   19		"3" red	USB	Soviet Air Force			old one with the old one still being visible; w/o 28apr41 (probably on landing) at Kutaisi when caught fire
underwent trails with M-104 engines (probably by NII LVS) in 1939  19205 core (1446)	13\205	not known	SB	Soviet Air Force			line # 205-13; based in the Transcaucasian Military District, w/o 02sep40 on dive bombing training when the left wing-tip tore off at rib No. 19 during recovery from a dive from an altitude of 700 metres and the
20/205 not known SB 2M-105 Soviet Air Force 1/206 not known SB Sov	15\205				rad	29ian43	underwent trials with M-104 engines (probably by NII VVS) in 1939
Sylote   Not known   S8   Soviet Air Force   Sovi		not known	SB 2M-105	Soviet Air Force	. 5-		line # 205-20; fitted with experimental TK-2B turbo chargers mar40 line # 206-02; opb 10 abr; w/o 26feb40 on a mission against Finland when was shot down by Finnish anti-
11/206   Park Rown   SB   Soviet Air Force   Trd   unknown   SB   Soviet Air Force   Trd   unknown   SB   Soviet Air Force   Trd   Soviet Air Fo	5\206	not known	SB	Soviet Air Force			line # 206-05; opb 13 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of
17/206 ord known SB Soviet Air Force PG-13502 PS-41bs Soviet Air Force PG-13502 PG-13502 PS-41bs Soviet Air Force PG-13502 PS-41bs Soviet Air Force PG-13502 PG-135	11\206				trf	unknown	line # 206-11; opb 18 sbap opb 67 oae PVO; in light grey or natural metal c/s; w/o 13jun41 when crash-landed (pilot: 3rd Lieutenant
PS-41bs   PS-4					rad	122440	line # 206-12; opb 80 sap; damaged 01jan40 on a mission against Finland due to pilot error; repaired
18206 nok known SB ZM-103 Soviet Air Force 20'2077 CCCP-13503 PS-41bi AFL/IIT GVF gd 13aug40 [line # 206-18; fitted with Tirk-2 turbo chargers in 1939 and underwent trials in 1939/40 [line # 206-18; fitted with Tirk-2 turbo chargers in 1939 and underwent trials in 1939/40 [line # 207-20; fitted with an inert age fuel tank fitting system; in a document may/1 [line # 208-01; oph 35 lbap; w/o 01jan40 on a mission against Finland when exceeded the design g limit and crashed, crean and crashed, crean and crashed, crean and crashed. See a crean and crashed see a crean and crashed crean and crashed see a crean and crashed see a crean and crashed see a crean by the solution of the company of the seed	17 (200						opb MAGON GVF (formed 23jun41); damaged 29jun41 on a flight from Moscow to Tamopol (now Ternopil) when was hit by machine-gun fire from the ground near Tamopol and again in the evening on a flight from Tamopol to Klev when was hit by machine-gun fire before reaching Klev, the pilot then decided to make an emergency landing near Dmtrovka (Poltava region) and to repair the aircraft provisionally on-site; dbr 12jul41 on take-off from the site near Dmitrovka when did not lift-off; overran into a swamp and nosed
1028 not known SB Soviet Air Force   Inine # 208-01; opb 53 (bap; w/o 01jando on a mission against Finland when exceeded the design g limit and crashed, crew (pilot: Polyskov) killed   Inine # 209-07; opb 10 abr; w/o 20feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Pittsyn)					rad	1320040	line # 206-18; fitted with TK-2 turbo chargers in 1939 and underwent trials in 1939/40
7.209   not known   SB   Soviet Navy   SB   Soviet Navy   Iline # 209-07; pol 10 abr; w/o 20feb40 on a mission against finland when was shot down by a fighter of the Finnish Air Force (pilot: Pittsyn)   Inine # 210-16; operated by 137 sbap; written off 21Jul41 when was shot down by fighters of the Finnish Air Force (pilot: Pittsyn)   Inine # 210-16; operated by 137 sbap; written off 21Jul41 when was shot down by fighters of the Finnish Air Force and crashed south-west of Lake Nyalyarv (Kola district of the Murmansk region), all 3 crew members (pilot: 3rd Lieutenant Leonid G. Goncharenko) were killed line # 210-19; op 60 sbap; w/o 29feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)   Inine # 211-19; op 96 sbap; w/o 29feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)   Inine # 211-19; op 96 sbap; w/o 29feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)   Inine # 211-19; op 96 sbap; w/o 29feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)   Inine # 211-19; op 96 sbap; w/o 20feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)   Inine # 211-19; op 96 sbap; w/o 20feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)   Inine # 211-19; op 96 sbap; w/o 12mar40 on a mission against Finland when crashed in the filoty in # 211-19; op 96 sbap; w/o 12mar40 on a mission against Finland when was sbot down by Finnish and the policy of the filoty of the filoty of the filoty on a policy with a filoty on a mission against Finland when crashed in the filoty on a policy with a filoty on a mission against Finland; repaired line # 211-19; op 96 sbap; w/o 16feb40 on a mission against Finland; repaired line # 211-19; op 96 sbap; w/o 16feb40 on a mission against Finland; repaired line # 211-19; op 96 sbap; w/o 16feb40 on a mission					rgu	1344940	line # 208-01; opb 35 lbap; w/o 01jan40 on a mission against Finland when exceeded the design g limit
or Finnish Air Force and crashed south-west of Lake Nyalyavr (Kola district of the Murmansk region), all 3 crawmbers (pilot: 3rd Lieutenant Leonid G. Goncharenko) were killed line # 210-19; op 50 osap; w/o 16feb40 when was destroyed on the ground line # 210-19; op 50 osap; w/o 16feb40 when was destroyed on the ground line # 211-19; op 50 osap; w/o 16feb40 when was destroyed on the ground line # 211-19; op 50 osap; w/o 16feb40 when was destroyed on the ground line # 211-11-19; op 50 osap; w/o 12mar40 on a mission against Finland; repaired line # 211-11-16; op 54 sbap; damaged 01mar40 on a mission against Finland; repaired line # 211-11-16; op 54 sbap; damaged 01mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Chistyakov)  10 cCCP-L3515 PS-41 AFL/Azov-Black Sea PS-41 AFL/Azov-Black Sea PS-41 AFL/Georgia rgd 11mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Chistyakov)  10 vince 211-16; op 54 sbap; damaged 01mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Ckuzmin)  10 vince 211-16; op 54 sbap; damaged 01mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Kuzmin)  10 vince 211-16; op 54 sbap; damaged 01mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Kuzmin)  10 vince 211-16; op 54 sbap; damaged 01mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland; repaired line # 213-11; op 80 sap; w/o 12mar40 on a mission against Finland; repaired line # 213	7\209	not known	SB	Soviet Navy			line # 209-07; opb 10 abr; w/o 20feb40 on a mission against Finland when was shot down by a fighter of
18/210 not known SB Soviet Air Force 19/210 not known SB Soviet Air Force 19/210 not known SB Soviet Air Force 16/211 not known SB Soviet Air Force 11/213 not known SB Soviet Air Force 11/214 CCCP-L3515 PS-41 AFL/Moscow mfd CCCP-L3515 PS-41 AFL/Azov-Black Sea AFL/Azov-Black Sea Mfd CCCP-L3515 PS-41 AFL/Georgia rgd 11mar40 (144-08); rgd 21feb40 engine developed problems, the pilot shut it down but did not cope with the situation on final approach so that the aircraft lost speed, stalled at a height of some 25-30 metres and crashed 2 km east of the airport, 1 of the 3 crew killed and both survivors injured; th 800 hours 11/214 CCCP-L3516 PS-41 AFL/LTs GU GVF rgd 14feb40 line # 214-10; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a take of the airport, 1 of the 3 crew killed and both survivors injured; th 800 hours 11/214 CCCP-L3519 PS-41 AFL/Azov-Black Sea Rgd 16apr40 line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a line # 214-12; rgd 23mar40; opb trenirovochny otryad,	16\210	not known	SB 2M-103	Soviet Air Force			or Finnish Air Force and crashed south-west of Lake Nyalyavr (Kola district of the Murmansk region), all 3
16\211 not known SB Soviet Air Force 11\213 not known SB Soviet Air Force 11\213 not known SB Soviet Air Force 11\214 CCCP-L3515 PS-41 AFL/Moscow mfd 31aug39 10\214 CCCP-L3515 PS-41 AFL/Azov-Black Sea 10\214 CCCP-L3516 PS-41 AFL/Georgia rgd 11mar40 11\214 CCCP-L3517 PS-41 AFL/Moscow mfd 31aug39 10\214 CCCP-L3516 PS-41 AFL/Moscow mfd 31aug39 11\214 CCCP-L3516 PS-41 AFL/Georgia rgd 11mar40 11\214 CCCP-L3517 PS-41 AFL/Moscow mfd 31aug39 11\214 CCCP-L3518 PS-41 AFL/Moscow mfd 31aug39 11\214 CCCP-L3519 PS-41 AFL/Moscow mfd 31aug39 11\214 CCCP-L3521 PS-41 AFL/Moscow mfd 31\214 AFL/Moscow mfd 31\214 CCCP-L3521 PS-41 AFL/Moscow mfd 31\214 CCCP-L3521 PS-41 AFL/Moscow mfd 31\214 AFL/Moscow mfd 31\214 CCCP-L3521 PS-41 AFL/Moscow mfd 31\214 AFL/Moscow mfd 31\214 CCCP-L3521 PS-41 AFL/Moscow mfd 31\214 AFL/Moscow mfd 31\214 AFL/Moscow mfd 31\214 CCCP-L3521 PS-41 AFL/Moscow mfd 31\214 AFL	18\210 19\210						line # 210-18; opb 5 osap; w/o 16feb40 when was destroyed on the ground line # 210-19; opb 60 sbap; w/o 29feb40 on a mission against Finland when crashed in poor weather due
8\214 CCCP-L3515 PS-41 AFL/Moscow mfd 31aug39 line # 214-08; rgd 21feb40 opb 18 svodny ATO; w/o 08aug41 on an atmospheric sounding flight from Rostov-na-Donu when the right engine developed problems, the pilot shut it down but idt ont cope with the situation on final approach so that the aircraft lost speed, stalled at a height of some 25-30 metres and crashed 2 km east of the airport, 1 of the 3 crew killed and both survivors injured; t/t 800 hours line # 214-09 line # 214-09 line # 214-09 line # 214-09 line # 214-10; crashed in early winter 1941 line # 214-10; crashed in the field of Ternovski sveklosovchoz (Abramovka district of the Voronezh region) 1 hour 8 minutes after take-off, all 3 crew (pilots: P.L. Sereda and N.Z. Malov) killed; t/t 168 hours; struck off charge 12dec40 line # 214-12; opb SKOAG GVF; w/o 09jun42 on a flight from Krasnodar to Moscow and back when was attacked by a fighter of 82 iap of the Soviet Air Force (the pilot had mistaken the PS-41 for a Ju 88), caught fire an crashed near Chortkovo railway station, both crew members (pilot: Groshev) were probably killed line # 214-13; in a document nov41 line # 214-13; the sing collection of the the instruments failing and the crashed to the right at a height of 5 metres, the right wing collided with the ground and the aircraft carshed, both crew members (pilot: Groshev) were probably killed line # 214-13; the sing and locument nov41 line # 214-13; the sing collider with the ground and the aircraft carshed, both crew members (pilot: Groshev) the aircraft banked to the right at a height of 5 metres, the right wing collided with the ground and the aircraft carshed, both crew members (pilot: Smoth or sound and the aircraft carshed, both crew members (pilot: Smoth or sound and the aircraft carshed, both crew members (pilot: Smoth or sound and the aircraft carshed, both crew members (pilot: Smoth or sound and the aircraf	16\211 11\213						line # 211-16; opb 54 sbap; damaged 01mar40 on a mission against Finland; repaired
9\214 CCCP-L3516 PS-41 AFL/Georgia rgd 11mar40 11\214 CCCP-L3517 PS-41 AFL/Moscow rgd 14febb 1 12\214 CCCP-L3518 PS-41 AFL/Moscow rgd 14febb 1 12\214 CCCP-L3519 PS-41 AFL/Moscow rgd 14febb 1 13\214 CCCP-L3519 PS-41 AFL/Moscow rgd 15\approx rgd 14febb 1 14\214 CCCP-L3519 PS-41 AFL/Moscow rgd 16apr40 rgd rgd 14febb 1 14\214 CCCP-L3519 PS-41 AFL/Moscow rgd 15\approx rgd 16apr40 rgd rgd 14febb 1 14\214 CCCP-L3521 PS-41 AFL/Moscow rgd 13\approx rgd 15\approx rgd 16apr40 rgd rgd 14febb 1 13\214 CCCP-L3521 PS-41 AFL/Moscow rgd 13\approx rgd 15\approx rgd 16\approx rgd 16\app					mfd		line # 214-08; rgd 21feb40
9/214 CCCP-13516 PS-41 AFL/Ceorgia rgd 11mar40 line # 214-09 rgd CCCP-13517 PS-41 AFL/LTS GU GVF rgd 14feb40 line # 214-10; crashed in early winter 1941 line # 214-11; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a training flight from Stalingrad (now Volgograd) to Moscow-Khodynka in poor weather when suffered from cing while flying through clouds which probably resulted in the instruments failing and the crew losing spatial orientation so that the aircraft entered a steep dive at a height of some 2,800 metres and crashed in the field of Termovski six seklosoxkhoz (Abramovka district of the Voronezh region) 1 hour 8 minutes after take-off, all 3 crew (pilots: P.L. Sereda and N.Z. Malov) killed; t/t 168 hours; struck off charge 12dec40 line # 214-12; opb SKOAG GVF; w/o 09jun42 on a flight from Krasnodar to Moscow and back when was attacked by a fighter of 82 iap of the Soviet Air Force (the pilot had mistaken the PS-41 for a Ju 88), caught fire and crashed near Chortkovo railway station, both crew members (pilot: Groshev) were probably killed line # 214-13; in a document nov41 line # 214-13 (as the supercharger of one of the engines had failed) so that the aircraft banked to the right at a height of 5 metres, the right wing collided with the ground and the aircraft cashed, both crew members (pilot: opb soboya) aviagruppa svyazi GVF; dbr 17jan42 when the engines developed different power on take-off 6 metres, the right wing collided with the ground and the aircraft cashed, both crew members (pilot: opb one) and aircraft cashed, both crew members (pilot: opb one) and aircraft cashed, both crew members (pilot: opb one) and aircraft cashed, both crew members (pilot: opb one) and aircraft cashed, both crew members (pilot) and the aircraft cashed, both crew members (pilot) and the cashed one of the engines had failed) so that the aircraft banked to the right at a height of opb osobaya aviagruppa svyazi GVF; dbr 17jan42 when the engines developed different power on take-off (as the		CCCP-L3515	PS-41	AFL/Azov-Black Sea	trf	unknown	engine developed problems, the pilot shut it down but did not cope with the situation on final approach so that the aircraft lost speed, stalled at a height of some 25-30 metres and crashed 2 km east of the airport,
11\214 CCCP-13518 PS-41 AFL/Moscow mfd 01dec39 line # 214-11; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a training flight from Stalingrad (now Volgograd) to Moscow-Khodynka in poor weather when suffered from icing while flying through clouds which probably resulted in the instruments faiing and the crew losing spatial orientation so that the aircraft entered a steep dive at a height of some 2,800 metres and crashed in the field of Termovski sveklosoxkhoz (Abramovka district of the Voronezh region) 1 hour 8 minutes after take-off, all 3 crew (pilots: P.L. Sereda and N.Z. Malov) killed; t/t 168 hours; struck off charge 12dec40 line # 214-12; opb SKOAG GVF; w/o 09jun42 on a flight from Krasnodar to Moscow and back when was attacked by a flighter of 82 iap of the Soviet Air Force (the pilot had mistaken the PS-41 for a Ju 88), caught fire and crashed near Chortkov railway station, both crew members (pilot: Groshev) were probably killed line # 214-13; in a document nov41 line # 214-14.  CCCP-L3521 PS-41 GVF tri 1941 GVF tri 1941 opb osobaya aviagruppa svyazi GVF; dbr 17jan42 when the engines developed different power on take-off (as the supercharger of one of the engines had failed) so that the aircraft banked to the right at a height of 5 metres, the right wing collided with the ground and the aircraft crashed, both crew members (pilot:		CCCP-L3516					line # 214-09
12\214 CCCP-L3519 PS-41 AFL/Azov-Black Sea PS-41 GVF brf 1941 GVF PS-41 AFL/Azov-Black Sea PS-41 GVF PS-41							line # 214-11; rgd 23mar40; opb trenirovochny otryad, seconded to 4 ATO by may40; w/o 16may40 on a training flight from Stalingrad (now Vologorad) to Moscow-Khodynka in poor weather when suffered from icing while flying through clouds which probably resulted in the instruments failing and the crew losing spatial orientation so that the aircraft entered a steep dive at a height of some 2,800 metres and crashed in the field of Temovski sveklosvokhoz (Abramovka district of the Voronezh region) 1 hour 8 minutes after
13\214 CCCP-13520 PS-41 AFL/Moscow rgd 13mar40 line # 214-13; in a document nov41 14\214 CCCP-13521 PS-41 AFL/Azov-Black Sea rgd 05apr40 line # 214-14 CCCP-L3521 PS-41 GVF trf 1941 opb osobaya aviagruppa svyazi GVF; dbr 17jan42 when the engines developed different power on take-off (as the supercharger of one of the engines had failed) so that the aircraft banked to the right at a height of 5 metres, the right wing collided with the ground and the aircraft crashed, both crew members (pilot:	12\214						line # 214-12; opb SKOAG GVF; w/o 09jun42 on a flight from Krasnodar to Moscow and back when was attacked by a fighter of 82 lap of the Soviet Air Force (the pilot had mistaken the PS-41 for a Ju 88), caught fire and
CCCP-L3521 PS-41 GVF trf 1941 opb osobaya aviagruppa svyazi GVF; dbr 1/jan42 when the engines developed different power on take-off (as the supercharger of one of the engines had failed) so that the aircraft banked to the right at a height of 5 metres, the right wing collided with the ground and the aircraft crashed, both crew members (pilot:							line # 214-13; in a document nov41
	14\214						opb osobaya aviagruppa svyazi GVF; dbr 17jan42 when the engines developed different power on take-off (as the supercharger of one of the engines had failed) so that the aircraft banked to the right at a height of 5 metres, the right wing collided with the ground and the aircraft crashed, both crew members (pilot:

15\214	CCCP-L3522	PS-41	AFL/Moscow	rgd	22feb40	line # 214-15; probably opb 4 ATO; f/n Stalingrad 16may40; dbr 06feb41 on the leg to Kuibyshev of a flight from Moscow to Alma-Ata when suffered from icing near Kuznetsk, landed at Kuibyshev with an ice-covered windscreen, approached the runway at an angle, veered off the runway and nosed over, the crew
16\214	CCCP-L3523	PS-41	AFL/Georgia	mfd	01dec39	escaped unhurt  line # 214-16; rgd 20apr40; opb 20 TAO; w/o 09jun40 on a mail flight from Rostov-na-Donu to Tbilisi when encountered a thunderstorm, went out of control, entered a dive, broke up and crashed 3 km from Novoye (Krylovskaya district of the Krasnodar region), both crew members were killed; t/t 64 hours; struck
17\214	CCCP-L3524	PS-41	AFL/Uzbekistan	rgd	13apr40	off charge 02jul40 line # 214-17
18\214	CCCP-L3525	PS-41	AFL/Moscow	rgd	17feb40	line # 214-18
19\214 20\214	CCCP-L3526 CCCP-L3527	PS-41 PS-41	AFL/Georgia KVLP GVF	rgd mfd	08apr40 01dec39	line # 214-19; in a document 1941 line # 214-20; rgd 01feb40
	CCCP-L3527	PS-41	GVF			opb Severo-Kavkazkaya osobaya aviagruppa GVF; w/o 03jun42 on the leg from Tbilisi to Ordzhonikidze (now Vladikavkaz) of a flight from Tbilisi to Krasnodar when caught fire, lost height and crashed below the summit of Mount Ninikas-Tsikhe in the main divide of the Caucasus 15 km north-east of Kvareli (at N42.0969 E45.9130), all 3 crew members were killed, the cause of the accident could not be established
1\215	CCCP-L3528	PS-41	AFL/Uzbekistan	rgd	05apr40	(probably either a technical malfunction or an attack by a German aircraft); $t/t$ 602 hours line # 215-01; opb 310 UTO; $w/o$ 30oct41 on a training flight from Tashkent when the trainee pilot forgot to open the fuel fire shut-off valve of the left engine so that the engine failed shortly after take-off, the crew tried to return to the airport, but the aircraft lost height due to crew error and crashed into a building
2\215	CCCP-L3529	PS-41	KVLP GVF	mfd	1939	of the Textile Institute 2.5 km north-west of the airport, both pilots killed; t/t 752 hours line # 215-02; rgd 25apr40; w/o 26apr40 on the leg from Moscow-Khodynka to Kharkov of its delivery flight from Moscow-Khodynka to Mineralnyye Vody when encountered low clouds and poor visibility, the pilot decided to fly below the cloud cover, but the aircraft crashed into the slope of a ravine 1 km from
3\215	CCCP-L3530	PS-41	AFL/Moscow	rgd	22feb40	Sinegubovo (Lipitsy district of the Tula region) in fog, all 3 crew killed; t/t 1 hour line # 215-03; dbr 06feb41 on a flight from Moscow to Alma-Ata when made a forced landing near Trostyanka railway station (40 km east of Kuibyshev), suffering substantial damage, the crew escaped unhurt; struck off charge 18apr41
4\215	CCCP-L3531	PS-41	AFL/Azov-Black Sea	rgd	13mar40	line # 215-04
5\215 6\215	CCCP-L3532 CCCP-L3533	PS-41 PS-41	AFL/MOW-IKT route AFL/NII GVF	rgd rgd	05apr40 05feb40	line # 215-05; in register as CCCP-L3232, but probably in error or misread for CCCP-L3532 line # 215-06; with M-103U engines; underwent state trials feb40; in a document jun41; in natural metal
7\215	CCCP-L3534	PS-41	AFL/Moscow	mfd	11dec39	or light grey c/s; photo on skis line # 215-07; rgd 20feb40
	CCCP-L3534	PS-41	GVF			opb 1 ae 8 oap GVF; w/o 03nov43 on a cargo flight from Varva via Kursk to Gogolev when encountered a layer of fog near Lebedin (Sumy region of Ukraine), tried to fly below that layer, but failed to evade higher ground near Shevchenko (16 km from Lebedin) and crashed, all 3 crew and the sole passenger killed; t/t 801 hours
8\215 9\215	CCCP-L3535 CCCP-L3536	PS-41 PS-41	AFL/Azov-Black Sea AFL/Azov-Black Sea	rgd mfd	01apr40 01dec39	line # 215-08 line # 215-09; rgd 31mar40
,	CCCP-L3536	PS-41	GVF			opb 1 ae 8 oap GVF; w/o 30dec42 on the leg from Moscow to Saratov of a cargo flight from Moscow to Tbilisi when encountered fog some 65 km from Saratov, the pilot decided to return but flew too low while turning around so that the left wing hit the snow-covered ground 4 km south-east of Novye Burasy, 1 of the 3 crew killed and both survivors injured; t/t 1,032 hours
10\215 11\215	CCCP-L3537 CCCP-L3538	PS-41 PS-41	AFL/Azov-Black Sea AFL/Uzbekistan	rgd rgd	22mar40 20apr40	line # 215-10; in a document apr41 line # 215-11; opb 21 AO; w/o 08mar41 on take-off from Tashkent when an engine failed, the aircraft
						made a forced landing, but collided with a high-voltage power-line, the pilot was injured while the aircraft mechanic escaped unhurt; struck off charge 07may41
12\215 13\215	CCCP-L3539 CCCP-L3540	PS-41 PS-41	AFL/MOW-IKT route AFL/Georgia	rgd rgd	13mar40 13mar40	line # 215-12 line # 215-13; in a document jul41
14\215	CCCP-L3541 CCCP-L3541	PS-41 PS-41	AFL/Uzbekistan AFL/MOW-IKT route	mfd trf	01dec39 apr42	line # 215-14; rgd 19feb40; opb UTO w/o 19apr42 on the leg from Tashkent to Alma-Ata of the ferry flight from Tashkent to Novosibirsk when
						encountered a sand storm, the crew lost orientation and the aircraft crashed at a height of 2,400 metres into a mountain (2,501 metres) of the Karzhantau range near Sailyk (70 km north-east of Tashkent), all 3
15/215	CCCD 1 2542	DC 41	AFI /Ci-		1210	crew killed; t/t 540 hours; wreck found only in 1943
15\215 16\215	CCCP-L3542 CCCP-L3543	PS-41 PS-41	AFL/Georgia KVLP GVF	rgd rgd	13mar40 01feb40	line # 215-15; in a document nov41 line # 215-16
17\215 7\216	CCCP-L3544 not known	PS-41 SB	AFL/Moscow Soviet Air Force	rgd	22feb40	line # 215-17; in document may40 line # 216-07; opb 54 sbap; w/o 18jan40 on a mission against Finland when lost speed due to pilot error
9\216	not known	SB	Soviet Air Force			and crashed (pilot: Borisenko) line # 216-09; opb 5 sbap; w/o 04feb40 when was destroyed on the ground (pilot: Alagurov)
6\217 8\217	not known "9" red	SB SB	Soviet Navy Soviet Air Force	mfd	oct39	line # 217-06; photo in TsVMA, f. 12, op. 1, d. 1119, l. 34-37 line # 217-08; opb 24 sbap; in light grey c/s with red fin tip with a yellow stripe; damaged in a wheels-up
13\217	not known	SB	Soviet Air Force			landing line # 217-13; opb 80 sap; w/o 26feb40 on a mission against Finland when was shot down by Finnish anti-
14\217	not known	SB	Soviet Air Force			aircraft artillery (pilot: Yakovlev) line # 217-14; opb 39 sbap; w/o 13feb40 on a mission against Finland when was shot down by a fighter of
3\218	not known	SB	Soviet Air Force			the Finnish Air Force and crashed near Suistamo (?) (pilot: Parshivoye) line # 218-03; opb 13 sbap; w/o 17feb40 on a mission against Finland when was damaged by Finnish
5\218	not known	SB	Soviet Air Force			forces and crashed into Yalov-Guba (?) line # 218-05; opb 13 sbap; w/o 29dec39 on a mission against Finland when was shot down by a fighter of
1\219	not known	SB	Soviet Air Force			the Finnish Air Force (pilot: probably Popov) line # 219-01; opb 80 sap; w/o 03feb40 on a mission against Finland when was damaged by Finnish anti-
2\219	not known	SB	Soviet Air Force			aircraft artillery and crashed near Repola (now Reboly) line # 219-02; opb 24 sbap; w/o 02feb40 on a mission against Finland when was shot down by a fighter of
6\219	not known	SB	Soviet Air Force			the Finnish Air Force line # 219-06; opb 80 sap; w/o 01jan40 on a mission against Finland when was shot down by Finnish anti-
11\219	not known	SB	Soviet Air Force			aircraft artillery and crashed near Taivalkoski (pilot: Izyumchenko) line # 219-11; opb 39 sbap; w/o 13feb40 on a mission against Finland when was shot down by a fighter of
12\219	not known	SB	Soviet Air Force			the Finnish Air Force and crashed near Suistamo (pilot: Khramtsov) line # 219-12; opb 80 sap; damaged 28jan40 on a mission against Finland; repaired
14\219	not known	SB	Soviet Air Force			line # 219-14; opb 80 sap; dbr 09feb40 on a mission against Finland when crashed on landing due to pilot error
18\219	not known	SB	Soviet Air Force			line # 219-18; opb 80 sap; w/o 26feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Tarabanov)
20\219	not known	SB	Soviet Air Force			line # 219-20; opb 80 sap; w/o 25feb40 on a mission against Finland when touched a tree and crashed (pilot: Kuzmin)
3\220	not known	SB	Soviet Air Force			line # 220-03; opb 24 sbap; damaged 01dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air Force (pilot: Babenko); repaired
6\220	not known	SB	Soviet Air Force			line # 220-06; opb 24 sbap; w/o 23dec39 on a mission against Finland when crashed near Jänissaari (pilot: Moskalyov)
8\220 ?	not known	SB	Soviet Air Force			(pilot: Moskalyov) line # probably 220-08; opb 24 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Sharolapov)
11\220	"4" blue	SB 2M-103	Soviet Air Force			line # 220-11; opb 3 ae 24 sbap; in light grey or natural metal c/s with blue fin tip; w/o 01dec39 on a
12\220	no code	SB	Soviet Air Force			mission against Viipuri (now Vyborg) when was shot down by Finnish anti-aircraft artillery (pilot: Starchilo) line # 220-12; opb 24 sbap; repainted in olive drab c/s with light blue undersides and a red fin tip with a value tripe depressed in a wheels we leading.
13\220	not known	SB	Soviet Air Force			yellow stripe; damaged in a wheels-up landing line # 220-13; opb 15 sbabr; w/o 01dec39 on a mission against Finland when collided in clouds with SB
14\220	not known	SB	Soviet Air Force			c/n 8\67 of 24 sbap and crashed (pilot: I.I. Kuznetsov) line # 220-14; opb 10 sbap; w/o 23dec39 on a mission against Finland when crashed due to poor weather
16\220	not known	SB	Soviet Air Force			(pilot: Maksimov) line # 220-16; opb 24 sbap; w/o 30jan40 on a mission against Finland when crashed due to poor weather
20\220	not known	SB	Soviet Air Force			(pilot: Kolosov) - possibly not w/o, but just damaged and repaired line # 220-20; opb 2 sbap; w/o 28feb40 when did not return from a mission against Finland
3\221	not known	SB	Soviet Air Force			line # 221-03; opb 80 sap; dbr 09feb40 on a mission against Finland at night when made a forced landing near Piäkkö/Barysh-Navolok
4\221	not known	SB	Soviet Air Force			line # 221-04; opb 24 sbap; w/o 02feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Sortavala, crew (pilot: Volkov) killed
8\221	not known		Soviet Navy	mfd	aug39	line # 221-08; a detail was marked '114-221 15'; i/s 24sep39; opb 2 ae 80 sap (relocated from Oryol to Arkhangelsk-Yagodnik 03oct39); in light grey c/s with Red Stars outlined in black; w/o 17dec39 on a positioning flight from Yagodnik to Ukhta when crashed in poor weather in the taiga on the banks of the river Chukcha near Syuzma village on the Onega peninsula, 3 of the 4 crew members (among them the pilot, 1st Lieutenant Georgi V. Karalkin) were killed on impact while 1 was injured and survived for some time, but died later; t/t 26 hours; struck off charge 10feb40; the wreck was found oct98 and destroyed by woodcutters in summer 2005
13\221	no code		Soviet Air Force			line # 221-13; pattern aircraft for the second half of 1939, successfully passed state trials nov39; photo exists
15\221	not known	SB	Soviet Air Force			line # 221-15; opb 2 sbap; w/o 02mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Jääski (now Lesogorski) railway station, crew (pilot: Vovna) killed
18\221	not known		Soviet Air Force			line # 221-18; opb 24 sbap; photo exists; w/o 04feb40 on a mission against Finland when crashed due to poor weather (pilot: Prokuroiov ?)
6\222	not known	SB	Soviet Air Force			line # 222-06; opb 2 sbap; w/o 06jan40 on a mission against Finland when crashed on take-off due to pilot error (pilot: Vasilyev)
7\222 11\222	not known not known	SB SB	Soviet Navy Soviet Air Force			line # 222-07; opb 57 sbap; w/o 01dec39 on a mission against Finland (pilot: Subach) line # 222-11; opb 2 sbap; damaged 26dec39 on take-off from the snow-covered airfield at Ropsha (for a
						mission against Finland) on wheels (pilot: P.G. Ovcharenko); repaired

16\222	not known	SB	Soviet Air Force			line # 222-16; opb 2 sbap; w/o 30nov39 on a mission against Finland when crashed on take-off from Ropsha due to pilot error (pilot: Glazunov)
16\223	not known	SB	Soviet Air Force			line # 223-16; opb 10 sbap; w/o 25jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: N.N. Sidyakin)
18\223	not known	SB	Soviet Air Force			line # 223-18; was reported as having been opb 10 abr and lost 07jan40 when did not return from a mission against Finland (pilot: Gutarov), but probably in error; opb 10 KBSP in summer 1941; damaged
1\224	"3" blue	SB 2M-103	Soviet Air Force	ph.	23dec39	07jul41, but repaired by ARMB No. 1, repair completed 08sep41 line # 224-01; opb 2 sbap; in light grey or natural metal c/s with blue fin tip (with a white diagonal stripe with a small Red Star) and black stripes on the wings; w/o 02feb40 on a mission against Finland when
2\224	not known	SB	Soviet Air Force			crashed on take-off due to pilot error (pilot: Kostin) line # 224-02; opb 2 sbap; w/o 27dec39 on a mission against Hiltola railway station when was shot down by a Fokker D.XXI of the Finnish Air Force and crashed near Baryshevo, the pilot (Lieutenant Ivan D.
5\224	not known	SB	Soviet Air Force			Krokhmal) bailed out and was taken prisoner while the other 2 crew members were killed line # 224-05; opb 2 sbap; w/o 05mar40 on a mission against Finland when was shot down by a fighter of
8\224	not known	SB	Soviet Air Force			the Finnish Air Force and crashed near Vuosalmi (now Druzhnoye) (pilot: V.G. Glazunov) line # 224-08; opb orae VVS 9-i Armii; w/o 29jan40 when did not return from a mission against Finland (pilot: Gorodetski)
11\224	not known	SB 2M-103U	Soviet Air Force			line # 224-11; opb 202 sbap; w/o 09jul41 on return from a bombing mission against enemy forces and positions in the area of Porika and Silanpohja (?) when the left engine failed, the aircraft made a forced landing in a forest near the river Olonka south-west of Olonets, caught fire and burnt out, all 3 crew
12\224	not known	SB	Soviet Air Force			members (pilot: S.A. Pinayev) survived line # 224-12; opb 2 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of
14\224	not known	SB	Soviet Air Force			the Finnish Air Force and crashed near Tervajoki (pilot: A.D. Malinna) line # 224-14; opb 2 sbap; w/o 27dec39 on a mission against Hiitola railway station when was shot down
,						by a Fokker D.XXI of the Finnish Air Force and crashed near Hiitola, all 3 crew (pilot: 1st Lieutenant Pyotr Ye. Shmatkov) MIA presumed killed
15\224	not known	SB	Soviet Air Force			line # 224-15; opb 2 sbap; w/o 27feb40 on a mission against Finland when was shot down by Finnish anti- aircraft artillery and crashed near Kapral (?), crew (pilot: S.A. Goryunov) killed
16\224	"5"	SB	Soviet Air Force			line # 224-16; opb 2 sbap; in natural metal or light grey c/s with probably red fin tip; w/o 27dec39 on a mission against Hiitola railway station when was shot down by Fokker D.XXI FR-98 of 5/LLv 24 of the Finnish Air Force (piloted by Sergeant by Lauri Nissinen) and crashed near Jääski (or Mälikölä ?), 2 of the 3
						crew (among them the pilot, 3rd Lieutenant V.D. Salomatin) killed while the 3rd one (navigator Lieutenant Alexei D. Pyankov) was taken prisoner; was displayed in the war booty exhibition at Helsinki feb40
19\224	not known	SB	Soviet Navy			line # 224-19; opb 10 abr; w/o 20feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Asadov)
10\225 19\225	not known not known	SB SB	Soviet Air Force Soviet Navy			line # 225-10; opb 9 sbap; damaged 10jan40 on a mission against Finland; repaired line # 225-19; opb 57 sbap; w/o 14dec39 on a mission against Finland when crashed due to poor weather (pilot: Klbik)
1\227 3\228	not known not known	SB 2M-105 SB	Soviet Air Force Soviet Air Force			or 1\225 ?; the first SB powered by M-105 engines; in light grey c/s; underwent trials 22/27mar40 line # 228-03; opb 9 sbap; w/o 03feb40 on a mission against Finland when collided with another aircraft
10\228	not known	SB	Soviet Air Force			and crashed (pilot: Kozhinov) line # 228-10; opb 10 sbap; damaged 01feb40 on a mission against Finland when was damaged by a
14\228	not known	SB	Soviet Air Force			figher of the Finnish Air Force; repaired line # 228-14; opb 10 sbap; damaged 11feb40 on a mission against Finland when was damaged by Finnish
6\229	not known	SB	Soviet Air Force			anti-aircraft artillery (pilot: Pcholkin); repaired line # 229-06; obb 10 sbap; w/o 25jan40 on a mission against Finland when was shot down by a fighter of the Fingle Air Force (pilots V.P. J.
12\229 2\232	"10" white not known	USB 2M-103 SB	Soviet Air Force Soviet Air Force			the Finnish Air Force (pilot: V.P. Ivanov) line # 229-12; in mothled dark green c/s with light grey undersides; based at Petrovsk by 1942 line # 232-02; opb 10 sbap; w/o 11jan40 when did not return from a mission against Finland (pilot: V.I.
8\233	not known	SB	Soviet Air Force			Povalyayev) line # 233-08; opb 58 sbap; w/o 20feb40 on a mission against Finland when was shot down by Finnish
2\234	not known	SB	Soviet Air Force			anti-aircraft artillery near Viipuri (now Vyborg) (pilot: Kvashnin) line # 234-02; opb 24 sbap; w/o 26feb40 on a mission against Finland against Finland when crashed due
12\234	not known	SB	Soviet Air Force			to poor maintenance, crew (pilot: Kameshkov) killed line # 234-12; opb 45 sbap; w/o 04mar40 on a mission against Finland when was shot down by Finnish
16\234	not known	SB	Soviet Air Force			anti-aircraft artillery line # 234-16; opb 10 sbap; w/o 01feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery, crew (pilot: G.T. Abramov) killed
18\234	not known	SB	Soviet Air Force			line # 234-18; opb 24 sbap; w/o 21feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Kuusa, crew (pilot: Timozhenko) killed
6\235 9\235	not known not known	SB SB	Soviet Air Force Chinese Air Force	mfd	1939	line # 235-06; opb 4 pbap; dbr on landing during the night 04/05sep43 line # 235-09
2\236	not known	SB	Soviet Air Force			line # 236-02; opb 2 sbap; w/o 04feb40 on a mission against Finland when crashed in poor weather due to pilot error, crew (pilot: Vorobyov) killed
7\236	not known	SB	Soviet Air Force			line # 236-07; opb 12 oae; w/o 20jan40 on a mission against Finland when crashed due to pilot error (pilot: Timin)
12\236 14\236	not known	SB SB	Soviet Air Force Soviet Air Force			line # 236-12; opb 16 sbap; w/o 22feb40 on a mission against Finland when was damaged by Finnish anti- aircraft artillery and crashed, crew (pilot: Levtsov) killed line # 236-14; opb 10 sbap; w/o 01mar40 on a mission against Finland when crashed near Antrea (now
2\237	not known	SB	Soviet Air Force			Kamennogorsk) railway station, crew (pilot: Kukushkin) killed line # 237-02; opb 45 sbap; w/o 23feb40 on a mission against Finland when was shot down by Finnish
6\237	not known	SB	Soviet Navy			anti-aircraft artillery (pilot: S.I. Golubyev) line # 237-06; opb 57 sbap; w/o 29jan40 when did not return from a mission against Finland (pilot:
8\238	not known	SB	Soviet Navy			Kokutin) line # 238-08; opb 57 sbap; w/o 02feb40 on a mission against Finland when was shot down by a fighter of
2\239 12\239	CCCP-F150 not known	PS-41 SB	TGS Soviet Air Force	rgd	09apr41	the Finnish Air Force (pilot: Pinchuk) line # 239-02; Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service) line # 239-12; opb 45 sbap; w/o 06mar40 on a mission against Finland when was shot down by Finnish
2\240	not known	SB	Soviet Air Force			anti-aircraft artillery (pilot: Slobodkin) line # 240-02; opb 72 sap; w/o 07feb40 on a mission against Finland when took off with the fuel cock
10\240	not known	SB	Soviet Air Force			closed and crashed (pilot: Sliva) line # 240-10; opb 18 sbap; w/o 12feb40 on a mission against Finland when was shot down by a fighter of
19\240	not known	SB	Soviet Navy			the Finnish Air Force (pilot: I.D. Shapovalov) line $\#$ 240-19; opb 10 abr; w/o 02mar40 on a mission against Finland when was shot down by a fighter of
20\240 2\242	not known not known	SB SB 2M-105	Soviet Air Force Soviet Air Force			the Finnish Air Force (pilot: Ryazanov) line # 240-20; opb orae VVS 9-i Armii; w/o 10feb40 when did not return from a mission against Finland line # 242-02; underwent service trials with 95 sbap at Kalinin jul40/nov40
5\242 6\242	not known not known	SB 2M-105 SB 2M-105	Soviet Air Force Soviet Air Force			line # 242-05; underwent service trials with 95 sbap at Kalinin jul40/nov40 line # 242-06; underwent service trials with 95 sbap at Kalinin jul40/nov40
7\242 9\242	not known not known	SB 2M-105 SB 2M-105	Soviet Air Force Soviet Air Force			line # 242-07; underwent service trials with 95 sbap at Kalinin jul40/nov40 line # 242-09; underwent service trials with 95 sbap at Kalinin jul40/nov40
18\242	not known	SB	Soviet Air Force			line # 242-18; opb 41 sbap; w/o 20feb40 on a mission against Finland when crashed at Chiksha airfield, crew (pilot: Gordyak) killed
1\243 6\243	not known "305"	SB SB	Soviet Navy Soviet Air Force			line # 243-01; opb 10 abr; w/o 16jan40 when did not return from a mission against Finland (pilot: Bastanov) line # 243-06; opb 1 ae 366 sbap; w/o 17sep41 when collided with another aircraft over Yevgard airfield
19\243	not known	SB	Soviet Air Force			line # 243-19; opb 45 sbap; w/o 29feb40 on a mission against Finland when collided in mid-air with another aircraft (probably with SB c/n 18\65 of 39 sbap)
9\244 4\248	not known CCCP-N305	SB PS-41	Chinese Air Force Polyarnaya Aviats.	mfd rgd	1939 23feb40	line # 244-09; delivered to China by railway line # 248-04; with M-103 engines; registration probably painted on as 'H305'; opb Moskovskaya
						aviagruppa as of 10jun40; in orange c/s with blue trim and 'Aviaarktika' titles; flew 8 ice-reconnaissance missions 11mar41/08apr41 and 8 missions 01/16may41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41
9\248 19\249	not known not known	SB SB	Soviet Air Force Chinese Air Force	mfd	1940	line # 248-09; showed no defects after 200 dives line # 249-19; delivered to China by railway
20\249	CCCP-N312	PS-41	Polyarnaya Aviats.	rgd	05oct40	line # 249-20; registration probably painted on as 'H312'; flew ice-reconnaissance missions 27feb41/03mar41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; damaged 16jan42 on a flight
16\250	not known	SB	Soviet Air Force			from Naryan-Mar to Amderma when made a forced landing in the tundra on Nelkotei island; handed back to Polyarnaya Aviatsiya on the condition of its recovery from the tundra line # 250-16; lost during the Winter War when crashed in Finland; the rear fuselage is preserved in Päijät-
20\250	no reg	PS-41	Polyarnaya Aviats.	mfd	mar40 ?	Hämeen ilmailumuseo (formerly Vesivehmaan varastohalli) at Asikkala near Lahti, seen aug20 line # 250-20; in a document dated 16jul40 as 'having been received after the Winter War, but not entered
15\254	not known	USB	Soviet Navy	mfd	26feb40	into the inventory lists'; probably suffered an accident before it could be entered into the register line # 254-15; photo in TsVMA, f. 12, op. 1, d. 1170, l. 158-161
2\263 16\263	not known "5" red	SB SB	Soviet Air Force Soviet Air Force			line # 263-02; opb 279 nbap; w/o 13sep43 when was shot down near Ulla line # 263-16; opb 4 ae 41 sbap; in olive drab c/s with light blue undersides; dbr 21jan41 (probably on
14\264 10\267 12\272	not known not known "11" red	USB USB SB	Soviet Air Force Soviet Navy Soviet Air Force	mfd	31mar40	landing) at Sandar (pilot: 1st Lieutenant A.P. Zaitsev) line # 264-14; was on charge of 11 zap at Kirovabad as of 01jun42 (was under repair) line # 267-10; with VK-105RA engines; photo in TsVMA, f. 12, op. 1, d. 1256, l. 204-207 line # 272-12; opb 1 ae 132 sbap; in light grey or natural metal c/s; dbr 14apr41 when nosed over during
						the landing run and came to rest upside-down, the rear fuselage broke (pilot: 2nd Lieutenant A.A. Kardash)
1\281	not known	SB	TsAGI ?			line # 281-01; fitted with an extendable underwing air brake and an automatic dive-recovery control system (as to be used on the Ar-2); underwent dive tests 27jul40/11aug40

2\281	no code	SB-RK	TsAGI ?	mfd	apr40	line # 281-02; the prototype of the Ar-2, powered by M-105 engines; in Soviet Air Force c/s; underwent
4\283	not known	SB 2M-103A	Soviet Navy			trials with the NII VVS 11/15may40 line # 283-04; opb 5 ae 34 ap VVS TOF at Nikolayevka; w/o 07feb42 on take-off from Nikolayevka at
						night, after having reached a height of 130-150 metres the aircraft banked to the right, lost height and crashed into a hill (120 metres) 2 km north-east of the airfield, all 3 crew killed
9\283	not known	SB 2M-103A	Soviet Navy			line # 283-09; opb 5 oae VVS TOF at Nikolayevka; w/o 20sep45 on a target demonstration flight for anti-
						aircraft artillery when crashed into a hill near Zavodskoye (Artyom district of the Primorye region) in poor weather, all 3 crew members (pilot: 2nd Lieutenant Ivan V. Solomatin) were killed; the weck was found in
8\289	not known	SB	Soviet Air Force			summer 2011 line # 289-08; opb 9 zap; w/o during the night 29/30aug41 on a training flight when crashed near
0 (203	HOU KHOWH	35	Soviet All Torce			Samosyrovo airfield (in the direction of Chabaksa), all 3 crew members (pilot: 1st Lieutenant Pyotr P.
10\290	not known	USB	Soviet Air Force			Morozov) were killed line # 290-10; opb 9 zap; w/o 16sep41 on a training flight when crashed near Samosyrovo airfield (close
19\294	not known	SB	Soviet Air Force	mfd	may40	to Kazan), all 3 crew members (pilot: 1st Lieutenant Konstantin A. Balakhnin) were killed line # 294-19; the first SB delivered by the factory in olive drab c/s with light blue undersides
2\295	not known	SB	Soviet Navy	mfd	22jun40	line # 295-02; photo in TsVMA, f. 12, op. 1, d. 1188, l. 49-53
8\297	"8" black	SB	Soviet Air Force	mfd	1940	line # 297-08; opb 5 ae 128 sbap; in olive drab c/s with light blue undersides, the code was outlined in white; was abandoned due to a broken engine at Ulla and captured by German troops
18\299	not known	SB 2M-103A	Soviet Air Force	mfd	1940	line # 299-18; operated by 80 bap; written off 01jun42 on a combat mission when crashed north of Lake Luottnyaur and south of the current "Severny" mine (Pechenga district of the Murmansk region), all 3 crew
						members (pilot: Sergeant Mikhail P. Kupriyanov) were killed
1\300 2\300	CCCP-L3504 CCCP-L3505	PS-41bis PS-41bis	AFL/Northern AFL/Northern	rgd mfd	28aug40 10jun40	line # 300-01; in a document nov41 line # 300-02; rgd 28aug40; opb 31 otryad; w/o 13feb41 on a flight from Leningrad to Moscow when
_ (0.00			<b>-</b>		,	entered a downward right spiral while flying in clouds in heavy turbulence, lost structural integrity, started
						to break up at a height of some 1,000-1,300 metres and crashed in a forest near Gryady railway station (130 km from Leningrad airport), both crew members bailed out, but the pilot was too late so that is
3\300	CCCP-L3506	PS-41bis	AFL/Northern	rgd	03sep40	parachute did not manage to open and he was killed; t/t 260 hours; canx 14jun41 line # 300-03; in a document nov41
4\300	CCCP-L3507	PS-41bis	AFL/Northern	rgd	13aug40	line # 300-04; in a document 1941
5\300	CCCP-L3508 CCCP-L3508	PS-41bis PS-41bis	AFL/Georgia GVF	mfd	10jun40 ?	line # 300-05; rgd 28aug40; in a document jun41 c/n given in the accident report as 5\300, but registration as CCCP-L3502 and mfd as 10jun41; opb 1 ae 8
						oap GVF; w/o 21feb43 on a flight from Sochi-Adler to Maikop with petrol on board when was shot down by a fighter of the German Air Force and crashed in a forest of the kolkhoz (collective farm) "Komintern" 25
6) 200	CCCD 1 3500	DC 411-1-	AFI (Commis		1110	km north of Adler, both crew members and all 3 passengers were killed; t/t 1,179 hours
6\300 7\300	CCCP-L3509 CCCP-L3510	PS-41bis PS-41bis	AFL/Georgia GVF/Far East	rgd mfd	11oct40 08jul40	line # 300-06; in a document nov41 line # 300-07; rgd 06sep40; opb 12 otryad; w/o 16jun43 on a flight from Khabarovsk-sukhoputny to
						Arkhara when the right engine lost power shortly after lift-off and the landing gear could not be retracted so that the aircraft lost speed and height, as the aircraft was heading in the direction of a bomb storage
						site the pilot initiated a steep right turn and the aircraft crashed, both crew slightly injured, 1 of the 3
8\300	CCCP-L3511	PS-41bis	AFL/Far East	rgd	12oct40	passengers killed and the other 2 passengers injured; t/t 857 hours line # 300-08
	CCCP-L3511 CCCP-L3511	PS-41bis PS-41bis	AFL/NII GVF AFL/Moscow	trf trf	unknown	operator mentioned in the transfer order 20sep41
9\300	CCCP-L3511 CCCP-L3512	PS-41bis PS-41bis	AFL/Far East	rgd	20sep41 28aug40	line # 300-09
10\300 17\300	CCCP-L3513 "2" white	PS-41bis SB	AFL/Far East Soviet Air Force	rgd mfd	28aug40 1940	line # 300-10 line # 300-17; opb 2 ae 71 sap; in olive drab c/s with light blue undersides; damaged in a forced landing
				IIIIu	1940	at Yelizovo 15oct41
9\304 18\305	not known "9" white	SB 2M-103 SB	Soviet Navy Soviet Air Force	mfd	1940	line # 304-09; photo in TsVMA, f. 589, op. 0013725, d. 7, l. 241-246 line # 305-18; opb 4 ae 128 sbap; in olive drab c/s with light blue undersides; was abandoned in damaged
16\308	CCCP-N332	PS-41	Polyarnaya Aviats.	rad	nov43 ?	condition at Vitebsk and captured by German troops line # 308-16; opb MAGON; mentioned in Polyarnaya Aviatsiya documents 10jan44/10dec44; overhauled
10/308	CCCF-N332	12-41	roiyaiilaya Aviats.	rgd	110045 !	in summer 1944; struck off charge 28feb45 as trf to GUGK as operation with Polyarnaya Aviatsiya
3\309	"28" white	SB	Soviet Navy	mfd	1940	impossible line # 309-03; opb 2 ae 1 mtap; in olive drab c/s with light blue undersides, a red/white cat and yellow
			•			markings on the fin; damaged 26sep42 (probably on landing) at Uglovo when the right main gear collapsed (pilot: Nikolai I. Pobedkin)
20\310	not known	USB	Soviet Navy	mfd	29aug40	line # 310-20; photo in TsVMA, f. 12, op. 1, d. 1212, l. 157-160
14\311 1\318	not known not known	SB SB	Soviet Air Force Soviet Air Force	mfd	1940	line # 311-14; opb 8 sbap line # 318-01; opb 35 sbap; w/o between 21jun41 and 01aug41 when did not return from a combat
7\318	not known	SB	Soviet Air Force	mfd	1940	mission
6\319	not known	SB	Soviet Air Force	IIIIu	1940	line # 318-07; opb 35 sbap; w/o between 21jun41 and 01aug41 when was destroyed on the ground line # 319-06; damaged (dbr ?) 01jul41 when the pilot was injured and the control cables were damaged
6\320	CCCP-T490	PS-41bis	KVLP GVF	rgd	11jul41	by anti-aircraft artillery, the aircraft suffered further damage on landing at Uglovo line # 320-06
1\322	not known	SB	Chinese Air Force	mfd	1940	line # 322-01; delivered to China by railway
3\322 5\322	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 322-03; delivered to China by railway line # 322-05; delivered to China by railway
6\322	not known	SB	Chinese Air Force	mfd	1940	line # 322-06; delivered to China by railway
7\322 8\322	not known not known	SB SB	Soviet Air Force Chinese Air Force	mfd mfd	1940 1940	line # 322-07 line # 322-08; delivered to China by railway
9\322	not known	SB	Chinese Air Force	mfd	1940	line # 322-09; delivered to China by railway
10\322 15\322	not known "21"	SB SB	Chinese Air Force Soviet Air Force	mfd mfd	1940 1940	line # 322-10; delivered to China by railway line # 322-15; opb 5 sbap
19\322	not known	SB	Soviet Air Force	mfd	1940	line # 322-19; shot down, photo of the wreck exists
1\323 3\323	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 323-01; delivered to China by railway line # 323-03; delivered to China by railway
4\324	"E" yellow	SB	Soviet Air Force	mfd	1940	line # 324-04; opb 3 ae 213 sbap; in olive drab c/s with light blue underside; severely damaged in an accident in 1941 (pilot: Captain M.M. Rabinovich)
5\326	not known	SB	Chinese Air Force	mfd	1940	line # 326-05; delivered to China by railway
9\326 12\326	not known not known	SB SB	Soviet Air Force Soviet Air Force	mfd mfd	1940 1940	line # 326-09; opb 44 sbap line # 326-12; opb 44 sbap
13\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-13; opb 44 sbap
16\326 17\326	not known not known	SB SB	Soviet Air Force Soviet Air Force	mfd mfd	1940 1940	line # 326-16; opb 44 sbap line # 326-17; opb 44 sbap
18\326	not known	SB	Chinese Air Force	mfd	1940 1940	line # 326-18; delivered to China by railway
19\326 20\326	not known not known	SB SB	Soviet Air Force Soviet Air Force	mfd mfd	1940	line # 326-19; opb 44 sbap line # 326-20; opb 44 sbap
1\327	not known	SB	Soviet Air Force	mfd	1940	line # 327-01; opb 208 sbap
12\327 10\328	not known not known	USB SB	Soviet Navy Soviet Air Force	mfd mfd	1940 1940	line # 327-12; photo in TsVMA, f. 12, op. 1, d. 1161, l. 109-113 line # 328-10; opb 214 sbp; struck off charge by the Repair Department of the Leningrad Front 20oct41
9\329	not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 329-09; delivered to China by railway line # 329-10; delivered to China by railway
10\329 14\329	not known not known	SB	Chinese Air Force	mfd	1940	line # 329-14; delivered to China by railway
17\329 18\329	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 329-17; delivered to China by railway line # 329-18; delivered to China by railway
20\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-20; delivered to China by railway
1\330 2\330	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-01; delivered to China by railway line # 330-02; delivered to China by railway
3\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-03; delivered to China by railway
4\330 5\330	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-04; delivered to China by railway line # 330-05; delivered to China by railway
6\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-06; delivered to China by railway
7\330 8\330	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-07; delivered to China by railway line # 330-08; delivered to China by railway
9\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-09; delivered to China by railway
10\330 11\330	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-10; delivered to China by railway line # 330-11; delivered to China by railway
12\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-12; delivered to China by railway
13\330 14\330	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-13; delivered to China by railway line # 330-14; delivered to China by railway
15\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-15; delivered to China by railway
16\330 17\330	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-16; delivered to China by railway line # 330-17; delivered to China by railway
18\330 19\330	not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 330-18; delivered to China by railway line # 330-19; delivered to China by railway
20\330	not known not known	SB	Chinese Air Force	mfd	1940	line # 330-20; delivered to China by railway
4\331 7\331	not known not known	SB SB	Chinese Air Force Chinese Air Force	mfd mfd	1940 1940	line # 331-04; delivered to China by railway line # 331-07; delivered to China by railway
8\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-08; delivered to China by railway
10\331 13\331	not known not known	SB SB	Soviet Air Force Chinese Air Force	mfd mfd	1940 1940	line # 331-10; initally opb 95 sbap and later by 208 sbap line # 331-13; delivered to China by railway
17\331	not known	SB	Soviet Air Force	mfd	1940	line # 331-17; initally opb 95 sbap and later by 208 sbap
18\331 19\331	not known not known	SB SB	Soviet Air Force Soviet Air Force	mfd mfd	1940 1940	line # 331-18; initally opb 95 sbap and later by 208 sbap line # 331-19; initally opb 95 sbap and later by 208 sbap
20\331	not known	SB	Soviet Air Force	mfd	1940	line # 331-20; initally opb 95 sbap and later by 208 sbap

1\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-01; opb 208 sbap
2\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-02; initally opb 99 sbap and later by 208 sbap
3\332	not known	SB 2M-103	Soviet Air Force	mfd	mar41	line # 332-03; opb 208 sba
4\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-04; opb 208 sbap
5\332	not known	SB 2M-105	Soviet Air Force	mfd	mar41	line # 332-05; opb 99 sbap
6\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-06; opb uap VAKShS
7\332		SB		mfd		
	not known		Soviet Air Force		mar41	line # 332-07; opb 214 sbap
8\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-08; opb 208 sbap
9\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-09; opb uap VAKShS
10\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-10; opb uap VAKShS
11\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-11; opb uap VAKShS
12\332	not known	SB 2M-105	NKAP zavod # 22	mfd	mar41	line # 332-12
13\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-13; opb 213 sbap
14\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-14; opb 214 sbap
15\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-15; opb 208 sbap
16\332		SB		mfd	mar41	
	not known		Soviet Air Force			line # 332-16; opb 213 sbap
17\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-17; opb 208 sbap
18\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-18; opb 99 sbap
19\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-19; opb 99 sbap
20\332	not known	SB	Soviet Air Force	mfd	mar41	line # 332-20; opb 99 sbap
1\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-01; opb 214 sbap
2\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-02; opb 99 sbap
3\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-03; opb 214 sbap
4\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-04; opb 208 sbap
5\333	CCCP-F151	PS-41bis	TGS	mfd	mar41	line # 333-05; Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service); powered by M-105
2/333	CCCF-1131	13-41013	103	IIIIu	11101-11	
c) 222						engines; rgd 11apr41
6\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-06; opb 208 sbap
7\333	not known	SB	Soviet Air Force	mfd	mar41	line # 333-07; opb 208 sbap
8\333	not known	USB	Soviet Air Force	mfd	1941	line # 333-08; opb Saratovskaya VASh
9\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-09; delivered to China by railway
10\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-10; delivered to China by railway
11\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-11; delivered to China by railway
12\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-12; delivered to China by railway
13\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-13; delivered to China by railway
14\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-14; delivered to China by railway
15\333		SB	Chinese Air Force		1941	
	not known			mfd		line # 333-15; delivered to China by railway
16\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-16; delivered to China by railway
17\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-17; delivered to China by railway
18\333	not known	SB 2M-105	Soviet Air Force	mfd	1941	line # 333-18; opb 99 sbap
19\333	not known	SB	Soviet Air Force	mfd	1941	line # 333-19; underwent trials of the TK-2 with the NII VVS in 1941
20\333	not known	SB	Chinese Air Force	mfd	1941	line # 333-20; delivered to China by railway
1\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-01; delivered to China by railway
2\334	not known	USB	Soviet Air Force	mfd	1941	line # 334-02; opb Saratovskaya VASh
3\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-03; delivered to China by railway
4\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-04; delivered to China by railway
5\334	not known	SB	Chinese Air Force	mfd	1941	
		SB			1941	line # 334-05; delivered to China by railway
6\334	not known		Chinese Air Force	mfd		line # 334-06; delivered to China by railway
7\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-07; delivered to China by railway
8\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-08; delivered to China by railway
9\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-09; delivered to China by railway
10\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-10; delivered to China by railway
11\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-11; delivered to China by railway
12\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-12; delivered to China by railway
13\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-13; delivered to China by railway
14\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-14; delivered to China by railway
15\334	CCCP-I352	PS-41	NKAP TsAGI	mfd	mar41	line # 334-15; rad 29mar43
16\334	not known	SB	Chinese Air Force	mfd	1941	
						line # 334-16; delivered to China by railway
17\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-17; delivered to China by railway
18\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-18; delivered to China by railway
19\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-19; delivered to China by railway
20\334	not known	SB	Chinese Air Force	mfd	1941	line # 334-20; delivered to China by railway
20\443	not known	USB	Soviet Air Force			line # 443-20; opb 135 bap; overhauled apr44

### 2 MMN prototypes built by Factory No. 22 GUAP NKTP at Moscow-Fili in 1939

MMN-1	no code MMN 2M-105 ZOK TsAGI mfd 24jan39		24jan39	improved version of the SB, was to become the batch 301 pattern aircraft; was 'ready' 16may39 according to another source; in light grey c/s; underwent state trials 01jul39/16auq39, which it did not pass		
	CCCP-F152	PS-41	GUGK	rgd	02apr41	Main Directorate of Geodesy and Cartography; opb Novosibirski AFO Novosibirskogo AGP at Novosibirsk- Dinamo; w/o 09dec42 on a supply flight from Novosibirsk-Dinamo to Omsk when tried to land at Omsk despite of heavy fog, crashed 2.5 km from Zakhlamino (6 km north-west of the airport) and exploded, both crew members (pilot Vasili F. Zhmilenko and the flight mechanic) were killed; t/t 249 hours
2	CCCP-F153	PS-41bis	GUGK	rgd	02apr41	full c/n probably MMN-2; Main Directorate of Geodesy and Cartography; opb Novosibirski AFO Novosibirskogo AGP at Novosibirsk-Dinamo; w/o 10jun41 on a flight along the Novosibirsk-Krasnoyarsk route when crashed 1.5 km from Desyatskoye (Anzhero-Sudzhensk district of the Novosibirsk region) (pilot: Starovoitov)

### 198 Ar-2 built by Factory No. 22 GUAP NKTP at Moscow-Fili in 1940-41

The construction number consisted of the number of the aircraft in the batch, a backslash and the number of the batch (starting with batch 511). Each batch contained 20 aircraft.

1\51	no code	Ar-2	Soviet Air Force	mfd	1940	line # 511-01; in dark green c/s with light blue undersides; underwent state trials with the NII VVS feb41; photo feb41
2\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-02; underwent trials with the NII VVS
3\511		Ar-2	Soviet Air Force	mfd	1940	line # 511-03; underwent trials with the NII VVS nov40
4\511		Ar-2	Soviet Air Force	mfd	1940	line # 511-04; underwent trials with the NII VVS nov40
5\511		Ar-2	Soviet Air Force	mfd	1940	line # 511-05; opb NIPAB
6\511		Ar-2	Soviet Navy	mfd	1940	line # 511-06; opb 57 sbap; w/o 26may42 when was shot down
7\51		Ar-2	Soviet Air Force	mfd	1940	line # 511-07; opb NIPAB
8\511		Ar-2	Soviet Air Force	mfd	1940	line # 511-08; underwent trials with the NII VVS; later opb 57 sbap; lost 13jan42
1\512		Ar-2	Soviet Air Force	mfd	1940	line # 512-01
2\512		Ar-2	Soviet Air Force	mfd	1940	line # 512-02; opb 13 sbap
3\512		Ar-2	Soviet Air Force	mfd	1940	line # 512-03
4\512		Ar-2	Soviet Air Force	mfd	1940	line # 512-04
5\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-05
6\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-06
7\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-07; opb 73 sbap
•	not known	Ar-2	Soviet Navy			opb 1 mtap; lost 11auq42
8\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-08; opb 132 sbap
9\512	not known	Ar-2	Soviet Navy	mfd	1940	line # 512-09; w/o 28feb42 when was shot down
10\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-10; opb 13 sbap
1\513	not known	Ar-2	Soviet Air Force	mfd	1940	line # 513-01; initially opb 2 sbap and later by 73 sbap; w/o feb42 when was shot down
2\513	not known	Ar-2	Soviet Air Force	mfd	1940	line # 513-02; opb 73 sbap; w/o 28feb42 when was shot down
3\513	not known	Ar-2	Soviet Air Force	mfd	1940	line # 513-03; opb 73 sbap; w/o 28feb42 when was shot down
4\513	not known	Ar-2	Soviet Air Force	mfd	1940	line # 513-04; opb 73 sbap; w/o 28feb42 when was shot down
5\513	not known	Ar-2	OKB Arkhangelskogo	mfd	1940	line # 513-05; pattern aircraft for 1941
17\517	not known	Ar-2	Soviet Air Force	mfd	1940	line # 517-17; operated by NII VVS; repaired at Chkalovski mar42
11\518	3 "7" red	Ar-2	Soviet Air Force	mfd	1940	line # 518-11; opb 1 ae 2 sbap; in olive drab c/s with light blue undersides; dbr 03apr41 (probably on
						landing at) Novo Mikhailovskaya, the fuselage broke (pilot: 1st Lieutenant M.Ya. Kozhankin)
17\519	not known	Ar-2	NKAP zavod # 22			line # 519-17; opb transportnaya gruppa; w/o 13jan42 on a flight from Kazan to Molotov (now Perm)
						when encountered poor visibility (fog and low clouds) so that the pilot decided to return to Kazan, but lost orientation, while flying a left turn at low height in white-out conditions some 1.5 km from Bolshiye Klyuchi
						(35 km north-west of Kazan) the left wing collided with the ground and the aircraft crashed, all 4 crew
						members (pilot: voyeninzhener 2 ranga Grigori P. Shustval) and the sole passenger (a representative of
						Factory No. 22) were killed
						ractory No. 22) were killed

### 1,136 SB built by Factory No. 125 GUAP NKTP at Irkutsk from 1937 to 1941

(1937: 73, 1938: 177, 1939: 343, 1940: 375, 1941: 168)
Two different construction number systems were used by Factory No. 125 over time. The first system was used for the first 10 batches and consisted of the factory code (125) and the sequential number of the aircraft (rising from 1 to 100). Each batch contained 10 aircraft. 68 aircraft for China were assembled by Factory No. 125 in 1937 (from assemblies delivered by Factory No. 22).

not known

not known

B 71 3

B.71

B 71

German Air Force

d/d

dec37 ?

25/29apr38); fell into German hands mar39

Czechoslovak AF

Starting from batch 11, a second construction number system was used. It consisted of the batch number, a slash (not a backslash as with Factory No. 22) and the number in the batch (from 11/1 to 58/9). Batches 11 to 13 contained 10 aircraft each and batches 14 to 57 20 aircraft each, while batch 58 contained only 9 aircraft. The construction number was painted on the top part of the fin. line # 16-11; opb 1 ae 38 sbap; damaged 11aug39 on a mission during the Khalkhin-Gol campaign when 16/11 Soviet Air Force was hit by Japanese anti-aircraft artillery, but managed to land behind the Soviet lines (pilot: 2nd Lieutenant Tomilin), the gunner/radio operator (Vasili F. Frolov) bailed out over Japanese-held terrain and was taken prisoner by the Japanese line # 17-01; underwent state trials with NII VVS in 1938; underwent trials 11feb39/07apr39 with a fuel system which could handle two sorts of fuel in parallel (high-octane fuel for take-off and maximum speed and low-octane fuel for cruising) line # 19-18; opb 1 sbap 17/1 not known SB 2M-103 Soviet Air Force and low-octane fuel for cruising) line # 19-18; opb 1 sbap; w/o near Aul railway station (90 km from Semipalatinsk) line # 21-08; opb 1 sbap; w/o near Aul railway station (90 km from Semipalatinsk) line # 21-13; opb 2 ae 458 bap at Ashkhabad; in olive drab/black camo c/s with light grey undersides; damaged 10dec41 while being parked at Ashkhabad when has hit by USB c/n 17\104 of 1 ae 458 bap which had gone out of control during the landing run line # 23-16; opb 2 ae 150 sbap; w/o 24jul39 on a mission during the Khalkhin-Gol campaign when was shot down by Japanese forces, 2 of the 3 crew members (among them the pilot, 2nd Lieutenant Pyotr Ilyashenko) were killed while the 3rd one was taken prisoner by the Japanese line # 25-18; underwent check trials with the factory jul39 line # 27-12; opb 2 ae 150 sbap; w/o 23aug39 on a mission during the Khalkhin-Gol campaign when was shot down by Japanese anti-aircraft artillery, 2 of the 3 crew members (among them the pilot, 2nd Lieutenant Fyodor Makeyev) were killed while the 3rd one was taken prisoner by the Japanese line # 28-08; operated by 18 sbap; written off 11jun42 when crashed on the north-eastern outskirts of Gorneshno (Malaya Vishera district of the Novgorod region), all 3 crew members (pilot: 1st Lieutenant Ivan M. Dudenko) were killed line # 31-14; opb 1 sbap; dyo near Aul railway station (90 km from Semipalatinsk) line # 34-07; opb 1 sbap; dyo near Aul railway station (90 km from Semipalatinsk) line # 35-12; probably opb a unit of 73 vad; dbr 02jun45 on a flight from Kazan to Sverdlovsk when encountered poor weather near Krasnoufimsk, the pilot decided to deviate to the north in order to circumvent the area of poor weather, but the engines flamed out due to fuel starvation and the aircraft made a forced landing with wheels down near Nevyansk (Sverdlovsk region) and nosed over, all 3 crew (pilot: Captain Dmitri M. Morozov) escaped line # 39-08; opb 1 ae 32A sbap; in mottled green and black over light grey camo c/s with light grey undersides; w/o 08aug41 when cr 19/18 Soviet Air Force not known not known "5" red SB Soviet Air Force 21/13 SB Soviet Air Force 23/16 SB not known Soviet Air Force 25/18 SB 2M-103 Soviet Air Force not known 27/12 Soviet Air Force 28/8 not known SB Soviet Air Force 31/14 34/ 7 35/12 not known not known not known Soviet Air Force Soviet Air Force Soviet Air Force SB USB SB "7" 39/8 SB Soviet Air Force 40/4 IE 40 SB 2M-100A NKAP TsAGI 27oct39 nh. line # 40-04; used for tests or the steering system
line # 40-16; opb 1 shap; w/o near railway junction 41 (60 km from Semipalatinsk)
line # 41-05; opb 279 nbap; severely damaged on landing 27jul43
line # 42-02; opb 2 ae 454 sbap at Undur-Khan; in mottled green over light grey camo c/s with light grey
undersides; dbr 07sep41 on a training flight when collided with SB c/n 47/18 of the same unit near UndurKhan and managed to land, but the right main gear collapsed and the right wing broke (pilot: Sergeant I.A. 40/16 not known SB Soviet Air Force 41/5 not known SB Soviet Air Force 42/ 2 no code SB Soviet Air Force Rahanov)

line # 42-13; opb 1 ae 37 sbap; w/o 05aug41 on a bombing mission against a bridge over the river
Zapadnaya Dvina at Kresty and German troops on the road Kresty-Karlovo when 4 Bf 109s of the German
Air Force caught up with the formation and shot down 4 SBs (see remark with c/n 16\130)

line # 42-15; opb 1 ae 37 sbap; w/o 05aug41 on a bombing mission against a bridge over the river
Zapadnaya Dvina at Kresty and German troops on the road Kresty-Karlovo when 4 Bf 109s of the German
Air Force caught up with the formation and shot down 4 SBs (see remark with c/n 16\130)

line # 42-15; assembled from parts of c/ns 42\15 43\16 alg 3 c/ns found on the weeksney. 42/13 not known SB Soviet Air Force 42/15 "4" 43/15 SB 2M-100A Soviet Navv mfd 17sep37 line # 43-15; assembled from parts of c/ns 43/15, 43/16 and 34/15 (all 3 c/ns found on the wreckage); toc 19nov37 toc 19nov3/
opb 3 as 34 ap VVS TOF at Nikolayevka; fuselage in natural metal c/s with green wings and tail; w/o
23aug38 on a training flight in poor weather when got caught by a strong katabatic wind while overflying
the Makarovski khrebet range and crashed at a height of 1,200 metres into the north-eastern slope of hill
1361.2 12 km north-east of Nikolayevka, all 3 crew members (pilot: 2nd Lieutenant Ilya G. Kulichenko)
were killed; t/t 40 hours 42 minutes (26 flying days); the wreckage was found 28aug38, found again in "8" greer SB 2M-100A Soviet Navy were killed; t/t 40 hours 42 minutes (26 flying days); the wreckage was found 28aug38, found again in 1964 and still extant by 2009
line # 43-19; opb 1 ae 37 sbap; w/o 05aug41 on a bombing mission against a bridge over the river Zapadnaya Dvina at Kresty and German troops on the road Kresty-Karlovo when 4 Bf 109s of the German Air Force caught up with the formation and shot down 4 SB (see remark with c/n 16\130) line # 47-11; the first Irkutsk-built SB delivered in camo c/s (dark green with light blue undersides) line # 47-18; opb 2 ae 454 sbap at Undur-Khan; in olive drab c/s with improvised black lines and light blue undersides (damaged O7sep41 on a training flight when collided with 5B c/n 42/2 of the same unit near Undur-Khan, but managed to land safely (pilot: 2nd Lieutenant I.K. Tsvetkov) line # 48-17; opb 1 sbap; w/o near Tel-Agom railway station (50 km from Semipalatinsk) line # 49-08; opb 30 sbap; in olive drab c/s with light blue undersides; the hulk was abandoned at Dukhovshchina and captured by German troops line # 50-15; opb 55 sbap; according to one document w/o 27jul41 when was shot downon a combat mission, but according to the inventory listing of 55 sbap dated 09aug41 trf to 57 sad - perhaps the aircraft was lost after the trf to 57 sad, it may be the SB which was damaged, made a forced landing on the return leg near Retm and Uzhin on the southern banks of lake Ilmen and probably exploded line # 50-17 based in the Magadan region; struck off charge 13sep46 as outdated and worn out 43/19 SB Soviet Air Force not known 47/11 not known "14" blue Soviet Air Force mfd 09aug40 1940 47/18 SB Soviet Air Force mfd Soviet Air Force Soviet Air Force 48/17 SB 1940 mfd 49/8 SB 50/15 not known SB Soviet Air Force mfd 1940 Soviet Air Force NKVD - Dalstroi Soviet Air Force 50/17 SB PS-40 SB 1940 not known CCCP-X... mfd line # 50-17

based in the Magadan region; struck off charge 13sep46 as outdated and worm out line # 53-01; opb 55 sbap; trf to 57 sad according to an inventory listing of 55 sbap dated 09aug41 line # 53-07; operated by 1 sbap; written off 17jan41 on a positioning flight when crashed in the taiga some 2 km ENE of Zeledeyevo railway station (Yemelyanovo district of the Krasnoyarsk region), 3 of the 4 crew members (among them the pilot, 3rd Lieutenant Vasili A. Pribytkov) were killed and the sole survivor was slightly injured and walked to the railway station line # 53-10; opb 1 sbap; w/o near railway junction 41 (60 km from Semipalatinsk) line # 53-11; opb 1 sbap unknown trf 53/1 not known 53/7 not known SB Soviet Air Force 53/10 Soviet Air Force not known SB SB Soviet Air Force line # 53-11; opb 1 sbap line # 58-10 not known CCCP-I343 58/10 PS-40 NKAP zavod # 125 19apr41 rgd 3 PS-41b built (assembled or rebuilt ?) by a Field Repair Workshop (PARM) in 1942 with M-103A engines; opb Osobaya aviagruppa svyazi with M-103A engines; in the register as a PS-40; opb 3 aviadiviziya svyazi with M-103A engines; opb 3 aviadiviziya svyazi 0200 CCCP-L685 PS-41b GVF 06aug42 PS-41b PS-41b CCCP-L686 28dec42 CCCP-L688 30jan43 SB with unexplained construction numbers opb 1 ae 38 sbap; w/o 11aug39 on a mission during the Khalkhin-Gol campaign when was shot down by Japanese anti-aircraft artillery, the pilot (1st Lieutenant Spekhov) was killed c/n given as such in a German document, but does not fit into any of the known c/n systems; identified as an USB by the form of the nose and the two Venturi tubes; probably overhauled by Avia at Kunovice nov42; modified by removing the instructor's cockpit and installing an Oerlikon MG FF 20 mm machine-gun in the nose; operated by Versuchsverband Ob.d.L. (Oberbefehlshaber der Luftwaffe, Air Force Headquarters); written off 03nov43 when did not return from a flight to Perekop (Crimea), all 3 crew members were probably killed built by Factory No. 22, c/n given as such in the document in TsVMA; photo in TsVMA, f. 589, op. 0013725, d. 7. l. 299-301 4/39 "6" SB Soviet Air Force 000230 USB 2M-103 German Air Force 191543 Soviet Navy 21feb41 61 Soviet-built B.71 with Czechoslovakian serial numbers and unknown Soviet c/ns delivered in 1937/38 pattern aircraft for the version for Czechoslovakia; in grey c/s; underwent trials with the VTLÚ in 1937/38 SB 2M-100A Czechoslovak AF apr37 02dec37 fitted with Hispano-Suiza HS-12Ydrs engines, Czechoslovakian vz. 30 machine guns and Czechoslovakian instruments by Avia; operated by the VTLÚ allocated to 71. letka LP 6 at Prague-Kbely 12apr38; damaged in 1938 when landed wheels-up at Prague-Kbely 12apr38; damaged in 1938 when la Czechoslovak AF 1 B 71 Czechoslovak AF allocated to 71. letka LP 6 at Prague-Kbely 12apr38; damaged in 1938 when landed wheels-up at Prague-Kbely; repaired operated by Cvicná letka LP 6 at Prague-Kbely; on charge as of 21mar39 underwent trials with the VTLÚ starting 20dec37; converted to reconnaissance version by the VTLÚ (the only B.71 which received the complete mission equipment of the reconnaissance version, e.g. A-I-34 and A-II-30 cameras in the bomb bay); on an undated photo in camo c/s with white code, so should be in late 1938 or early 1939, see the dates below reconnaissance version; operated by 66. letka LP 1 at Milovice; ferried to Piestany 16oct38 and detached to Polní letka 64 at Tri Duby 17oct38/17nov38 ferried from Milovice to Letnany 22nov38; fell into German hands mar39 underwent trials with Erprobungsstelle Rechlin apr39/jun39 underwent armament trials with the VTLÚ starting 20dec37 (e.g. shooting at a towed target at Malacký 25/29aor38); fell into German hands mar39 08jul38 dec37 ? Czechoslovak AF D.. s22 B.71.2 d/d Czechoslovak AF B.71 Czechoslovak AF not known not known zechoslovak AF trf 22nov38

	D-RVAD	B.71	RLM	rgd	early40	ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to
B.71.4	not known no code	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	06jun40 apr38	Sofia-Bozhurishte 05jun40
	J	B.71	Czechoslovak AF			allocated to 71. letka LP 6 at Prague-Kbely 16mar38 and still operated by the unit as of 21mar39; fell into German hands mar39
B.71.5	no code J D-RVAG	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF RLM	d/d rgd	apr38 early40	allocated to 71. letka LP 6 at Prague-Kbely 16mar38; fell into German hands mar39 ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to
	not known	B.71	Bulgarian AF	toc	06jun40	Sofia-Bozhurishte 05jun40
B.71.6	no code J D-RVA.	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF RLM	d/d rgd	apr38 1939	ferried from Uzhgorod to Prague by a crew from LP 6 06apr38 allocated to 71. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.7	not known no code	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	1939 apr38	ferried from Uzhqorod to Prague by a crew from LP 6 06apr38
B.71.8	K no code	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferried from Uzhqorod to Prague by a crew from LP 6 06apr38
B.71.9	K no code	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferried from Uzhgorod to Prague by a crew from LP 6 06apr38
5.71.5	not known K	B.71 B.71	Czechoslovak AF Czechoslovak AF	u, u	иргоо	underwent trials with the VTLÚ 07/24nov38; officially transferred from LP 6 to VTLÚ 08feb39 allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39
	no code	B.71	German Air Force	ph.	1939	without towing device; underwent trials with FVA (Flugtechnische Versuchsanstalt Prag, formerly VTLÚ) 21nov40/16dec40
	9	B.71	German Air Force		photo	underwent trials with FVA in 1942; in dark green/brown/greenish grey camo c/s with light grey undersides and red code
B.71.10	VG+QT no code	B.71 B.71	German Air Force Czechoslovak AF	d/d	apr38	tie-up confirmed by a document; handed over to the German Air Force 12dec42 ferried from Uzhgorod to Prague by a crew from LP 6 06apr38
	K D-RVA.	B.71 B.71	Czechoslovak AF RLM	rgd	1939	allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.11	not known no code	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	1939 apr38	ferried from Uzhgorod to Prague by a crew from LP 6 12apr38
B.71.12	J no code	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 71. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferried from Uzhgorod to Prague by a crew from LP 6 12apr38
B.71.13	J no code	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 71. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferried from Uzhgorod to Prague by a crew from LP 6 12apr38
	J	B.71	Czechoslovak AF		•	allocated to 71. letka LP 6 at Prague-Kbely 21jun38 and still operated by the unit as of 21mar39; fell into German hands mar39
	D-RVAE	B.71	RLM	rgd	early40	ferry registration; in three-tone camo c/s with light grey undersides; h/o to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozhurishte 05jun40
B.71.14	not known no code	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	06jun40 apr38	ferried from Uzhgorod to Prague by a crew from LP 6 12apr38
B.71.15	K no code	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 72. letka LP 6 at Prague-Kbely 21jun38 and still operated by the unit as of 21mar39; fell into German hands mar39 ferried from Uzhgorod to Prague by a crew from LP 6 12apr38
D.71.13	K D-RVAH	B.71 B.71 B.71	Czechoslovak AF RLM	rgd	early40	allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 ferry registration; in dark brown/olive drab/greyish green camo c/s with light grey undersides; handed
	DIVAL	5.71	KEH	rgu	curry-ro	over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozhurishte 05jun40; a photo at Vienna-Aspern exists
B.71.16	not known not known	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	06jun40 apr38	
	J	B.71	Czechoslovak AF		·	allocated to 71. letka LP 6 at Prague-Kbely 21jun38 and still operated by the unit as of 21mar39; fell into German hands mar39
	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.17	not known K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 72. letka LP 6 at Prague-Kbely 21jun38; had an accident in 1938 - this was not the aircraft
						which was damaged beyond repair 24mar39 during an air attack of 10 Ju 86K-2s of the Hungarian Air Force on Spisská Nová Ves (Slovakia)
B.71.18	no code K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 72. letka LP 6 at Prague-Kbely 21jun38 and still operated by the unit as of 21mar39; fell into
	D-RVA.	B.71	RLM	rgd	early40	German hands mar39 either D-RVAF or D-RVAY; ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and
	not known	B.71	Bulgarian AF	toc	06jun40	ferried from Erding to Sofia-Bozhurishte 05jun40
B.71.19	no code K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	allocated to 72. letka LP 6 at Prague-Kbely 21jun38
	V3	B.71	Czechoslovak AF			opb 74. letka LP 6 at Chrudim; damaged 24nov38 on landing at Spisská Nová Ves (Slovakia) and remained there until after the division of the country; in dark brown/olive drab/greyish green camo c/s with light account of the country in the country in the country is described.
	V3	B.71	Slovak Air Force	trf	14mar39	grey undersides opb LS-SVZ at Trencianské Biskupice; still in its Czechoslovakian c/s by 1943, but with added yellow quick identification markings; used by 5 Slovakian airmen (pilot: cetnik Vanko) to defect from Trencianské
						Biskupice to Kestanelik (near Istanbul, Turkey) 18apr43, as the aircraft belly-landed it was probably scrapped
B.71.20 B.71.21	not known no code	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d d/d	apr38 apr38	fell into German hands mar39
	J F	B.71 B.71	Czechoslovak AF Czechoslovak AF			allocated to 71. letka LP 6 at Prague-Kbely 21jun38 either F5 or F6; opb 61. letka LP 1 at Hradec Králové from aug38 (returned to Hradec Králové 22oct38 and
						disbanded 24oct38); reportedly converted to reconnaissance version by LP 1; ferried to Piestany 16oct38 and detached to Polní letka 64 at Tri Duby 17oct38/17nov38
B.71.22	not known not known	B.71 B.71	Czechoslovak AF Czechoslovak AF	trf d/d	24nov38 1938	ferried from Milovice to Prague 24nov38; fell into German hands mar39 fell into German hands mar39
B.71.23	no code J	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
B.71.24	not known D-RVA.	B.71 B.71	Czechoslovak AF RLM	d/d rgd	1938 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.25	not known not known	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	1939 1938	fell into German hands mar39
	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.26	not known D-RVAC	B.71 B.71	Czechoslovak AF RLM	d/d rgd	1938 early40	fell into German hands mar39 ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to
B 71 27	not known	B.71	Bulgarian AF	toc	06jun40	Sofia-Bozhurishte 05jun40
B.71.27	not known D-RVA.	B.71 B.71	Czechoslovak AF RLM	d/d rgd	1938 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.28	not known not known	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	1939 1938	fell into German hands mar39
D 74 00	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.29	no code K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
D 71 20	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.30	no code K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	early40 06jun40	either D-RVAF or D-RVAY; ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozhurishte 05jun40
B.71.31	no code J	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 71. letka LP 6 at Praque-Kbely as of 21mar39; fell into German hands mar39
	D-RVA. not known	B.71 B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.32	no code J	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 71. letka LP 6 at Praque-Kbely as of 21mar39; fell into German hands mar39
	D-RVA. not known	B.71 B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.33	not known D-RVA.	B.71 B.71 B.71	Czechoslovak AF RLM	d/d rgd	1938 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.34	not known not known	B.71 B.71	Bulgarian AF Czechoslovak AF	toc d/d	1939 1938	fell into German hands mar39
B.71.35	no code K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
B.71.36	not known D-RVA.	B.71 B.71	Czechoslovak AF RLM	d/d rgd	1938 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
				J.		

	not known	B.71	Bulgarian AF	toc	1939	
B.71.37	not known	B.71	Czechoslovak AF	d/d	1938	fell into German hands mar39
B.71.38	no code K	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39; test-flown by Bulgarian pilots at Merseburg 11aug39
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	toc	1939	
B.71.39	not known	B.71	Czechoslovak AF	d/d	1938	fell into German hands mar39
	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.40	no code	B.71	Czechoslovak AF	toc d/d	1938	
	J	B.71	Czechoslovak AF	-, -		operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
B.71.41	no code	B.71	Czechoslovak AF	d/d	1938	
	K	B.71	Czechoslovak AF		4000	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.42	no code	B.71	Czechoslovak AF	d/d	1938	
5.71.12	not known	B.71	Czechoslovak AF	۵, ۵	1350	reconnaissance version; operated by I. perut' LP 6 at Prague-Kbely
	Z	B.71	Czechoslovak AF			reconnaissance version; ^ (disbanded 24oct38); taken over from LP 6 and ferried from Prague-Kbely to Milovice 02sep38; ferried to Piestany 16oct38 and detached to Polní letka 64 at Tri Duby 17oct38/17nov38; fell into German hands mar39
B.71.43	no code	B.71	Czechoslovak AF	d/d	1938	
	F	B.71	Czechoslovak AF			operated by 61. letka LP 1 at Hradec Králové from aug38
	K	B.71	Czechoslovak AF			taken over from LP 1 and ferried from Hradec Králové to Prague-Kbely 02sep38; operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	toc	1939	, regionation, solit to balgana Isaagos, remed nom respecting to research news, access
B.71.44	not known	B.71	Czechoslovak AF	d/d	1938	
	Z	B.71	Czechoslovak AF			either Z11, Z12 or Z13; opb 66. letka LP 1 at Milovice from aug38 (disbanded 24oct38); fell into German
	D-RVA.	B.71	RLM	rad	1939	hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	rgd toc	1939	refry registration, sold to bulgaria 19aug39, refried from Merseburg to Provide flows
B.71.45	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
B.71.46	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
B.71.47	not known	B.71	Czechoslovak AF	d/d	1938	
	Z	B.71	Czechoslovak AF			either Z11, Z12 or Z13; opb 66. letka LP 1 at Milovice from aug38 (disbanded 24oct38); fell into German hands mar39; test-flown by Bulgarian pilots at Merseburg 11aug39
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	toc	1939	. ,
B.71.48	not known	B.71	Czechoslovak AF	d/d	1938	
	Z	B.71	Czechoslovak AF			either Z11, Z12 or Z13; opb 66. letka LP 1 at Milovice from aug38 (disbanded 24oct38); fell into German
	D-RVA.	B.71	RLM	rgd	1939	hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	toc	1939	.e., registration, sold to Suigand 15dag57, letter notification resource to 10101 notification
B.71.49	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
B.71.50	no code	B.71	Czechoslovak AF	d/d	1938	
	F J	B.71 B.71	Czechoslovak AF Czechoslovak AF			operated by 61. letka LP 1 at Hradec Králové from aug38 taken over from LP 1 and ferried from Hradec Králové to Prague-Kbely 02sep38; operated by 71. letka LP 6
	J	D.71	CZECIIOSIOVAK AI			at Prague-Kbely as of 21mar39; fell into German hands mar39
B.71.51	not known	B.71	Czechoslovak AF	d/d	1938	
	F	B.71	Czechoslovak AF			either F5 or F6; opb 61. letka LP 1 at Hradec Králové from aug38 (returned to Hradec Králové 22oct38 and
	D-RVA.	B.71	RLM	rgd	1939	disbanded 24oct38); fell into German hands mar39
	not known	B.71	Bulgarian AF	toc	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.52	no code	B.71	Czechoslovak AF	d/d	1938	
	K	B.71	Czechoslovak AF			operated by 72. letka LP 6 at Prague-Kbely as of 21mar39, in damaged condition; fell into German hands
	D. D. / A	D 71	DIM		1020	mar39
	D-RVA. not known	B.71 B.71	RLM Bulgarian AF	rgd toc	1939 1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.53	no code	B.71	Czechoslovak AF	d/d	1938	
	K	B.71	Czechoslovak AF			operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.54	not known	B.71 B.71	Bulgarian AF Czechoslovak AF	toc	1939	
D./1.34	no code J	B.71	Czechoslovak AF	d/d	1938	operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	D-RVAB	B.71	RLM	rgd	early40	ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to
				_		Sofia-Bozhurishte 05jun40
	not known	B.71	Bulgarian AF	toc	06jun40	
B.71.55	no code not known	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	reconnaissance version; operated by I. perut' LP 6 at Prague-Kbely
	Z	B.71	Czechoslovak AF			reconnaissance version; operated by 1. perat LF o at Frague-Roery reconnaissance version; operated by 66. letka LP 1 at Milovice (disbanded 24oct38); taken over from LP 6
						and ferried from Prague-Kbely to Milovice 02sep38; fell into German hands mar39
B.71.56	not known	B.71	Czechoslovak AF	d/d	1938	
	F	B.71	Czechoslovak AF			reconnaissance version; opb 61. letka LP 1 at Hradec Králové (returned to Hradec Králové 22oct38 and
						disbanded 24oct38); taken over from LP 6 and ferried from Prague-Kbely to Hradec Králové 02sep38; fell into German hands mar39
B.71.57	no code	B.71	Czechoslovak AF	d/d	1938	illo derilari harus illari 59
	not known	B.71	Czechoslovak AF	.,.		reconnaissance version; operated by I. perut' LP 6 at Prague-Kbely
	F	B.71	Czechoslovak AF			reconnaissance version; opb 61. letka LP 1 at Hradec Králové (returned to Hradec Králové 22oct38 and
						disbanded 24oct38); taken over from LP 6 and ferried from Prague-Kbely to Hradec Králové 02sep38; fell
B.71.58	no code	B.71	Czechoslovak AF	d/d	1938	into German hands mar39
5.71.50	D58	B.71	Czechoslovak AF	۵, ۵	1350	operated by Cvicná letka LP 6 at Prague-Kbely as of 21mar39; in camo c/s; fell into German hands mar39
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	toc	1939	
B.71.59	no code D59	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	1938	operated by Cvicná letka LP 6 at Prague-Kbely as of 21mar39; in camo c/s; fell into German hands mar39
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Bulgarian AF	toc	1939	,g, soid to bargaina Isaagus, raintea from Ficiseburg to Florary horos, deeds
B.71.60	no code	B.71	Czechoslovak AF	d/d	1938	
	N	B.71	Czechoslovak AF	d/d	1938	the number behind the squadron code N was missing; operated by 83. letka LP 5 at Brno (relocated to
						Nemecký Brod sep38); taken over from LP 6 and ferried from Prague to Brno 18aug38; fell into German
B.71.61	no code	B.71	Czechoslovak AF	d/d	aug38	hands mar39; test-flown by Bulgarian pilots at Merseburg 11aug39 (but not delivered to Bulgaria)
1.01	R	B.71	Czechoslovak AF	۵, ۵	950	operated by 82. letka LP 5 at Brno (relocated to KriPanov sep38); taken over from LP 6 and ferried from
						Prague to Brno 18aug38; fell into German hands mar39
			. <u>.</u> .			
<u> ? B.71 L</u>	ouilt by L	<u>etov at P</u>	<u>rague-Letnan</u>	<u>v in 19</u>	<u> 39</u>	
D 74 60		D 74	C			and the state of the table of the state of t
D./1.02	not known	B.71	German Air Force			mentioned in the Letov factory's "Overview of workshop production for July 1939" in the context 'the first fuselage received the sheet metal covers'; possibly became SE+GA

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### 45 B.71 built by Aero at Prague-Vysocany (?) in 1940

B.71.107	TD+FA	B.71B	German Air Force	mfd	oct40	target towing version; underwent trials with Erprobungsstelle Rechlin
B.71.108	TD+FB	B.71B	German Air Force	mfd	late40	target towing version; opb Luftdienstkommando 2/6 at Köln-Ostheim as of apr42/may42
B.71.109	TD+FC	B.71B	German Air Force	mfd	late40	target towing version
B.71.110	TD+FD	B.71B	German Air Force	mfd	late40	target towing version
B.71.111	TD+FE	B.71B	German Air Force	mfd	late40	target towing version
B.71.112	TD+FF	B.71B	German Air Force	mfd	late40	target towing version; photo exists
B.71.113	TD+FG	B.71B	German Air Force	mfd	late40	target towing version
B.71.114	TD+FH	B.71B	German Air Force	mfd	late40	target towing version; opb Luftdienstkommando Westerland in 1943; probably in yellow c/s
B.71.115	TD+FI	B.71B	German Air Force	mfd	late40	target towing version
B.71.116	TD+FJ	B.71B	German Air Force	mfd	nov40	target towing version; the last B.71 built by Aero
B.71.117	VG+BG	B.71A	German Air Force	mfd	1940	one source gives code TD+FK for this c/n, but this does not seem logical as B.71.116 was the last B.71
						built; planned as reconnaissance version, but completed as target towing version; opb
						Luftdienstkommando 65 by sep40; in camo c/s with probably light grey undersides
B.71.118	VG+BH	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version; opb Luftdienstkommando 2/6
						at Köln-Ostheim by may42
B.71.119	VG+BI	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version; in camo c/s with light grey
						undersides; displayed in the exhibition "Der Sieg im Westen" on Augustusplatz at Leipzig 25aug40/15sep40
B.71.120	VG+BJ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.121	VG+BK	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version

B.71.122	VG+BL ? VG+BM	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.123 B.71.124	VG+BN	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as reconnaissance version, but completed as target towing version; opb Luftdienstkommando 1/68 by sep40; in camo c/s with probably light grey undersides; photo exists planned as reconnaissance version, but completed as target towing version; with solid nose; in camo c/s
B.71.125	VG+BO ?	B.71A	German Air Force	mfd	1940	with light grey or yellow undersides; photo exists planned as reconnaissance version, but completed as target towing version
B.71.126	VG+BP	B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as reconnaissance version, but completed as target towing version; used for training and towing; photo exists; in grey ? c/s
B.71.127 B.71.128	VG+BQ VG+BR	B.71A B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version; opb Luftdienstkommando 2/12; in camo c/s with yellow undersides; photo exists planned as reconnaissance version, but completed as target towing version; opb Luftdienstkommando 2/6
						by nov40 and by Luftdienstkommando 1/13 by nov41; in camo c/s with probably light grey undersides; photo exists
B.71.129 B.71.130	VG+BS VG+BT VG+BU	B.71A B.71A	German Air Force German Air Force	mfd mfd mfd	1940 1940 1940	planned as reconnaissance version, but completed as target towing version planned as reconnaissance version, but completed as target towing version
B.71.131	VG+BU	B.71A	German Air Force	IIIIu	1940	planned as reconnaissance version, but completed as target towing version; opb Luftdienstkommando 2/6 by oct40 and by Luftdienstkommando 67 by feb41; in camo c/s with probably light grey undersides; photo exists
B.71.132 B.71.133	VG+BV VG+BW ?	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as reconnaissance version, but completed as target towing version planned as reconnaissance version, but completed as target towing version
B.71.134 B.71.135	VG+BX ? VG+BY ?	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as reconnaissance version, but completed as target towing version planned as reconnaissance version, but completed as target towing version; VG+BY was mentioned in a
B.71.136	VG+BZ	B.71A	German Air Force	mfd	1940	pilot's flight log oct41/dec41 planned as reconnaissance version, but completed as target towing version; in camo c/s with light (yellow ?) undersides and rudder; opb Luftdienstkommando 1/IV at Leipzig-Mockau; slightly damaged 02sep41
						when made a wheels-up forced landing in field near Zimmern; damaged at Leipzig-Mockau 16may43, damage reported as $15\ \%$
B.71.137 B.71.138	TB+PC ? TB+PD ? TB+PE	B.71A B.71A B.71A	German Air Force German Air Force German Air Force	mfd mfd mfd	1940 1940 1940	planned as reconnaissance version, but completed as target towing version planned as reconnaissance version, but completed as target towing version
B.71.139	ID+PE	b./1A	German Air Force	IIIIu	1940	tie-up not confirmed; planned as reconnaissance version, but completed as target towing version; opb JFS 3 at some time; opb Luftdienstkommando Norwegen at Herdla by feb41; in camo c/s with light grey undersides; later opb Luftdienstkommando 2/XII; w/o 16apr41 when crashed at Babenhausen
B.71.140 B.71.141	TB+PF ? TB+PG ?	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as reconnaissance version, but completed as target towing version planned as reconnaissance version, but completed as target towing version
B.71.142 B.71.143	TB+PH ? TB+PI ?	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.144 B.71.145	TB+PJ ? TB+PK	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version target towing version (planned as bomber version); opb Luftdienstkommando 1/13 by oct40/oct41; in dark green c/s with light grey undersides, yellow rudder and engine nacelles; a colour photo taken in 1940
	F8+AD	B.71A	German Air Force			exists opb III./KG 40
B.71.146 B.71.147	TB+PL? TB+PM?	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.148 B.71.149 B.71.150	TB+PN TB+PO ? TB+PP ?	B.71A B.71A B.71A	German Air Force German Air Force German Air Force	mfd mfd mfd	1940 1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.151	TB+PQ	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
<u>66 B.71 b</u>	uilt by A	via at Pra	gue-Cakovice	(?) in	1939/4	<u>41</u>
B.71.152	VI+BA	B.71A	German Air Force	f/f	21jul39	probably an Überführungskennzeichen (VI for Avia); underwent trials with Erprobungsstelle Tarnewitz sep39
B.71.153 B.71.154	SE+DL SE+DM SE+DN	B.71A B.71A B.71A	German Air Force German Air Force German Air Force	f/f f/f	nov39 19apr40	target towing version; in camo c/s with light undersides target towing version; probably underwent trials with Erprobungsstelle Tarnewitz planned as bomber version, but completed as target towing version
B.71.155 B.71.156	SE+DO SE+DP	B.71A B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.157 B.71.158	SE+DQ SE+DR	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.159 B.71.160	SE+DS SE+DT	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version; opb Luftdienstkommando 67 by jul40;
B.71.161	SE+DU	B.71A	German Air Force	mfd	1940	in camo c/s with light grey or yellow undersides; photo exists planned as bomber version, but completed as target towing version
B.71.162 B.71.163 B.71.164	SE+DV SE+DW SE+DX	B.71A B.71A B.71A	German Air Force German Air Force German Air Force	mfd mfd mfd	1939 1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version, one Luftdienstkommande Holland at
B.71.104	SLTDA	B.71A	German An Porce	IIIIu	1940	planned as bomber version, but completed as target towing version; opb Luftdienstkommando Holland at Leeuwarden (Netherlands), used as a target tug; crashed into the Zuiderzee/IJsselmeer; thd wreck was recovered in the 1950s
B.71.165 B.71.166	SE+DY SE+DZ	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version; opb Erprobungsstelle Travemünde by
B.71.167 B.71.168	SE+EA SE+EB	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	oct41 planned as bomber version, but completed as target towing version; photo at Stolp-Reitz planned as bomber version, but completed as target towing version; opb Luftdienstkommando 2/VII at
5.71.100	SETEB	D.71A	German An Torce	mid		Rotenburg (based there from jul41); involved in an accident near Rotenburg 03sep41, damage reported as 40 %
B.71.169 B.71.170	SE+EC SE+ED	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version; opb Luftdienstkommando 11, Teil-Kdo 2(11) to 10, 10, 10, 10, 10, 10, 10, 10, 10, 10,
B.71.171 B.71.172	SE+EE SE+EF	B.71A B.71A	German Air Force German Air Force	mfd mfd	1939 1940	2/11 at Celle in winter 1941/42; in camo c/s with probably light grey undersides; photo exists planned as bomber version, but completed as target towing version target towing version; opb Luftdienstkommando 11, Teil-Kdo 2/11 at Celle in winter 1941/42; in dark
B.71.173	SE+EG	B.71A	German Air Force	mfd	1940	green c/s with light grey undersides; photo exists planned as bomber version, but completed as target towing version; opb Luftdienstkommando 11, Teil-Kdo
B.71.174	SE+EH	B.71A	German Air Force	mfd	1940	2/11 and later Luftdienstkommando 64 planned as bomber version, but completed as target towing version; one source gives code SG+EH for this
B.71.175 B.71.176	SE+EI SE+EJ	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	c/n planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.177 B.71.178	SE+EK SE+EL	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.179	SE+EM	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; carried 'SE+EM' only on the underside of the wing (not on the fuselage) during factory trials; made a belly landing during factory trials 27may40;
B.71.180 B.71.181	SE+EN SE+EO	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	opb Luftdienstkommando 1/VII; crashed at Luneville 14oct40, damaged reported as 40 % planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version; in dark c/s with light undersides
B.71.182	SE+EP	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; in dark c/s with light undersides planned as bomber version, but completed as target towing version; opb Luftdienstkommando 2/6 by feb42; in camo c/s with light undersides
B.71.183 B.71.184	SE+EQ SE+ER	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.185 B.71.186	SE+ES SE+ET	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.187 B.71.188	SE+EU SE+EV	B.71A B.71A	German Air Force German Air Force	mfd mfd	1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.189 B.71.190 B.71.191	SE+EW SE+EX SE+EY	B.71A B.71A B.71A	German Air Force German Air Force German Air Force	mfd mfd mfd	1940 1940 1940	planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version; the last B.71A built by Avia (a hybrid
B.71.192	SE+EZ	B.71B	German Air Force	mfd	1940	version with the nose cover of the B.71B) prototype of this target towing version; underwent trials with FVA (Flugtechnische Versuchsanstalt Prag,
D 71 100	CE · FA	D 710	Corman Air Farra			formerly VTLÚ) in 1940; later opb Fliegerzielgeschwader 1; in non-standard two-tone mottled camo c/s with light grey or yellow undersides; photo exists
B.71.193 B.71.194 B.71.195	SE+FA SE+FB SE+FC	B.71B B.71B B.71B	German Air Force German Air Force German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.196 B.71.197	SE+FD SE+FE	B.71B B.71B B.71B	German Air Force German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version; in dark c/s with light undersides
B.71.198 B.71.199	SE+FF SE+FG	B.71B B.71B	German Air Force German Air Force			planned as bomber version, but completed as target towing version; in camo c/s with light undersides planned as bomber version, but completed as target towing version
B.71.200	SE+FH	B.71B	German Air Force			planned as bomber version, but completed as target towing version; the last B.71 overhauled by Avia at Kunovice (overhaul completed 04jul43)
B.71.201 B.71.202	SE+FI SE+FJ	B.71B B.71B	German Air Force German Air Force			planned as bomber version, but completed as target towing version; opb Luftdienstkommando 11, Teil-Kdo planned as bomber version, but completed as target towing version; opb Luftdienstkommando 11, Teil-Kdo 2/11 at Celle in winter 1941/42; in camo c/s with yellow or light grey undersides; photo exists
B.71.203 B.71.204	SE+FK SE+FL	B.71B B.71B	German Air Force German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
B.71.205	SE+FM	B.71B	German Air Force			planned as bomber version, but completed as target towing version

E	B.71.206 B.71.207 B.71.208	SE+FN SE+FO SE+FP	B.71B B.71B B.71B	German Air Force German Air Force German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
E	B.71.209 B.71.210	SE+FQ SE+FR	B.71B B.71B	German Air Force German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
E	B.71.211 B.71.212	SE+FS SE+FT	B.71B B.71B	German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
t	B.71.213	SE+FU	B.71B	German Air Force			planned as bomber version, but completed as target towing version; in dark green c/s (with two shades on the wings) with light grey undersides; dbr 11feb41 on take-off from Letnany when vered off the runway and collided first with parked Ar 96B-1 c/n 4062 and then with a concrete wall, the pilot (Avia test pilot Frantiüek Zemánek) was killed and the second crew member injured; there is a photo with the tail broken off
	B.71.214 B.71.215	SE+FV SE+FW	B.71B B.71B	German Air Force German Air Force			planned as bomber version, but completed as target towing version planned as bomber version, but completed as target towing version
	B.71.216	SE+FX	B.71B	German Air Force	ph.	sum. 41	planned as bomber version, but completed as target towing version; opb Luftdienstkommando 62 or 61; in dark green/greenish grey camo c/s with light grey undersides, yellow rudder and trim
	B.71.217	SE+FY	B.71B	German Air Force	f/f	30apr41	planned as bomber version, but completed as target towing version
SB 1	<u>family</u>	<u>aircraft wi</u>	th unkno	own construction	on n	<u>umbers</u>	
		CCCP-F148	PS-40	GUGK	rgd	unknown	Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography); photo at Tashkent around 1945/47
		CCCP-F205	PS-40	GUGK	rgd	unknown	Main Directorate of Geodesy and Cartography; opb Novosibirski AFO Novosibirskogo AGP in 1947; no longer on charge by 1948
		CCCP-F267 CCCP-F272	USB	GUGK			Main Directorate of Geodesy and Cartography; operated in Central Asia; photo at Tashkent around 1945/47 Main Directorate of Geodesy and Cartography; registration without any dash or space; operated in Central
		CCCP-F273	USB	GUGK	TAS	sep47	Asia; probably in light grey c/s without titles; photo at Tashkent around 1945/47 Main Directorate of Geodesy and Cartography; operated in Central Asia; probably in light grey c/s without
		CCCP-F305	USB	GUGK	TAS	1945	titles; severely damaged sep47 when landed wheels-up at Tashkent Main Directorate of Geodesy and Cartography; registration without any dash or space; operated in Central
		CCCP-L697	PS-40	GVF			Asia; probably in light grey c/s without titles registration not on pre-1944 register; opb 3 oads GVF at Myachkovo; suffered an engine failure 07mar45
		CCCP-L2781 CCCP-L2781	PS-40 PS-40	AFL/MOW-IKT route GVF	trf trf	1938 1941	mentioned in documents feb40 and feb41 opb osobaya aviagruppa svyazi GVF; dbr 05jan42 when the pilot (Dyomin) had to search for the airfield in poor weather and forgot to lower the landing gear before landing, 1 of the 2 crew members (the pilot) was killed while the other one was slightly injured
		CCCP-N365	PS-41	Polyarnaya Aviats.	i/s	1944/45	registration probably painted on as 'H365'; opb MAGON; under maintenance by 10may45; used for ice- reconnaissance over the White Sea until summer 1945; reportedly trf to Narkomzem, but Narkomzem's aviation assets had been trf to GU GVF 21nov32
		"2" "2" "4" blue	SB SB SB	Soviet Air Force Soviet Air Force Soviet Air Force		photo photo	with two dark stripes on top of the fin; shot down over Finland and crashed in a forest no stripes on top of the fin; shot down over Finland and crashed in a forest probably either c/n 8\67, 8\220 or 11\220; opb 24 sbap; in natural metal or light grey c/s with a blue
		4 blue	36	Soviet All Porce			stripe on top of the fin; w/o 01dec39 on a mission against Finland when was shot down by Finnish anti- aircraft artillery and crashed near Viipuri (now Vyborq)
		"4" yellow	SB 2M-100	Soviet Air Force			probably opb 5 ae 24 sbap; in natural metal or light grey c/s with yellow fin tip (with a red stripe); w/o 21dec39 on a bombing mission against Immola airfield when was shot down by a fighters of the Finnish Air
		"4"	SB 2M-103	Soviet Air Force	PKV	jul41	Force (pilot: Prochev) opb 1 ae 44 sbap; in light grey or natural metal c/s; destroyed by a German air attack on Pskov-Kresty airfield in late jun41
		"5" red	SB	Soviet Air Force			opb 1 ae 72 sbap; in light grey or natural metal c/s; w/o 25jun41 on a mission against Finland when was shot down by Brewster 239 "Buffalo" BW-357 of LLv. 24 of the Finnish Air Force (piloted by luutnantti
		"8" red	SB 2M-100	Soviet Air Force	ph.	feb08	lorma Sarvanto) and crashed near Rantasalmi (some 25-30 km east of Joroinen) - or was the one shot down by Sarvanto another SB as it was reported to have crashed near Utti? a very crudely restored wreck; in medium green c/s with light blue undersides and red top of fin; displayed
		"8"	SB	Soviet Air Force	ph.	01dec39	on a pole at Vysoki-Olenya (Olenyegorsk district of the Murmansk region, N68.13734 E33.41811) from 09may85, seen feb08/feb13 op 3 ae 35 ap; with two dark stripes on top of the fin; w/o 01dec39 on a mission against Finland when was shot down over Helsinki and crashed in a forest (possibly the one shot down by Fokker D.XXI FR-104 of
		"9" blue	Ar-2	Soviet Navy		photo	HLeLv 24 of the Finnish Air Force, piloted by Lieutenant Eino Luukkanen) opb 73 bap; in olive drab c/s with light blue undersides; was abandoned at Pärnu and captured by German
		"10" red	SB	Soviet Air Force			troops probably either c/n $5\69$ , $4\71$ or $12\93$ ; opb 54 sbap; in natural metal or light grey c/s with a red stripe
		"304" white	SB	Soviet Air Force	ph.	mid-42	on top of the fin; w/o 17jan40 on a mission against Finland opb 1 ae 367 sbap; in improvised olive drab/black camo c/s with light grey undersides (pilot: 3rd Lieutenant F.S. Chesnokov)
		'490'	PS-40	GVF			identity given in the accident report as such; opb osobaya aviagruppa svyazi GVF; w/o 09jun42 when did not return from a flight from Myachkovo to Byelomorsk, all 4 crew members (pilot: Tuzhilin) were MIA
		not known	SB 2M-100A	Soviet Navy	ph.	25feb10	presumed killed tail, one engine and both propellers are from c/n 11\114, see there; in dark green c/s with light blue
		"2" orange		Soviet Navy	ph.	11mar16	undersides; preserved in the Naval Aviation Museum at Safonovo from 09may85, seen apr06/oct10 in silver c/s; preserved in the Naval Aviation Museum at Safonovo, seen mar16
		not known	SB SB	Soviet Air Force Soviet Air Force			opb 15 sbabr; dbr 01dec39 on a mission against Finland when collided on the ground with another aircraft or an obstacle due to pilot error opb 72 sap; w/o 02dec39 on a mission against Finland when took off with big propeller pitch and crashed,
		not known	SB	Soviet Air Force			crew (pilot: Plakhov) killed opb 24 sbap; w/o 18dec39 when did not return from a mission against Finland (pilot: Zolotov)
		not known not known	SB SB	Soviet Air Force Soviet Air Force			opb 24 sbap; w/o 18dec39 when did not return from a mission against Finland (pilot: Semyonov) opb 24 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air
		not known	SB	Soviet Air Force			Force (pilot: G.K. Klochkov) opb 24 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: N.D. Minayev)
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: F.N. Shcherbakov)
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: G.S. Chernomaz)
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
		not known	SB SB	Soviet Air Force Soviet Air Force			opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force opb 16 sbap; w/o 19dec39 on a mission against Finland (non-combat loss)
		not known not known	SB SB	Soviet Air Force Soviet Air Force			opb 58 sbap; w/o 19dec39 on a mission against Finland (pilot: Pecheixzh ?) opb 28 sbap; w/o 20dec39 on a mission against Finland (pilot: Pecheixzh ?) opb 2 sbap; w/o 20dec39 on a mission against Finland when was shot down near Suvantojärvi (pilot: 1st
		not known	SB	Soviet Air Force			Lieutenant Malinin) opb 10 sbap; w/o 21dec39 on a mission against Finland (non-combat loss), crew (pilot: V.A. Goryachev)
		not known	SB	Soviet Air Force			killed opb 24 sbap; w/o 21dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air
		not known	SB	Soviet Air Force			Force and crashed (pilot: Ivanov) opb 54 sbap; w/o 21dec39 on a mission against Finland when was damaged by Finnish anti-aircraft artillery and crashed (pilot: Burmak)
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 23dec39 on a mission against Finland when was shot down by Fokker D.XXI FR-97 of 4/LLv. 24 of the Finnish Air Force (piloted by luutnantti Jorma Sarvanto) and crashed near Noskuanselkä
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 23dec39 on a mission against Finland when was shot down by Fokker D.XXI FR-97 of 4/LLv. 24 of the Finnish Air Force (piloted by luutnantti Jorma Sarvanto) and crashed near Noisniemi
		not known	SB	Soviet Air Force			opb 44 sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force, crew (pilot: Zaitsev) killed
		not known	SB SB	Soviet Air Force Soviet Air Force			opb 44 sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force, crew (pilot: Borodin) killed opb 44 sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air
		not known	SB	Soviet Air Force			opo 44 Sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air opb 44 Sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air opb 44 Sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air
		not known	SB	Soviet Air Force			Force (pilot: Sorokin) opb 44 sbap; w/o 23dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air
		not known	SB	Soviet Air Force			Force, crew (pilot: Kapustin) killed opb 24 sbap; w/o 23dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air
		not known not known	SB SB	Soviet Air Force Soviet Air Force			Force and crashed (pilot: Kolosov) opb 9th Army; w/o 25dec39 on a mission against Finland when crashed on take-off opb 44 sbap; w/o 26dec39 on a mission against Finland when crashed due to pilot error (pilot:
		not known	SB	Soviet Air Force			opb 74 sbap; w/o 25dec.59 on a mission against riniand when clashed due to pilot error (pilot: Timoshenko) opb 72 sap; w/o 01jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air
		not known	SB	Soviet Air Force			Force (pilot: V.I. Semenikhin) opb 31 sbap; w/o 05jan40 when did not return from a mission against Finland

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opb 31 sbap; w/o 05jan40 on a mission against Finland when crashed due to pilot error
opb 31 sbap; w/o 05ian40 on a mission against Finland (non-combat loss)
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opb 31 sbap; w/o 05jan40 on a mission against Finland (non-combat loss) opb 54 sbap; w/o 05jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Nesterenko) opb 54 sbap; w/o 05jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Sochvev) opb 50 sbap; damaged 07jan40 on a mission against Finland; repaired

opb 50 sbap; damaged 07jan40 on a mission against Finland; repaired opb 50 sbap; damaged 07jan40 on a mission against Finland; repaired opb 30 sbap; w/o 03jan40 when did not return from a mission against Finland opb 31 sbap; w/o 12jan40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Turku, crew (pilot: Malyshev) killed opb 35 lbap; w/o 14jan40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Koski, crew (pilot: Balbukhov) killed opb 35 lbap; w/o 14jan40 on a mission against Finland when crashed near Riihimäki (pilot: I.I. Zaitsev) opb 35 lbap; w/o 15jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Tampere, crew (pilot: P.N. Morozov) killed opb 54 sbap; w/o 17jan40 on a mission against Finland when was shot down by Fokker D.XXI FR-99 of 4/LLv. 24 of the Finnish Air Force (piloted by luutnantti Jorma Sarvanto) and crashed near Heinjoki opb 31 sbap; w/o 17jan40 on a mission against Finland was shot down by a fighter of the Finnish Air Force and crashed near Lappeenranta, crew (pilot: Petrov) killed opb 31 sbap; w/o 17jan40 on a mission against Finland was shot down by a fighter of the Finnish Air Force and crashed near Suurjärvi, crew (pilot: Ablitsev) killed opb 31 sbap; w/o 18jan40 on a mission against Finland when crashed due to poor weather, crew (pilot: Kiselyov) killed opb 31 sbap; w/o 18jan40 on a mission against Finland when crashed due to poor weather, crew (pilot: Kiselyov) killed opb 31 sbap; w/o 20jan40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and fighters and crashed near Tampere, crew (pilot: Myshlyayev) killed

opb 35 ldap; w/o 20jain40 on a mission against Finland when was shot down by Finlins and artillery and fighters and crashed near Tampere, crew (pilot: Myshlyayev) killed opb 35 lbap; w/o 20jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Tampere, crew (pilot: L.Ye. Stepanov) killed opb 35 lbap; w/o 20jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Tampere (pilot: Melnichenko) opb 35 lbap; w/o 20jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Rihimäki (pilot: Maksimenko)

Force and crashed near Rihimäki (pilot: Maksimenko) opb 9th Army; w/o 22jan40 when did not return from a mission against Finland after having fallen back behind its group opb 58 sbap; w/o 28jan40 when did not return from a mission against Finland (pilot: A.I. Gusev) opb 18 sbap; w/o 29jan40 on a mission against Finland, crew (pilot: Smoktunevich) killed opb 57 sbap; w/o 29jan40 on a mission against Finland when crashed due to pilot error, crew (pilot: Ostpox) killed

Osipov) killed

ospoty Rineu opb 58 sbap; w/o 29jan40 on a mission against Finland when crashed into the Gulf of Finland near Tolbukhin lighthouse (pilot: B.I. Zirkin) opb 50 sbap; w/o 30jan40 on a mission against Finland when crashed near Summa (now Soldatskoye), crew (pilot: Kulakov) killed

opb 58 sbap; dbr 31jan40 on a mission against Finland when had to make a forced landing (pilot: Tkachov) opb 24 sbap; w/o 01feb40 on a mission against Finland when took off with the fuel cock closed and

opb 57 sbap; w/o 04feb40 on a mission against Finland when crashed due to poor weather (pilot: Gnedoi) opb 54 sbap; damaged 06feb40 on a mission against Finland; repaired opb 24 sbap; damaged 08feb40 on a mission against Finland when was probably damaged by a fighter of the Finnish Air Force and landed wheels-up; repaired

the Finnish Air Force and landed wheels-up; repaired opb 48 sbap; w/o 09feb40 on a mission against Finland when crashed due to poor weather opb 44 sbap; w/o 11feb40 on a mission against Finland when was damaged by Finnish forces and crashed, crew (pilot: Gusev) killed opb 50 sbap; w/o 11feb40 when did not return from a mission against Finland (pilot: Aguryev) opb 44 sbap; w/o 13feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery, crew (pilot: Yanchenko) killed opb 39 ? sbap; w/o 14feb40 on a mission against Finland when crashed on take-off (pilot: B.N. Likov ?) opb 5 sbap; w/o 16feb40 when was destroyed on the ground opb 41 sbap; w/o 17feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force

opb 41 sbap; w/o 17feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air

opb 41 sbap; w/o 17feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force

opb 41 sbap; w/o 17feb40 on a mission against Finland (non-combat loss) opb 48 sbap; w/o 17feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Sinitsyn) the c/n was given as 11\224, but is not correct; opb 60 sbap; w/o 18feb40 on a mission against Finland

when was shot down by Finnish anti-aircraft artillery, the crew (pilot: Bezdenezhnykh) was killed opb 48 sbap; w/o 19feb40 on a mission against Finland opb 18 sbap; w/o 20feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Kalugin) opb 18 sbap; w/o 20feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Kalugin) opb 18 sbap; w/o 20feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air

Force opb 54 sbap; w/o 20feb40 on a mission against Finland when was shot down by Gloster "Gladiator" GL-280

opb 54 sbap; w/o 20feb40 on a mission against Finland when was shot down by Gloster "Gladiator" GL-280 of Ltv 26 of the Finnish Air Force (piloted by luutnantti Paavo Berg) above Kouvola and crashed at Kattilainen (Ruokolampi), all 3 crew (pilot: Lieutenant Yevgeni M. Filonenko) killed opb 137 sbap; w/o 21feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Rovaniemi (pilot: Danilenko) opb 5 sbap; w/o 27feb40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery and made a forced landing near Kairala (now Kairaly), crew (pilot: Chufrin) killed opb 24 sbap; w/o 29feb40 on a mission against Finland when collided with wires opb 57 sbap; lost 29feb40 on the return leg of a mission against Kouvola railway station (Finland) when was damaged by a fighter of the Finnish Air Force and made a forced landing on the ice of the Gulf of Finland, the crew was evacuated by another SB of 57 sbap (piloted by 1st Lieutenant F.N. Radus) opb 50 sap; w/o 01mar40 on a mission against Finland when had to make a forced landing, crew (pilot: Koinash) killed opb 35 lbap; w/o 02mar40 on a mission against Finland when was shot down by Finnish anti-aircraft

opb 35 lbap; w/o 02mar40 on a mission against Finland when was shot down by Finnish anti-aircraft opp 35 lbap; w/o Uzmar4U on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Kaikola (pilot: Silin) opb 35 lbap; w/o 02mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and fighters (pilot: Galich) opb 72 sap; w/o 02mar40 when did not return from a mission against Finland, crew (pilot: Lyuty) presumed killed

presumed killed opb 72 sap; w/o 02mar40 on a mission against Finland when crashed due to pilot error, crew (pilot: Tyulenyev) killed opb 31 sbap; w/o 03mar40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Taranets) opb 85 apon; w/o 04mar40 on a mission against Finland when was shot down by Finnish small-arms fire from the ground, crew (pilot: Strelets) killed opb 5 sbap; w/o 05mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery, crew (pilot: Kozyrev) killed opb 31 sbap; w/o 05mar40 on a mission against Finland when collided with another SB of 31 sbap and crashed, crew (pilot: Rezinoy) killed opb 31 sbap; w/o 05mar40 on a mission against Finland when collided with another SB of 31 sbap and crashed, crew (pilot: Pushkin) killed opb 31 sbap; w/o 05mar40 on a mission against Finland when collided with another SB of 31 sbap and crashed, crew (pilot: Pushkin) killed

crashed, crew (pilot: Pushkin) killed opb 34 drae; w/o 07mar40 on a mission against Finland when was damaged by a fighter of the Finnish Air Force and crashed near Utajārvi (pilot: Alekseyev) opb 34 drae; w/o 07mar40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Grebeshchekov) opb 5 sbap; w/o 08mar40 when did not return from a mission against Finland (pilot: Suvorov) opb 18 sbap; w/o 10mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Borisov) opb 54 sbap; w/o 10mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Cherezov) opb 24 sbap; w/o 11mar40 on a mission against Finland when crashed due to pilot error opb 31 sbap; w/o 10mar40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Säkkijärvi (now Kondratyevo) (pilot: Orlov)

opp 31 Sdap; w/o Initiated oil a mission against Finland when was shot down by a highter of the Finnish Air Force and crashed near Sakkijärvi (now Kondratyevo) (pilot: Orlov) opb 54 sbap; w/o 10mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Sorvala (?) (pilot: 1st Lieutenant Yakov T. Ishutov) operated by 1 drap; written off 14sep41 on a combat mission when crashed on the south-eastern outskirts of Sofrino (Pushkino district of the Moscow region), all 4 crew members (pilot: 1st Lieutenant Aleksandr A. Schegolikhin) were killed operated by 173 bap; written off 12oct41 on a bombing mission against German tanks near Yukhnov when was high by German aptic aircraft artillary and caught first the pilot (?) at lautenant Yuri P. Tikhomirov) tried

was hit by German anti-aircraft artillery and caught fire, the pilot (2nd Lieutenant Yuri P. Tikhomirov) tried to make a forced landing at Chertanovo training airfield south of Moscow, but the aircraft crashed at the airfield, all 3 crew members were killed

 not known	PS-40	NKAP			w/o 09nov41 on a cargo flight from Saratov to Kazan at night when encountered an area of heavy snowfall
 not known	SB	Soviet Navy			and crashed near Lobovka, both crew members (pilot: Sergei Ya. Muravyov) were killed opb 80 bap; w/o 17mar42 on return from a reconnaissance mission on the Kola peninsula when was
		,			severely damaged by enemy anti-aircraft artillery and crashed in the taiga near Kolezhma (south-east of the Dolina Roz valley), 2 of the 3 crew killed and 1 severely injured (pilot: Pyankov)
 not known	SB	Soviet Navy			operated by 2 sap VVS SF; written off 05apr42 on a bombing mission against Luostari airfield (then Finland) when encountered poor weather (low clouds) on the return leg so that the crew lost orientation
					and the aircraft crashed into a hill 5 km south-east of Revda (Lovozero district of the Murmansk region), 2 of the 3 crew members (among them the pilot, Captain Vasili Ye. Zuyev) were killed while the tail gunner
 not known	SB 2M-103U	Soviet Navy	mfd	jun39	escaped basically unfurt by Factory No. 22; engines c/n 923-278 & 943-761; opb 16 tao 3 ag VVS BVF; w/o 14sep43 on a flight
				,	from Yagodnik to Naryan-Mar when the engines failed as water had not been removed from the fuel tanks before take-off, the crew tried an emergency landing, but the aircraft crashed 7 km east of lake Sulskoye
					(N66°42' E49°41'), 3 of the 4 crew killed (commander: Major Ivan A. Krestyanov); wreck discovered 18sep43 and reached 12oct43
 1	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; detached to Sofia-Vrazhdebna 14nov44 (on charge of 2/5 orliak then); flew a bombing mission against a German train between Pristina and Mitrovica (Kosovo) 18nov44; still on charge
 2	B.71	Bulgarian AF		photo	by 27jul45  opb 1 yato of 5 orliak at Plovdiy; in khaki/olive drab camo c/s with light grey undersides, white code;
2	D.71	Dulgarian Ai		prioto	detached to Sofia-Vrazhdebna 14nov44 (on charge of 2/5 orliak then); flew a bombing mission against a
 3	B.71	Bulgarian AF		nhata	German train between Pristina and Mitrovica (Kosovo) 18nov44; still on charge by 27jul45 opb 5 orliak at Plovdiv; still on charge by 27jul45
 4	B.71	Bulgarian AF		photo	opb 5 orliak at Plovdiv; in camo c/s with white code; detached to Sofia-Vrazhdebna 14nov44 (on charge of 2/5 orliak then); flew a bombing mission against a German road convoy between Vucitrn and Mitrovica
_	B 74	5.1			(Kosovo) 19nov44 and another bombing mission against a railway bridge and a German road convoy north of Mitrovica (possibly also against Mitrovica railway station) 20nov44; still on charge by 27jul45
 5 6	B.71 B.71	Bulgarian AF Bulgarian AF	ph.	photo 1943	opb 5 orliak at Plovdiv; with black code; still on charge by 27jul45 at Balchik; opb 5 orliak at Plovdiv; in olive drab/dark brown/greyish green camo c/s with light grey
 7	B.71	Bulgarian AF		photo	undersides, white code; still on charge by 27jul45 opb 5 orliak at Plovdiv; in olive drab/brown camo c/s with light grey undersides, white code; slightly
					damaged 20mar41 when ran off the runway on landing and ended up in soft ground (pilot: Feldwebel- shkolnik Toma Tomov)
 8 9	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45 opb 5 orliak at Plovdiv
 10 11	B.71 B.71	Bulgarian AF Bulgarian AF	ph.	20nov44	opb 5 orliak at Plovdiv opb 5 orliak at Plovdiv; in green/brown camo c/s with white code; detached to Sofia-Vrazhdebna 14nov44
					(on charge of 2/5 orliak then); carried white quick identification markings by nov44; damaged 20nov44 (the date given in documents while observer Atanas Angelov Radenski gave the date in his memoirs as
					21nov44) on a bombing mission against German rail and road targets near Mitrovica (Kosovo) when the right engine seemed to develop a problem before the target was reached so that the pilot (Feldwebel Manol
					Manolov) decided to return, but lost orientation while searching for an unpopulated area in order to jettison the bombs and had to make a forced landing in a field close to Staro Zhelezare (near Plovdiv), all 3 crew
 12	B.71	Bulgarian AF			escaped unhurt opb 5 orliak at Plovdiv; still on charge by 27jul45
 13 14	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45 opb 5 orliak at Plovdiv
 15 16	B.71 B.71	Bulgarian AF Bulgarian AF		photo photo	opb 5 orliak at Plovdiv; in camo c/s with white code opb 5 orliak at Plovdiv; in camo c/s with white code; damaged 21mar41 on take-off from Oplchenets when
10	D.71	Balgarian Al		prioto	the pilot (Sergeant Petr Tolev) increased engine power not simultaneously so that the aircraft veered to the left and came down again shortly after lift-off
 17 18	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45 opb 5 orliak at Plovdiv
 19	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
 20 21	B.71 B.71	Bulgarian AF Bulgarian AF	ph.	1942	opb 5 orliak at Plovdiv opb 5 orliak at Plovdiv; in khaki/olive drab camo c/s with light grey undersides and yellow rudder, white
 22	B.71	Bulgarian AF			code opb 5 orliak at Plovdiv; still on charge by 27jul45
 23 24	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv opb 5 orliak at Plovdiv
 25 26	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv opb 5 orliak at Plovdiv; still on charge by 27jul45
 27 28	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv opb 5 orliak at Plovdiv; still on charge by 27jul45
 29 30	B.71 B.71	Bulgarian AF Bulgarian AF			opb 5 orliak at Plovdiv opb 5 orliak at Plovdiv; still on charge by 27jul45
 31	B.71	Bulgarian AF		photo	opb 5 orliak at Plovdiv; in camo c/s with white code; damaged 07mar41 while taxiing at Marino Pole when the wing collided with a landing Ju 52/3m of the German Air Force (pilot: Feldwebel-shkolnik Petr Naumov)
 32	B.71	Bulgarian AF		photo	opb 5 orliak at Plovdiv; in camo c/s with white code; detached to Sofia-Vrazhdebna 14nov44 (on charge of 2/5 orliak then); flew a bombing mission against a German train between Pristina and Mitrovica (Kosovo)
 not known	B.71	Bulgarian AF			18nov44; still on charge by 27jul45 opb 5 orliak at Plovdiv; damaged 08mar41 while taxiing at Marino Pole when the pilot (Feldwebel-shkolnik
					Boris Tusunski) handled the gas levers unevenly so that the aircraft banked to the right and one main gear strut collapsed, damage assessed as 30 %
 not known	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; w/o 27jun41 on the positioning flight from Plovdiv to Kavala-Amygdaleonas (aka Badem Ciflik) when collided over the Rhodope mountains with the aircraft of the formation leader (which
 not known	B.71	Bulgarian AF			managed to land) and crashed, all 3 crew (pilot: Officer Candidate Ivan Penev Bobchev) killed opb 5 orliak at Plovdiv; w/o 13aug41, details unknown, 2 crew members (pilot: Lieutenant Tsvetko Vasilev
 not known	B.71	Bulgarian AF			Domuschiev) killed opb 5 orliak at Plovdiv; w/o 20jul42 on a training flight from Plovdiv when entered a spin shortly after
					take-off and crashed, at least 1 crew member killed (pilot Captain Iliya Khajiiliev (Khaldjiev ?) survived survived according to one source but was killed as well according to another source)
 not known	B.71	Bulgarian AF			to be confirmed, possibly a mix-up with the forced landing of '11' near Staro Zhelezare 20nov44, see there; w/o 29nov44 on a training flight when crashed, details unknown, all 3 crew (pilot: Sergeant Manol
 5	SB 2M-100A	Chinese Air Force		photo	Nikolov Doichev or Boichev) killed in dark green c/s with light blue undersides, white code
 27 39	SB 2M-100A	Chinese Air Force Chinese Air Force	ph.	drawing 1939	in dark green c/s with light blue undersides, white code in natural metal c/s, black code
 74 0109	SB 2M-100A	Chinese Air Force Chinese Air Force	F	drawing photo	based in northern Shanxi in 1937/38; in mottled green over grey c/s with light grey undersides, black code c/n painted on fin, looks like 1727 or 1707; in dark green c/s with light blue undersides
 0202		Chinese Air Force		photo	oph 1st Sqn 2nd BG; in olive drab c/s with light blue undersides; usedby pilot Captain Chang Ti-Chin (Zhang Tiqing) to defect from Chungking to Ichang 05oct40 (he then continued via Hankou to Nanking);
 1103	SB	Chinese Air Force			possibly impressed into the puppet Nanking Air Force
 1103 1104 1532	SB SB	Chinese Air Force Chinese Air Force			w/o 25feb38 on the ground at Nanchang when was destroyed by a Japanese air raid
 B-1573	SB	Chinese Air Force			Rown by Soviet volunteers; slightly damaged 26jun38 when the landing gear collapsed on landing at Nanchang
 Zh	SB 2M-100	Chinese Air Force		photo	Nanchang Cyrillic Zh on fin; probably flown by Soviet volunteers; in dark green c/s with light blue undersides; dbr in an accident, right wing broke off
 not known	SB	Chinese Air Force			w/o 02dec37 on a bombing mission against the Japanese airfield at Hankou when was shot down by the
 not known	SB	Chinese Air Force			Japanese (the first loss of a Chinese SB) w/o 15dec37 on the return leg of a bombing mission against the Japanese airfield at Nanking when was
	CD.	China a ti 5			intercepted by Japanese fighters while flying along the river Yangtze east of Wuhu and was shot down (Chinese crew)
 not known	SB	Chinese Air Force			w/o 26jan38 on a bombing mission from Hankou against the Japanese airfield at Nanking when was shot down by the Japanese, 1 of the 3 crew killed while the other 2 managed to bail out over enemy territory
 not known	SB	Chinese Air Force			dbr 26jan38 on a bombing mission from Hankou against the Japanese airfield at Nanking when was damaged by the Japanese and made a forced landing
 1	B.71	Czechoslovak AF			the correct code should be P1, but the P was not painted on; opb 73. letka LP 6 at Hradec Králové; repainted in camo c/s; photo at Hradec Králové 15mar39
 3	B.71	Czechoslovak AF	ph.	1939	the correct code should be P3, but the P was not painted on; opb 73. letka LP 6 at Hradec Králové; repaintedin brown/green/greenish grey c/s with light grey undersides and blue code; on a photo at Hradec
 5	B.71	Czechoslovak AF	ph.	apr39	Králové mar39 or apr39 the correct code should be P5, but the P was not painted on; opb 73. letka LP 6 at Hradec Králové;
			•	F	repainted in brown/green/greenish grey c/s with light grey undersides and blue code; on a photo with make-shift German markings at Hradec Králové apr39
 6	B.71	Czechoslovak AF	ph.	26apr39	the correct code should be P6, but the P was not painted on; opb 73. letka LP 6 at Hradec Králové; repainted in brown/green/greenish grey c/s with light grey undersides and blue code; on a photo at Hradec
 8	B.71	Czechoslovak AF			Králové 26apr39 with the Czechoslovakian roundel on the rudder replaced by a swastika the correct code should be P8, but the P was not painted on; opb 73. letka LP 6 at Hradec Králové;
 24	B.71	Czechoslovak AF			repainted in camo c/s; on a photo at Hradec Králové in spring 1939  operated LP 6 at Prague-Kbely; on a photo at Prague-Kbely mar39
 F5	B.71	Czechoslovak AF	ph.	1938/39	operated LP of a Prague-Noely, on a prioto at Prague-Noely filatos probably either B.71.21 or B.71.51; opb 61. letka LP 1 at Hradec Králové (returned to Hradec Králové 22oct38 and disbanded 24oct38); initially in light grey c/s; repainted in brown/green/greenish grey camo
					c/s with light grey undersides

 F6	B.71	Czechoslovak AF	ph.	feb39	probably either B.71.21 or B.71.51; opb 61. letka LP 1 at Hradec Králové (returned to Hradec Králové 22oct38 and disbanded 24oct38); initially in light grey c/s; repainted in brown/green/greenish grey camo
 J5	B.71	Czechoslovak AF	Kbe	apr39	c/s with light grey undersides; on a photo at Hradec Králové mar39 operated by 71. letka LP 6 at Prague-Kbely; initially in light grey c/s; repainted in brown/green/greenish
				·	grey c/s with light grey undersides; seen Kbely apr39 with the Czechoslovakian roundels painted out; the right wing tip and the right main landing gear were damaged when seen apr39
 J6	B.71	Czechoslovak AF	ph.	1938	operated by 71. letka LP 6 at Prague-Kbely; initially in light grey c/s; repainted in brown/green/greenish grey camo c/s with light grey undersides
 J7	B.71	Czechoslovak AF	ph.	spr. 39	operated by 71. letka LP 6 at Prague-Kbely; initially in light grey c/s; repainted in dark green/dark brown/ochre camo c/s with light grey undersides
 J8	B.71	Czechoslovak AF	Kbe	mar39	operated by 71. letka LP 6 at Prague-Kbely; initially in light grey c/s; repainted in brown/green/greenish grey c/s with light grey undersides; seen Kbely mar39 or apr39 with the Czechoslovakian roundels painted
 J9	B.71	Czechoslovak AF			out operated by 71. letka LP 6 at Prague-Kbely; repainted in camo c/s; on a photo at Prague-Kbely mar39
 K2 K3	B.71 B.71	Czechoslovak AF Czechoslovak AF			operated by 72. letka LP 6 at Prague-Kbely; on a photo at Prague-Kbely mar39 operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s with squadron badge; on a photo at Prague-
 K5	B.71	Czechoslovak AF	Kbe	mar39	Kbely in autumn 1938 operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s
 K7 K8	B.71 B.71	Czechoslovak AF Czechoslovak AF	Kbe	mar39	operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s operated by 72. letka LP 6 at Prague-Kbely; repainted in camo c/s; on a photo at Prague-Kbely mar39
 K10 V4	B.71 B.71	Czechoslovak AF Czechoslovak AF	Kbe	1939 photo	operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s operated by 74. letka LP 6 at Hradec Králové
 V6 V7	B.71 B.71	Czechoslovak AF Czechoslovak AF		photo photo	operated by 74. letka LP 6 at Hradec Králové operated by 74. letka LP 6 at Hradec Králové; initially in light grey c/s; in brown/green/greenish grey camo
 V8	B.71	Czechoslovak AF		photo	c/s with light grey undersides operated by 74. letka LP 6 at Hradec Králové
 V10	B.71	Czechoslovak AF	ph.	mar39	operated by 74. letka LP 6 at Hradec Králové; initially in light grey c/s; in brown/green/greenish grey c/s with light grey undersides, blue code; seen Hradec Králové mar39
 Z11	B.71	Czechoslovak AF	ph.	mar39	either B.71.44, B.71.47 or B.71.48; operated by 66. letka LP 1 at Milovice from aug38 (disbanded 24oct38); repainted in camo c/s; on a photo at Milovice mar39; fell into German hands mar39; on later
					photos at Milovice and Zbraslavice with the Czechoslovakian roundels crudely painted over by crosses and swastika
 Z12	B.71	Czechoslovak AF	ph.	mar39	either B.71.44, B.71.47 or B.71.48; operated by 66. letka LP 1 at Milovice from aug38 (disbanded 24oct38); repainted in camo c/s; on a photo at Milovice mar39; on a later photo at Milovice with the
 Z13	B.71	Czechoslovak AF		photo	Czechoslovakian roundel on the rudder replaced by a swastika not 'Z1/3'; either B.71.44, B.71.47 or B.71.48; operated by 66. letka LP 1 at Milovice from aug38
					(disbanded 24oct38); repainted in brown/green/greenish grey camo c/s with light grey undersides; on a photo at Milovice in summer 1939 with the Czechoslovakian roundel on the rudder replaced by a swastika
 VP-10		Finnish Air Force	toc	11mar40	captured by the Finnish Armed Forces in 1940; repaired by the aircraft factory at Tampere; opb Er.LLv (redesignated LeLv 6 31may41) from 13aug40; in natural metal (or grey ?) c/s
VP-1 SB-1		Finnish Air Force Finnish Air Force	TMP r/r	summ.41 17sep41	opb 2/LeLv 6; in natural metal (or grey ?) c/s opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44); sank the Soviet submarine M-95 with depth charges east
					of Gogland 28may42; seen HEM 03oct42 in olive drab/black camo c/s; last flight 16feb45, put into storage 20feb45; t/t in Finnish service 397 hours 15 minutes; struck off charge 02jan50
 VP-2		Finnish Air Force	toc	15feb41	captured by the Finnish Armed Forces in 1940; opb by Er.LLv (redesignated LeLv 6 31may41) from 12mar41
SB-2		Finnish Air Force	r/r	17sep41	opb LeLv 6; w/o 06apr42 when crashed on take-off from Malmi; t/t in Finnish service 142 hours 50 minutes; struck off charge 23jul42
 VP-3		Finnish Air Force	toc	03jul41	captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 from 15jul41; w/o 02aug41 on take-off from Nummela when crashed into a forest; t/t in Finnish service 9 hours 10 minutes; struck off charge 30aug41
 VP-4 SB-4		Finnish Air Force Finnish Air Force	toc r/r	19mar41 17sep41	captured by the Finnish Armed Forces in 1940; opb Er.LLv (redesignated LeLv 6 31may41) from 02may40 opb LeLv 6; w/o 04aug42 on landing at Malmi when crashed into a house and the carried depth charges
 SB-5	SB 2M-103	Finnish Air Force	toc	11mar42	exploded; t/t in Finnish service 202 hours 40 minutes; struck off charge 19sep42 captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from
					22mar42; last flight 16feb45, put into storage 20feb45; t/t in Finnish service 214 hours 35 minutes; struck off charge 02jan50
 VP-6 SB-6	SB 2M-103	Finnish Air Force Finnish Air Force	toc r/r	17aug41 17sep41	captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 from 30aug41 opb 2/LeLv 6
SB-6	USB 2M-103	Finnish Air Force			converted by Valtion lentokonetehdas in early 1943; seen Luonetjärvi in summer 1943 in camo c/s, reported as opb T-LeLv 17 then; last flight 23feb45, put into storage 24feb45; t/t in Finnish service 268
 VP-7		Finnish Air Force	toc	08aug41	hours 40 minutes; struck off charge 02jan50 captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 from 27aug41
SB-7		Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44); last flight 06feb45, put into storage 20feb45; t/t in Finnish service 237 hours 45 minutes; struck off charge 02jan50
 VP-8	2B 2M-100A	Finnish Air Force	toc	07apr41	captured by the Finnish Armed Forces in 1940; opb Er.LLv (redesignated LeLv 6 31may41) from 02may41; in olive drab/black camo c/s with light blue undersides; silhouttes of three ships on the rudder (sunk 100 ML) 3. Fixed 1.2 (200 ML) 3. (200 ML
SB-8 SB-8		Finnish Air Force Finnish Air Force	r/r	17sep41	10jul41, 25jul41 and 24aug41) opb 2/LeLv 6 (redesignated /PLeLv 6 14feb44); seen HEM 03oct42 in camo c/s
SB-8		Finnish Air Force			converted by Valtion lentokonetehdas to a USB 2M-100A in early 1943 re-engined with M-103 engines 01nov43; w/o at Luonetjärvi 25oct44; t/t in Finnish service 289 hours 40 minutes; struck off charge 09feb45
 SB-9	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 27nov41; damaged the Soviet submarine Shch-406 near Pellinge 24/35jun42; opb 2/LeLv 6 (redesignated 2/PLeLv 6
					14feb44) from 04aug42; last flight 20feb45, put into storage the same day; t/t in Finnish service 172 hours 50 minutes; struck off charge 02jan50
 SB-10	SB 2M-103	Finnish Air Force			late production aircraft; bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 27nov41; opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from 13aug42; in olive
					drab/black camo c/s with light blue undersides; photo in autumn 1942; last flight 01feb45, put into storage 08feb45; t/t in Finnish service 356 hours 30 minutes; struck off charge 02jan50
 SB-11	SB 2M-103	Finnish Air Force	HEM	03oct42	late production aircraft; bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 27nov41; opb 2/LeLv 6 from 22jun42; in olive drab/black camo c/s with light blue
					undersides; w/o 24sep42 when took off from Malmi with locked rudder, crashed into trees near the airfield and caught fire, causing the carried depth charges to explode, all crew killed; t/t in Finnish service 72
 SB-12	SB 2M-103	Finnish Air Force			hours; struck off charge 13nov42 bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 21jan42;
					opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from 04aug42; put into storage 20feb45, but last flight 13mar45; t/t in Finnish service 337 hours 35 minutes; struck off charge 02jan50
 SB-13	SB 2M-103	Finnish Air Force			late production aircraft; bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 05feb42; opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from 15aug42; seen Immola
					mar43 in white winter c/s with light blue undersides; dbr 25jul44 when took off from Nummela with locked rudder, slid sideways and came to rest on its belly; t/t in Finnish service 338 hours 40 minutes; struck off
 SB-14	SB 2M-103	Finnish Air Force	HEM	03oct42	charge 09oct44; put into storage 20feb45 bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 21jan42;
CD 1E	CD 314 103	Finnish Alv For			opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from 02oct42; in camo c/s; reportedly put into storage 20feb45, but last flight 23feb45; t/t in Finnish service 313 hours 05 minutes; struck off charge 02jan50
 SB-15	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; opb 1/LeLv 6 from 02oct42; w/o 14oct42 on take-off from Pori when the engines overheated and lost
					power, the aircraft force-landed in a forest and broke up; t/t in Finnish service 5 hours 25 minutes; struck off charge 15dec42
 SB-16	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; opb 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) from 02oct42; last flight 15feb45, put into storage
 SB-17	SB 2M-103	Finnish Air Force			20feb45; t/t in Finnish service 173 hours 25 minutes; struck off charge 02jan50 bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42;
CD 10	CD 2M 102	Finnish Air Force			opb 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) from 11oct42; last flight 04apr45, put into storage 04apr45; t/t in Finnish service 195 hours 05 minutes; struck off charge 02jan50
 SB-18	2D ZM-103	Finnish Air Force			bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; opb 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) from 15jan43; last flight 04apr45, put into storage 04apr45; the Finish portion 14apr46 begins to 15 page 15 p
 SB-19	SB 2M-103	Finnish Air Force	TKU	sum. 43	O4apr45; t/t in Finnish service 144 hours 40 minutes; struck off charge 02jan50 late production aircraft; bought from Germany, arrived in Finland 11apr42; h/o to the Finnish aircraft industry for repair 20apr42; opb 1/LeLv 6 (redesignated 1/PLeLv 6 14feb44) from 27feb43; in olive
					drab/black camo c/s with light blue undersides; last flight 16feb45, put into storage 20feb45; t/t in Finnish service 218 hours; struck off charge 02jan50
 SB-20	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from 20aug43; in olive drab/black camo c/s with light blue
					undersides; last flight 04apr45, put into storage the same day; t/t in Finnish service 104 hours 35 minutes; struck off charge 02jan50
 SB-21	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; opb 2/LeLv 6 (redesignated 2/PLeLv 6 14feb44) from 21apr43; last flight 24feb45, put into storage the
 SB-22	SB 2M-103	Finnish Air Force			same day; t/t in Finnish service 126 hours 15 minutes; struck off charge 02jan50 bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42;
					opb 2/LeLv 6 from 05jun43; dbr 06jul43 while parked at Malmi when the brakes of Ju 52/3m OH-LAM failed and both aircraft collided; t/t in Finnish service 37 hours 50 minutes; struck off charge 16sep43
 SB-23	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; damaged at Kuorevesi 31aug43 (somethings seems to have dropped on the aircraft); h/o to the Finnish
					•

	D-RVAF	B.71				seems to have broken on the snow); put into storage 24feb45; t/t in Finnish service 20 hours 50 minutes; struck off charge 02jan50
		b./1	RLM	rgd	early40	ferry registration; was reported to be B.71.12, but the aircraft with this registration was part of the 2nd batch of 8 aircraft, while B.71.12 was not part of that batch; probably either B.71.18 or B.71.30; h/o to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozburishte 05jun40
	not known D-RVAQ	B.71 B.71	Bulgarian AF RLM	toc rgd	06jun40 early40	ferry registration; photo exists
	not known D-RVAR	B.71 B.71	Bulgarian AF RLM	d/d rgd	early40 early40	ferry registration; in camo c/s with light grey undersides; photo exists, reportedly taken in 1940; suffered
	not known	B.71	Bulgarian AF	d/d	early40	a taxiing accident, right main landing gear ripped off
	D-RVAT not known	B.71 B.71	RLM Bulgarian AF	rgd d/d	early40 early40	ferry registration; in dark c/s with light undersides; photo exists
	D-RVAU not known	B.71 B.71	RLM Bulgarian AF	rgd d/d	early40 early40	ferry registration; photo exists
	D-RVAY	B.71	RLM	rgd	early40	either B.71.18 or B.71.30; ferry registration; h/o to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozhurishte 05jun40
	not known BK+JF	B.71 B.71	Bulgarian AF German Air Force	toc	06jun40	Total Etaing to Solid Bozharistice Objusted
	CE+NN	B.71 B.71	German Air Force		photo	
	DB+ LP+FB	B.71	German Air Force German Air Force		photo photo	ferry registration for Luftpark; in green/brown camo c/s with light grey undersides
	SD+HI SD+HJ	B.71 B.71	German Air Force German Air Force			
	SE+BZ SE+FZ	B.71 B.71B	German Air Force German Air Force		photo	probably built by Avia; with towing device
	SE+GA	B.71A	German Air Force			possibly built by Letov and completed by Avia (or perhaps the first pre-production conversion B.71A); opb LDK 1/18 at Köthen as of 14jun40/15aug40, used for target towing
	SE+HI SE+HJ	B.71 B.71	German Air Force German Air Force			
	SE+PA TB+PC	B.71 B.71A	German Air Force German Air Force		photo	opb Luftdienst-Gruppe Weste 1 Ob.d.L in camo c/s with light grey or yellow undersides
	TB+PG TB+PL	B.71 B.71	German Air Force German Air Force		photo	
	TB+PO	B.71	German Air Force		photo	opb Luftdienstkommando 2/12 at Babenhausen; in camo c/s with light grey undersides; photo at Babenhausen in summer 1941
	TB+PP VB+ND	B.71 B.71	German Air Force German Air Force		photo	probably in camo c/s with light grey undersides
	WL+AEDV +LE	B.71 B.71	German Air Force German Air Force	ph.	1939 photo	in camo c/s with probably light grey undersides in non-standard (or rather standard Luftwaffe) c/s
	no code	B.71	German Air Force			w/o apr39 on the ferry flight from Prague-Kbely to Merseburg when crashed in the garden of a house near Kbely airfield, all crew members were killed
	not known	B.71	German Air Force			used by its pilot (former rotmistr Josef Návesník) to escape to the Soviet Union during the ferry flight from Hradec Králové to Merseburg 26apr39, landing at Zhitomir
	not known	B.71	German Air Force			used by its pilot (former rotmistr Bohuslav Zikmund) to escape to the Soviet Union during the ferry flight from Hradec Králové to Merseburg 26apr39, being slightly damaged on landing at Zhitomir
20/938	not known ? not known	B.71 USB 2M-105	German Air Force Polish Air Force	d/d	may46	opb Nachrichtenschule 2 and dbr at Königgrätz 01nov40 when was hit by Fw 58 c/n 572 - not B.71.53 c/n given in TBiU No. 63 as 20/938, but that is not possible (the highest batch was 334); opb OSL at
	? not known		Polish Air Force	d/d	may46	Deblin; still on charge in the 2nd half of 1949; wfu in late 1949 c/n given in TBiU No. 63 as 22/382, but that is not possible (the highest batch was 334 and the highest
,	no serial		Slovak Air Force	TNL	oct41	number in the batch 20); opb OSL at Deblin; still on charge in the 2nd half of 1949; wfu in late 1949 abandoned by the Soviet Air Force at Ternopol and captured by advancing Slovakian ground forces;
						designated 'SB-3' by the Slovakians in error; in dark green c/s with light blue undersides, Red Stars replaced by Slovakian crosses; dbr oct41 on its ferry flight to Slovakia when crash-landed during a stopover at Lvov
	1	SB 2M-100	Spanish Republ. AF		photo	in sand c/s with light grey undersides, white code on fin; damaged 10feb37 when was hit by a Fiat CR.32 of the Aviazione Legionaria and made a forced landing in a sugar-cane field near Motril (Granada), all 3 crew (pilot: Fyodor Oproshchenko) escaped basically unhurt; recovered by the Nationalists via El Varadero
	no serial	SB 2M-100	Spanish Air Force		photo	and Guadalquivir to Sevilla and rebuilt by the workshops at Tablada repainted in Italian-style mottled camo c/s over the initial sand colour; f/f sep37 or oct37; used for recomplicate period of the colour sand colour; f/f sep37 or oct37; used for recomplicate period oct 1 colours and colours.
	20W-1	SB 2M-100	Spanish Air Force	r/r	early39	reconnaissance missions over Republican territory; belly-landed at Tablada 09may38, but repaired in dark green/brown/grey camo c/s with light grey undersides; used for bombing and reconnaissance missions over Republican territory; trf to G-86/70 at Posadas in early 1939; last combat mission flown 06mar39 (from Malaga); later opb Regimiento no 13 at Albacete-Los Llanos
	5 BK-024/3	SB 2M-100 SB 2M-100	Spanish Republ. AF Spanish Republ. AF		drawing drawing	opb Grupo no 12; in green/sand camo c/s with light grey undersides and yellow code opb 2a Escuadrilla, Grupo no 24; in mottled green over sand camo c/s with light grey undersides and white
	BK-067/48	SB 2M-100			31mar39	code opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
	20W-10		Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-48; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40; in dark green c/s with light grey undersides; photo exists
	BK-37/		Spanish Republ. AF			named "El Abuelo" (the grandfather); attacked and hit the German battleship "Deutschland" off Ibiza 29may37, killing 31 (or 22 ?) crew and injuring 83
	BK-053/49		Spanish Republ. AF	SVQ	1939	confirmed only as BK-0.3/49; opb Grupo no 24; in olive drab c/s with light grey undersides; escaped to Oran-La Sénia or Tigditt in Algeria 29mar33 and was repatriated by France to the Nationalists
	20W 33	SB 2M-100A	Spanish Air Force Spanish Republ. AF		drawing	became either 20W-15, 20W-16 or 20W-17 opb 2a Escuadrilla, Grupo nº 24; in sand c/s with with light grey undersides and white code
	BK-066/33		Spanish Republ. AF		31mar39	opb 2a Escuadrilla, Grupo nº 24; in mottled green over sand camo c/s with light grey undersides and white code; surrendered to the Nationalists at Barajas 29mar39
	20W-5		Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-33; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
	BK-069/46		Spanish Republ. AF		31mar39	opb Grupo nº 24; in dark green/ochre camo c/s with light grey undersides, white code; surrendered to the Nationalists at Barajas 29mar39
	20W-8		Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-46; opb Regimiento no 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40
	BK-071/51		Spanish Republ. AF		31mar39	opb 4a Escuadrilla, Grupo nº 24; in green/ochre camo c/s with light grey undersides; surrendered to the Nationalists at Barajas 29mar39
	20W-11	SB 2M-100A	Spanish Air Force	r/r	12sep39	had been entered into Nationalist records initially as 20W-51; opb Regimiento nº 13 at Albacete-Los Llanos; overhaul by the workshops at Albacete-Los Llanos completed 08apr40, next repair completed 16may40; in dark c/s with light grey undersides, already with the new red/yellow roundels; photo in the
	BK-076/52	SB 2M-100			31mar39	1940s exists opb Grupo nº 24; in green/brown camo c/s; surrendered to the Nationalists at Barajas 29mar39 had been entered into Nationalist records initially as 20W-53; onb Regimiento nº 13 at Albacete Los Llanos
	20W-12 BK-77/34	SB 2M-100 SB 2M-100A	Spanish Air Force Spanish Republ. AF	r/r	12sep39 photo	had been entered into Nationalist records initially as 20W-52; opb Regimiento nº 13 at Albacete-Los Llanos opb Grupo nº 24 in early 1939; in green/ochre camo c/s with light blue undersides; surrendered to the Nationalists
	BK-083/21		Spanish Republ. AF		21 20	used for carrying bomb containers oct38
	BK-091/ BK-093/42		Spanish Republ. AF Spanish Republ. AF	MAD	31mar39	opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39 code to be confirmed; operated by 2ª escuadrilla del Grupo nº 24; written off 16dec38 when was shot down near Canet lo Roig SSW of Cenia/La Sénia, 2 of the 3 crew members (among them the pilot, Captain Francisco Gómez Fernández) were killed while the navigator (Rafael Ballester) managed to bail out; the
	'BK-093'	SB 2M-100A	Spanish Republ. AF	ph.	14may21	crash site was identified in 2003 replica, built by a team lead by José Ramón Bellaubí within the 'Proyecto de reconstrucción del bombardero TUPOLEV SB-2 KATIUSCA BK-093' in 2010/21 (includes a few small parts of the real BK-093); seen under
	<b>5</b> 10 (1)					construction mar14/jun20; displayed in Centre d'Aviació Històrica de la Sénia (CAHS) at Ctra. Santa Bàrbara TP 3311 (KM 21,5) at Cenia/La Sénia; initially in natural metal c/s without serial, seen as such may21; transported to the Museu Nacional d'Art de Catalunya at Barcelona for an installation of artist Francesc Torres in Sala Oval 18jun21/12sep21 (together with the replica of Polikarpov I-16 'CM-257'), still without serial; returned to La Sénia; seems to have been repainted in dark greyish green/ochre camo c/s with light grey undersides
	BK/1 BK/2 BK/3	SB 2M-100A	Spanish Republ. AF Spanish Republ. AF Spanish Republ. AF		photo photo photo	stored without propellers in mottled camo c/s with white code; captured by the Nationalists in mottled camo c/s with white code; attacked the rescue operation after the sinking of the Nationalist cruiser "Baleares" off Cabo de Palos 05mar38; probably surrendered to the Nationalists at Barajas
	20W-2	SB 2M-100A	Spanish Air Force	r/r	12sep39	29mar39 had been entered into Nationalist records initially as 20W-3; opb Regimiento nº 13 at Albacete-Los Llanos;
	BK/4		Spanish Republ. AF		photo	was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40 in mottled camo c/s with white code in mottled came c/s with wellow code.
	BK/5 BK/6	SB 2M-100A	Spanish Republ. AF Spanish Republ. AF		drawing drawing	in mottled camo c/s with yellow code in mottled camo c/s with white code in mottled camo c/s with white code in mottled camo c/s with white code
	BK/11 BK/16		Spanish Republ. AF Spanish Republ. AF		drawing photo	in mottled camo $c/s$ with white code shot down probably by the Italians

aircraft industry for repair again 01sep43; opb 2/PLeLv 6 from 07mar44; last flight 09feb45, put into

 BK/30 BK-0.0/31 20W-3 BK/32 20W-4 BK/33 BK/35 BK/36 20W-6	SB 2M-100 SB 2M-100 SB 2M-100 SB 2M-100 SB 2M-100 SB 2M-100 SB 2M-100A SB 2M-100A SB 2M-100	Spanish Republ. AF Spanish Air Force Spanish Air Force Spanish Air Force Spanish Air Force Spanish Republ. AF Spanish Republ. AF Spanish Republ. AF Spanish Air Force	MAD r/r r/r	drawing 31mar39 12sep39 12sep39 photo 12sep39
 BK/37 20W-7	SB 2M-100A SB 2M-100	Spanish Republ. AF Spanish Air Force	r/r	photo 12sep39
 BK/45	SB 2M-100	Spanish Republ. AF	.,.	123ср33
20W	SB 2M-100	Spanish Air Force		
 BK/47 20W-9	SB 2M-100 SB 2M-100	Spanish Republ. AF Spanish Air Force	MAD r/r	31mar39 12sep39
 BK/53 20W-13	SB 2M-100 SB 2M-100	Spanish Republ. AF Spanish Air Force	MAD r/r	31mar39 12sep39
 BK/60 20W-14 not known	SB 2M-100A SB 2M-100 SB 2M-100	Spanish Republ. AF Spanish Air Force Spanish Republ. AF	ph. r/r	spr. 39 12sep39
 not known	SB 2M-100	Spanish Republ. AF		
 not known	SB 2M-100	Spanish Republ. AF		
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 not known	SB 2M-100	Spanish Republ. AF		
 not known	SB 2M-100A	Spanish Republ. AF		
 not known	SB 2M-100	Spanish Republ. AF		
 not known	SB 2M-100	Spanish Republ. AF		
 not known 20W-15	SB 2M-100 SB 2M-100	Spanish Republ. AF Spanish Air Force	r/r	photo 1939
 20W-16	SB 2M-100	Spanish Air Force	r/r	1939
 20W-17	SB 2M-100	Spanish Air Force	r/r	1939
 20W-18	SB 2M-100	Spanish Air Force		
 20W-19	SB 2M-100	Spanish Air Force		
 20W	SB 2M-100	Spanish Air Force		

in ochre c/s with light grey undersides, white code opb Grupo no 24; surrendered to the Nationalists at Barajas 29mar39

opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
had been entered into Nationalist records initially as 20W-31; opb Regimiento nº 13 at Albacete-Los Llanos
opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
had been entered into Nationalist records initially as 20W-32; opb Regimiento nº 13 at Albacete-Los Llanos
opb 2/38 Esc. del Grupo nº 24; in camo c/s; photo at Cenia/La Sénia in 1938
opb 2a Escuadrilla, Grupo nº 24

opb Grupo no 24; surrendered to the Nationalists at Baraias 29mar39

had been entered into Nationalist records initially as 20W-36; opb Regimiento no 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40; in dark green/brown/grey camo c/s with light grey undersides; photo at Alicante-Rabasa with new red/yellow roundels

opb Grupo no 24; in dark c/s with light grey undersides and white code; surrendered to the Nationalists at Barajas 29mar39

Barajas 29mar39
had been entered into Nationalist records initially as 20W-37; opb Regimiento no 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40 opb Grupo no 24; escaped to Oran-La Sénia or Tigditt in Algeria 29mar39 and was repatriated by France to the Nationalists
had been entered into Nationalist records initially as 20W-45; overhaul by the workshops at Albacete-Los

Llanos completed 25mar40, serial given as such; became either 20W-15, 20W-16 or 20W-17 opb Grupo no 24; surrendered to the Nationalists at Barajas 29mar39

opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39 had been entered into Nationalist records initially as 20W-47; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40 opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39 had been entered into Nationalist records initially as 20W-53; opb Regimiento nº 13 at Albacete-Los Llanos; was under overhaul with the workshops at Albacete-Los Llanos by mar40/may40 opb Grupo nº 24; in mottled camo c/s with white code; surrendered to the Nationalists at Barajas 29mar39 had been entered into Nationalist records initially as 20W-60; opb Regimiento nº 13 at Albacete-Los Llanos the first SB lost in Spain; w/o during an attack on Talavera de la Reina airfield 02nov36 when was shot down by two Fiat CR.32s, all 3 crew (pilot: P.P. Petrov) killed w/o during an attack on Ávila 12nov36 when crashed into mountains 30 km north of Madrid (1 out of 2 SBS), all 3 crew killed w/o during an attack on Ávila 12nov36 when crashed into mountains 30 km north of Madrid (1 out of 2 SBS), all 3 crew killed

Sos), all 3 crew killed w/o during an attack on Ávila 12nov36 when crashed into mountains 30 km north of Madrid (1 out of 2 SBs), all 3 crew killed opb 3a Escuadrilla, Grupo nº 24; w/o 03jan37 on a bombing mission against Córdoba when was shot down by a Fiat CR.32 (piloted by Captain Joaquin García Morato) of the Patrulla Azul and crash-landed near Andujar, pilot Ananías Sanjuan Alonso survived while observer Álvarez Rueda and gunner González Martos were killed

were Killed opb 3a Escuadrilla, Grupo no 24; w/o 03jan37 on a bombing mission against Córdoba when was shot down by a Fiat CR.32 (piloted by Captain Joaquin García Morato) of the Patrulla Azul and crashed near Andujar, all 3 crew (pilot Nikolai Batov alias Ivanov, observer Vladimir Zotov and gunner Muñoz Hernández) killed w/o 23jul37 when was shot down by a Bf 109 of J/88 of "Legion Condor" (the first SB which was shot down by a Bf 109)

operated by 2ª escuadrilla del Grupo nº 24; 2 w/o 28nov37 when two SBs collided at Cenia/La Sénia, 3

operated by 2\* escuadrilla del Grupo n° 24; 2 w/o 28nov37 when two SBs collided at Cenia/La Senia, 3 crew members (among them Brufau) were killed damaged by Nationalist anti-aircraft artillery 28jan38 and force-landed near Ejea de los Caballeros; ferried by the Nationalists to Castejón, but was not impressed by the Nationalist Air Force; probably the aircraft which was displayed as a 'Martin Bomber' in the war booty exhibition in the Gran Kursaal casino at San Sebastián aug38

4 w/o 07feb38 when were shot down by Bf 109s of J/88 of "Legion Condor

w/o 09jun38 when was show down and crashed in flames, the injured navigator (A.V. Byelitski) managed to bail out

w/o 13jun38 on final approach to Bañolas airfield when collided with another SB and crashed near lake Bañolas

Bañolas w/o 13jun38 on final approach to Bañolas airfield when collided with another SB and crashed into lake Bañolas; part of the wreckage including an M-100A engine was recovered from the lake aug85 and is on display in the Museo de Aeronáutica y Astronáutica at Cuatro Vientos opb 3a Escuadrilla, Grupo nº 24; w/o 20aug38 on a bombing mission against Batea when was shot down by Bf 109Bs of 1/88 of "Legion Condor", 1 crew member killed while the other 2 managed to bail out opb 3a Escuadrilla, Grupo nº 24; w/o 20aug38 on a bombing mission against Batea when was shot down by Bf 109Bs of 1/88 of "Legion Condor", all 3 crew managed to bail out in camo c/s; w/o 06feb39, right wing broke off and fuselage burnt one of the aircraft repatriated by France from Oran-La Sénia or Tigditt; opb Regimiento nº 13 at Albacete-

one of the aircraft repatriated by France from Oran-La Sénia or Tigditt; opb Regimiento nº 13 at Albacete-Los Llanos; in dark green/ochre camo c/s with light grey undersides; photo exists; w/o 12apr43 when crashed for unknown reasons in a field close to Aldea de Pardales (near Albacete), crew (pilot: Juan Castro Carrasco) killed

can associate the aircraft repatriated by France from Oran-La Sénia or Tigditt; opb Regimiento nº 13 at Albacete-Los Llanos; overhaul by the workshops at Albacete-Los Llanos completed 08apr40, but again under repair there 22apr40/26may40 rebuilt from a hulk (probably using parts of several aircraft) after jun39; opb Regimiento nº 13 at Albacete-

Los Llanos

rebuilt from a hulk (probably using parts of several aircraft) after jun39; opb Regimiento no 13 at Albacete-

w/o 16sep41 (or 18sep41 ?) on a familiarisation flight from Albacete-Los Llanos when crashed for unknown reasons close to the airfield, crew (pilot: Captain Fernando Mintegui Ganado) killed

line # 1; in Soviet Air Force c/s; underwent trials with the LII VVS at Zhukovski; took part in the flypast at

### Tupolev Tu-4

The Tu-4 was a heavy bomber, in fact a 'reverse-engineered' copy of the Boeing B-29 "Superfortress". A total of 1,296 (according to other sources only 847) was built by three factories between 1947 and 1953 Four Tu-4s were transferred by the Soviet Air Force to Polar Aviation in the mid-1950s, which used them for ice-reconnaissance and re-supplying research stations in the Arctic. Batch 0 consisted of two aircraft only and batch 1 of three aircraft. The next batches had five aircraft each and later batches ten.

### 655 Tu-4 built by Factory No. 22 at Kazan-Borisoglebskoye from 1947 to 1952

Tupolev OKB

22 00 01

not known

Tu-4

(1948: 17, 1949: 120, 1950: 177, 1951: 191, 1952: 150) The c/n can be explained as follows: The first two digits (22) are the factory code, followed by the batch number and the number in the batch.

19may47

						Tushino 03aug47
22 00 02	"22"	Tu-4	Tupolev OKB	f/f	jun47	line # 2; in Soviet Air Force c/s; took part in the flypast at Tushino 03aug47; modified to, see next line
	"22"	Tu-4A	Soviet Air Force		photo	nuclear bomb carrier; dropped the first Soviet nuclear bomb
22 01 01	"03" black ?	Tu-4	Tupolev OKB	f/f	aug47	line # 3; took part in the flypast at Tushino 03aug47; dbr 18sep47 when one engine caught fire and the
						pilot made a belly-landing short of the runway
22 01 02	"04" black ?	Tu-4	Tupolev OKB	f/f	1947	line # 4; the first Tu-4 equipped with PV-20 cannons
22 01 03	not known	Tu-4	Soviet Air Force			line # 5
22 02 01	not known	Tu-4	Soviet Air Force			line # 6
22 02 02	not known	Tu-4	Soviet Air Force			line # 7
22 02 03	not known	Tu-4	Soviet Air Force			line # 8
22 02 04	"9" black	Tu-4	Soviet Air Force	f/f	19oct47	line # 9; converted to, see next line
	"9" black	Tu-4LL	Soviet Air Force			used as a test-bed for the Dobrynin VD-3TK engine
22 02 05	"1000"	Tu-4	Soviet Air Force	Kho	late40s	line # 10; photo exists
22 03 01	not known	Tu-4	Soviet Air Force			line # 11
22 03 02	not known	Tu-4	Soviet Air Force			line # 12
22 03 03	not known	Tu-4	Soviet Air Force	f/f	1947	line # 13; w/o oct47 on the ferry flight to Moscow when 3 engines caught fire and the aircraft crashed
22 03 04	not known	Tu-4	Soviet Air Force			line # 14
22 03 05	not known	Tu-4	Soviet Air Force			line # 15
22 04 01	not known	Tu-4	Soviet Air Force			line # 16
22 04 02	not known	Tu-4	Soviet Air Force			line # 17
22 04 03	not known	Tu-4	Soviet Air Force			line # 18
22 04 04	no code	Tu-4	Soviet Air Force		photo	line # 19; photo in the book "Soviet Strategic Aviation in the Cold War"
22 04 05	not known	Tu-4	Soviet Air Force	f/f	1948	line # 20 (the last one of the pre-production batch)
22 05 01	"21" black	Tu-4	Soviet Air Force			
22 05 03	"23" black	Tu-4	Soviet Air Force			
22 05 04	"24"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
22 06 05	no code	Tu-4	Soviet Air Force	ph.	1947/48	at the LII
22 07 02	"32"	Tu-4	Soviet Air Force	ph.	1947	
22 08 02	"37" black	Tu-4	Soviet Air Force			

22 08 04	"39"	Tu-4	Soviet Air Force	ph.	1947	
22 09 01	"41" black	Tu-4	Soviet Air Force			
22 09 14	"41"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
22 10 01	not known	Tu-4	Soviet Air Force	no	reports	modified by OKB-30 within the frameworks of the project "Burlaki" to tow a MiG-15bis fighter; underwent
						factory trials 02feb/26apr51 and state trials 28jul/24auq51
22 12 03	"23"	Tu-4LL	MAP LII Zhukovski	ph.	1957 ?	engine test-bed; in Soviet AF c/s; equipped with an NK-4 turbo-prop on # 1 position and an AI-20 turbo-
						prop on # 4 position around 1957
22 12 04	not known	Tu-4	Soviet Air Force			featured in film
22 14 01	"66" black	Tu-4	Soviet Air Force			reatered in time
22 18 01	not known	Tu-4	Soviet Air Force			
22 19 01	not known	Tu-4	Soviet Air Force			the first aircraft with an additional RSU-5 radio station
22 19 02	"92" black	Tu-4	Soviet Air Force	DEB	1950/51	opb 226 bap; seen at Debrecen (Hungary) in 1950/51
22 21 01	not known	Tu-4	Soviet Air Force	DLD	1930/31	the first aircraft with an RSB-5 radio station
22 22 01	not known	Tu-4	Soviet Air Force			the first directal with diff (SD 5 Tadio Station)
22 24 01	not known	Tu-4	Soviet Air Force			
22 24 05	not known	Tu-4	Soviet Air Force			underwent trials with the S-3 refuelling system in 1950
22 29 03	not known	Tu-4	Soviet Air Force			the first aircraft with an AGK-47B electrical horizon
22 30 02	not known	Tu-4	Soviet Air Force			
22 30 02	HOL KHOWH	1 u-4	Soviet All Force			the first aircraft with light filters and shutters and at the same time the first aircraft with an AFA photo camera
22 31 05	not known	Tu-4	Soviet Air Force			featured in film
22 32 01	not known	Tu-4	Soviet Air Force			the first aircraft with PV-23 cannons; converted into a Tu-4D (T)
22 32 01						
22 32 04	not known	Tu-4	Polyarnaya Aviats.			featured in film
	"02" red	Tu-4	Soviet Air Force		photo	the Cost singuistic transport of the Incompany of the Cost of the
22 37 01	not known	Tu-4	Soviet Air Force			the first aircraft with improved engine mountings
22 42 05	not known	Tu-4	Soviet Air Force			
22 42 06	not known	Tu-4	Soviet Air Force			
22 45 06	not known	Tu-4	Soviet Air Force			
22 50 02	not known	Tu-4	Soviet Air Force			
22 50 08	4134	Tu-4	Chinese Air Force		photo	converted to carry RPVs; preserved in the China Aviation Museum at Shahezhen AFB (N40.183455
						E116.35872 Changping), seen 1990/mar19
22 51 03	not known	Tu-4	Soviet Air Force			
22 52 04	no code	Tu-4	Soviet Air Force		photo	armament removed; used to resupply Soviet polar stations
22 54 02	not known	Tu-4LL	Soviet Air Force			used as a test-bed for the Kuznetsov TV-2 turbo-prop engine (replaced engines Nos. 1 and 4), conducted
						27 flights (with t/t 72 hours 51 minutes) with the TV-2s may51/oct51; dbr 08oct51 when the TV-2 on
						position No. 4 caught fire while being restarted in-flight
22 53 03	not known	Tu-4	Soviet Air Force			
22 54 01	not known	Tu-4	Soviet Air Force			
22 55 01	not known	Tu-4	Soviet Air Force			
22 57 01	not known	Tu-4	Soviet Air Force			
22 57 02	"15"	Tu-4	Soviet Air Force		photo	
22 58 01	not known	Tu-4	Soviet Air Force			
22 60 01	not known	Tu-4	Soviet Air Force			
22 60 02	"08" red	Tu-4T	Soviet Air Force			
22 61 10	not known	Tu-4	Soviet Air Force			the last aircraft with an additional RSU-5 radio station
22 63 05	no code	Tu-4K	Soviet Air Force	ph.	1952	armed with two KS-1 missiles; underwent trials in 1952
	not known	Tu-4K	Soviet Navy	no	reports	opb 124 tbap (renamed 124 mtap) and later by 5 mtap of the Black Sea Fleet
22 66 01	not known	Tu-4	Soviet Air Force			
22 66 03	"07"	Tu-4	Soviet Air Force		photo	in natural metal c/s
22 66 09	"09"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
22	"207" black	Tu-4	Soviet Air Force		photo	the 207th Tu-4 built by Factory No. 22
220 51 08	? "30"	Tu-4	Soviet Air Force		photo	c/n difficult to read on photo; used as a ground instructional airframe by the Mechanical and Machine-
22 72 22		<b>-</b> .				building Faculty of the Chelyabinski Politekhnicheski Institut (MKh ChPI) at Chelyabinsk
22 72 09	not known	Tu-4	Soviet Air Force			and 202 there was to the control of 12 conf. and the control of 12 conf.
22 73 04	not known	Tu-4	Soviet Air Force			opb 292 tbap; w/o in the early hours of 12aug54 on a training flight at night in poor visibility (low clouds)
						when the instruments failed shortly after take-off so that the crew lost spatial orientation, the aircraft
						banked to the right, lost height and crashed, all 13 crew members (pilot: Captain Nikolai Ya. Shabanov)
220 75 02	"11"	Tu-4	Caviat Air Fares		nhat-	were killed
220 75 02	"11"		Soviet Air Force		photo	in natural metal c/s; stored on photo
220 75 03	"29"	Tu-4	Soviet Air Force		photo	opb 25 "Moskovski" vtap at Pskov
22 75 06	not known	Tu-4	Soviet Air Force			or 2207506 ?
220 75 10	"29" red	Tu-4NM	Soviet Air Force		nhat-	RPV carrier aircraft
220 79 01		Tu-4	Soviet Air Force		photo	last digit of the c/n difficult to read on photo; in natural metal c/s
220 80 09	CCCP-N1155	Tu-4	Polyarnaya Aviats.	rgd	17oct55	ex Soviet Air Force; opb 247 LO; first CofA was valid until 04sep56; photo exists
220 04 07	CCCP-04259	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,252 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out
220 84 07	CCCP-N1156 CCCP-04260	Tu-4 Tu-4	Polyarnaya Aviats. Aeroflot/Polar	rgd	17oct55 1959 ?	ex Soviet Air Force; opb 247 LO; first CofA was valid until 04sep56 opb 247 LO; t/t 1,463 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out
	CCCF-04200	1 u-4	ACIONOL/FUIAI	rgd	1232 (	opb 247 EO, 91 1,403 hours by 010ctoo (uid not ny arter that), canx objebb1 as worn out

### 481 Tu-4 built by Factory No. 18 at Kuibyshev-Bezymyanka from 1949 to 1953

The early c/n system can be explained as follows: The first two digits (18) are the factory code, followed by the product code (4), the number in the batch and the batch number. Starting from batch 50, a new system was used which can be explained as follows: The first three digits (280) stand for the factory code, followed by the batch number and the number in the batch.

18 4 2 18	"01"	Tu-4	Soviet Air Force	ph.	1962	from ChVVAUSh website
18 4 3 05	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an additional RSU-5 radio station
18 4 4 15	"81" red	Tu-4D	Soviet Air Force	ph.	1957	opb 566 vtap at Seshcha
18 4 5 05	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an RSB-5 radio station
18 4 1 07	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with an RSB-5 radio station
18 4 5 07	"23"	Tu-4	Soviet Air Force		photo	opb 50 vashm at Vapnyarka-2
18 4 5 34	not known	Tu-4	Soviet Air Force		photo	at Rylsk ATU GA
18 4 3 08	"21"	Tu-4	Soviet Air Force		photo	opb 50 vashm at Vapnyarka-2
18 4 2 09	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with an AFA photo camera
18 4 2 18	"28" blue	Tu-4D	Soviet Air Force			
18 4 01 36	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons
18 4 10 39	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
18 4 08 41	"18" red	Tu-4D	Soviet Air Force			
18 4 06 44	"06"	Tu-4	Soviet Air Force		photo	opb 25 "Moskovski" vtap at Pskov
18 4 03 47	"26" red	Tu-4D	Soviet Air Force		•	
18 4 08 48	"41" red	Tu-4	Soviet Air Force			converted to a "Burlaki" system test-bed; later converted to a tanker
280 50 02	"22" blue	Tu-4	Soviet Air Force		photo	
280 51 03	"01" red	Tu-4	Soviet Air Force	mfd	mar52	also reported for Polyarnaya Aviatsiya, but this seems not to be true; opb 43rd Air Army at KBP, was the personal aircraft of the regiment's commander; took part in the cancelled air raid on Budapest 03/04nov56; trf to the navigators' school at Chelyabinsk-Shagol in 1957; last flight 07oct58 (to Monino); t/t 1,540 hours 05 minutes and 2,004 cycles; used as a ground instructional airframe by the repair shop at
						Monino; h/o to the Air Force museum at Monino (N55.831617 E38.1876296) when the repair shop was closed down, I/n oct23
280 52 04	not known	Tu-4K	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
280 56 03	"25"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
280 57 10	CCCP-N1139	Tu-4	Polyarnaya Aviats.	trf	early54	ex Soviet Air Force; opb 247 LO; registration painted on as 'CCCP H-1139'; in natural metal c/s with titles;
						equipped with a "Kobalt" radar in 1954; used to resupply the drifting polar stations SP-4 in 1954 and SP-5 in 1955; f/n 22jun54
	CCCP-04262	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,398 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out
280 58 08	"25"	Tu-4	Soviet Air Force	rgu	photo	at Novgorod-Krechevitsy; opb 224 tbap
280 59 01	"21" red	Tu-4	Soviet Air Force		prioto	at Novgorod Nechevitsy, opp 224 toap
280 60 07	4074	Tu-4	Chinese Air Force			
200 00 07	4074	14 4	Chinese Air Force			
280 60 08	4005	Tu-4	Chinese Air Force			
280 60 10	4104	Tu-4	Chinese Air Force			
280 61 01	"02"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
280 62 07	4003	Tu-4	Chinese Air Force			
280 62 08	not known	Tu-4	Chinese Air Force			
280 62 10	not known	Tu-4	Chinese Air Force			
280 63 01	4001	Tu-4	Chinese Air Force			( per la
280 63 02 ?		KJ1	Chinese Air Force		photo	c/n difficult to read on photo; AEW aircraft with rotodome
280 63 03 280 65 01	"28" red not known	Tu-4 Tu-4	Soviet Air Force Soviet Air Force		photo	opb 50th Air Army; converted to, see next line
200 03 01	4114	Tu-4UChSh		h/o	10sep60	navigator training version; converted to, see next line
	4114	KJ1	Chinese Air Force	11/0	photo	prototype of an AEW aircraft with Type 843 rotodome and AI-20M turboprops; preserved in the China
	4114	101	Cimese All Torce		prioto	Aviation Museum at Shahezhen AFB (Changping, N40.183106 E116.35875), seen 1990/jun23
280 65 08	not known	Tu-4	Soviet Air Force			opb 50th Air Army; converted to, see next line
200 03 00	4124	Tu-4UChSh		h/o	10sep60	opp Joth Allry, Converted to, see next line navigator training version
280 67 02	"23" red	Tu-4T	Soviet Air Force	, 5	_000p00	prototype of this version
						E CONTRACTOR OF THE CONTRACTOR

160 Tu-4 built by Factory No. 23 at Moscow-Fili from 1950 to 1952
The early c/n system can be explained as follows: The first two digits (23) are the factory code, followed by the number in the batch and the batch number. Starting from about batch 20, a new system seems to have been used. It can probably be explained as follows: The first three digits (230) stand for the factory code, followed by the batch number and the number in the batch.

23 01 01	not known	Tu-4	Soviet Air Force	no	reports	already equipped with an RSB-5 radio station, an additional RSU-5 radio station and an AGK-47B electrical horizon
23 01 02	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with light filters and shutters and at the same time the first aircraft with a photo camera
23 03 22	not known	Tu-4	Soviet Air Force			
	no code	ShR-1	MAP LII Zhukovski	h/o	jan52	test-bed for the tandem landing gear of the Myasishchev M-4 (with a 2-wheel forward landing gear); in Soviet Air Force c/s; underwent trials apr52/jun52 (34 flights)
	no code	ShR-2	MAP LII Zhukovski			test-bed for the tandem landing gear of the Myasishchev M-4 (with a 4-wheel forward landing gear); in Soviet Air Force c/s; underwent trials in 1953 (17 flights)
	not known	SUR	MAP LII Zhukovski			test-bed for the SUM rocket-assisted take-off boosters for the Myasishchev M-4; underwent trials in 1953/54 (only one 'live' take-off)
23 05 03	not known	Tu-4LL	Soviet Air Force		photo	opb LII; used as a mother ship for the '346' (DFS 346) supersonic rocket aircraft in 1950/51
23 01 04	not known	Tu-4	Soviet Air Force	no	reports	the first aircraft with PV-23 cannons
23 10 12	not known	Tu-4	Soviet Air Force	no	reports	the last aircraft with an additional RSU-5 radio station
23 01 13	no code	Tu-4LL	Soviet Air Force		photo	used as a DR-1 test-bed for the Lyulka AL-5 engine and later as a DR-2 test-bed for the Lyulka AM-3 engine
23 03 14	no code	Tu-4LL	Soviet Air Force		photo	used as a test-bed for an early Lyulka engine
23 04 14	"65"	Tu-4	Soviet Air Force		photo	opb 208 tbap at Seshcha
23 02 17	"35"	Tu-4	Soviet Air Force		photo	in the book "Soviet Strategic Aviation in the Cold War"
230 25 05	not known	Tu-4	Soviet Air Force		photo	featured in a news reel
230 27 02	"66" red	Tu-4	Soviet Air Force		photo	featured in a news reel
230 28 01	CCCP-N1138	Tu-4	Polyarnaya Aviats.	trf	early54	ex Soviet Air Force; opb 247 LO; registration painted on as 'CCCP H-1138'; used to resupply the "Sever-6" Arctic expedition in 1954; photo 20apr54
	CCCP-04261	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,079 hours by 01oct60 (did not fly after that); canx 06feb61 as worn out

### <u>T</u>

<u>Tu-4 with</u>	<u>ru-4 with unknown construction numbers</u>										
	"08"	Tu-4	Soviet Air Force	photo	at Krivoi Rog ATU GA; c/n given as '2805106' on forums.airforce.ru, but the c/n on the photo is not clear and the batch number does not look to be correct						
2 20	"10"	Tu-4	Soviet Air Force	photo	based at Uzin in the 1950s						
.7 06 7	not known	Tu-4	Soviet Air Force	·	the first digit of the c/n might be a 9 (or a 6); opb 444 tbap; w/o in the late hours of 18aug53 when engine No. 1 caught fire, the fire could not be extinguished and destroyed the aileron so that the aircraft went out of control, the pilot ordered the crew to bail out before the aircraft crashed 3 km from Nikolo-Mikhailovka (Yakovlevka district of the Primorye region), but the intercom did not work, 7 of the 12 crew members (among them the pilot, 1st Lieutenant Viktor N. Khatnikov) were killed while the other 5 managed to bail out and survived						
	"15"	Tu-4	Soviet Air Force	photo	at KBP 1950						
	"102"	Tu-4	Soviet Air Force	photo	code retouched ?						
	4008	Tu-4	Chinese Air Force								

# Tupolev Tu-16

This versatile bomber was widely used in the Soviet Union for all kinds of work. It is not really in the scope of this book to handle the type, but as some were used for the Tu-104 programme and others were purely used for civil work, we have included them. Total production was 1.503 Tu-16s of all versions.

#### 649 Tu-16 built by Factory No. 22 at Kazan-Borisoglebskoye from 1953 to 1959

The c/n gives the year of manufacture, the factory code (2 for factory 22), a 0 without meaning, the batch number and the number in the batch. It seems the first batches had five, middle batches had ten and later batches thirty aircraft each.

3 2 001 01	"11"	Tu-16	Soviet Air Force	mfd	29oct53	first series-production Tu-16; photo exists, opb military unit 55120 at Ufa
3 2 001 02	"06"	Tu-16	Soviet Air Force	mfd	late 53	photo at Achinsk VATU
3 2 001 02	"03" red	Tu-16	Soviet Air Force	IIIIG	photo	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk
					prioto	in natural metal c/s, used as a ground instructional airraine by the AVATO technical college at Achinsk
4 2 001 03	"40" red	Tu-16	Soviet Air Force			
4 2 001 05	not known	Tu-16	Soviet Air Force			
4 2 002 02	not known	Tu-16	Soviet Air Force	w/o	06apr54	according to the book 'Soviet Strategic Aviation in the Cold War'
4 2 002 04	"07"	Tu-16	Soviet Air Force	, -		code visible under the paint, see next line
7 2 002 07				m la	en 1072	
	no code	Tu-16	Soviet Air Force	ph.	ca 1972	used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA)
4 2 003 02	"15"	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by ChVVAUSh around 1975
4 2 003 03	not known	Tu-16	Soviet Air Force			
4 2 003 05	not known	Tu-16KS-1	Soviet Air Force		1954	
4 2 004 01	"41"	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU)
4 2 004 01	41	1u-10	Soviet All Force		prioto	
						at the civil airfield; probably scrapped in 1980s
4 2 004 04	"44"	Tu-16LL	MAP LII Zhukovski	no	reports	in Soviet Air Force c/s; used as a test-bed for studying laminar flow along various wing models at subsonic
						speeds in 1963/70, results of the tests used for the design of the Tu-134
4 2 005 01	not known	Tu-16	Soviet Air Force			· · · · · · · · · · · · · · · · · · ·
4 2 005 02	not known	Tu-16	Soviet Air Force			
					20: 104	
4 2 005 03	"71" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
4 2 005 04	not known	Tu-16	Soviet Air Force			
4 2 005 05		Tu-16				h/o to Factory No. 1 as assemblies and received a new c/n there
4 2 006 01	not known	Tu-16	Soviet Air Force			.,
4 2 007 03	"40" red	Tu-16K-26		m la	02	anh 2 ag 22 Tapp : DLC at Nikalayay Kulhakina (agnimmad fan 106E/67), in dawk gray a/a with white
4 2 007 03	40 red	10-10K-20	Soviet Navy	ph.	02may99	opb 2 ae 33 TsBP i PLS at Nikolayev-Kulbakino (confirmed for 1965/67); in dark grey c/s with white
						undersides; preserved at Bila Tserkva (N49.805763 E30.041283), seen may99/oct19
4 2 007 04	"01" red	Tu-16	Soviet Air Force	ph.	13jun13	in natural metal c/s; preserved at Vozdvizhenka from 1982, l/n 01may20
4 2 008 01	"42" ?	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU)
. 2 000 01			5011007111 1 01 00		prioco	at the civil airfield; probably scrapped in 1980s
4 2 000 05		T. 101/ 20	Coulet No Fores		0.64-10.4	
4 2 008 05	"83" yellow	Tu-16K-26	Soviet Air Force		06jul94	used as a ground instructional airframe by 111 VAShM at Chortkiv; I/n aug97
4 2 010 02	not known	Tu-16	Soviet Air Force	mfd	25feb54	opb military unit 25966-B
	not known	Tu-16	MAP LII Zhukovski	trf	13jun55	used as a flying test-bed e.g. for the R-27V-200 and RD-36-35FMV engines; ownership trf to the LII
					.,.	officially in 1973 (based on a decree dated 23may73)
4 2 010 04	"53" blue	Tu-16K-26	Soviet Air Force			last flight 15jun66 (to Monino); t/t 1,550 hours 10 min and 1,122 cycles; used as ground instructional
4 2 010 04	33 blue	10-10K-20	Soviet All Force			
						airframe by the 'Zhukovski' Air Force Engineering College at Monino from may67; later h/o to the Air Force
						museum, displayed with KSR-5 missiles, f/n 1977, l/n 17jun99
	"53" red	Tu-16K-26	Soviet Air Force	Mon	03jul06	preserved in the Air Force museum at Monino (N55.832772 E38.187915) with changed code, I/n oct23
4 2 011 10	"74" yellow	Tu-16K-26	Soviet Air Force		06jul94	also reported as "74" black !; used as a ground instructional airframe by 111 VAShM at Chortkiv, almost
7 2 011 10	74 yellow	10 101 20	Sovice All Torce		oojui54	
						completely broken up by may97, I/n aug97
4 2 012 07	"58"	Tu-16	Soviet Air Force		photo	probably in light grey c/s
4 2 013 01	not known	Tu-16	Soviet Air Force			
5 2 013 05	"55"	Tu-16	Soviet Air Force		photo	based at Tartu
5 2 013 08	"65" red	Tu-16	Soviet Air Force		photo	in Aerofax book
3 2 013 00	"17" red					
		Tu-16	Soviet Air Force		photo	based at Tartu
5 2 014 04	"63"	Tu-16	Soviet Air Force		photo	
	"42" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu; sighting correct ?, see previous line
5 2 014 05	not known	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU)
5 2 01 1 05			5011007111 1 01 00		prioto	at the civil airfield; on photo already in derelict condition; probably scrapped in the 1980s
F 2 01 4 10	110711 4	T. 10	Coulet No Ferre			at the civil airlieu, oir photo aiready in derenct condition, probably scrapped in the 1900s
5 2 014 10	"07" red	Tu-16	Soviet Air Force	,	photo	
5 2 015 08	"12"	Tu-16	Soviet Air Force	w/o	14may74	on landing at Kamensk-Uralsky
5 2 015 09	"36"	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 016 03	not known	Tu-16	Soviet Air Force		-	
5 2 016 04	"25"		Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
	"03"			MVD		
5 2 016 07		Tu-16A	Soviet Air Force	MXR	1976	in dark grey c/s with white undersides
5 2 016 10	"08"	Tu-16	Soviet Air Force			opb 184 hbar at Priluki
5 2 017 01	"61"	Tu-16	Soviet Air Force		photo	
5 2 018 06	"03"	Tu-16	Soviet Air Force		photo	
5 2 019 04	not known	Tu-16	Soviet Air Force		prioto	
				VCC.	20002	processed the KCO inspire
5 2 019 08	"13" red	Tu-16K	Soviet Air Force	KGO	30aug93	preserved; I/n KGO jun99
5 2 019 10	"21" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school, I/n 25aug95; broken up shortly after under the Strategic Arms Limitation
						Agreement
5 2 020 09	"52" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 020 10	not known		Soviet Air Force		1,4492/	at 54/1/1 me
					1707	at Change wife
5 2 021 01	"70" yellow	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 021 18		Tu-16	Soviet Air Force		photo	c/n not confirmed (difficult to read on photo)
5 2 022 02	"75" black	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 022 07	"40" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 024 08	not known	Tu-16	Soviet Air Force		photo	in mid air, nose only, no code visible
J Z UZ4 UO	HOL KHOWII	10-10	JUVIEL AII FUILE		prioro	in mid an, mose only, no code visible

5 2 025 06	"05" red "29"	Tu-16KSR-2 Tu-16	Soviet Air Force	Akc	14aug96	in natural model of a read on a ground instructional sinframe at Mishurinely
5 2 025 10 5 2 026 05	"11" red	Tu-16 Tu-16K	Soviet Air Force Soviet Air Force	ph. Eng	1972 10aug01	in natural metal c/s; used as a ground instructional airframe at Michurinsk probably a Tu-16KSR-2-5; reportedly opb 132 tbap at Tartu; in light grey c/s with dark grey top;
3 2 020 03	11 100		5011007111 1 0100	2.19	1000901	preserved near the gate of the Air Force base at Engels, seen aug01
	no code	Tu-16K	Soviet Air Force	Eng	20aug03	in light grey c/s with dark grey top, adorned with 'snow flakes'; preserved near the gate of the Air Force
5 2 026 12	"33" red	Tu-16	Soviet Air Force		17aug97	base at Engels (N51.478297 E46.154275), seen aug03/nov20 at Stryy, wfu
5 2 027 02	"57"	Tu-16	Soviet Air Force		photo	at Sayy, with
5 2 027 12	"27"	Tu-16	Soviet Air Force		photo	
5 2 028 01	not known	Tu-16	Soviet Air Force			
5 2 028 07 5 2 028 09	"55" "16" yellow	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		photo 17aug97	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk at Stryy, wfu
5 2 028 19	no code	Tu-16K-26	Soviet Air Force	ph.	09nov85	was reported as a Tu-16P before; in natural metal c/s; was preserved in a park on the shore of a lake in
				•		the centre of Ternopil (Ukraine), I/n sep96
5 2 029 06	"10" red	Tu-16K	Soviet Air Force	ph.	sep05	fake c/n '5207981' painted on; in light grey c/s with dark grey top; preserved in the AvtoVAZ technical
5 2 029 07	"17" red	Tu-16P	Soviet Air Force	Δkc	14aug96	museum at Togliatti (N53.552875 E49.247889), seen aug06/dec22
5 2 029 08	not known	Tu-16	Soviet Air Force	AKC	1480990	
6 2 029 16	"01"	Tu-16	Soviet Air Force		photo	at Zyabrovka 1978
6 2 030 05 6 2 030 16	not known "10" red	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	Kzp	17aug97 25jun02	at Stryy, nose section only tail only
6 2 030 17	"47"	Tu-16	Soviet Air Force	ph.	1982	at Kamensk-Uralsky
6 2 031 05	not known	Tu-16	Soviet Air Force	•		
6 2 031 06	not known	Tu-16K	Soviet Air Force	mfd	31mar56	opb 303 tbap 55 tbad 30 VA at Zavitinsk; used call-sign CCCP-07514; w/o 24aug81 on a weather
						reconnaissance flight from Zavitinsk when military and civil ATC insufficiently co-ordinated their actions, the aircraft flew lower than communicated to ATC, collided at a height of 5,220 metres with An-24RV
						CCCP-46653 of Aeroflot and crashed in the taiga near Fyodorovka (at N50.017 E130.467 in the Zavitinsk
						district of the Amur region) and exploded, all 6 crew killed; t/t 4,019 hours and 2,870 cycles
6 2 031 19	"02"	Tu-16 Tu-16	Soviet Air Force	ph.	03jan84	in flight, Priluki; I/n Stryy 17aug97, wfu
6 2 031 21 6 2 031 27	not known "16" blue	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	VVO	19apr97	
6 2 031 30	not known	Tu-16KSR-2	Soviet Air Force	•••	13up.37	
6 2 032 03	"19"		Soviet Navy			b/w photo with this code and c/n readable; was converted by 20 ARZ at Pushkin in 1977, see next line
	CCCP-42355	Tu-16K-26	Goskomgidromet	Pus	28may90	"Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research Institute) at
						Chkalovski; underwent trials 1978/80; converted to "Tsiklon-NM" by 20 ARZ by early 1990s; wfu 1997; I/n CKL aug03, still in full Aeroflot c/s; broken up in 2005
6 2 032 08	not known	Tu-16K-26	Soviet Navy			converted by 20 ARZ at Pushkin in 1977, see next line
	CCCP-42484	Tu-16K-26	Goskomgidromet	ph.	1982	at Priluki; "Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research
						Institute) at Chkalovski; underwent trials 1978/80; flew 12 missions to disperse radioactive clouds after
						the Chernobyl disaster sep/dec86, receiving high doses of radiation (was washed for two weeks at Bila Tserkva apr87); wfu about 1992 because of its contamination and scrapped; reg reported as a Tu-104 at
						AMS 05sep66 impossible, see Tu-104 with c/n 021502 which would have had this registration according to
						the registration sequence
6 2 032 10	"85"	Tu-16	Soviet Air Force		photo	in natural metal c/s
6 2 032 28	"86" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school 23may94; broken up shortly after under the Strategic Arms Limitation  Agreement
6 2 033 12	"09"	Tu-16	Soviet Air Force		photo	possibly in light grey c/s; used as a ground instructional airframe, possibly by ChVVAUSh
6 2 033 29	"29"	Tu-16	Soviet Air Force		photo	
6 2 033 30	not known	Tu-16B	Soviet Air Force			
6 2 034 03 6 2 034 14	"11" "08" blue	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	1/1/0	photo 19apr97	
7 2 034 15	"26"	Tu-16	Soviet Air Force	VVO	photo	at Mongokhto
7 2 034 22	"2" black	Tu-16	Soviet Air Force		photo	with '7102' painted under its c/s
7 2 035 16	"61"	Tu-16K	Soviet Air Force		photo	in light grey c/s with dark grey top; damaged while undergoing maintenance at Zavitinsk when the nose
						gear retracted, it was decided then to preserve the aircraft instead of repairing it; preserved as a gate
7 2 035 23	not known	Tu-16	Soviet Air Force			guard at Zavitinsk from early summer 1989
7 2 035 24	not known	Tu-16	Soviet Air Force			
7 2 036 02	"83"	Tu-16	Soviet Air Force		photo	opb military unit 90724
7 2 036 05	"74" red	Tu-16	Soviet Air Force		11sep96	in Bila Tserkva technical School, I/n 27jun99
7 2 036 08	no code	Tu-16KSR-2	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield from the 1960s; probably scrapped in 1980s
7 2 036 20	"20" red	Tu-16	Soviet Air Force	Akc	14aug96	at the tivil aiment from the 1900s, probably scrapped in 1900s
7 2 036 24	"19" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 036 27	not known	Tu-16	Soviet Air Force	6.4	photo	and an illiana county SEGG D
7 2 036 30	not known not known	Tu-16 Tu-16	Soviet Air Force MAP LII Zhukovski	mfd trf	27jun57 16apr59	opb military unit 25966-B used as a flying test-bed e.g. for the TGS-40A and 23T; ownership trf to the LII officially in 1973 (based on
	not known	14 10	THAT EII ZHUKOVSKI	Ci i	10upi 33	a decree dated 23may73)
7 2 036 0.	"21" black	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 037 09	"09" red	Tu-16A	Soviet Air Force			in white c/s with grey uppersides; used as the accompanying aircraft during the test of the thermonuclear
7 2 037 12	"73" red	Tu-16	Soviet Air Force		20jul94	'super bomb' AN602 over Novaya Zemlya 30oct61 in the technical School at Bila Tserkva
7 2 037 19	not known	Tu-16RR	Soviet Air Force		20,0154	in the technical School of Bita Island
7 2 037 24	"56" red	Tu-16	Soviet Air Force		photo	with a tandem nose gear
7 2 027 27	"07" red	Tu-16	Soviet Air Force	ULV	09sep92	scrapped at Ulyanovsk in 1992
7 2 037 27 7 2 037 28	"08" red "07" red	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		photo 11sep96	in Bila Tserkva technical School, I/n 16may98 but not noted there 27jun99 !
7 2 037 28	"62" red	Tu-16 Tu-16	Soviet Air Force	DME	jul67	in bila 1361kva cedilileai 361001, i/ii 10111ay 30 bac not noted there 27 Juli 37 :
7 2 038 05	not known	Tu-16K-10	Soviet Air Force	J. 1L	,,	
7 2 038 06	not known	Tu-16K-10	Soviet Air Force			at Managhita
7 2 038 11 7 2 038 12	"84" "03"	Tu-16 Tu-16A	Soviet Air Force		photo	at Mongokhto in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 12 7 2 038 17	"10" red	Tu-16A Tu-16	Soviet Air Force Soviet Air Force	ULV	photo 09sep92	scrapped at Ulyanovsk in 1992
7 2 038 19	"24"	Tu-16KS	Soviet Air Force	JLV	photo	in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 20	not known	Tu-16KSR-2	Soviet Air Force		·	-
7 2 038 22	"47" "17"	Tu-16	Soviet Air Force	nh	photo	in natural metal c/s
7 2 038 29	"17" "06" red	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	ph.	jul91 20jul94	in the technical School at Bila Tserkva; sighting correct ?, see previous line
7 2 039 02	"53"	Tu-16 Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, I/n 27jun99
7 2 039 07	"15" red	Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, I/n 27jun99
7 2 039 14	"04" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 040 03 7 2 040 05	"17" red "18" red	Tu-16K-26 Tu-16	Soviet Air Force Soviet Air Force		06jul94	used as a ground instructional airframe by 111 VAShM at Chortkiv, I/n aug97 in the technical School at Bila Tserkva, I/n 16may98, not seen 27jun99
7 2 040 05 8 2 040 10	"18" red not known	Tu-16 Tu-16K-10	Soviet Air Force Soviet Air Force		20jul94	in the technical oction at one iserkva, i/ii 10ilidy90, not seen 2/juil99
8 2 040 14	"25" blue	Tu-16K-26	Soviet Air Force	Plw	aug96	preserved in the Poltava base museum (N49.618788 E34.501872) I/n sep21
8 2 040 16	not known	Tu-16	Soviet Air Force		_	
8 2 040 22	"20" "54" red	Tu-16 Tu-16	Soviet Navy	TEV/	photo 30aug93	in the compound of the technical school and later scrapped
8 2 040 24	"05" ?	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	IEV ph.	1963	in the compound of the technical school and later scrapped at Armavir (N44.975939 E41.12279), '8204024 8193' on fin; second digit of code difficult to read on photo
8 2 040 28	4028 ?	Tu-16	Egyptian Air Force	10000		carried '8204028' on the cockpit bulkhead
8 2 041 05	"05" blue	Tu-16LL	LII im. Gromova	mfd	1958	engine test-bed (izdeliye NLL); in Soviet Air Force c/s; f/n ZIA 16aug92; seen ZIA sep13; was to be
						scrapped according to a Rosimushchestvo (State Property Agency) document 2011, but still extant dec15/apr16, missing tail and outer wings; seen complete and preserved in the Verkhnyaya Pyshma
						Museum of Military Technology (N56.960902 E60.584104) aug17/jan22
8 2 041 17	not known	Tu-16LL	MAP LII im.Gromova	w/o	01feb71	when the outer flaps were deployed by mistake at a speed of more than 500 km/h and were ripped off by
				, -		the airstream so that the aircraft went out of control and crashed near Yegoryevsk, all 7 crew members
		Tu 160	Covint Air Fara-			(pilot: Amet-khan Sultan) were killed
0 2 044 20		Tu-16P	Soviet Air Force			
8 2 041 30 8 2 042 03	not known	Tu-16D				
8 2 042 03	not known not known "40" red	Tu-16P Tu-16P	Soviet Air Force Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 03 8 2 042 06 8 2 042 10	not known "40" red "19" red	Tu-16P Tu-16	Soviet Air Force Soviet Air Force		12jul94	in the book 'Soviet Strategic Aviation in the Cold War' at Oktyabrskoye (Crimea), wfu
8 2 042 03 8 2 042 06 8 2 042 10 8 2 042 14	not known "40" red "19" red "69" red	Tu-16P Tu-16 Tu-16E	Soviet Air Force Soviet Air Force Soviet Air Force		12jul94 photo	at Oktyabrskoye (Crimea), wfu in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 03 8 2 042 06 8 2 042 10 8 2 042 14 8 2 042 15	not known "40" red "19" red "69" red "51" red	Tu-16P Tu-16 Tu-16E Tu-16P	Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force	TAY	12jul94	at Oktyabrskoye (Crimea), wfu in the book 'Soviet Strategic Aviation in the Cold War' with large code on tail
8 2 042 03 8 2 042 06 8 2 042 10 8 2 042 14	not known "40" red "19" red "69" red	Tu-16P Tu-16 Tu-16E	Soviet Air Force Soviet Air Force Soviet Air Force	TAY	12jul94 photo	at Oktyabrskoye (Crimea), wfu in the book 'Soviet Strategic Aviation in the Cold War'

### 150 Tu-16K-10s built by Factory No. 22 at Kazan-Borisoglebskoye from 1961 to 1963

The c/n is explained as follows: The first digit has no obvious meaning, the second and third digits are the batch number, the fourth digit stands for the year of manufacture, the fifth and sixth digits are the number in the batch and the last digit again has no obvious meaning.

2 74 3 05 4 not known Tu-16K-10D Soviet Navy 1 79 3 01 4 not known Tu-16K-10D Soviet Navy

### 543 Tu-16s built by Factory No. 1 at Kuibyshev-Bezymyanka from 1954

The c/n gives the factory number, the type code (izdeliye 88), the batch number and the number in the batch.

The c/n gives t	the factory nur	nber, the typ	pe code (izdeliye 88),	the bat	ch number	and the number in the batch.
1 88 00 02	not known	Tu-16	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; scrapped in $1980s$
1 88 01 01 1 88 02 02	not known not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force			
1 88 03 01	not known	Tu-16	Soviet Air Force			
1 88 03 02	"50" red	Tu-16	Soviet Air Force	mfd	1954	underwent factory trials 18dec54; opb GK NII VVS 1955/aug60; last flight 06aug60 (to Monino); t/t 562 hours 48 min, 218 cycles; used as ground instructional airframe by the 'Zhukovski' Air Force Engineering College at Monino before being h/o to the Air Force museum (N55.831986 E38.187694) f/n 1977, l/n oct23
1 88 04 02 1 88 04 03	not known not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force			
1 88 04 04	"41" yellow	Tu-16	Soviet Air Force	no	reports	c/n not confirmed
	"78" black	Tu-16	Soviet Air Force		16may98	on the dump at Uzyn-Chepelevka, previous code "41" yellow still visible; c/n not confirmed, read off as '800404'
1 88 04 05	not known	Tu-16	Soviet Air Force			
1 88 05 01 1 88 05 02	not known not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force			
1 88 05 03	not known	Tu-16	Soviet Air Force			
1 88 05 04 1 88 05 05	not known not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force			appears in a film about the Tu-16
1 88 06 01	'761'	Tu-16	Soviet Air Force	ph.	mar59	published in the 'Royal Observer Corps Recognition Journal'
1 88 08 04 1 88 09 05	not known no code ?	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		photo	in natural metal c/s, no code visible on photo; used as a ground instructional airframe by the AVATU
						technical college at Achinsk
1 88 11 06 1 88 11 10	"07" "10" blue	Tu-16 Tu-16LL	Soviet Air Force Soviet Air Force	ZIA	photo 16aug92	I/n ZIA 31aug93
1 88 12 10	"15" red	Tu-16	Soviet Air Force	Akc	14aug96	
1 88 13 01	not known CCCP-L5411	Tu-16 Tu-104G	Soviet Air Force AFL/Moscow (MUTA)	rgd	photo 14sep55	with the c/n on in "World Air Power Journal 11", page 126; converted by ARB-400 at VKO to, see next line
	CCCP-L5411	Tu-104G	Aeroflot/LUTTs	trf	jan57	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB; was the first aircraft of
	CCCP-42426	Tu-104G	Aeroflot/LUTTs	rgd	09may58	LUTTs, arrived at OVB 26jan57; in natural metal c/s with small titles on the nose the new registration was never painted on; registration later used on Tu-104B c/n 920603
	CCCP-L5411	Tu-104G	AFL/KAI GVF	trf	26may58	Kiev Aviation Institute (later KIIGA); canx 25mar61; soc 25mar63 as to become a 'training exhibit'; used as a ground instructional airframe at IEV, I/n oct76
1 88 13 04	"58" red	Tu-16	Soviet Air Force	IEV	30aug93	in technical school compound at airfield
1 88 13 05 1 88 15 01	"42" "37" red	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	mfd	photo 1955	opb 132 tbap at Tartu; ferried from Tartu to Orsha in autumn 1984 and by Major-General Anatoli Dolgikh
						from Orsha to the 1,700 metres long (or rather short) runway at Smolensk-Severny 04oct84;
	no code	Tu-16	Soviet Air Force	ph.	21aug02	disassembled and transported to the city of Smolensk in light grey c/s with dark grey top; preserved at Smolensk from may85, seen aug02/feb18
	"46" red	Tu-16	Soviet Air Force	ph.	16jan21	c/n painted on the nose-wheel door; the code "46" stands for the 46th Air Army which had roots at
						Smolensk; in light grey c/s with dark grey top; preserved at the crossing of ul. Bagrationa and 1-y Krasnoflotski pereulok (N54.782825 E32.022861) at Smolensk, seen jan21
1 88 14 07 1 88 16 02	not known "10" red	Tu-16 Tu-16P	Soviet Air Force Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 16 03	not known	Tu-16	Soviet Air Force		·	
1 88 16 05 1 88 16 07	"23" blue not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		photo photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 17 02	not known	Tu-16	Soviet Air Force		photo	14 040 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 88 18 09	"12" red	Tu-16RM	Soviet Air Force	mfd	dec55	opb 1 ae 219 odrap at Khvalynka; preserved as a gate guard with 929 GLITs at Akhtubinsk; initially in natural metal c/s, seen as such aug99/dec19; repainted in light grey c/s, seen as such oct20
1 88 19 07 1 88 19 09	"26" "35"	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		photo photo	opb military unit 62546 at Spassk-Dalniy; code from engine cover only
1 88 20 02	"34"	Tu-16	Soviet Air Force		photo	based at Tartu in 1985
1 88 20 13 1 88 20 17	"32" blue "15" red	Tu-16	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 21 06	not known	Tu-16 Tu-16P	Soviet Air Force Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 21 08 1 88 21 08	not known not known	Tu-16R Tu-16	Soviet Air Force Soviet Air Force		photo	opb 2 ae 219 odrap at Khvalynka
1 88 22 05	"28"	Tu-16P	Soviet Air Force		13aug01	preserved as gate guard at Shaikovka (N54.247227 E34.376563); I/n jun18
1 88 22 20	not known	Tu-16	Soviet Air Force		photo	of the nose section only, was a monument at the Palace of Pioneers; offered for sale on the internet aug22 for 350,000 roubles
1 88 23 10	not known	Tu-16	Soviet Air Force	PKC	08jul94	
1 88 23 15 1 88 23 28	"34" not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	ph.	jan87	number in the batch seems too high!
1 88 24 08 1 88 24 09	not known not known	Tu-16P Tu-16P	Soviet Air Force Soviet Air Force		photo	of the nose with the c/n clearly readable
1 88 24 20	"07"	Tu-16R	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU)
1 88 25 13	"27"	Tu-16	Soviet Air Force		photo	at the civil airfield; probably scrapped in 1980s opb military unit 19169
1 88 25 16	not known	Tu-16	Soviet Air Force		photo	opb 678 siap at Priozyorsk-Kambala; in natural metal c/s
1 88 25 20 1 88 26 12	"04" not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	ph.	photo 1995	in light grey c/s with dark grey top
1 88 27 10	"21" blue "26" red	Tu-16 Tu-16R	Soviet Air Force Soviet Air Force		03may98 photo	seen preserved Priluki barracks (N50.584590 E32.357138) in good condition, I/n apr16 in the book 'Soviet Strategic Aviation in the Cold War'
1 88 28 01	"30" black	Tu-16Z	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 28 08 1 88 29 16	not known "34"	Tu-16LL Tu-16	Soviet Air Force Soviet Air Force			
1 88 30 05	not known	Tu-16	Soviet Air Force			
1 88 30 14	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 03	"32"	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
1 88 31 06	not known	Tu-16Z	Soviet Air Force		photo	about 1992; being scrapped at Byelaya may00 was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
1 88 31 08	"50" red	Tu-16K	Soviet Air Force	Rzd	18jun99	about 1992; being scrapped at Byelaya may00 preserved as gate guard, I/n jun17; c/n also reported as 2383108 which is incorrect for a Tu-16 c/n
1 88 31 17	not known	Tu-16P	Soviet Air Force	razu.	-	
1 88 31 18	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 31 19	"16" red "24"	Tu-16	Soviet Air Force	n la	photo	in the book 'Soviet Strategic Aviation in the Cold War'
1 88 32 07 1 88 32 10	not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	ph.	sep82 photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
1 88 32 13	not known	Tu-16	Soviet Air Force		photo	about 1992; being scrapped at Byelaya may00 was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
					·	about 1992; being scrapped at Byelaya may00
1 88 33 02 1 88 33 05	"86" black not known	Tu-16 Tu-16Z	Soviet Air Force Soviet Air Force	ph.	may89 photo	converted from Tu-16RR; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training,
						probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00; photo exists of this c/n coded
1 88 33 10	"21"	Tu-16	Soviet Air Force		photo	"28" in natural metal c/s; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably
1 88 33 13	"35"	Tu-16	Soviet Air Force	ph.	jan77	in the late 1980s; wfu about 1992; seen being scrapped at Byelaya may00
1 88 33 14	"23" red	Tu-16R	Soviet Air Force	IEV	mar77	in white c/s with grey top of fuselage; used as a ground instructional airframe by the Kiev Institute of Civil
1 88 33 15	"09" black	Tu-16R	Soviet Air Force	mfd	nov57	Aviation Engineers (KII GA), seen mar77/aug93 colour of code not confirmed, could also be red; opb 1 ae 219 odrap at Khvalynka; in natural metal c/s;
						photo 1984
1 88 33 16	"02" black	Tu-16R	Soviet Air Force	mfd	nov57	colour of code not confirmed, could also be red; opb 1 ae 219 odrap at Khvalynka; in natural metal c/s; photo 1984
1 88 33 18 1 88 33 19	"25" "21" black	Tu-16R Tu-16	Soviet Air Force Soviet Air Force	mfd	dec57 photo	opb 2 ae 219 odrap at Khvalynka; in natural metal c/s; photo feb69
_ 30 33 13	"22" red	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
1 88 33 20	"05"	Tu-16R	Soviet Air Force		photo	about 1992; being scrapped at Byelaya may00 in natural metal c/s; opb 967 odrap
1 88 34 02 1 88 34 03	not known not known	Tu-16 Tu-16	Soviet Air Force Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
1 00 34 03	HOL KHOWII	1 u-10	Joviet All Force		μισισ	about 1992; being scrapped at Byelaya may00

1 88 34 04 1 88 34 05 1 88 34 08	"22" "05" not known	Tu-16R Tu-16R Tu-16	Soviet Air Force Soviet Air Force Soviet Air Force	mfd mfd	dec57 dec57	opb 2 ae 219 odrap at Khvalynka; in natural metal c/s; photo 29mar82 equipped with the "Siren" system; opb 1 ae 219 odrap at Khvalynka; in natural metal c/s
1 88 34 09	"04"	Tu-16 Tu-16R	Soviet Air Force		photo	probably based at DYR; in natural metal c/s
1 88 34 12	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu about 1992; being scrapped at Byelaya may00
1 88 34 15	"23"	Tu-16	Soviet Air Force		photo	
1 88 34 18 1 88 35 01	"26" blue not known	Tu-16R Tu-16	Soviet Air Force Soviet Air Force		photo	image in "Soviet Wings", by Alexander Dzhus, 1991
1 88 35 04 1 88 35 06	"41" red not known	Tu-16R Tu-16	Soviet Navy Soviet Air Force	ph.	05jun83	probably opb 134 odrae at Romanovka-Pristan; in natural metal c/s
1 88 35 11	"29"	Tu-16R	Soviet Air Force	mfd	mar58	equipped with the SPS-10M "Malva" system; opb 2 ae 219 odrap at Khvalynka; was reportedly also based at Tartu
	"01" blue	Tu-16R	Soviet Air Force	Rzd	28may98	preserved in the base museum at Ryazan-Dyagilevo, seen may98
	"04" red	Tu-16R	Soviet Air Force	Rzd	28jun02	preserved in the base museum at Ryazan-Dyagilevo (N54.650701 E39.585909); initially in natural metal c/s, seen as such jun02/sep10; repainted in grey c/s, seen as such aug15/aug21
1 88 35 13	"03"	Tu-16	Soviet Air Force		photo	in natural metal c/s; was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in the late 1980s; wfu about 1992; seen being scrapped at Byelaya may00
1 88 37 02	"10"	Tu-16P	Soviet Air Force	ph.	1968	active at Shaikovka
1 88 37 04	"08"	Tu-16	Soviet Air Force	·	photo	opb 678 siap at Priozyorsk-Kambala; in dark grey c/s with white undersides, carried the inscription 'imeni Gavrilova Petra Ivanovicha', a Guards badge, a HSU order and 19 small Red Stars on the left side of the nose and a 'crocodile' nose-art on the right side of the nose
1 88 37 13	"01"	Tu-16	Soviet Air Force		photo	colour of code red or blue; opb 678 siap at Priozyorsk-Kambala; in dark grey c/s with white undersides
1 88 38 20	"12"	Tu-16	Soviet Air Force	ph.	oct85	
1 88 36 01	"69" red	Tu-16LL	Soviet Air Force	ZIA	16aug92	l/n ZIA 31aug93, dumped, in poor condition
1 88 38 09	"29"	Tu-16	Soviet Air Force	ph.	1984	at Priluki, with large code on tail
1 88 39 05	"02" red	Tu-16	Ukraine Air Force	-	1995	
1 88 39 15	"05" red	Tu-16	Ukraine Air Force		1995	

### 165 Tu-16s built by Factory No. 64 at Voronezh-Pridacha from 1955 to 1957

The c/n gives the year of manufacture, the factory code (4 for factory 64), a 0 without meaning, the batch number and the number in the batch. Batches 01 till 11

			Il 22 consisted of te			a 0 without meaning, the batch number and the number in the batch. Batches 01 till 11
5 4 000 01	"08" red	Tu-16	Soviet Air Force	ph.	1970s	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk in the 1970s
5 4 001 01	not known	Tu-16	Soviet Air Force			
6 4 008 05	"83" yellow	Tu-16K-26	Soviet Air Force	10.00	30jun99	used as a ground instructional airframe by 111 VAShM at Chortkiv, almost completely broken up
6 4 010 02	"16" red "14" red	Tu-16	Soviet Air Force	VVO	19apr97 1993	Un Alabaria de 14 augusto
6 4 012 08 6 4 014 01	"01" blue	Tu-16K Tu-16LL	Soviet Air Force LII im. Gromova	ph. mfd	aug56	I/n Akhtubinsk 14aug96 engine test-bed (izdeliye NLL); used to test the R-15, R-29, AL-21, D-30 and other jet engines; in natural
0 4 014 01	or blue	TU-TOLL	Lii iiii. Gioinova	illiu	augoo	metal c/s with Red Stars; wfu in the late 1980s; f/n ZIA 16aug92; rgd 30jun05 on the Russian experimental aviation register; wfu at ZIA (N55.569773 E38.137781), seen mar10/sep13; offered by Rostekh to the administrations of the Russian regions 17dec20, for preservation or display; transported on flat-bed trailers from Zhukovski to the outlet of Muzei tekhniki Vadima Zadorozhnogo at Medyn in early feb22, seen disassembled feb22 and assembled jul22/may23
6 4 014 10	"41" blue	Tu-16LL	LII Zhukovski	ZIA	16aug92	in Soviet Air Force c/s; used for tests of the engines of the Yak-36M VTOL fighter jan69 (a full-scale mock- up of a Yak-36M fuselage was mounted under the fuselage for these tests); I/n ZIA 31aug93; seen again Medin, Kaluga region, without the Yak-36 fuselage, 05ju122
6 4 015 01	"01" blue	Tu-16LL	LII Zhukovski	ZIA	16aug92	engine test-bed; in Soviet Air Force c/s; l/n ZIA 31aug93
6 4 015 02	not known	Tu-16	Soviet Air Force		photo	
6 4 015 03 6 4 015 04	"32" blue "45" blue	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	VVO	photo 19apr97	
6 4 016 10	"24"	Tu-16 Tu-16	Soviet Air Force	VVO	photo	
7 4 017 02	"42"	Tu-16	Soviet Air Force		photo	
7 4 021 04	not known	Tu-16	Soviet Air Force		photo	was based at Zavitinsk; trf to the Tu-22M2 regiment at Byelaya for training, probably in late 1980s; wfu
					,	about 1992; being scrapped at Byelaya may00
<u>Tu-16s wi</u>	<u>ith unkno</u>	wn c/ns i	nclude			
	"10"	Tu-16RT	Soviet Air Force		photo	missile tracking aircraft, converted from a Tu-16R
	"52" red	Tu-16P	Soviet Air Force	TAY	mar80	with large code on tail
	"44" red	Tu-16RM	Soviet Air Force		dec09	preserved at Mykolayiv-Kulbakino, colour of code very faded; l/n jul19
	"87" red	Tu-16	Soviet Air Force	ph.	oct10	opb 402 tbap at Bolbasovo; preserved on the territory of the former garrison at Bolbasovo (54.41971207N 30.29157066E) from 03sep87, I/n apr18
	"87" white "25" red	Tu-16 Tu-16P	Soviet Air Force Soviet Air Force	ph. ph.	06apr18 25jun76	repainted in medium grey c/s; preserved at Bolbasovo (N54.419712 E30.291571), seen apr18 damaged 25jun76 on landing at Mirgorod when both engines flamed out on final approach (due to pilot
				p	25,4	error) and the aircraft came down in a field, all crew escaped unhurt opb 967 odrap at Severomorsk; w/o 25may68 on a reconnaissance mission against the US Navy aircraft
	not known	Tu-16R	Soviet Navy			opp 967 outlag at Severolinists; who 23 imagos of in a recontrainstance mission against the US says arrivant carrier group lead by the USS "Essex" CVS-9 off Newfoundland when few a turn at very low height so that the wing tip touched the water surface and the aircraft crashed into the sea, all 7 crew (commander: Lieutenant Colonel A.Z. Pilyey) killed
	not known	Tu-16R	Soviet Navy			based at Pristan; w/o 10jun67 on return from a training flight at night when an engine caught fire and the crew did not react adequately so that the aircraft crashed near Shkotovo (Primorye region), 6 crew members (among them the pilot, Captain Leonid S. Bayandin) were killed
	4012 4178	Tu-16 Tu-16D/G	Egyptian Air Force Egyptian Air Force		jan09	seen preserved at Cairo-Almaza (N30.096130 E31.351583) in light grey c/s; l/n sep09/jul16
	4301	Tu-16	Egyptian Air Force	ph.	dec81	in camo c/s, carried the code "01" on the nose; wfu by 1981
	4302 ?	Tu-16	Egyptian Air Force	ph.	1960s	carried the code "02" on the nose
	4370	Tu-16	Egyptian Air Force		jul79	at Seeb; in sand/dark brown camouflage c/s with large '70' on nose; photo also exists in all light green c/s, date and location unknown
	4376	Tu-16RM-2	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in 1969/71; in natural metal c/s
	4378	Tu-16RM-2	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	4380		Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in 1969/71; in natural metal c/s
	4381		Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	4384 4386	Tu-16D/G	Egyptian Air Force Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s l/n 1990
	4387	Tu-16P	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in the late 1960s/early 1970s; probably in dark grey
	4392	Tu-16RM-2	Egyptian Air Force		photo	c/s with light grey undersides in fact Soviet Navy; opb 90 odrae on at Cairo-West in the late 1960s/early 1970s; in natural metal c/s
	4393	Tu-16R	Egyptian Air Force		photo	in fact Soviet Navy; opb 90 odrae on at Cairo-West in 1969/71; in natural metal c/s
	4402	Tu-16D/G	Egyptian Air Force			I/n 1990
	4403	Tu-16K	Egyptian Air Force			Tu-16K-11-16; opb 36 Sqn; w/o 01sep75 when a fire in the left engine caused the bullets of the second navigator's gun to explode, inflicting heavy damage to the airframe, Wg Cdr Mohamed Keraidy ordered his crew to eject and deliberately flew the aircraft into the river Nile near El Menya in order to avoid casualties on the ground, 5 (or 3?) of the 6 crew killed
	4404	Tu-16D/G	Egyptian Air Force		ml+-	Tu 16K 11 16 in some of a serviced the code   OF   on the service
	4405 4406	Tu-16K-11 Tu-16D/G	Egyptian Air Force Egyptian Air Force		photo	Tu-16K-11-16; in camo c/s, carried the code "05" on the nose large code "06" on the nose; in camo c/s; I/n 1990
	4407	Tu-16K-11	Egyptian Air Force		photo	Tu-16K-11-16; in three-tone camo c/s, carried the code "07" on the nose
	4408 ?	Tu-16KS	Egyptian Air Force		photo	probably in natural metal c/s, carried the code "08" on the nose
	4409	Tu-16D/G	Egyptian Air Force			l/n 199ó
	4416	Tu-16D/G	Egyptian Air Force			
	7781	Tu-16	Egyptian Air Force		-1 1	to all to sharp form the control of south Balance and the state of the
24.10	4.27 ?	Tu-16	Egyptian Air Force		photo	in olive drab/grey/brown camo c/s with light grey undersides, carried the code "27" on the nose
24 10 04 01	4.39 4.79	Tu-16 Tu-16	Egyptian Air Force Egyptian Air Force		photo photo	large code "39" on the nose; in natural metal c/s large code "79" on the nose; in natural metal c/s
04 01	4.47	Tu-16	Egyptian Air Force		photo	large code "47" on the nose; in natural metal c/s
	SU-APH	Tu-16	Egyptian Air Force		F.1000	civil registration used for ferry flight(s?)
	SU-API	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	SU-APJ	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	SU-APL	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	SU-APM SU-APN	Tu-16 Tu-16	Egyptian Air Force Egyptian Air Force			civil registration used for ferry flight(s?) civil registration used for ferry flight(s?)
	SU-APN SU-APO	Tu-16 Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	SU-APP	Tu-16	Egyptian Air Force			civil registration used for ferry flight(s?)
	SU-BAM	Tu-16	Egyptian Air Force		photo	
	not known	Tu-16	Egyptian Air Force			w/o 10oct73 on a mission of 2 Tu-16s against the Israeli air base at Etzion (now Taba IAP) when the crews could not find their target, returned and decided to drop their bombs on Israeli positions at Abu Rudeis,

1961

d/d

M-1601

Tu-16A

Indonesian AF

W/o 10oct73 on a mission of 2 Tu-16s against the Israeli air base at Etzion (now Taba IAP) when the crews could not find their target, returned and decided to drop their bombs on Israeli positions at Abu Rudeis, one bomb released by the formation leader detonated straight away and damaged both aircraft, the trailing aircraft went out of control and crashed in a mountaneous area of the Sinai peninsula, all crew (commander Flt Lt Mahmud Serry) killed photo exists; opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence sep62 and sep65

	M-1602	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1602' on nose; reported by Dutch intelligence sep62; wfu by 1970 at Madiun Iswahyudi
	M-1603	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi
	M-1603 M-1604	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence nov61
	M-1605	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence apr62 and may62
	M-1606	Tu-16A	Indonesian AF	d/d	1961	photo nov61; opb Skuadron 41 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, I/n oct77
	M-1607	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge; wfu by 1970; wfu at Kemajoran, seen 1970/feb77
	M-1608	Tu-16A	Indonesian AF	d/d	1961	photo jan69; opb Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge
	M-1609	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence jun62 and sep62
	M-1610	Tu-16A	Indonesian AF	d/d	1961	opb Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence feb62 and sep62
	M-1611	Tu-16A	Indonesian AF	d/d	1961	photo exists; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1611' on
	M-1612	Tu-16A	Indonesian AF	d/d	1962	nose; wfu by 1970 at Madiun Iswahyudi opb Skuadron 41 at Madiun Iswahyudi
	M-1612 M-1613			d/d	1962	
		Tu-16A	Indonesian AF			opb Skuadron 41 at Madiun Iswahyudi
630427	M-1614	Tu-16A	Indonesian AF	d/d	1962	'630427' painted on fin, but is this a c/n ?; opb Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1614' on nose; wfu by 1970; preserved at Madiun-Iswahyudi (S7.6142875 E111.43687), seen sep92/dec07
	M-1615	Tu-16KS-1	Indonesian AF	d/d	1962	opb Skuadron 42 at Madiun Iswahyudi
	M-1616	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi; remained here for several years
	M-1617	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	M-1618		Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi
	M-1619		Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi
	M-1620		Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	M-1621		Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1621' on
				•		nose; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	M-1622	Tu-16KS-1	Indonesian AF	d/d	1962	photo jan69; opb Skuadron 42 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1622' on nose, carried a Skuadron 42 badge; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	M-1623	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
	M-1624	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opb Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
63427-25	M-1625	Tu-16KS-1	Indonesian AF	d/d	1962	c/n reported like that, but it does not seem to make sense; opb; c/n suggested as 7304327, but see M-1614; opb Skuadron 42 at Madiun Iswahyudi; wfu oct70 (last flight of an Indonesian Air Force Tu-16); preserved with '63427' painted on in the Dirg. Mandala museume at Jokjakarta (S7.7908472 E110.41729) from 1991, seen jul92/sep19
	M-1626	Tu-16KS-1	Indonesian AF	d/d	1962	opb Skuadron 42 at Madiun Iswahyudi; crashed shortly after delivery
34 17	not known	Tu-16	Iraqi Air Force	ph.	1966	carried '3417' below the cockpit, so probably either c/n 6203417 or c/n 1883417; ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s
	508	Tu-16	Iraqi Air Force	ph.	1966	the first 10 Tu-16s were delivered from oct62; ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s; on an early photo with the fin flash used under the Qasim government in 1959/63 and on a 1966 photo with the fin flash with 3 stars
	512	Tu-16	Iraqi Air Force		photo	ex Soviet Air Force; opb No. 10 Squdron at al-Taqaddum AB; in silver grey c/s; on an early photo with the fin flash used under the Oasim government in 1959/63 and on a later photo with the fin flash with 3 stars
	3417	Tu-16	Iragi Air Force		photo	carries '3417' on the nose which could be a part of the c/n? and if so could be either 6203417 or 1883417
	5018		Iraqi Air Force		F	Tu-16K-11-16; opb 8 Sqn; in light earth/dark olive drab camo c/s with light grey undersides and black serial; w/o 09jan87 while flying at 40,000 feet over Iranian territory when was hit by at least one Iranian "Hawk" SAM and crashed near Shalamcheh, all but one crew killed
	5019	Tu-16K-11	Iraqi Air Force			Tu-16K-11-16; opb 8 Sqn; in light earth/dark olive drab camo c/s with light grey undersides and black serial
	not known	Tu-16	Iraqi Air Force			w/o in the morning of 06jun67 on a mission from al-Taqaddum AB against the Israeli air base of Ramat David when missed the target, bombed the town of Netanya instead (hitting the main street and causing a number of civilian casualties), was intercepted by 2 "Mirage IIICJ" fighters of No. 117 Sqadron of the Israeli Air Force and damaged by 1 of 2 Matra R.530 air-to-air missiles fired by the "Mirages", tried to escape in an easterly direction, but was shot down by 40 mm Bofors L/70 anti-aircraft guns of Israeli unit 881 (in fact, rather by a MIM-23A HAWK SAM) while egressing at low altitude and crashed into a military storage complex hidden within a pine forest west of Afula, all 6 crew members (pilot: Squadron Leader Hussein Muhammad Hussein) and between 11 and 14 Israeli reservits tooldiers on the ground were killed
	not known	Tu-16	Iraqi Air Force	w/o	22sep80	when attacked the Iranian air base TFB.1 at Mehrabad, either shot down by an Iranian Air Force F-4E or crashed into a mountain on its way home (crew of COL Muhannad al-Awsi)
	not known	Tu-16	Iraqi Air Force	w/o	15dec74	crashed into a mountain on its way nome (crew of CUL munafinad air-Awsi) on a mission against Kurdish peshmerga in the northern region of the Iraq-Iran border when crashed in the mountains close to the border

# Tupolev Tu-22M

The Tu-22M is a swing-wing bomber which has got nothing to do with its predecessor Tu-22, but is a separate development.

The Tu-22M is a swing-wing bomber which has got nothing to do with its predecessor Tu-22, but is a separate development.

10 Tu-22M0, 9 Tu-22M1, 211 Tu-22M2 and 268 Tu-22M3 were built. The c/n with the exception of the early batches (Tu-22M0/Tu-22M1 and Tu-22M2 up to at least batch 11) is probably explained similar to that of the II-62s built by the same factory: The first digit shows the quarter of the year in which the aircraft was built and the second digit the year itself. They are followed by the two or three-digit batch number (batch 100 was reached during 1989), the next digit has no meaning and is random, which is not uncommon for the KAPO plant. The last but one digit is the number in the batch with the last digit probably relating to the number of the team of workers which assembled the aircraft. The highest known batch number is 115, batches consisting of a maximum of five aircraft (batches 16-19 and 71-79 were not built) and it is reported that 498 Tu-22Ms were built.

#### 2 Tu-22M prototypes built by KAPO (former Factory No. 22) in Kazan-Borisoglebskoye in 1969

001	"01"	Tu-22M	Tupolev OKB	mfd	10apr69	first prototype; f/f 30aug69; in Soviet Air Force c/s
	"156" red	Tu-22M	Tupolev OKB			used as a ground instructional airframe by Kievskoye VVAIU; f/n IEV 30aug93; l/n IEV 22sep94; preserved
						in the Oleg Antonov State Aviation Museum at Kiev (N50.406274 E30.4627931), seen nov06/oct21
002	not known	Tu-22M	Tupolev OKB	no	reports	second prototype; completed in 1972 for static tests

### Tu-22Ms built by KAPO (former Factory No. 22) in Kazan-Borisoglebskoye from 1969 until 1993

3	Tu-22M0 built	t 1969-1971 an	d 9 Tu-22M	1 built 1971-1972			
	5 01 9 01 . ?	"101" black	Tu-22M0	Tupolev OKB	f/f	20jul70	line # 01-01; in Soviet Air Force c/s; underwent tests to determine the performance characteristics; d/d 30mav75 to Soviet Air Force
	5 01 9 02 9	"33" blue	Tu-22M0	Soviet Air Force	f/f	13feb70	line # 01-02; f/f also given as 23mar70; in natural metal c/s; underwent trials 23mar70/15jan71; modernised mar71/oct71 and underwent trials again nov71/mar74; suffered high g-loads (2 to 4 g) 3 contains 13mar74 and hence grounded; last flight 25feb75 (to Monino); t/t 127 hours 29 minutes and 142 cycles; used as a ground instructional airframe by the "Zhukovski" kir Force Engineering College at Monino
		"33" red	Tu-22M0	Soviet Air Force			preserved in the Soviet/Russian Air Force museum at Monino (N55.832544 E38.1878111) from oct89, I/n oct23
	5 02 0 01 . ? 5 02 0 02 7	not known "202" black	Tu-22M0 Tu-22M0	Tupolev OKB Tupolev OKB	f/f f/f	02jun70 02oct70	line # 02-01; development/systems test aircraft; d/d 31oct74 to Soviet Air Force line # 02-02; photo exists; underwent tests of missile weapons and determination of performance characteristics with the X-22 missile: d/d 09aud74 to Soviet Air Force
		"41" red	Tu-22M0	Soviet Air Force	ph.	19aug08	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVXAIU) at the civil airfield (N52.270766 E104.347638) until the College was closed down jan09; offered for sale as scrap metal 05aug09, but remained intact on the premises; was partially disassembled jun19/jul19, I/n aug21; will reportedly be preserved in the museum at Verkhnyaya Pyshma (N56.960902 E60.584104)
	5 02 0 03 8	not known	Tu-22M0	Soviet Air Force	mfd	1970	line # 02-03; f/f 19dec71; underwent trials in 1971; damaged 07feb72 when caught fire in mid-air and made a forced landing at Vladimirovka; repaired
		"53" red	Tu-22M0	Soviet Air Force	d/d	15jul75	opb 43 TsBP i PLS at Ryazan-Dyagilevo; probably trf to the Soviet Navy after 1980
		"53" red	Tu-22M0	Soviet Navy	ph.	11sep94	opb 444 TsBP i PLA MÅ; ferried from a Soviet Navy airfield to Riga-Skulte in 1981 and used as a ground instructional airframe by Rizhskoye VVAIU; donated to Rizhski klub yunykh lyotchikov (Riga Club of Young Fliers) dec90; preserved in the Latvijas Aviacijas Tehnikas Muzejs at Riga, seen sep94/may18; seen stripped of paint apr19 and parked on the far side of the airport by may19 (the museum also moved location to this side of the airport in jun22): I/n apr23
	5 03 1 01 9	"301" black	Tu-22M0	Tupolev OKB	f/f	28jul71	line # 03-01; f/n ZIA 15aug92; in Soviet Air Force c/s; converted to Tu-22M1 (first aircraft) for the installation of NK-144-22 engines; later used the Tu-22M2 programme; l/n aug93, scrapped at Zhukovski in 1993/94
	5 03 2 02 . ?	not known	Tu-22M0	Soviet Air Force	no	reports	line # 03-02; arrived Ryazan-Dyagilevo feb73; d/d 27dec75
	5 03 2 03 . ?	"55" red	Tu-22M0	Soviet Air Force	no	reports	line # 03-03; arrived Ryazan-Dyagilevo feb73; trf to Achinsk VATU, photo exists 1987, disposed of after 1994
	5 03 2 04 . ?	not known	Tu-22M1	Soviet Navy	f/f	31mar72	line # 03-04; d/d 20mar74
	5 03 2 05 . ?	not known	Tu-22M1	Soviet Navy	f/f	1972	line # 03-05; d/d 10sep74; opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
	5 04 2 01 . ?	not known	Tu-22M1	Soviet Air Force	f/f	1972	line # 04-01; undertook flight tests with a modified control system; w/o date unknown, during a test flight whilst conducting strength tests with a load of three X-22 missiles
	5 04 2 02 2	not known	Tu-22M1	Soviet Air Force	f/f	11oct72	line # 04-02: d/d 31may74: onb 540 mran 33 TsRP i PLS at Mykolaviy-Kulhakino

```
5 04 2 03 . ? not known
                                                              Tu-22M1
                                                                                   Tupolev OKB
                                                                                                                               f/f
                                                                                                                                           16dec72
                                                                                                                                                                line # 04-03; undertook tests for the verification of performance characteristics, stability and controllability; decommissioned after an accident during a long take off
                              not known
                                                              Tu-22M1
                                                                                   Soviet Navy
                                                                                                                                             reports
                                                                                                                                                                line # 04-04; d/d 25jul74; opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
                                                                                                                               nο
     5 04 2 05 .
5 05 2 01 .
                             not known
not known
                                                              Tu-22M1
Tu-22M1
                                                                                   Tupolev OKB
Soviet Air Force
                                                                                                                               no
no
                                                                                                                                             reports
reports
                                                                                                                                                                      # 04-05; built for static tests
# 05-01; trials started 28jul71; w/o 28nov72 at KAPO after the failure of the hydraulic systems, the
                                                                                                                                                                inle # 05-0; former code still visible on the fin when seen at Vyborg
    5 05 2 02 8
                               "03"
"73" red
                                                              Tu-22M1
                                                                                   Soviet Navv
                                                                                                                               no
                                                                                                                                             reports
                                                                                                                                                                opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino; later used as a ground instructional airframe by ShMAS VMF at Vyborg; I/n aug16; scrapped before jun17
                                                              Tu-22M1
                                                                                   Russian Navv
                                                                                                                               ph.
                                                                                                                                           19aug08
211 Tu-22M2 built 1973-1982 and 268 Tu-22M3 built 1977-1993
                                                              Tu-22M2
                                                                                    Soviet Air Force
                                                                                                                                          07mav73
                                                                                                                                                                line # 05-03; the first serial production Tu-22M2
       5 05 . 03 .
5 05 . 04 .
                               not known
"504"
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                line # 05-03
line # 05-04
line # 05-05
line # 06-01
                                                                                    Soviet Air Force
                                                                                                                                          22may73
12jul73
       5 05 . 05
5 06 . 01
                              not known
                               not known
                                                                                                                               d/d
                                                                                                                                            14apr74
                                                                                                                                                                line # 06-01
line # 06-02
line # 06-03
line # 06-04
line # 06-05
line # 07-01;
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
       5 06 . 02
                               not known
                                                                                                                                d/d
                                                                                                                                            04apr74
       5.06.03
                               not known
                                                                                                                                d/d
                                                                                                                                            27sep73
       5 06 . 04
                               not known
                                                                                                                                d/d
                                                                                                                                            04apr74
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                            05apr74
                                                                                   Soviet Air Force
                                                                                                                                                                                       w/o 23nov73
       5 07
               . 02
                               not known
                                                                                                                               d/d
                                                                                                                                            22apr74
                                                                                                                                                                line # 07-02
       5 07 . 03
                               not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                            08apr74
                                                                                                                                                                line # 07-03
       5 07 . 04
                              not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                           08apr74
                                                                                                                                                                line # 07-04
       5 07 . 04
5 07 . 05
5 08 . 01
5 08 . 02
5 08 . 03
                               not known
not known
not known
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                line # 07-05; no data available, static test aircraft ?
line # 08-01
line # 08-02
line # 08-03
                                                                                                                               d/d
d/d
d/d
                                                                                                                                           12nov74
30sep74
28aug74
                               not known
       5 08 . 04
                              not known
                                                              Tu-22M2
Tu-22M2
                                                                                                                               d/d
                                                                                                                                           07jan75
23sep74
                                                                                                                                                                line # 08-04
       5 08 . 05
                               not known
                                                                                                                               d/d
                                                                                                                                                                line # 08-05
                              not known
not known
not known
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                               d/d
d/d
d/d
                                                                                                                                          19sep74
29aug74
28sep74
                                                                                                                                                                line # 09-03
line # 09-02
line # 09-03
       5.09 01
               . 02
       5 09
                                                                                                                                                                line # 09-04
line # 09-05
line # 10-01
line # 10-02
line # 10-03
line # 10-04
       5 09
                . 04
. 05
                               not known
                                                                                                                               d/d
                                                                                                                                           29nov74
       5 09
                               not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                           29aug74
                                                                                                                               d/d
d/d
d/d
d/d
       5 10
                01
                               not known
                                                              Tu-22M2
                                                                                                                                            25dec74
       5 10 . 01
5 10 . 02
5 10 . 03
5 10 . 04
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                               not known
                                                                                                                                           25dec74
                                                                                                                                           26dec74
                                                                                                                                           30may75
       5 10 . 05
5 11 . 01
                              not known
                                                                                                                               d/d
                                                                                                                                          30may75
                                                                                                                                                                 line # 10-05
                              not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                                                line # 11-01
       5 11 . 02 .
                              not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                           23apr75
                                                                                                                                                                line # 11-02
                                                                                                                                                                line # 11-02; converted for testing NK-25 engines (product "E") with an electronic control system (1974-1975 tests)
line # 11-04
line # 11-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen 1998/apr99, also had "22"
                                                              Tu-22M2
       5 11 . 03 .
                                                                                   Soviet Air Force
    5 11 . 04 .
5 11 5 05 9
                              not known
"22" red
"81" red
                                                              Tu-22M2
Tu-22M2
                                                                                                                                          30may75
30jul75
                                                                                    Soviet Navy
                                                                                                                               d/d
trf
                                                                                   Ukraine Air Force
                                                                                                                                                 1992
                                                              Tu-22M2
                                                                                                                                                                 red on the tail; scrapped at Mykolayiv-Kulbakino 09jan03
The sequence of the c/n, changed from this point onwards
    .. 12 . 1 . ?
.. 12 . 2 . ?
.. 12 . 3 . ?
15 12 3 4 7
                              not known
                                                              Tu-22M2
                                                                                                                                           03nov75
                                                                                                                                                                line # 12-01
                                                                                                                               d/d
                              not known
not known
not known
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                               d/d
d/d
d/d
                                                                                                                                            31jul75
23oct75
23oct75
                                                                                                                                                                line # 12-01
line # 12-02
line # 12-03
line # 12-04
                                                                                   Soviet Air Force
        .. 12 . 5 . .. 13 . 1 .
                              not known
                                                              Tu-22M2
Tu-22M2
                                                                                                                               d/d
                                                                                                                                            29sep75
                                                                                                                                                                line # 12-05
line # 13-01
                               not known
                                                                                                                                d/d
                                                                                                                                            29sep75
        .. 13 . 2
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                               d/d
d/d
d/d
                                                                                                                                                                line # 13-02
line # 13-03
line # 13-04
                               not known
                                                                                                                                            18dec75
                              not known
                                                                                                                                            16dec75
        .. 13 . 4 . . . 13 . 5 . . . 14 . 1 .
                                                                                                                                           23dec75
02feb76
                              not known
                                                                                                                               d/d
                                                                                                                                                                line # 13-05 line # 14-01; static test airframe ?
                              not known
                                                              Tu-22M2
                              not known
                                                              Tu-22M2
Tu-22M2
                                                                                                                               d/d
                                                                                                                                           01dec77
                                                                                                                                                                line # 14-02
         .. 14 . 3 .
                              not known
                                                                                                                               d/d
                                                                                                                                          30mar76
                                                                                                                                                                line # 14-03
                                                                                                                                                                Inne # 14-03
line # 14-04
line # 14-05
line # 15-01
line # 15-02; opb 25 tbap; scrapped at Shaikovka around 1998
line # 15-03
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                          30mar76
29apr76
29apr76
                                                                                                                               d/d
d/d
                               not known
"84"
                                                                                                                                d/d
     .. 15 . 1 .
26 15 4 2 2
                                                                                   Russian Air Force
                                                                                                                               d/d
                                                                                                                                          28may76
                          ? not known
          . 15 . 3 .
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                           08jun76
                                                                                                                                          29jun76
17aug76
                             not known
"44"
                                                              Tu-22M2
                                                                                                                                d/d
                                                                                   Russian Navy
    26 15 7 5 6
                                                              Tu-22M2
                                                                                                                                                                line # 15-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
Batches 16 to 19 were omitted in order to disguise the number of aircraft built.
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
    .. 20 . 1 . ? not known
36 20 4 2 3 "46"
.. 20 . 3 . ? not known
36 20 5 4 3 not known
                                                                                                                                          30aug76
30aug76
25nov76
                                                                                                                                                                line # 20-01 line # 20-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 20-03 line # 20-04; opb 1225 tbap; scrapped at Byelaya around 1998
                                                                                                                               d/d
                                                                                   Russian Air Force
                                                                                                                               d/d
                                                                                                                                           30sep76
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                line # 20-04; opb 1223 toap; Scrapped at Byelaya around 1998
line # 21-05
line # 21-01
line # 21-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
line # 21-03; opb 1225 tbap; scrapped at Byelaya around 1998
line # 21-04; opb 31 tbap
line # 21-05; d/d 17jun77; f/f 20jun77; the first series-production Tu-22M3; w/o 01dec80
        .. 20 . 5 .
.. 21 . 1 .
                              not known
                                                                                                                                d/d
                                                                                                                                            29oct76
29oct76
                              not known
"47"
"63"
                                                                                                                               d/d
d/d
d/d
     46 21 2 2 3
46 21 3 3 4
46 21 4 4 5
                                                                                                                                           27dec76
27dec76
10jun77
                              not known
"31" red
                                                                                                                               d/d
     46 21 5 5 6
                                                              Tu-22M3
                                                                                   Soviet Air Force
                                                                                                                               mfd
                                                                                                                                                 1976
                                                                                                                                            31ian77
        .. 22 . 1 .
                              not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                                                line # 22-01
                               not known
"48" red
                                                              Tu-22M2
                                                                                                                                                                 line # 22-02: no data available static airframe ?
                                                                                                                                                                line # 22-02; no data available, static alirframe ?
line # 22-03; d/d 28mar77; opb 540 ilmrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at
Mykolayiv-Kulbakino 12dec03
line # 22-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
line # 22-05
                                                                                   Soviet Navy
Ukraine Air Force
    17 22 6 3 4
                                                              Tu-22M2
                                                                                                                               mfd
                                                                                                                                                 1977
                                                              Tu-22M2
                                                                                                                                                 1992
                                                              Tu-22M2
Tu-22M2
    17 22 8 4 5
                                                                                   Russian Navy
                                                                                                                               d/d
                                                                                                                                           29apr77
        7 22 8 4 5 "49"
.. 22 . 5 . ? not known
.. 23 . 1 . ? not known
                                                                                                                                d/d
                                                                                                                                            28apr77
                              not known
"42" red
                                                              Tu-22M2
                                                                                                                                d/d
                                                                                                                                          27may77
                                                                                                                                                                line # 23-01
                                                                                                                                                                line # 23-01; preserved in the base museum at Ryazan-Dyagilevo, (N54.651591 E39.5868841), seen 27aug03/aug15 line # 23-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001; black and white photo exists 1988 line # 23-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
    27 23 3 2 1
                                                              Tu-22M2
                                                                                                                                          30may77
                                                                                   Russian Air Force
                                                                                                                               d/d
                                                                                                                                            28jul77
    27 23 4 3 5
                               "70" red
                                                              Tu-22M2
                                                                                   Russian Navv
                                                              Tu-22M2
    27 23 5 4 6
                               "71'
                                                                                   Russian Navv
                                                                                                                               d/d
                                                                                                                                             25iul77
    27 23 5 4 6
.. 23 . 5 .
.. 24 . 1 .
.. 24 . 2 .
.. 24 . 3 .
37 24 1 4 3
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                          25jul77
29jul77
29jul77
25aug77
25aug77
22sep77
                                                                                                                                                                line # 23-04; opb 3/8 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 24-01 line # 24-03 line # 24-03 line # 24-04; opb 3/8 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 24-04; opb 3/8 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
                             not known
not known
not known
                                                                                                                               d/d
d/d
d/d
                                                                                                                               d/d
                               not known
"73"
                                                                                   Russian Navy
                                                                                                                               d/d
                               73
"74"
                                                                                                                                                                line # 24-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 25-01; opb 1225 tbap; scrapped at Byelaya around 1998
     37 24 2 5 4
                                                              Tu-22M2
                                                                                   Russian Navv
                                                                                                                               d/d
                                                                                                                                           29sep77
                                                                                                                               d/d
d/d
d/d
     47 25 3 1 2
                               "57"
                                                              Tu-22M2
                                                                                    Russian Air Force
                                                                                                                                            27oct77
    .. 25 . 2 . . . 25 . 3 . 47 25 6 4 6
                                                              Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                line # 25-01; opb 1225 todp; Scrapped at Byeldyd arounid 1998
line # 25-02; Bila Tserkva
line # 25-03
line # 25-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto in 1999, fuselage without engines left
                               not known
                                                                                   Ukraine Air Force
                                                                                                                                            28oct77
                               not known
"75"
                                                                                   Russian Navy
                                                                                                                                           30nov77
                                                                                                                               d/d
                                                                                                                                                                inle # 25-04, Opb 378 filiap at Horigokillo, scrapped at Horigokillo in 1999, fuserage on photo Goct99
line # 25-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 26mar03
line # 26-01
line # 26-02; d/d 20mar78; the second series-production Tu-22M3
line # 26-03
     47 25 7 5 8
                               "18" red
"18" red
not known
not known
                                                              Tu-22M2
                                                                                   Soviet Navy
                                                                                                                                                 1977
                                                                                                                               mfd
                                                                                                                               trf
d/d
f/f
d/d
                                                              Tu-22M2
Tu-22M2
                                                                                   Ukraine Air Force
                                                                                                                                                 1992
                                                                                                                                           27dec77
20jun77
         .. 26 . 1
        .. 26 . 2 . . . 26 . 3 . . . 26 . 4 .
                                                              Tu-22M3
Tu-22M2
Tu-22M2
                               not known
                                                                                                                                            31jan78
                                                                                                                                            31jan78
                                                                                                                                                                line # 26-04
                               not known
                                                              Tu-22M2
                                                                                                                               d/d
           26.5
                               not known
"10" red
                                                              Tu-22M2
Tu-22M2
                                                                                                                               d/d
                                                                                                                                          28may78
1978
                                                                                                                                                                line # 26-05 line # 27-01; d/d 03mar78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
     18 27 8 1 2
                                                                                   Soviet Navv
                                                                                                                               mfd
                                                                                   Ukraine Air Force
                                                                                                                                                                opb 33 TSBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen 1994/apr99; scrapped at Mykolayiv-Kulbakino 23apr03 line # 27-02 line # 27-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
                               "10" red
                                                              Tu-22M2
                                                                                                                                                 1992
    .. 27 . 2 .
28 27 1 3 4
                               not known
                                                              Tu-22M2
                                                                                                                               d/d
                                                                                                                                          22mar78
                                                                                    Russian Navy
                               "76"
"73"
                                                                                                                               d/d
                                                                                                                                            14apr78
                                                                                                                                                                line # 27-04; photo 1989 at Bykhov, Mogilev region, Belarus, opb 240 mrap; later opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 27-05; d/d 15may78; opb 540 imrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
     28 27 2 4 5
                                                              Tu-22M2
                                                                                   Russian Navy
                                                                                                                               d/d
                                                                                                                                           24apr78
    28 27 3 5 1
                               "01" red
                                                              Tu-22M2
                                                                                   Soviet Navv
                                                                                                                               mfd
                                                                                                                                                 1978
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"01" red
                                                                        Tu-22M2
                                                                                                  Ukraine Air Force
                                                                                                                                                         trf
                                                                                                                                                                               1992
                                                                                                                                                                                                   opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at
                                                                                                                                                                                                   Mykolaviy-Kulbakino 28may03
                                                                                                                                                                                                  Mykolayiv-Kulbakino 28may03 line # 28-01 line # 28-02; f/n SVO 27aug95 wfu, in use as an instructional airframe at the University of Civil Aviation; code just visible on tail as such; see next line code crudely changed on wheel door as such, stored in a compound outside SVO, I/n may09; broken up in 2009, with cockpit section displayed at MAKS 2009
 28 28 4 1 2
28 28 5 2 3
                                                                        Tu-22M2
                                                                                                                                                                       29may78
                                  not known
"40" red
                                                                                                                                                          d/d
                                                                                                                                                                         08jun78
                                                                                                   Soviet Air Force
                                  "48" red
                                                                        Tu-22M2
                                                                                                   Soviet Air Force
                                                                                                                                                          SVO
                                                                                                                                                                             nov04
                                                                                                                                                                                                  line # 28-03; opb 1225 tbap; scrapped at Byelaya around 1998 line # 28-05; Bila Tserkva
                                                                        Tu-22M2
28 28 6 3 4
38 28 7 4 5
                                  not known
                                                                                                   Russian Air Force
                                                                                                                                                          d/d
                                                                                                                                                                         27iun78
                                  not known
                                                                        Tu-22M2
                                                                                                   Russian Air Force
                                                                                                                                                          d/d
                                                                                                                                                                         30iun78
38 28 7 4 5
38 28 8 5 1
38 29 9 1 2
38 29 1 2 3
38 29 2 3 8
38 29 3 4 5
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                 not known
not known
                                                                                                                                                          d/d
d/d
                                                                                                                                                                        25jul78
11aug78
                                                                                                   Ukraine Air Force
                                                                                                                                                                                                  line # 29-05; bila Iserava line # 29-01 line # 29-01 line # 29-02; opb 1225 tbap; scrapped at Byelaya around 1998 line # 29-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 29-04; d/d 21sep78; c/n also reported as 3829349; opb 540 limrap 33 TsBP i PLS VMF at Mykolayiv-
                                                                                                   Russian Air Force
Russian Navy
                                                                                                                                                                         31aug78
                                  not known
                                                                                                                                                          d/d
                                  "03"
"02" red
                                                                        Tu-22M2
                                                                                                                                                          d/d
                                                                                                                                                                         13sep78
1978
                                                                        Tu-22M2
                                                                                                   Soviet Navy
                                                                                                                                                          mfd
                                                                                                                                                                                                  Kulbakino
opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped
at Mykolayiv-Kulbakino 26jun03
line # 29-05; d/d 20dec79; the third series-production Tu-22M3
was stored with 148 ARZ at Bila Tserkva and used as an engine testbed; scrapped at Bila Tserkva 11dec01
line # 30-01; opb 378 mrap at Mongokhto; scrapped at Mongokhto in 1999, airframe without engines on
photo 06oct99
                                                                        Tu-22M2
                                  "02" red
                                                                                                   Ukraine Air Force
                                                                                                                                                         trf
                                                                                                                                                                               1992
 38 29 4 5 6
                                                                        Tu-22M3
                                                                                                                                                          mfd
                                                                                                                                                                               1978
                                 "33" red
"04"
                                                                        Tu-22M3
                                                                                                   Ukraine Air Force
                                                                                                                                                                               1992
48 30 5 1 2
                                                                                                                                                          d/d
                                                                        Tu-22M2
                                                                                                   Russian Navv
                                                                                                                                                                         06oct78
                                                                                                                                                                                                   line # 30-02; d/d 19oct78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr94/may02; scrapped at Mykolayiv-Kulbakino 11feb03 line # 30-03; d/d 30oct78; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
 48 30 6 2 3
                                                                        Tu-22M2
Tu-22M2
                                                                                                   Soviet Navy
Ukraine Air Force
                                                                                                                                                                               1978
1992
                                                                                                                                                          mfd
trf
 48 30 7 3 4
                                  "06" red
                                                                        Tu-22M2
                                                                                                                                                                               1978
                                                                                                   Soviet Navy
                                                                                                                                                          mfd
                                                                                                                                                                                                   opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped
                                  "06" red
                                                                        Tu-22M2
                                                                                                   Ukraine Air Force
                                                                                                                                                         trf
                                                                                                                                                                               1992
                                                                                                                                                                                                 at Mykolayiv-Kulbakino 17jul03 line # 30-04 line # 30-04 line # 30-05; d/d 25mar80; the fourth series-production Tu-22M3 converted to an aerodynamics research aircraft with a modified wing; in Russian Air Force c/s with LII, Tu and TsAGI logos; dbr 09sep94 on a test flight from Zhukovski in formation with chase plane Tu-134AK RA-65760 when collided at a height of some 3,000 metres with the chase plane near Samoilikha (45 km east of Yegoryevsk) due to pilot error on the part of the Tu-134AK's crew, but managed to land safely at Zhukovski; the hulk sat at Zhukovski, //n 24aug95 line # 31-01; photo 2008; used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVAVIU) at the civil airfield (M52.270766 E104.347638) until the College was closed down jan09; offered for sale as scrap metal 05aug09 line # 31-02; d/d 08apr81; the fifth series-production Tu-22M3; was used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College at Monino, seen 09apr91; moved to the Russian
                                                                                                                                                                                                   at Mykolaviv-Kulbakino 17iul03
                                 not known
"32" red
"32" red
 48 30 8 4 5
                                                                        Tu-22M2
                                                                                                                                                          d/d
                                                                                                                                                                        29nov78
                                                                        Tu-22M3
Tu-22M3-LL
                                                                                                                                                                       1978
15aug92
                                                                                                   Soviet Air Force
                                                                                                                                                                         01feb79
 48 31 2 1 7
                                 "40" red
                                                                        Tu-22M2
                                                                                                   Soviet Air Force
                                                                                                                                                          d/d
                                 "33" red
48 31 3 2 8
                                                                        Tu-22M3
                                                                                                  Soviet Air Force
                                                                                                                                                         mfd
                                                                                                                                                                               1978
                                                                                                                                                                                                  line # 31-02; d/d 08apr81; the fifth series-production Iu-22M3; was used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College at Monino, seen 09apr91; moved to the Russian Air Force museum at Monino in 2012, c/n checked 11aug12, l/n may16 line # 31-03; opb 1225 tbap line # 31-04; opb 1225 tbap; scrapped at Byelaya around 1998 line # 31-05 line # 32-01
19 31 1 3 2
19 31 2 4 3
.. 31 . 5 .
.. 32 . 1 .
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                       06mar79
06mar79
20feb79
                                                                                                   Russian Air Force
Russian Air Force
                                  not known
                                                                                                                                                          d/d
                                  not known
                                                                                                                                                          d/d
                                  not known
                                                                        Tu-22M2
                                                                                                                                                          d/d
                                                                                                                                                                         27feb79
                                                                                                                                                                                                  line # 32-01; d/d 20mar79; opb 540 limrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 27aug03 line # 32-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 32-04 line # 32-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 32-05; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
                                 "07" red
"07" red
"90"
not known
 19 32 7 2 6
                                                                        Tu-22M2
                                                                                                   Soviet Navy
                                                                                                                                                          mfd
                                                                                                                                                                               1979
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                          trf
d/d
d/d
                                                                                                   Ukraine Air Force
Russian Navy
                                                                                                                                                                               1992
                                                                                                                                                                         17aor79
10apr79
24apr79
19 32 8 3 7
.. 32 . 4 .
29 32 1 5 8
                                                                                                                                                          d/d
                                   '52"
 29 33 2 1 9
                                                                        Tu-22M2
                                                                                                   Russian Navy
                                                                                                                                                          d/d
                                                                                                                                                                        30may79
                                                                                                                                                                                                   line # 33-01; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
                                                                        Tu-22M2
Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M2
                                  "10"
"54" red
"54" red
"54" blue
                                                                                                                                                          d/d
mfd
trf
r/r
                                                                                                                                                                        16aug79
1979
1992
2000
                                                                                                                                                                                                   line # 33-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 33-03; Tu-22M3 # 6 opb 185 Vapa at Poltava; stored at Poltava, seen may98 with Soviet Air Force markings only opb 185 Vapa at Poltava; stored at Poltava 03feb05
 29 33 3 2 1
29 33 5 3 4
                                                                                                   Russian Navy
                                                                                                   Soviet Air Force
                                                                                                   Ukraine Air Force
Ukraine Air Force
                                                                                                                                                                         05jun79
         33 . 4
                                 not known
                                                                                                                                                          d/d
                                                                                                                                                                                                 line # 33-04 |
line # 33-04 |
line # 33-05; opb 1225 tbap; scrapped at Byelaya around 1998 |
line # 34-01; the prototype of the jamming version; underwent trials with 568 mrap at Mongokhto, but was not adopted for series production |
line # 34-03; opb 1225 tbap; scrapped at Byelaya around 1998 |
line # 34-03; d/d 27jul79; opb 540 limrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99; scrapped at Mykolayiv-Kulbakino 25sep03 |
line # 34-04; Tu-22M3 # 7 |
line # 34-05; strange year in c/n; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
                                                                                                                                                                                                   ine # 33-04
29 33 6 5 3
                                 not known
                                                                        Tu-22M2
Tu-22MP
                                                                                                   Russian Air Force
                                                                                                                                                          d/d
                                                                                                                                                                        06aug79
     .. 34 . 1
                                 not known
                                                                                                   Soviet Air Force
                                                                                                                                                          d/d
                                                                                                                                                                         26dec80
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                   Russian Air Force
                                                                                                                                                                         30jun79
                                                                                                  Soviet Navy
Ukraine Air Force
                                                                                                                                                          mfd
trf
                                  "11" red
"11" red
                                                                                                                                                                               1979
1992
                                                                                                                                                                               1979
        34.4
                                 not known
"12"
                                                                        Tu-22M3
                                                                                                                                                          mfd
32 34 3 5 9 ?
                                                                        Tu-22M2
                                                                                                   Russian Navv
                                                                                                                                                                        23aug79
                                                                                                                                                          d/d
                                                                                                                                                                                                   line # 34-US; strange year in 50, 7, 202001
2001
line # 35-01
line # 35-02; d/d 14sep79; serial tie-up not 100% confirmed; opb 540 iimrap 33 TsBP i PLS VMF at
.. 35 . 1 .
39 35 5 2 3
                                                                                                                                                                        29aug79
1979
                                                                        Tu-22M2
                                                                                                   Soviet Navv
                                                                        Tu-22M2
                                                                                                                                                          mfd
                                                                                                                                                                                                  Mykolayiv-Kulbakino wykolayiv-Kulbakino 30apr99/27may02; scrapped at Mykolayiv-Kulbakino 16oct03 line # 35-03; Tu-22M3 # 8 line # 35-04 lise # 50-04
                                  "15" red
                                                                        Tu-22M2
                                                                                                   Ukraine Air Force
                                                                                                                                                         trf
                                                                                                                                                                               1992
                                                                        Tu-22M3
Tu-22M2
Tu-22M2
    .. 35 . 3 . . . 35 . 4 . . . 35 . 5 .
                                                                                                                                                                        1979
27sep79
                                                                                                                                                          mfd
d/d
                                                                                                                                                                                                   line # 35-05
                                  not known
                                                                                                                                                          d/d
                                                                                                                                                                         27sep79
         36 1
                                  not known
                                                                        Tu-22M2
Tu-22M3
                                                                                                                                                          d/d
                                                                                                                                                                         25dec79
                                                                                                                                                                                                   line # 36-01
49 36 8 2 3
                                  not known
                                                                                                   Soviet Air Force
                                                                                                                                                          mfd
                                                                                                                                                                               1979
                                                                                                                                                                                                   line # 36-02: Tu-22M3 # 9
                                                                                                                                                                                                 line # 36-02; Tu-22M3 # 9
scrapped at Poltava in the early 2000s, date unknown
line # 36-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
line # 36-05; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr94/may02, with "18"
red on the tail; scrapped at Mykolayiv-Kulbakino 12nov03
line # 37-01; Tu-22M3 # 10
line # 37-02; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
line # 37-04; opb 1225 tbap; scrapped at Byelaya around 1998
line # 37-05; no data available. not delivered
                                  not known
"71"
                                                                        Tu-22M3
                                                                                                   Ukraine Air Force
                                                                                                                                                                               1992
                                                                        Tu-22M3
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                   Russian Navy
                                                                                                                                                                       28nov79
29dec79
17dec79
49 36 9 3 5
                                                                                                                                                          d/d
                                 not known
                                                                                                                                                          d/d
 .. 36 . 4 . 49 36 2 5 9
                                  "18" red
"28" red
                                                                                                   Soviet Navy
                                                                                                                                                          d/d
trf
                                                                                                   Ukraine Air Force
                                                                        Tu-22M2
                                                                                                                                                                               1992
                                 not known
"22"
not known
                                                                        Tu-22M3
                                                                                                                                                          mfd
                                                                                                                                                                               1979
        37.1
49 37 4 2 3
.. 37 . 3 .
10 37 2 4 3
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                        18jan80
03mar80
                                                                                                   Russian Navv
                                                                                                   Russian Air Force
                                  not known
                                                                                                                                                          d/d
                                                                                                                                                                        30mar80
                                  not known
                                                                        Tu-22M2
                                                                                                                                                          d/d
                                                                                                                                                                         22feb80
                                                                                                                                                                                                   line # 38-01; no data available, not delivered
        38.1
                                  not known
                                                                        Tu-22M2
                                                                                                                                                                                                  line # 38-01; no data available, not delivered line # 38-02; opb 125 bbap; scrapped at Byelaya around 1998 line # 38-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 38-04; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 38-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 39-01; Tu-22M3 # 11
10 38 5 2 6
10 38 6 3 7
10 38 7 4 8
10 38 8 5 8
                                  "62"
"87"
"88"
"89"
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                          d/d
d/d
d/d
                                                                                                   Russian Air Force
                                                                                                                                                                         28feb80
                                                                                                                                                                        17mar80
27mar80
03qpr80
                                                                                                   Russian Navy
                                                                                                                                                          d/d
                                 not known
"16" red
"56" blue
 20 39 9 1 9
                                                                        Tu-22M3
Tu-22M3
                                                                                                   Soviet Air Force
                                                                                                                                                          mfd
                                                                                                                                                                                1980
                                                                                                                                                                                                  line # 39-01; Tu-22M3 # 11
opb 185 Vabp at Poltava; seen Poltava sep96/may98
opb 185 Vabp at Poltava; scrapped at Poltava 17may05
line # 39-03
line # 39-04
line # 39-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
line # 40-01; static test aliframe ?
                                                                                                   Ukraine Air Force
                                                                                                                                                          trf
                                                                                                                                                                               1992
                                                                        Tu-22M3
Tu-22M2
                                                                                                   Ukraine Air Force
                                                                                                                                                          r/r
d/d
                                                                                                                                                                               2000
     .. 39 . 2
                                                                                                                                                                       24apr80
29apr80
16may80
                                  not known
.. 39 . 3 . . . . 39 . 4 . 20 39 6 5 7
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
                                  not known
                                                                                                                                                          d/d
                                  not known
"80"
                                                                                                                                                          d/d
                                                                        Tu-22M2
Tu-22M2
                                                                                                  Russian Navy
                                                                                                                                                          d/d
                                                                                                                                                                        29may80
                                  not known
"23"
         40.1
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M3
Tu-22M2
                                                                                                                                                         dd/
d/d
mfd
 20 40 8 2 7
                                                                                                   Russian Navv
                                                                                                                                                                         20iun80
                                                                                                                                                                                                   line # 40-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001
    .. 40 . 3 .
.. 40 . 4 .
.. 40 . 5 .
.. 41 . 1 .
                                 not known
not known
not known
                                                                                                                                                                         30jun80
1980
                                                                                                                                                                                                  line # 40-02; opb 376 filiap 8
line # 40-03
line # 40-04; Tu-22M3 # 12
line # 40-05
line # 41-01
                                                                                                                                                                         11aug80
                                                                                                                                                          d/d
                                 not known
                                                                        Tu-22M2
                                                                                                                                                          d/d
                                                                                                                                                                        21aug80
                                                                        Tu-22M2
Tu-22M2
Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                                                                        28aug80
09sep80
1980
1992
2000
                                                                                                                                                                                                  line # 41-01 line # 41-02 line # 41-02 line # 41-02 line # 41-03; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 41-04; Tu-22M3 # 13 opb 185 vbap at Poltava; seen Poltava may98/2004 opb 185 vbap at Poltava; scrapped? this may also perhaps be c/n 4936823 ? line # 41-05
                                                                                                                                                          d/d
d/d
mfd
trf
         41
                                  not known
"25"
30 41 5 3 4
                                                                                                   Russian Navy
                                 not known
"94" red
"97" blue
                                                                                                   Soviet Air Force
Ukraine Air Force
Ukraine Air Force
                                                                                                                                                          r/r
                                  not known
                                                                                                                                                          d/d
                                                                                                                                                                         18sep80
     .. 41 . 5 .
.. 42 . 1 .
                                  not known
                                                                        Tu-22M2
                                                                                                                                                          d/d
mfd
                                                                                                                                                                         29sep80
                                                                                                                                                                                                   line # 42-01
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
Tu-22M3
     .. 42 . 2
                                  not knowr
                                                                                                                                                                               1980
                                                                                                                                                                                                 line # 42-02; Tu-22M3 # 14 line # 42-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 42-05; Tu-22M3 # 15 line # 43-02 line # 43-04 line # 43-04 line # 43-04 line # 43-04 line # 44-01 line # 44-01 line # 44-03 line # 44-03 line # 44-03
                                                                                                                                                                                                   line # 42-02; Tu-22M3 # 14
                                 not known
"08"
not known
                                                                                                                                                          d/d
d/d
mfd
                                                                                                                                                                         29oct80
 40 42 8 4 9
                                                                                                                                                                         30oct80
1980
                                                                                                   Russian Navy
                                                                                                                                                                         28dec80
     .. 43 . 1
                                  not known
                                                                        Tu-22M2
Tu-22M2
                                                                                                                                                          d/d
                                  not known
                                                                                                                                                          d/d
                                                                                                                                                                        29nov80
        43.3
                                  not known
                                                                        Tu-22M3
                                                                                                                                                          mfd
                                                                                                                                                                               1980
                                                                                                                                                          d/d
d/d
                                 not known
                                                                                                                                                                         29dec80
    .. 43 . 5 . . . 44 . 1 . . . 44 . 2 .
                                                                        Tu-22M2
Tu-22M2
Tu-22M2
                                                                                                                                                                          22jan81
                                  not known
                                                                                                                                                          d/d
                                                                                                                                                                         28jan81
16feb81
                                  not known
                                                                        Tu-22M2
                                                                                                                                                          d/d
                                  not known
                                                                        Tu-22M2
Tu-22M3
                                                                                                                                                          d/d
                                                                                                                                                                         21feb81
                                                                                                                                                                                                   line # 44-03
 11 44 8 4 8
                                  not known
                                                                                                   Soviet Air Force
                                                                                                                                                          mfd
                                                                                                                                                                               1981
                                                                                                                                                                                                   line # 44-04: Tu-22M3 # 17
                                                                                                                                                                               1992
                                                                                                                                                                                                   opb 185 vbap at Poltava; seen Poltava sep96/may98
                                  "15" red
                                                                        Tu-22M3
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	"80" blue (1)	Tu-22M3	Ukraine Air Force	r/r	2000	opb 185 vbap at Poltava; f/n Cottesmore 20jul00; named 'Oleksandr Molodchy' after a famous WWII
11 44 4 5 9	"84"	Tu-22M2	Russian Navy	d/d	23mar81	bomber pilot and Hero of the Soviet Union; scrapped at Poltava 21apr05; see c/n 3686153 line # 44-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
45 . 1 . 45 . 2 .	not known not known	Tu-22M2 Tu-22M2		d/d d/d	31mar81 10apr81	line # 45-01 line # 45-02
45 . 3 . 21 45 3 4 5	not known not known	Tu-22M2 Tu-22M3	Soviet Air Force	d/d mfd	29apr81 22feb81	line # 45-03 line # 45-04; Tu-22M3 # 18
	"4504" red	Tu-22M3	Tupolev OKB	ZIA	16aug92	modified in order to be re-engined with NK-32 engines (but never received these engines); used as a test- bed for various avionics and armaments; seen flying ZIA 16aug92; preserved in the base museum at
45 . 5 .	not known	Tu-22M2		d/d	15may81	Ryazan-Dyagilevo (N54.650686 E39.5848870), seen aug03/aug15 line # 45-05
46 . 1 . 46 . 2 .	not known not known	Tu-22M2 Tu-22M2		d/d d/d	25may81 10jan81	line # 46-01 line # 46-02
21 46 9 3 9	"08" red "08" red	Tu-22M2 Tu-22M2	Soviet Navy Ukraine Air Force	mfd trf	1981 1992	line # 46-03; d/d 19jun81; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; stored at Mykolayiv-Kulbakino, seen apr99/may02; scrapped at
31 46 1 4 2	not known	Tu-22M3	Soviet Air Force	mfd	1981	Mykolayiv-Kulbakino 13jan04 line # 46-04; Tu-22M3 # 19
31 40 1 4 2	"14" red "57" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force	trf r/r	1992 2000	opb 185 vbap at Poltava; seen Poltava sep96/may98 opb 185 vbap at Poltava; scen Poltava 10jun05
31 46 2 5 3	"07" red	Tu-22M2	Soviet Navy Ukraine Air Force	mfd	28apr81 1992	line # 46-05; d/d 30jun81; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"24" red	Tu-22M2		trf		opb 33 TsBP i PLS at Mykolayiv-Kulbakino; seen stored at Mykolayiv-Kulbakino may98/may02; also carried code "07" red on the tail; soc 26feb03
	"20" red	Tu-22M2	Ukraine Air Force	IEV	may11	c/n checked on the plate on the nose-wheel strut; preserved with this fake code in the Oleg Antonov State Aviation Museum at Kiev, I/n may11
	"07" red	Tu-22M2	Ukraine Air Force	IEV	jul11	preserved with its original code in the Oleg Antonov State Aviation Museum at Kiev (N50.405979 E30.4632886), seen jul11/oct21
47 . 1 . 31 47 3 2 1	not known "51" red	Tu-22M2 Tu-22M3	Russian Air Force	d/d	23jul81 photo	line # 47-01 line # 47-02; Tu-22M3 # 20; opb 200 tbap; 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; offered for sale as scrap metal 05aug09; I/n aug21
47 . 3 . 47 . 4 .	not known not known	Tu-22M2 Tu-22M2		d/d d/d	18aug81 28aug81	line # 47-03 line # 47-04
31 47 6 5 5	not known "90" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1981 1992	line # 47-05; Tu-22M3 # 21 opb 185 vbap at Poltava; stored at Poltava, seen may98
48 . 1 .	"90" blue not known	Tu-22M3 Tu-22M2	Ukraine Air Force	Plw d/d	2001 11sep81	photo; scrapped at Poltava 08jul05 line # 48-01
48 . 2 . 41 48 5 3 6	not known not known	Tu-22M2 Tu-22M3	Soviet Air Force	d/d mfd	18sep81 1981	line # 48-02 line # 48-03; Tu-22M3 # 22
	"53" red "53" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force	trf r/r	1992 2000	opb 185 vbap at Poltava opb 185 vbap at Poltava; scrapped at Poltava 30sep03
48 . 4 . 48 . 5 .	not known not known	Tu-22M2 Tu-22M2	ORIGINE All Torce	d/d d/d	28sep81 28sep81	line # 48-04 line # 48-05
49 . 1 .	not known	Tu-22M3 Tu-22M2	Coviet News	mfd	1981	line # 49-01; Tu-22M3 # 23 line # 49-02; d/d 30sep81; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
41 49 9 2 3	"25" red "25" red	Tu-22M2	Soviet Navy Ukraine Air Force	mfd trf	1981 1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 10feb04
49 . 3 . 41 49 2 4 3	not known "20"	Tu-22M2 Tu-22M2	Soviet Navy	d/d d/d	30nov81 26nov81	line # 49-03 line # 49-04; was based at Khorol
41 49 7 5 6	"91" red "91" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1981 1992	line # 49-05; Tu-22M3 # 24; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 11dec02
41 50 2 1 4 12 50 2 2 3	not known "07" black	Tu-22M2 Tu-22M2	Russian Air Force Russian Air Force	d/d d/d	04jan82 25jan82	line # 50-01; opb 1225 tbap; scrapped at Byelaya around 1998 line # 50-02; opb 25 tbap; scrapped at Shaikovka around 1998
50 . 3 . 12 50 4 4 5	not known not known	Tu-22M3 Tu-22M2	Russian Air Force	d/d	15feb82	line # 50-03; Tu-22M3 # 25 line # 50-04; opb 25 tbap; scrapped at Shaikovka around 1998
12 50 5 5 4 12 51 2 1 3	not known "51"	Tu-22M3 Tu-22M2	Russian Air Force Russian Navy	d/d	23feb82	line # 50-05; Tu-22M3 # 26 line # 51-01; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
12 51 3 2 4	"93" red "50" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd Bly	1982 sep09	line # 51-02; Tu-22M3 # 27; based either at Vozdvizhenka or at Poltava opb 6953 AvB at Byelaya; carried the new code "50" red on the nose-wheel door and still the old code "93"
				,		red on the fin; in faded c/s with Red Stars, no titles; sat wfu at Byelaya, seen aug19; will be preserved as a gate guard at Byelaya
12 51 5 3 5 12 51 6 4 6	"09" "94" red	Tu-22M2 Tu-22M3	Russian Navy Soviet Air Force	d/d	23mar82	line # 51-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 51-04; Tu-22M3 # 28; old code still visible on the fin when seen at Vozdvizhenka may11
12 01 0 . 0	"24" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); carried a badge of GC "Normandie-Niemen" on the nose; sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in
22 51 7 5 8	"53"	T., 22M2	Duggian Nava	4/4	26mar82	autumn 2012
22 52 8 1 9	not known	Tu-22M2 Tu-22M3	Russian Navy Soviet Air Force	d/d mfd	1982	line # 51-05; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 52-01; Tu-22M3 # 29
FD 0	"95" red "95" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force	trf r/r	1992 2000	opb 185 vbap at Poltava; seen Poltava sep96/may98 opb 185 vbap at Poltava; scrapped at Poltava 25mar05
52 . 2 . 22 52 1 3 3	not known not known	Tu-22M2 Tu-22M3	Soviet Air Force	d/d mfd	15apr82 26jun82	line # 52-02 line # 52-03; Tu-22M3 # 30
	"26" blue	Tu-22M3	Russian Air Force			opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; scrapped in autumn 2012
22 52 2 4 5 52 . 5 .	"55" not known	Tu-22M2 Tu-22M2	Russian Navy	d/d d/d	29apr82 24may82	line # 52-04; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 52-05
22 53 4 1 2	"59" red "59" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1982 1992	line # 53-01; Tu-22M3 # 31 opb 185 vbap at Poltava; seen Poltava sep96/may98
53 . 2 .	"91" blue not known	Tu-22M3 Tu-22M2	Ukraine Air Force	r/r d/d	2000 31may82	opb 185 vbap at Poltava; scrapped in the early 2000s, location and date unknown line # 53-02
53 . 3 .	not known	Tu-22M3	Russian Air Force			line # 53-03; Tu-22M3 # 32; underwent fatigue trials with the Novosibirsk Scientific Research Institute (SibNIA) in 1995/2007; the SibNIA demanded that OAO Tupolev and the Russian MoD remove the airframe
						from its territory, but both denied ownership and a court rules 14oct13 that the owner of the airframe cannot be established
32 53 7 4 5 32 53 8 5 2	not known not known	Tu-22M2 Tu-22M3	Russian Air Force Russian Air Force	d/d no	30jun82 reports	line # 53-04; opb 25 tbap; scrapped at Shaikovka around 1998 line # 53-05; Tu-22M3 # 33; 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; offered for sale as scrap metal 05aug09
54 . 1 . 54 . 2 .	not known not known	Tu-22M2 Tu-22M3		d/d	19jul82	line # 54-01 line # 54-02; Tu-22M3 # 34
54 . 3 . 54 . 4 .	not known not known	Tu-22M2 Tu-22M3		d/d	31jul82	line # 54-03 line # 54-04; Tu-22M3 # 35
54 . 5 . 32 55 5 1 8	not known "03"	Tu-22M2 Tu-22M3	Soviet Air Force	d/d mfd	27aug82 05may82	line # 54-05 line # 55-01; Tu-22M3 # 36; old code still visible on the fin when seen at Vozdvizhenka may11
33 3 1 0	"11" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/oct13; scrapped
42 55 6 2 9 55 . 3 .	"47" not known	Tu-22M2 Tu-22M3	Russian Air Force Russian Air Force	d/d	31aug82	line # 55-02; opb 25 tbap; scrapped at Shaikovka around 1998 line # 55-03; Tu-22M3 # 37; c/n given as 5503 in KAPO document; repaired by KAPO in 2008
55 . 4 . 55 . 5 .	not known not known	Tu-22M2 Tu-22M3	. assisti All TOICE	d/d	22sep82	line # 55-04 line # 55-05; Tu-22M3 # 38
46 56 1 1 4	? "08"	Tu-22M2	Russian Air Force	d/d	22oct82	line # 56-01; strange year in c/n; opb 25 tbap; scrapped at Shaikovka around 1998
42 56 3 2 3 56 . 3 .	"85" not known	Tu-22M2 Tu-22M2	Russian Navy	d/d d/d	29nov82 29nov82	line # 56-02; opb 378 mrap at Mongokhto; scrapped at Mongokhto between 1998 and 2001 line # 56-03
56 . 4 . 56 . 5 .	not known not known	Tu-22M2 Tu-22M2		d/d d/d	18dec82 14feb83	line # 56-04 line # 56-05
13 57 6 1 4	"71" red	Tu-22M2	Soviet Navy	d/d	26feb83	line # 57-01; mfd given as 25nov83 ?; opb 378 mrap or 568 mrap at Mongokhto-Kamenny Ruchei; was due for overhaul in 1992 and hence ferried to 328 ARZ at Mykolayiv-Kulbakino; t/t 830 hours and 727
	"71" red	Tu-22M2	Ukraine Air Force	Mkk	nov93	cycles by 01jan93; trf to 1 ae 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino; l/n operational nov93; stored at Mykolayiv-Kulbakino,
57 . 2 .	not known	Tu-22M2		d/d	24mar83	seen nov97/apr99; scrapped line # 57-02
23 57 4 3 6 23 57 7 4 2	"57" "29" red	Tu-22M2 Tu-22M2	Russian Navy Soviet Navy	d/d mfd	31mar83 1983	line # 57-03; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006 line # 57-04; d/d 28sep83; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino
	"29" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 33 TsBP i PLS at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino 1993; scrapped at Mykolayiv-Kulbakino 11mar04
57 . 5 . 33 58 4 1 2	not known "74"	Tu-22M2 Tu-22M2	Russian Navy	d/d d/d	29apr83 30may83	line # 57-05 line # 58-01; opb mil. unit 56015 at Khorol; scrapped at Khorol by 2006
33 58 5 2 8 58 . 3 .	"72" not known	Tu-22M2 Tu-22M2	Russian Navy	d/d d/d	30jun83 27aug83	line # 58-02; opb military unit 56015 at Khorol; scrapped at Khorol by 2006 line # 58-03
33 58 2 4 4		Tu-22M2	Soviet Navy	d/d	22qug83	line # 58-04; opb 540 iimrap 33 TsBP i PLS at Mykolayiv-Kulbakino; c/n given in a Ukrainian AF Tu-22M listing as 3338424, but not all digits may be correct (the suggestion 3358424 is not correct either)
	"73" red	Tu-22M2	Ukraine Air Force	trf	1992	opb 6 AB(n) at Mykolayiv-Kulbakino; f/n Mykolayiv-Kulbakino nov93; stored at Mykolayiv-Kulbakino, seen may98/may02; scrapped at Mykolayiv-Kulbakino 08apr04
58 . 5 . 43 59 7 1 9	not known "56" red	Tu-22M2 Tu-22M3	Russian Navy	mfd	30aug83	line # 58-05; perhaps not built as no details are available line # 59-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
75 35 / 1 7	Jo Teu	14-22113	Aussiali Navy	iiiiu	Juandos	35 31, opo 324 miap at olema, en to the Russian All Force at Shakovka III 2011

59 . 2 .	"35" red	Tu-22MR	Soviet Air Force	f/f	06dec85	line # 59-02; the first prototype of the reconnaissance version; w/o on a test flight in 1989 when one of
33 59 4 3 3	"31" red	Tu-22M3	Russian Navy	mfd	29sep83	the engines caught fire, but the crew was not aware of that, all 4 crew members (pilot: A.V. Makhalin) managed to eject but were injured line # 59-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
33 59 1 4 2	"41"	Tu-22M3	Russian Air Force			line # 59-04; opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); scrapped; see next line
33 60 4 2 3	"10" red "10" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 60-02; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
43 61 9 3 7 14 62 0 1 5	"56" red "56" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1983 1992 1984	line # 61-03; opb 540 iimrap 33 TsBP i PLS VMF at Mykolayiv-Kulbakino opb 33 TsBP i PLS at Mykolayiv-Kulbakino; scrapped at Mykolayiv-Kulbakino 14nov02
14 62 1 2 4	not known "20" red	Tu-22M3 Tu-22M3	Soviet Air Force Soviet Navy	mfd mfd	31mar84	line # 62-01; opb 43 TSBP i PLS at Ryazan-Dyagilevo line # 62-02; initially opb 540 mrap 33 TSBP i PLS at Mykolayiv-Kulbakino; trf to 170 mrap at Bykhovat at
	"20" red	Tu-22M3	Russian Navy	trf	1992	an unknown date; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; named 'Pyotr Bochin' after a distinguished Soviet bomber pilot of WWII
	"20" red	Tu-22M3	Russian Air Force	trf	2011	based at Shaikovka; still with Red Stars, no titles; named 'Pyotr Bochin'; f/n Engels 18aug13; arrived at Engels from Shaikovka for preservation 30apr14; preserved in the long-range aviation museum at Engels,
14 62 3 3 6	"21" red	Tu-22M3	Russian Navy	mfd	27apr84	seen aug14/aug17 line # 62-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
14 62 . 4 . 14 62 4 5 8	"45" red "25" red ?	Tu-22M3 Tu-22M3	Soviet Air Force Soviet Air Force	mfd mfd	1984 1984	line # 62-04; opb 219 odrap at Khvalynka; overhauled by 322 ARZ line # 62-05; flew 11 combat missions in the Afghan war in the late 1980s; old code still visible on the tail when seen as "19" red'
	"19" red	Tu-22M3	Ukraine Air Force	trf	1992	when seen as 19° red opb 185 vbap at Poltava; seen Poltava may98 with Soviet Air Force markings only, the Ukrainian Shield had washed away by this time
14 63 6 1 3	"59" blue "17" red	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Air Force	r/r mfd	2000 1984	opb 185 vbap at Poltava; stored at Poltava, seen sep96/may98; scrapped at Poltava 12nov02 line # 63-01; opb 840 tbap at Soltsy
14 63 7 2 2	"17" red "17" red "10" red	Tu-22M3 Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	trf	1992 31may84	opb 840 tbap at Soltsy (disbanded in 2011); seen Soltsy jun04 line # 63-02; opb 1 ae 5 mrap at Vesyoloye
14 03 7 2 2	"10" red	Tu-22M3	Russian Navy	IIII	5111ldy04	opb 943 mrap at Oktyabrskoye in 1994; trf to 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei oct96, opb until 2010; stored at Mongokhto-Kamenny Ruchei, I/n jan12
24 63 9 3 1	not known "18" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1984 1992	line # 63-03 opb 185 vbap at Poltava; seen Poltava sep96/may98
24 63 8 4 9	"58" blue "01" red	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Navy	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 12dec02 line # 63-04; opb 1 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 (but reported as having seen
24 63 7 5 0	not known	Tu-22M3	Soviet Navy	mfd	1984	stored there may97) line # 63-05; Black Sea Fleet (Crimea)
24 64 0 1 5	"72" red "21" red	Tu-22M3 Tu-22M3	Ukraine Air Force Russian Navy	trf mfd	1996 29jun84	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 02feb01/06mar01 line # 64-01; mfd also given as 26jun84; opb 2 ae 5 mrap at Vesyoloye
	"21" red	Tu-22M3	Russian Navy		,	opb 1 ae 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; f/n Mongokhto- Kamenny Ruchei 16apr07; l/n Mongokhto-Kamenny Ruchei 11feb09
	RF-34081	Tu-22M3	Russian Air Force	Bly	17aug14	also carried code "51" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; I/n Engels 21sep18
	RF-94081	Tu-22M3	Russian Air Force	Tbv	25may19	also carried code "35" red; with 'VKS Rossii' titles and Russian stars; c/n checked Kubinka 28aug21; l/n Kubinka 19aug22
24 64 . 3 .	not known "32" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1984 1992	line # 64-03; opb 184 tbap at Priluki opb 444 tbap at Vozdvizhenka; overhauled by 322 ARZ
24 64 5 4 3	"62" red "62" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 64-04; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
34 65 8 2 4	"02" red "02" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd	28aug84	line # 65-02; opb 1 ae 5 mrap at Vesyoloye opb 943 mrap at Oktyabrskoye in 1994; opb 1 ae 568 mrap at Mongokhto-Kamenny Ruchei from 1996
						until 2010; with a Russian Navy flag behind the cockpit on the right side and a Guards badge on the left side and a shark mouth on the air intakes; f/n Mongokhto-Kamenny Ruchei 18apr07; I/n Mongokhto-Kamenny Ruchei 18apr07
	"02" red	Tu-22M3	Russian Air Force	trf	2011	Kamenny Ruchei 20may09 opb 6953 AVB at Byelaya; in the same c/s as above; f/n Byelaya sep11
	"55" red RF-34083	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	Bly ph.	feb12 12aug12	opb 6953 AvB at Byelaya; still with a Russian Navy flag behind the cockpit on the right side and a Guards badge on the left side and a shark mouth on the air intakes also carried code "55" red; opb 6953 AvB at Byelaya; still with a Russian Navy flag behind the cockpit on
	KI - 34003	14-221-15	Russian Air Force	pii.	izaugiz	the right side and a Guards badge on the left side and a shark mouth on the air intakes; with 'VVS Rossii' titles, but still with Red Stars; seen Soltsy 22jul14; I/n Byelaya jul16, active; seen at an unknown location
34 65 1 3 3	"03" red "03" red	Tu-22M3	Soviet Navy	mfd	28sep84	2021 active with 'VVS Rossii' titles line # 65-03; opb 1 ae 5 mrap at Vesyoloye
	RF-34082	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	Rzd	25may14	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011 opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; initially also carried code "03"
	14 5 1002	14 22.15	Nassian / in Torce	1120	25	red; the code on the nose-wheel door was changed to "53" red; code changed to "15" red (both on the nose-wheel door and on the fin); f/n as such Byelaya 18aug19
34 65 3 5 6	"34" red "34" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 65-05; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
34 66 5 2 8	"24" red "24" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd	28nov84	line # 66-02; opb 2 ae 5 mrap at Vesyoloye opb 943 mrap at Oktyabrskoye from 1994; opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny
	RF-34084	Tu-22M3	Russian Air Force	Bly	nov14	Ruchei until 2010; stored at Mongokhto-Kamenny Ruchei, I/n jan12 also carried code "54" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars
44 66 1 4 6	"26" red "26" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd	29dec84	line # 66-04; opb 2 ae 5 mrap at Vesyoloye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010
44 66 3 5 7	RF-34090	Tu-22M3	Russian Air Force	trf	2011 1984	opb 6953 AvB at Byelaya; with 'VVS Rossii' titles and Russian stars; the code on the nose-wheel was changed to "56" red while the old code "26" red remained on the fin; f/n as such Byelaya nov13
44 00 3 3 7	not known RF-94139	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd ph.	may12	line # 66-05 also carried code "49" red; opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; named 'Alexander Bereznyak' dec12 after a Soviet aircraft and missile designer; //n Ryazan-Dyagilevo aug15;
44 67 4 1 3	not known	Tu-22M3	Soviet Air Force	mfd	11nov84	titles changed to 'VKS Rossii'; f/n as such Shaikova jun21 line # 67-01; the first series-production Tu-22M3 with an "Ural" defence suite; opb 184 tbap at Priluki
44 07 4 1 3	"22" red	Tu-22M3	Russian Air Force	ph.	03aug08	opb 444 thap at Vozdvízhenka; was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was never completed as the plant went bankrupt and the aircraft was abandoned on the apron, seen as such
	"11" red	Tu-22M3	Russian Air Force	Khb	oct16	aug08 (code very faded) preserved at Khabarovsk-Tsentralny from oct15, l/n aug18
44 67 5 2 1	not known "19" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1985 1992	line # 67-02 opb 52 tbap at Shaikovka; with 'VVS Rossii' titles, but still with Red Stars; used as a ground instructional
						airframe by VUNTs at Voronezh-Baltimor from around 2009, f/n dec10, c/n checked 18aug12; painted as 'RF-94401' by aug17
44 67 8 3 2	"11" red "11" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1984 1992	line # 67-03; opb 840 tbap at Soltsy opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12; scrapped at Soltsy
15 68 0 1 5	"24" red RF-94154	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	mfd ph.	04mar85 07may14	line # 68-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; also carried code "24" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles
						and Russian stars; f/n over Moscow 07may14; named 'Mikhail Shidlovski' after the commander of the "Ilya Muromets" squadron in WWI, f/n as such Ryazan-Dyagilevo 13mar15; attacked IS targets in Syria 07dec15
15 68 2 3 4	"07" red	Tu-22M3	Soviet Navy	mfd	1985	and 21jan17; seen Schaikova oct19 now with 'VKS Rossii' titles; I/n Engels 23dec20 line # 68-03; opb 1 ae 5 mrap at Vesyoloye
15 68 3 4 6	"56" red "08" red	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Navy	trf mfd	1996 1985	opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 17jan02 line # 68-04; opb 1 ae 5 mrap at Vesyoloye
15 60 7 5 2	"08" red "93" blue "43"	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force Russian Air Force	trf r/r	1996 2000	opb 185 vbap at Poltava; seen Poltava sep96 opb 185 vbap at Poltava; scrapped at Poltava 10jan03
15 68 7 5 3 15 69 9 2 1	"28" red "28" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	no mfd	reports 30jun85	line # 68-05; sold as scrap metal 29nov12 line # 69-02; opb 2 ae 5 mrap at Vesyoloye opb 943 mrap at Oktyabrskoye from 1994
	"28" red	Tu-22M3	Ukraine Air Force	trf	nov96	was to be opb 184 vbap at Priluki and on paper allocated "74" red (confirmed in a listing dated 1997), but due to problems which occurred during the transfer flight (the balancing fuel tank was filled with water
						instead of fuel which contaminated the fuel system) the aircraft was forced to land at Poltava and never flew again; a photo as "28" red taken at Poltava exists; later taken over by the 185 vbap at Poltava and
	"85" blue	Tu-22M3	Ukraine Air Force	r/r	2000	became, see next line opb 185 vbap at Poltava; scrapped at Poltava 06feb03
.5 69 . 3 .	"08" red "28" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd	1985	line # 69-03; opb 219 odrap at Khvalynka opb 6952 AvB at Ukrainka
25 69 6 4 8	not known "92" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	1985 1992	line # 69-04 opb 185 vbap at Poltava; seen Poltava may98
25 69 4 5 3	"99" blue "26" ?	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 25mar03 line # 69-05; old code still visible on the fin when seen at Vozdvizhenka may11, but difficult to read
70 . 1 .	"31" blue "06" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	Vzd	28may11 1985	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
70 . 1 . 25 70 3 2 6	"06" red "29" red "29" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Navy Ukraine Air Force	mfd mfd trf	1985 1985 nov96	line # 70-01; opb 1 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 line # 70-02; opb 2 ae 5 mrap at Vesyoloye opb 185 vbap at Poltava
		1 U-ZZI13	JANUARIC AR FUILE	LI I		
25 70 8 4 1	"98" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Air Force	r/r	2000	opb 185 vbap at Poltava; scrapped at Poltava 26aug03 line # 70-04; opb 840 tbap at Soltsv
25 70 8 4 1		Tu-22M3 Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Air Force Russian Air Force	r/r trf	2000 1992	opb 185 vbap at Poltava; scrapped at Poltava 26aug03 line # 70-04; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12

35 70 1 5 2	"27" red	Tu-22M3	Soviet Air Force			line # 70-05; old code still visible on the fin when seen at Vozdvizhenka may11, but the old code on the nose-wheel door looked like "17"
	"30" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); carried nose-art of a fantasy animal; sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
Batches 71 to	79 were omitted	d in order to	disguise the number	r of airc	raft built.	,,,,,,,,,,,
35 80 4 3 5	"19" red	Tu-22M3	Soviet Air Force			line # 80-03; opb 840 tbap at Soltsy
35 80 5 4 6	"19" red not known	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	trf mfd	1992 18apr85	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12 line # 80-04
33 00 3 . 0	"21" blue	Tu-22M3	Russian Air Force		10001.00	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
35 80 6 5 7	"47" red "47" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 80-05; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
35 81 7 1 8 35 81 8 2 9	"27"	Tu-22M3	Russian Air Force	no	reports	line # 81-01
	"18" red "18" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 81-02; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
45 81 9 3 8	"45" red "45" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 81-03; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
45 81 8 4 7	"49" red "49" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 81-04; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
45 81 7 5 .	not known "34" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1985 1992	line # 81-05 opb 444 tbap at Vozdvizhenka; overhauled by 322 ARZ
45 82 6 1 5	"46" red "46" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 82-01; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
45 82 5 2 4	not known "79" blue	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd	31jul85	line # 82-02 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at
45 82 2 4 3	not known	Tu-22M3	Soviet Air Force	mfd	1985	Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012 line # 82-04
	"20" "21" red	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf	2011	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09) based at Byelaya
	RF-94241	Tu-22M3	Russian Air Force			carried the code "21" red still on the nose-wheel door, but no longer on the fin; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with (faded) Red Stars; f/n Byelaya 21aug11; seen under overhaul with
45 82 3 5 2	not known	Tu-22M3	Soviet Air Force	mfd	1985	KAZ in 2018 line # 82-05
	"25" "22" red	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force			opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09) based at Byelaya
	RF-94238	Tu-22M3	Russian Air Force	ph.	apr14	also carried code "22" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; I/n Byelaya 17aug14
83 . 1 .	"06" blue RF-94235	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	ph.	aug13	line # 83-01; opb 444 tbap at Vozdvizhenka carried the old code "06" blue on the fin and the new code "29" red on the nose-wheel door; opb 6953 AVB
					_	at Byelaya; with (faded) Red Stars and 'VVS Rossii' titles; I/n Byelaya 24oct13
02. 2	RF-94235	Tu-22M3M	Russian Air Force	f/f	20mar20	the second prototype of this version; modernised by KAZ; also carried the old code "06" blue on the fin; in faded standard c/s with Red Stars and "VVS Rossii titles" (1992)
83 . 2 .	"17" red "17" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 83-02; opb 132 tbap at Tartu (relocated to Zavitinsk in 1992) opb 132 tbap at Zavitinsk (amalgamated with 444 tbap at Vozdvizhenka sep97)
	RF-94234	Tu-22M3	Russian Air Force	OVB	12sep16	also carried code "34" red; opb 6952 AvB at Ukrainka; with 'VVS Rossii' titles, but still with Red Stars; I/n as such OVB 10nov17; code changed to "12" red and titles to 'VKS Rossii'; f/n as such during the fly-past
16 83 1 3 4	"35" red	Tu-22M3	Soviet Air Force	mfd	31mar86	over Moscow 24jun20 line # 83-03
	"35" red RF-94159	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	Kck Shk	jun12 jun15	no titles; last overhaul completed 03jul12 (by 150 ARZ) also carried code "35" red; opb 40 sap at Olenya; with "VVS Rossii" titles and Russian stars; w/o 22jan19
						on a training flight from Olenya when descended too steeply on final approach to Olenya in poor weather (low clouds and a snow flurry) and came down so hard that the forward fuselage broke off on impact,
						nosed over and slid over the runway upside-down, both parts of the wreckage burst into flames immediately, 3 of the 4 crew killed and the sole survivor seriously injured; t/t 1,157 hours and 1,021
16 83 2 4 3	"10" red	Tu-22M3	Russian Navy	mfd	31mar86	cycles line # 83-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
16 83 7 5 6 16 84 6 1 5	"34" red "36" red	Tu-22M3 Tu-22M3	Russian Navy Russian Navy	mfd mfd	31mar86 31mar86	line # 83-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 84-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
	RF-94137	Tu-22M3	Russian Air Force	Shk	jun12	c/n not confirmed; also carried code "36" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; titles changed to 'VKS Rossii'; f/n as such Engels summer 2019; I/n Engels oct20
16 84 3 2 7	"27" red "27" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 84-02; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
26 84 1 3 9	not known "23" blue	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd	29nov85	line # 84-03 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); carried tiger nose-
26 84 2 4 8	not known	Tu-22M3	Soviet Air Force	mfd	23dec85	art; sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012 line # 84-04
20 04 2 4 0	RF-94135	Tu-22M3	Russian Air Force	Shk	08aug12	also carried code "46" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; attacked IS targets in Syria 07dec15; c/n checked Kubinka 27jun19 now with 'VKS Rossii' titles; I/n
26 84 3 5 0	"30"	Tu-22M3	Soviet Air Force	mfd	27dec85	Shaikovka mid 2020 line # 84-05; old code still visible on the fin when seen at Vozdvizhenka may11
20 84 3 3 0	"10" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 bap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
26 85 5 2 6	not known	Tu-22M3	Russian Air Force	no	reports	line # 85-02; scrapped
26 85 6 3 1	"42" red "42" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	line # 85-03; opb 840 tbap at Soltsy opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
26 85 9 4 2	"72" red "52" blue	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd Vzd	10mar86 28may11	line # 85-04; old code still visible on the fin when seen at Vozdvizhenka may11 opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at
26 85 7 5 3	not known	Tu-22M3	Russian Air Force	no	reports	Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012 line # 85-05; scrapped
36 86 5 1 8	"40" red "40" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1986 1996	line # 86-01; opb 1 ae 943 mrap at Oktyabrskoye opb 185 vbap at Poltava; f/n Poltava 12sep96; l/n Poltava 18may98
36 86 3 2 6	"92" blue "41" red	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Navy	r/r mfd	2000 30aug86	opb 185 vbap at Poltava; scrapped at Poltava 24apr03 line # 86-02; opb 1 ae 943 mrap at Oktyabrskoye
	"41" red	Tu-22M3	Russian Navy			opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011; stored with 150 ARZ at Lyublino
36 86 4 3 7	"42" red "42" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd	21aug86	line # 86-03; opb 1 ae 943 mrap at Oktyabrskoye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto-
36 86 9 4 1	"43" red	Tu-22M3	Soviet Navy	mfd	30sep86	Kamenny Ruchei, I/n jan12 line # 86-04; opb 1 ae 943 mrap at Oktyabrskoye
36 86 1 5 3	"43" red "44" red	Tu-22M3 Tu-22M3	Russian Navy Soviet Navy	mfd	1986	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010 line # 86-05; opb 1 ae 943 mrap at Oktyabrskoye
	"44" red "94" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force	trf r/r	feb96 2000	opb 185 vbap at Poltava opb 185 vbap at Poltava; stored at Poltava after the disbandment of the unit; soc 27feb03
	"80" blue (2)	Tu-22M3	Ukraine Air Force	Plw	2008	painted up for preservation to resemble "80" blue (1) named "Oleksandr Molodchy" which was scrapped; preserved in the Ukrainian Air Force museum at Poltava (N49.617183 E34.5020055), seen 2008/sep21
36 87 6 1 2	"45" red "45" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd	30sep86	line # 87-01; opb 1 ae 943 mrap at Oktyabrskoye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air
87 . 2 .	"46" red	Tu-22M3	Soviet Navy	mfd	1986	Force at Byelaya in 2011 line # 87-02; opb 1 ae 943 mrap at Oktyabrskoye; crashed 21may90
87 . 3 . 46 87 3 4 6	"47" red "48" red	Tu-22M3 Tu-22M3	Soviet Navy Soviet Navy	mfd mfd	1986 30dec86	line # 87-03; opb 1 ae 943 mrap at Oktyabrskoye; scrapped at Oktyabrskoye nov96 line # 87-04; opb 1 ae 943 mrap at Oktyabrskoye
	"48" red	Tu-22M3	Russian Navy			opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air Force at Byelaya in 2011
46 87 8 5 7	RF-34091 "49" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	ph. mfd	18aug13 1986	also carried code "50" red; with "VVS Rossii" titles, but still with Red Stars; I/n Byelaya 18aug18 line # 87-05; opb 1 ae 943 mrap at Oktyabrskoye
46 88 7 1 3	"71" red "09" red	Tu-22M3 Tu-22M3	Ukraine Air Force Russian Navy	trf mfd	1996 30dec86	opb 184 vbap at Priluki; seen Priluki may98; scrapped at Priluki 18dec01 line # 88-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
46 88 4 2 4	"12" red "12" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	trf	1992	ine # 88-02; opb 840 tbap at Soltsy opb 840 tbap at Soltsy opb 840 tbap at Soltsy
46 88 . 3 .	"16" red "16" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1992 1986 1992	opb 49 (bdp at Solis) (disballed in 2011); Solid as Scrap media 12/10/12 line # 88-03; opb 132 tbap at Tartu (relocated to Zavitinsk in 1992) opb 132 tbap at Zavitinsk (amalgamated with 444 tbap at Vozdvizhenka sep97); later opb 6952 AvB at
46 88 5 4 9	not known	Tu-22M3	Soviet Air Force	mfd	1992 12sep86	Opp 132 todp at Zavitilisk (allialgalliated with 444 todp at Vozdvizhenka Sep97); later opp 6932 AVB at Ukrainka line # 88-04
70 00 3 4 3	"44" blue	Tu-22M3 Tu-22M3	Russian Air Force	iiiu	123CH00	opb 444 bap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; was to be scrapped
46 88 1 5 0	"76" ?	Tu-22M3	Soviet Air Force	mfd	15sep86	vozovizitetika, seeti filay11/jai112; was to be scrapped line # 88-05; old code still visible on the fin when seen at Vozdvizhenka may11, but last digit difficult to read
	"45" red	Tu-22M3	Russian Air Force	\/4	28may11	old code still visible on the fin when seen at Vozdvizhenka may11
17.00 : 1.0	"15" blue	Tu-22M3	Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
17 89 1 1 9 17 89 2 2 8	"01" red "02" red	Tu-22M3 Tu-22M3	Russian Navy Russian Navy	mfd mfd	31mar87 31mar87	line # 89-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 89-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011

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"03" red
                                                                                          Tu-22M3
                                                                                                                                                                                                                                                    line # 89-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
                                                                                                                            Russian Navy
                                                                                                                                                                                                                 31mar87
  17 89 3 3 6
17 89 7 5 1
                                           not known
                                                                                           Tu-22M3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                    27oct86
                                                                                                                                                                                                                                                    line # 89-05
                                                                                                                                                                                                                                                   line # 89-05 opb 444 thap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012 line # 90-01; old code still visible on the fin and the nose-wheel door when seen at Vozdvizhenka may11 opb 444 thap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
                                            "53" blue
                                                                                           Tu-22M3
                                                                                                                             Russian Air Force
                                                                                          Tu-22M3
Tu-22M3
                                                                                                                            Soviet Air Force
Russian Air Force
                                                                                                                                                                                                 mfd
Vzd
                                                                                                                                                                                                                 29dec86
28may11
  17 90 5 1 4
                                                                                                                                                                                                                                                   vozovznenka, seen may11/jan12; probably scrapped in autumn 2012 line # 90-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 90-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 90-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 90-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; also carried code "15" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles, Russian stars and a Russian flag below the cockpit; f/n overhead Moscow 03may13; l/n feb19; seen overhead Minsk 01jun19 now with 'VKS Rossii' titles; l/n Engels 23dec20 line # 91-01
                                           "11" red
"12" red
"14" red
"15" red
 27 90 4 2 5
                                                                                          Tu-22M3
                                                                                                                            Russian Navv
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                    30iun87
                                                                                                                                                                                                                 30jun87
30jun87
30jun87
30jun87
03may13
 27 90 3 3 2
                                                                                           Tu-22M3
                                                                                                                             Russian Navy
                                                                                                                                                                                                 mfd
                                                                                          Tu-22M3
Tu-22M3
  27 90 1 4 3
                                                                                                                             Russian Navy
                                                                                                                                                                                                 mfd
  27 90 2 5 9
                                                                                                                                                                                                 mfd
                                           RF-94149
                                                                                           Tu-22M3
                                                                                                                             Russian Air Force
                                                                                                                                                                                                 ph.
 27 91 4 1 5
                                                                                          Tu-22M3
Tu-22M3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                 20mar87
                                                                                                                                                                                                                                                    line # 91-01
                                          not known
"43" blue
                                                                                                                                                                                                                                                   line # 91-01
opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
line # 91-02; old code still visible on the fin when seen at Vozdvizhenka may11
opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
line # 91-03; l/n ZIA aug93
                                                                                                                             Russian Air Force
                                                                                                                                                                                                                  24mar87
 27 91 7 2 6
                                                                                                                             Russian Air Force
                                                                                                                                                                                                                 28may11
                                                                                           Tu-22M3
                                                                                                                                                                                                 Vzd
                                                                                          Tu-22M3
  37 91 8 3 4
                                           "60" red
                                                                                                                            Russian Air Force
                                                                                                                                                                                                 ZIA
                                                                                                                                                                                                                  15aug92
                                                                                                                                                                                                                                                  line # 91-03; I/n ZIA aug93
line # 91-04; I/n Akhtubinsk 24may09
line # 91-05
opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12; probably scrapped in autumn 2012
line # 92-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
line # 92-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
line # 92-04; opb 840 tbap at Soltsy
opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12
line # 92-05
opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09); overhaul (by 360
ARZ) completed 14may10
                                          "33" red
not known
"07" blue
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Russian Air Force
Soviet Air Force
Russian Air Force
                                                                                                                                                                                                                 27jul97
18may87
 37 91 9 4 7
37 91 6 5 8
  37 92 7 1 9
                                           "04" red
                                                                                          Tu-22M3
                                                                                                                            Russian Navv
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                   28dec87
                                          "05" red
"74" red
"74" red
not known
  37 92 4 3 5
                                                                                           Tu-22M3
                                                                                                                             Russian Navy
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                   28dec87
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Soviet Air Force
Russian Air Force
Soviet Air Force
  37 92 3 4 4
                                                                                                                                                                                                 trf
mfd
                                                                                                                                                                                                                         1992
dec87
  37 92 1 5 3
                                                                                                                            Russian Air Force
                                             '42" red
                                                                                          Tu-22M3
                                                                                                                                                                                                                                                   opp 444 toap at vozdvizhenka (redesignated 444 bap 29)an97 and disbanded 310eCU9); overnaul (by 360 ARZ) completed 14may10
the first prototype of this version; modernised by KAZ in 2016/18; also carried code "42" black; reportedly based at Ryazan-Dyagilevo; in standard c/s with Red Stars and a Russian flag below the cockpit, no titles; f/f 28dec18; I/n with KAZ jun19, active
line # 93-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011
line # 93-04; sold as scrap metal 29nov12
line # 93-05; sold as scrap metal 29nov12
                                           RF-94267
                                                                                          Tu-22M3M
                                                                                                                           Russian Air Force
                                                                                                                                                                                                 r/o
                                                                                                                                                                                                                   16aug18
                                                                                          Tu-22M3
Tu-22M3
                                                                                                                           Russian Navy
Russian Air Force
  47 93 8 1 7
                                           "16" red
                                                                                                                                                                                                                   30dec87
  47 93 3 4 5
47 93 4 5 3
                                            "42"
"44"
                                                                                                                                                                                                 no
                                                                                                                                                                                                                      reports
                                                                                           Tu-22M3
                                                                                                                             Russian Air Force
                                                                                                                                                                                                 no
                                                                                                                                                                                                                      reports
                                                                                                                                                                                                                                                   line # 94-02; sold as scrap metal 29nov12
line # 94-02; sold as scrap metal 29nov12
line # 94-03
line # 94-04; h/o to 150 ARZ for rework 17mar08, but work not yet completed by 2011
line # 95-01; the first Tu-22M3 with the complete new defence suite; underwent trials with the GLITs in
1990/92; opb 260 thap at Stryy
opb 260 vhap at Stryy
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                                                                                                                 reports
03sep93
reports
29mar88
  47 94 1 2 8
47 94 2 3 4
                                           "40"
                                                                                                                             Russian Air Force
                                                                                                                                                                                                 no
ZIA
                                          "36" red
not known
"14" red
                                                                                                                            Russian Air Force
Russian Air Force
  18 94 9 4 3
18 95 7 1 4
                                                                                                                                                                                                 no
mfd
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                                                                    ορύ 200 γυαρ αι Σίτγγ
opb 184 γυαρ at Priluki from jul93; I/n flying Priluki 1997; sat wfu at Priluki, seen may98; scrapped at
Priluki 23apr02
                                           "14" red
"50" red
                                                                                          Tu-22M3
                                                                                                                            Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                            1992
                                                                                                                                                                                                                            jul93
                                                                                          Tu-22M3
                                                                                                                            Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                                                    Frilds 23apr02 line # 95-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; also carried code "17" red; probably opb 6950 AvB at Shaikovkal; l/n Shaikovka mid 2020 seemingly stored
                                                                                          Tu-22M3
Tu-22M3
 18 95 1 2 5
                                                                                                                            Russian Navy
Russian Air Force
                                                                                                                                                                                                                 30mar88
aug12
                                                                                                                                                                                                                                                  2020 seemingly stored line # 95-03; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 95-04; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; also carried code "06" red; probably opb 6950 AvB at Shaikovka line # 95-05; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 96-01; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 96-02; opb 924 mrap at Olenya; trf to the Russian Air Force at Shaikovka in 2011 line # 96-04; shown to political and military leaders of the CIS at Minsk-Machulishchi 13feb92 stored with 150 ARZ at Lyublino
                                                                                           Tu-22M3
  18 95 5 3 6
18 95 4 4 7
                                             '18" red
                                                                                                                            Russian Navy
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                  31mar88
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                           "06" red
                                                                                                                             Russian Navy
                                                                                                                                                                                                  mfd
                                                                                                                                                                                                                  31mar88
                                          "19" red
"07" red
"08" red
                                                                                                                                                                                                                 aug12
30jun88
30may88
                                                                                                                             Russian Air Force
                                                                                                                                                                                                 Shk
                                                                                                                            Russian Navy
Russian Navy
                                                                                                                                                                                                 mfd
mfd
 28 95 1 5 3
28 96 3 1 4
  28 96 2 2 1
                                                                                                                             Russian Navy
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                   30jun88
  38 97 6 4 1
                                            "41" red
                                                                                           Tu-22M3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                            1988
                                           not known
                                                                                           Tu-22M3
                                                                                                                             Russian Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                            1992
                                                                                                                                                                                                                   30sep88
reports
1988
     38 97 . 5
                                          "48" red
"46"
                                                                                           Tu-22M3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                                                    line # 97-05
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Russian Air Force
Soviet Air Force
Tupolev OKB
                                                                                                                                                                                                                                                    line # 98-01; sold as scrap metal 29nov12 line # 98-04 in Russian Air Force c/s; used as a test-bed; f/n ZIA aug93; equipped with a "Novella-45" radar in 2008; modernised by Tupolev to 'izd. 45.03-1' in 2012/13, could now carry the new Kh-32M cruise missile; l/n 274 in 14 active.
  38 98 2 1 9
48 98 6 4 9
                                                                                                                                                                                                no
mfd
trf
                                          not known
"9804" black
                                                                                                                                                                                                                            jul90
                                                                                                                                                                                                                                                   modernised by Tupolev to 12d. 45.03-1 in 2012/13, could now carry the new Kr ZIA jan14, active line # 98-05; opb 260 tbap at Stryy opb 260 tbap at Stryy; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98 opb 185 vbap at Poltava; scrapped at Poltava 24jun03 line # 99-01; opb 260 tbap at Stryy
                                          "63" red
"63" red
"62" blue
"52" red
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
 48 98 8 5 7
                                                                                                                            Soviet Air Force
                                                                                                                                                                                                                            1988
                                                                                                                                                                                                 mfd
                                                                                                                            Ukraine Air Force
Ukraine Air Force
Ukraine Air Force
Soviet Air Force
                                                                                                                                                                                                 trf
trf
mfd
                                                                                                                                                                                                                            1988
1988
  48 99 2 1 5
                                                                                                                                                                                                                                                  line # 99-01; opb 260 tbap at Stryy
opb 260 tbap at Stryy; trf to 184 vbap at Priluki in 1992/93; scrapped at Priluki 21feb02
line # 99-02; initially opb 260 tbap at Stryy; trf to 185 tbap at Poltava in summer 1990
opb 185 vbap at Poltava; scen Poltava sep96/may98
opb 185 vbap at Poltava; scrapped at Poltava 30may03
line # 99-03; opb 260 tbap at Stryy; lost at Ryazan-Dyagilevo 02jun89
line # 99-04; opb 260 tbap at Stryy
opb 260 tbap at Stryy; trf to 184 vbap at Priluki in 1992/93; seen Priluki 22may98
line # 99-05
                                          "52" red
"52" red
"03" red
"03" red
"52" blue
"04" red
                                                                                           Tu-22M3
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                            1992
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                                                                                                 mfd
trf
r/r
mfd
 48 99 4 2 3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                                            1988
                                                                                                                           Ukraine Air Force
Ukraine Air Force
Soviet Air Force
Soviet Air Force
                                                                                                                                                                                                                            1992
                                                                                                                                                                                                                            2000
1988
1988
  48 99 4 3 7
  48 99 5 4 8
                                            "65" red
"65" red
                                                                                                                                                                                                 mfd
                                                                                           Tu-22M3
Tu-22M3
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                            1992
 48 99 7 5 6
                                          not known
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                   11apr89
                                                                                                                                                                                                                                                    line # 99-05
                                                                                                                                                                                                                 07aug14
30mar89
                                           no code
"20" red
                                                                                           Tu-22M3
                                                                                                                            Russian Air Force
                                                                                                                                                                                                 ph.
mfd
                                                                                                                                                                                                                                                  stored at KAPO/KAZ since 1992 line # 100-01; opb 260 tbap at Stryy; the code was also given as "06" red, but probably in error opb 260 tbap at Stryy trf to 184 vbap at Priluki in 1992/93; seen Priluki may98 opb 185 vbap at Poltava; scrapped at Poltava 16nov04 line # 100-02; opb 260 tbap at Stryy; probably flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 bap at Shaikovka opb 52 tbap (redesignated 6951 AvB in 2009) at Shaikovka also carried code "11" red; opb 6950 AvB at Shaikovka; with "VVS Rossii' titles and Russian stars; took part in the fly-past over Moscow 24jun20; //n Shaikovka 15aug20 line # 100-03; opb 260 tbap at Stryy opb 260 vbap at Stryy opb 260 vbap at Stryy opb 260 vbap at Stryy
                                                                                                                                                                                                                                                    stored at KAPO/KAZ since 1992
                                                                                           Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
19100 9 1 2
                                                                                                                             Soviet Air Force
                                                                                                                            Ukraine Air Force
Ukraine Air Force
                                           "20" red
"53" red
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                            1992
                                                                                                                                                                                                                            2000
                                           "63" blue
"07" red
                                                                                          Tu-22M3
Tu-22M3
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                 trf
19100 9 2 3
                                                                                                                            Soviet Air Force
                                                                                                                                                                                                 mfd
                                                                                                                                                                                                                 31mar89
                                                                                          Tu-22M3
Tu-22M3
                                                                                                                            Russian Air Force
Russian Air Force
                                                                                                                                                                                                                         1992
nov16
                                                                                                                                                                                                                                                 ilin # 100-03; opb 260 tbap at Stryy
opb 260 vbap at Stryy
opb 184 vbap at Priluki; seen operational at Priluki in the 1990s; I/n Priluki 22may98
opb 185 vbap at Poltava; scrapped at Poltava 30aug04
line # 100-04; opb 260 tbap at Stryy
opb 260 vbap at Stryy
opb 184 vbap at Priluki; stored at Priluki, seen jul97/may98
opb 185 vbap at Poltava; scrapped at Poltava 21oct04
line # 100-05; opb 260 tbap at Stryy
opb 260 vbap at Stryy
opb 260 vbap at Stryy
opb 184 vbap at Priluki; seen Priluki 22may98
opb 185 vbap at Priluki; seen Priluki 22may98
opb 185 vbap at Poltava; stored at Poltava, seen sep96; scrapped at Poltava 24sep04
line # 101-01; opb 260 tbap at Stryy
opb 260 vbap at Stryy
opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 14mar02
line # 101-02; opb 260 tbap at Stryy
opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 14mar02
line # 101-03; opb 260 tbap at Stryy
opb 184 vbap at Priluki; stored at Priluki, seen may98; scrapped at Priluki 04apr02
line # 101-03; opb 260 tbap at Stryy
opb 260 vbap at Stryy
opb 260 vbap at Stryy; flown by ts crew to Bobruisk in early 1992 in order to remo
19100 7 3 4
                                           "08" red
                                                                                          Tu-22M3
                                                                                                                            Soviet Air Force
                                                                                                                                                                                                                    31jan89
                                                                                                                                                                                                 mfd
                                             '08" red
                                                                                           Tu-22M3
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                   06dec91
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Ukraine Air Force
Ukraine Air Force
Soviet Air Force
Ukraine Air Force
                                           "51" red
                                                                                                                                                                                                                   1992/93
                                           "61" blue
"09" red
"09" red
"55" red
                                                                                                                                                                                                                 2000
21mar89
06dec91
                                                                                                                                                                                                 mfd
trf
19100 6 4 3
                                                                                           Tu-22M3
Tu-22M3
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                            1996
                                                                                                                                                                                                                       2000 ?
                                            "88" red
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                               mfd
trf
trf
trf
19100 5 5 6
                                           "10" red
"10" red
                                                                                           Tu-22M3
Tu-22M3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                                  31mar89
06dec91
                                                                                                                             Ukraine Air Force
                                            "64" red
"86" blue
                                                                                           Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Ukraine Air Force
Ukraine Air Force
Ukraine Air Force
Soviet Air Force
                                                                                                                                                                                                                   1992/93
                                                                                                                                                                                                                            2000
19101 4 1 5
                                                                                                                                                                                                                  31mar89
                                           "20" red
"20" red
                                                                                           Tu-22M3
Tu-22M3
                                                                                                                                                                                                 mfd
trf
                                                                                                                             Ukraine Air Force
                                                                                                                                                                                                                   06dec91
                                           "54" red
"21" red
"21" red
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Ukraine Air Force
Soviet Air Force
Ukraine Air Force
Ukraine Air Force
                                                                                                                                                                                                trf
mfd
trf
trf
                                                                                                                                                                                                                   jul93
1989
06dec91
1992/93
29101 3 2 8
                                            "61" red
"22" red
   29101.3.
                                                                                                                                                                                                 mfd
                                                                                           Tu-22M3
                                                                                                                             Soviet Air Force
                                                                                                                                                                                                                    30jun89
                                           "22" red
                                                                                          Tu-22M3
                                                                                                                            Ukraine Air Force
                                                                                                                                                                                                 trf
                                                                                                                                                                                                                   06dec91
                                                                                                                                                                                                                                                    opb 260 vbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to remove it from Ukrainian
                                           "14" red
"23" red
"23" red
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                                                                                                                   1992
jun89
06dec91
                                                                                                                                                                                                                                                    control opb 52 tbap (redesignated 6951 AvB in 2009) at Shaikovka line # 101-04; opb 260 tbap at Stryy opb 260 vbap at Stryy; is this one of the aircraft which were flown by their crews to Bobruisk in early 1992 in order to remove them from Ukrainian control ?
                                                                                                                             Russian Air Force
                                                                                                                            Soviet Air Force
Ukraine Air Force
                                                                                                                                                                                                mfd
trf
   29101 . 4 .
                                                                                                                                                                                                                                                    opb 574 mrap at Lakhta (disbanded 01sep02); overhaul (by 360 ARZ) completed 10feb11
                                                                                                                                                                                                                                                 opb 574 mrap at Lakhta (disbanded 01sep02); overhaul (by 360 ARZ) completed 10feb11 line # 101-05; opb 260 tbap at Stryy opb 180 vbap at Stryy opb 184 vbap at Priluki; seen Priluki 22may98 opb 185 vbap at Poltava; scrapped at Poltava 10dec04 line # 102-01; opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011 line # 102-02; opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011 line # 102-02; opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011 also carried code "35" red; opb 52 bbap at Shaikovka; with 'VVS Rossii' titles and Russian stars; I/n as such Kazan-Borisoglebskoye 09aug14; titles changed to "VKS Rossii'; f/n as such 26may18 line # 102-03; opb 574 mrap at Lakhta
                                            "30" red
                                                                                          Tu-22M3
                                                                                                                            Russian Navv
                                                                                                                                                                                                trf
                                                                                                                                                                                                                  unknown
                                          "24" red
"24" red
"62" red
"89" blue
                                                                                          Tu-22M3
Tu-22M3
Tu-22M3
Tu-22M3
                                                                                                                            Soviet Air Force
Ukraine Air Force
Ukraine Air Force
Ukraine Air Force
                                                                                                                                                                                                 mfd
trf
trf
trf
29101 8 5 1
                                                                                                                                                                                                                   30jun89
06dec91
                                                                                                                                                                                                                   1992/93
29102 6 1 9
                                                                                                                                                                                                                   24jun89
                                           "33" red
"33" red
                                                                                          Tu-22M3
Tu-22M3
                                                                                                                             Soviet Navy
                                                                                                                                                                                                 mfd
trf
                                                                                                                            Russian Navv
                                                                                                                                                                                                                            1992
                                                                                           Tu-22M3
                                                                                                                                                                                                                   30jun89
1992
29102 4 2 8
                                                                                                                             Soviet Navy
                                                                                                                                                                                                 mfd
                                                                                          Tu-22M3
                                           RF-94266
                                                                                                                            Russian Air Force
                                                                                                                                                                                                ph.
                                                                                                                                                                                                                          dec12
39102 2 3 6
                                          "32" red
                                                                                          Tu-22M3
                                                                                                                            Soviet Navv
                                                                                                                                                                                                mfd
                                                                                                                                                                                                                 30aug89
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	"32" red	Tu-22M3	Russian Navy	trf	1992	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011			
39102 1 4 5	"25" red "25" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	29sep89 1992	line # 102-04; opb 574 mrap at Lakhta initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
	RF-94155	Tu-22M3	Russian Air Force	Shk	jul12	by 6050 Av8); trf to the Russian Air Force at Shaikovka in 2011 c/n not confirmed; also carried code "25" red; probably opb 6950 AvB at Shaikovka; with "VVS Rossii" titles and Russian stars; named "Yuri Deineko" after the late commander of Tu-160 "01" red c/n 82007617 which crashed 18sep03; f/n as such Shaikovka dec12; l/n as such ZIA 26aug15; titles changed to "VKS Rossii";			
39102 3 5 3	"28" red "52" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30nov89 1992	f/n as such over OVB 28sep18; [/n Engels 23dec20 line # 102-05; opb 574 mrap at Lakhta opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air			
39103 9 1 2	"53" red "53" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30oct89 1992	Force at Byelaya in 2011 ine # 103-01; opb 574 mrap at Lakhta nitially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
39103 7 2 1	"27" red "57" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30sep89 1992	by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011; reportedly scrapped line # 103-02; opb 574 mrap at Lakhta opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Fyodor Radus'			
	RF-34079	Tu-22M3	Russian Air Force	ph.	sep16	after a distinguished Soviet Navy bomber pilot of WWII; photo 19apr07; stored at Mongokhto-Kamenny Ruchei, I/n jan12 also carried code "57" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles, Russian stars and			
39103 5 3 6	"29" red "29" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	26oct89 1992	a 'shark mouth' on the air intake; attacked IS targets in Syria 24nov17; I/n OVB sep19 line # 103-03; opb 574 mrap at Lakhta initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
49103 3 4 3	"25" red "25" red	Tu-22M3 Tu-22M3	Soviet Air Force Ukraine Air Force	mfd trf	30nov89 1992	by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011 line # 103-04; initially opb 260 tbap at Stryy; trf to 185 tbap at Poltava in summer 1990 opb 185 vbap at Poltava; f/n Gostomel 22aug92, flying; seen Poltava 12sep96/21jun97; trf to 184 vbap at			
40400 5	"84" blue	Tu-22M3	Ukraine Air Force	trf	2000	Priluki in 1997/98; seen Priluki 22may98 again opb 185 vbap at Poltava; scrapped at Poltava 06jan05			
40103 . 5 . 49104 6 2 7	"45" red "57" red "57" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Navy Russian Navy	mfd mfd trf	30dec89 30dec89 1992	line # 103-05; opb 574 mrap at Lakhta line # 104-02; opb 574 mrap at Lakhta initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
49104 4 3 9	"58" red "58" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec89 1992	by 6050 Av8; f/n Ostrov-Veretye 16aug03; trf to the Russian Air Force at Shaikovka in 2011 line # 104-03; opb 574 mrap at Lakhta initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
49104 2 4 8	"59" red "59" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec89 1992	by 6050 Av8; trf to the Russian Air Force at Shaikovka in 2011 line # 104-04; opb 574 mrap at Lakhta initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
10105 0 1 9	RF-34050 "51" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	Kzp mfd	nov18 1990	by 6050 AvB; trf to the Russian Air Force at Shaikovka in 2011 also carried code "51" red; with "VKS Rossii' titles and Russian stars; I/n ZIA 04sep19 line # 105-01; opb 2 ae 943 mrap at Oktyabrskoye			
	"51" red "51" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force	trf r/r	1996 2000	opb 185 vbap at Poltava; stored at Poltava, seen sep96 opb 185 vbap at Poltava; scrapped at Poltava 28feb05			
10105 1 2 8	"56" red "73" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1990 1996	line # 105-02; opb 2 ae 943 mrap at Oktyabrskoye opb 184 vbap at Priluki; stored at Priluki, seen may98; trf to 6 AB(n) at Mykolayiv-Kulbakino in 1999;			
10105 9 3 1	"53" red "53" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30mar90 1992	scrapped at Mykolayiv-Kulbakino 07sep04 line # 105-03; opb 2 ae 943 mrap at Oktyabrskoye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; trf to the Russian Air			
10105 8 4 2	"53" red "54" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	ph. mfd	08may13 19apr90	Force at Byelaya in 2011 at Olenya; named 'Olenegorski gornyak' (Olenegorsk Miner) line # 105-04; opb 2 ae 943 mrap at Oktyabrskoye			
10103 0 4 2	"54" red	Tu-22M3	Russian Navy	trf	1992	ille # 105-04; opb 2 ae 943- mrap at Oktyabrskoye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Nikola Avvakumov' after a distinguished Soviet Navy bomber pilot; stored at Mongokhto-Kamenny Ruchei, l/r jan12			
10105 2 5 7	"55" red "55" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1990 1996	line # 105-05; the first Tu-22M with improved ejection seats; opb 2 ae 943 mrap at Oktyabrskoye opb 185 vbap at Poltava; stored at Poltava, seen sep96			
10106 3 1 3	"55" blue "52" red	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Navy	r/r mfd	2000 15jun90	opb 185 vbap at Poltava; scrapped at Poltava 27sep05 line # 106-01; opb 2 ae 943 mrap at Oktyabrskoye			
	"66" red "66" blue	Tu-22M3 Tu-22M3	Ukraine Air Force Ukraine Air Force	trf trf	1996 2000	opb 184 vbap at Priluki; seen flying at Priluki in the early 1990s; stored at Priluki, seen may98 opb 185 vbap at Poltava; scrapped at Poltava 28oct05			
20106 7 2 6	"57" red "57" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	26feb90 1996	line # 106-02; opb 2 ae 943 mrap at Oktyabrskoye opb 185 vbap at Poltava; f/n Poltava 18may98; l/n FFD 26jul98, c/n 20106726 confirmed by the RIAT			
	"96" blue	Tu-22M3	Ukraine Air Force	BTS	08jun02	checklist opb 185 vbap at Poltava; c/n checked on the plate on the nose-wheel strut BTS 08jun02; soc 10jun05;			
	"57" red	Tu-22M3	Ukraine Air Force	IEV	aug11	was preserved in the Ukrainian Air Force Museum at Poltava, I/n 2005; arrived in the Oleg Antonov State Aviation Museum at Kiev in pieces 26apr06, assembled after jun06, I/n 08jun11 c/n checked on the plate on the nose-wheel strut; preserved in the Oleg Antonov State Aviation Museum at			
20106 6 3 4	"58" red	Tu-22M3	Soviet Navy	mfd	29jun90	Kiev (N50.405800 E30.4635072), seen aug11/oct21 line # 106-03; opb 2 ae 943 mrap at Oktyabrskoye			
20106 4 4 5	"58" red "59" red	Tu-22M3	Russian Navy	trf	1992	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; named 'Vasili Trush after a distinguished Soviet Navy shturmovik pilot of WWII; f/n Mongokhto-Kamenny Ruchei 18apr stored at Mongokhto-Kamenny Ruchei, photo in 2014			
20106 4 4 5	"59" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	18jul90 1992 27sep90	line # 106-04; opb 2 ae 943 mrap at Oktyabrskoye opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010			
20106 6 5 4	"27" red "70" red	Tu-22M3 Tu-22M3	Soviet Navy Ukraine Air Force	mfd trf	1996	line # 106-05; opb 943 mrap at Oktyabrskoye opb 184 vbap at Priluki; seen Priluki 22may98, operational			
20107 9 1 0	"70" blue "70" red	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Navy	trf mfd	2000 28sep90	opb 185 vbap at Poltava; scrapped at Poltava, date unknown (probably around 2005) line # 107-01; opb 1 ae 943 mrap at Oktyabrskoye			
20107.0.2.2	"70" red "50" red	Tu-22M3	Russian Navy	trf	1992 16nov90	opb 568 mrap (redesignated 568 osap) at Mongokhto-Kamenny Ruchei until 2010; stored at Mongokhto- Kamenny Ruchei, I/n jan12 line # 107-02; opb 2 ae 943 mrap at Oktyabrskoye			
20107 8 2 3	"47" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	1992	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB			
	"47" red RF-34025	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf Bly	2011 16aug15	based at Shaikovka; overhauled by KAZ in 2013/14 with 'VVS Rossii' titles and Russian stars; initially also carried code "47" red; code on the nose-wheel door changed to "37" red (while "47" red remained on the fin); seen as such sep15; code on the fin changed to "37" red as well; f/n as such OVB 13sep16; J/n Byelaya mid-2019			
30107 6 3 5	"48" red "48" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	31oct90 1992	line # 107-03; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB			
	"48" red RF-34036	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf ph.	2011 23jul17	based at Shaikovka c/n from www.russianplanes.net; also carried code "48" red; opb 40 sap at Olenya; with 'VVS Rossii' titles and Russian stars; f/n Olenya 23jul17; titles changed to 'VKS Rossii'; f/n as such Kubinka 22aug18; l/n			
30107 1 4 0	"49" red "49" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30nov90 1992	Ryazan-Dyagilevo aug21 line # 107-04; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and			
30107 2 5 1	"49" red "50" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	trf mfd	2011 21dec90	by 6050 AvB based at Shaikovka line # 107-05; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991			
	"50" red "50" red	Tu-22M3 Tu-22M3	Russian Navy Russian Air Force	trf trf	1992 2011	initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB based at Shaikovka			
20400 0 4 2	RF-34035	Tu-22M3	Russian Air Force	Kzp	may16	in bare metal c/s; seen in 2021 (date correct?), location unknown, now coded "50" red and with 'VVS Rossii' titles; I/n ZIA 22jul21			
30108 0 1 2	"41" red "41" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	27dec90 1992	line # 108-01; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB			
	"41" red RF-94143	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf Shk	2011 28jun12	based at Shaikovka c/n not confirmed (is also reported as line # 113-02); carried also code "26" red; based at Shaikovka; with "VVS Rossii' titles and Russian stars; l/n as such Shaikovka 04may19; titles changed to "VKS Rossii'; f/n as			
30108 1 2 4	"42" red "42" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec90 1992	such overhead Minsk 01jul19; I/n Engels 23dec20; also see c/n 22113.2. (line # 113-02) line # 108-02; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB			
	"42" red RF-34038	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf ph.	2011 jun15	by 000 AVD by based at Shalkovka; overhauled by KAZ in 2013/14 also carried code "42" red; based at Shalkovka; with 'VVS Rossii' titles and Russian stars; f/n jun15; on a photo over Syria; I/n Ryazan-Dvacilevo jul19			
30108 3 3 8	"43" red "43" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec90 1992	line # 108-03; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02) and later by 924 mrap at Olenya, by 7051 AvB and by 6050 AvB			
	"43" red RF-34039	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	trf ph.	2011 2015	based at Shaikovka; modernised by Gefest-T and overhauled by KAZ in 2013/14 also carried code "43" red; with 'VVS Rossii' titles and Russian stars; I/n Ryazan-Dyagilevo 26jun20			
40108 0 4 9	"44" red "44" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	30dec90 1992	line # 108-04; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhtá probablý in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02); trf to 444 TsBP i PLS at Ostrov-Veretye, date unknown; did not carry a Navy flag; suffered structural damage during a hard landing, details unknown; sat wfu at Ostrov-Veretye, I/n aug12			

40108 . 5 .	"47" red not known	Tu-22M3 Tu-22M3	Soviet Navy Russian Navy	mfd trf	28feb91 1992	line # 108-05; initially opb 170 mrap at Bykhov; trf to 574 mrap at Lakhta probably in 1991 initially opb 574 mrap at Lakhta (disbanded 01sep02); trf to 444 TsBP i PLS at Ostrov-Veretye, date unknown	
	not known	Tu-22M3	Russian Air Force	trf	unknown		
40100 7 1 4	RF-94158	Tu-22M3	Russian Air Force	no	reports	opb 6950 AvB at Shaikovka	
40109 7 1 4	"28" red	Tu-22M3	Soviet Air Force	mfd	28feb91	line # 109-01; opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka	
	"12" red	Tu-22M3	Russian Air Force			opb 52 tbap (redesignated 6951 AvB in 2009) at Shaikovka; overhauled and modernised by KAPO in	
	RF-94148	Tu-22M3	Russian Air Force	Shk	may17	2013/14 also carried code "12" red; probably opb 6950 AvB at Shaikovka (or by 6953 AvB at Byelaya); initially with	
						'VVS Rossii' titles and Russian stars; I/n as such Kubinka 25aug17; titles changed to 'VKS Rossii'; f/n as	
40109 1 2 6	"11" red	Tu-22M3	Soviet Navy	mfd	1991	such Byelaya 12aug18; I/n over Moscow 07may22 line # 109-02; Black Sea Fleet (Crimea); c/n as such from an official document, but also reported as	
40109 1 2 0	II led	10-22113	Soviet Navy	IIIIu	1991	40109227 (was also reported as opb 260 tbap at Stryy)	
	"60" red	Tu-22M3	Ukraine Air Force	trf	1996	opb 184 vbap at Priluki; stored at Priluki, seen may98	
40109 1 3 5	"60" blue not known	Tu-22M3 Tu-22M3	Ukraine Air Force Soviet Air Force	trf mfd	2000 1991	opb 185 vbap at Poltava; scrapped at Poltava 27jan06 as the last of 60 Ukrainian Tu-22Ms line # 109-03	
10103 1 3 3	"17" red	Tu-22M3	Russian Air Force	trf	1992	probably opb 52 tbap at Shaikovka; with 'VVS Rossii' titles, but still with Red Stars; used as a ground	
40109 5 4 9	"42" red	Tu-22M3	Soviet Air Force	mfd	30apr91	instructional airframe by VUNTs at Voronezh-Baltimor from around 2009, c/n checked 18aug12 line # 109-04	
40109 5 4 9	"42" red	Tu-22M3	Russian Air Force	trf	1992	overhauled by KAPO in 2012/14	
	RF-94142	Tu-22M3	Russian Air Force	Kzp	18jul14	also carried code "42" red; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars;	
						h/o after overhaul 09aug14; attacked IS targets in Syria 23jan17 and 24nov17; l/n Ryazan-Dyagilevo 13aug19	
40109 7 5 6	"10" red	Tu-22M3	Soviet Air Force	mfd	21may91	line # 109-05	
	"10" red	Tu-22M3	Russian Air Force	trf	1992	I/n 2013	
	RF-94146	Tu-22M3	Russian Air Force	ph.	apr16	also carried code "10" red; h/o aug15 after overhaul and modernisation by KAZ; opb AvGr 6950 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars; dbr 16jun16 on landing at Soltsy when the right main	
						gear collapsed during the landing run and the aircraft veered off the runway to the left, sheering off the	
						remaining landing gear and suffering damage to the right wing, 2 crew members were injured; the hulk sat	
21110 9 1 1	"26" red	Tu-22M3	Soviet Air Force	mfd	1991	Soltsy, seen in mid-2019 line # 110-01; opb 840 tbap at Soltsy	
	"26" red	Tu-22M3	Russian Air Force	trf	1992	opb 840 tbap at Soltsy (disbanded in 2011); sold as scrap metal 12nov12	
21110 . 2 .	not known "43" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	28jun91 1992	line # 110-02	
	RF-94138	Tu-22M3	Russian Air Force	ph.	07may15	overhaul by KAZ completed sep14; probably opb 6950 AvB at Shaikovka; with 'VVS Rossii' titles and	
				•	•	Russian stars; initially also carried code "43" red; took part in the fly-past over Moscow 07may15; I/n as	
						such over Moscow 04may18; titles changed to 'VKS Rossii'; f/n as such in 2018; code changed to "29" red; f/n as such jul19; l/n Shaikovka in mid-2020	
21110 . 3 .	"28" red	Tu-22M3	Soviet Air Force	mfd	26aug91	line # 110-03; opb 840 tbap at Soltsy	
	"28" red "48" red	Tu-22M3	Russian Air Force Russian Air Force	trf	1992	opb 840 tbap at Soltsy (disbanded in 2011)	
	RF-94140	Tu-22M3 Tu-22M3	Russian Air Force	Kzp	27apr14	overhauled by KAPO in 2013/14 also carried code "48" red; probably opb 6953 AvB at Shaikovka; with 'VVS Rossii' titles and Russian stars;	
						h/o after overhaul 04jun14; attacked Islamic State targets in Syria dec15, 23jan17 and 24nov17; l/n	
.1110 . 4 .	not known	Tu-22M3	Soviet Air Force	mfd	1991	Ryazan-Dyagilevo 08aug18 line # 110-04	
.1110.4.	not known	Tu-22M3	Russian Air Force	trf	1992	undergoing overhaul with KAZ by autumn 2014	
.1110 . 5 .	not known	Tu-22M3	Soviet Air Force	mfd	1991	line # 110-05	
.1111 . 1 .	not known not known	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	trf mfd	1992 1991	undergoing overhaul with KAZ 2013 line # 111-01	
	not known	Tu-22M3	Russian Air Force	trf	1992	modernised	
.1111 . 2 .	not known not known	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	mfd trf	1991 1992	line # 111-02 overhauled	
41111 5 3 8	"01" red	Tu-22MR	Soviet Air Force	mfd	1991	line # 111-03; the first series-production Tu-22MR; opb 219 odrap at Khvalynka	
	"01" red	Tu-22MR	Russian Air Force	trf	1992	initially opb 219 odrap at Khvalynka (disbanded in 1998)	
111 . 4 .	"01" blue not known	Tu-22MR Tu-22M3	Russian Air Force Soviet Air Force	trf mfd	1998 1991	opb 444 tbap at Vozvizhenka; trf to 6953 AvB at Byelaya in 2010, but rarely flown; sat wfu at Byelaya line # 111-04; modernised	
111 . 5 .	not known	Tu-22M3	Soviet Air Force	mfd	1991	line # 111-05; the code was probably "2."	
112 . 1 .	"02" red	Tu-22MR	Soviet Air Force	h6	1002	line # 112-01; the second series-production Tu-22MR; opb 219 odrap at Khvalynka	
	"02" red	Tu-22MR	Russian Air Force	trf	1992	initially opb 219 odrap at Khvalynka (disbanded in 1998); trf to 444 tbap at Vozdvizhenka in 1998; f/n 20may09; trf to 6953 AvB at Byelaya in 2010; l/n Byelaya sep10	
	RF-94239	Tu-22MR	Russian Air Force	ph.	aug11	carried the code "02" red still on the nose-wheel door, but no longer on the fin; opb 6953 AvB at Byelaya;	
112 . 2 .	not known	Tu-22M3	Soviet Air Force			with 'VVS Rossii' titles, but still with (faded) Red Stars; I/n Engels may16 line # 112-02	
12112 6 3 1	"16" red	Tu-22M3	Russian Air Force	mfd	05may92	line # 112-03	
	RF-94144	Tu-22M3	Russian Air Force	ph.	mar14	also carried code "16" red; modernised by Gefest-T; with 'VVS Rossii' titles, Russian stars and a Russian	
						flag below the cockpit; I/n as such 18sep17; titles changed to 'VKS Rossii' and Russian flag removed; f/n as such over Moscow 07may19; I/n Shaikovka jul19	
12112 3 4 7	no code	Tu-22M3	Russian Air Force	mfd	1992	line # 112-04; f/n FAB 06sep92; l/n FAB 11sep92	
12112 1 5 4	not known "31"	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	mfd	1992	opb 6952 AvB at Ukrainka line # 112-05; initially opb 200 tbap at Byelaya and later by 6952 AvB at Ukrainka	
22113 4 1 8	no code	Tu-22MR	KAPO im. Gorbunova	mfd	31jan92	line # 113-01; the last Tu-22MR built; was not paid for by the MoD and hence not handed over to the	
22113 . 2 .	"26" red	Tu-22M3	Russian Air Force	mfd	1992	Russian Air Force; was stored with KAPO for many years	
22113.2.				iiiid		line # 113-02; modernised by Gefest-T; was to undergo repairs with 360 ARZ in 2016; this c/n is also reported to have become RF-94143	
.2113 . 3 .	"15" red	Tu-22M3 Tu-22M3	Russian Air Force	mfd	1992	line # 113-03; was to undergo repairs with 360 ARZ in 2016	
.2113 . 4 . .2113 . 5 .	not known not known	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	mfd mfd	1992 1992	line # 113-04 line # 113-05	
.2114 . 1 .	not known	Tu-22M3	Russian Air Force	mfd	1992	line # 114-01	
32114 5 2 3	"37" red RF-94145	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	mfd Rzd	24jul92 aug12	line # 114-02 also carried code "37" red; opb 43 TsBP i PLS at Ryazan-Dyagilevo; with 'VVS Rossii' titles and Russian	
	KI -34143	14-221-15	Russian An Torce	IXZU	augiz	stars; modernised by Gefest-T in 2009 and underwent trials with TsBP DA at Ryazan-Dyagilevo; I/n as such	
						Ryazan-Dyagilevo 31may15; titles changed to 'VKS Rossii'; f/n as such Ryazan-Dyagilevo 01aug19; l/n	
42114 1 3 8	"01" red	Tu-22M3	Russian Air Force	mfd	21aug92	mar21 line # 114-03; was undergoing overhaul with KAZ by autumn 2014	
42114 . 4 .	not known	Tu-22M3	Russian Air Force	mfd	1992	line # 114-04; opb 200 tbap at Byelaya	
42114 6 5 7	"28" red RF-94157	Tu-22M3	Russian Air Force	mfd Shk	1992 jun12	line # 114-05	
	W-2412/	Tu-22M3	Russian Air Force	SIIK	jun12	also carried code "28" red; probably opb 6950 AvB at Shaikovka; received 'VVS Rossii' titles and Russian stars; f/n as such Kazan-Borisoglebskoye 09aug14; attacked IS targets in Syria 20nov15 and 07dec15;	
						titles changed to 'VKS Rossii' and an unknown badge painted below the cockpit; f/n as such during the fly-	
42115 3 1 2	no code	Tu-22M3	KAPO im. Gorbunova	mfd	01mar93	past over Moscow 24jun20; I/n Kubinka 28aug20 line # 115-01; in standard c/s with Red Stars; was not paid for by the MoD and hence not handed over to	
						the Russian Air Force; stored with KAPO for many years, I/n aug14	
13115 4 2 3	no code	Tu-22M3	KAPO im. Gorbunova	mfd	01mar93	line # 115-02; in standard c/s with Red Stars; was not paid for by the MoD and hence not handed over to	
23115 1 3 2	no code	Tu-22M3	KAPO im. Gorbunova	mfd	05jul93	the Russian Air Force; stored with KAPO for many years, I/n aug14 line # 115-03; the last Tu-22M built; in standard c/s with Red Stars; was not paid for by the MoD and	
· V -					,	hence not handed over to the Russian Air Force; was stored with KAPO for many years; preserved as a	
						gate guard at the KAPO/KAZ factory (55.8583439 49.1060092) from aug07, I/n sep23	
Tu-22M /	all version	ns) with i	ınknown const	ructi	on num	hers include	
<u> 1 U-ZZM (C</u>	versioi	13) WILII U	IIINIIOVVII CUIISL	. uCll	<u>vii ilulli</u>	DCIS IIICIAAC	
	RF-34018	Tu-22M3	Russian Air Force	Kzp	mar19	also carried code "47" red; with 'VVS Rossii' titles and Russian stars; I/n over Moscow 07may22	
	RF-34075	Tu-22M3	Russian Air Force	ph.	dec15	given by russianplanes.net as c/n 4468015, but can this be correct ?, see there; also carried code "54" red; with "VVS Rossii' titles and Russian stars; I/n with code "54" red in early 2016; code changed to "24" red; f/n as such feb16; I/n Ryazan-Dyagilevo aug21, still with "VVS Rossii' titles	

Russian Air Force

Russian Air Force Russian Air Force

RF-94217

RF-94218 RF-94221

Tu-22M3

Tu-22M3 Tu-22M3

					f/n as such feb16; l/n Ryazan-Dyagilevo aug21, still with 'VVS Rossii' titles
 RF-34089	Tu-22M3	Russian Air Force	OVB	01apr17	also carried code "59" red; with 'VVS Rossii' titles and Russian stars; already seen in bare metal test flying
					from KAZ 22dec16; I/n Belaya 18aug18
 RF-34110	Tu-22M3	Russian Air Force	Kzp	jan17	also carried code "49" red; with 'VVS Rossii' titles and Russian stars; seen Shaikovka jun20 now with 'VKS
					Rossii' titles and coded "02" red; I/n Engels 23dec20; damaged Ryazan-Dyagilevo 04dec22, during an
					attack by a Ukrainian UAV, photos show extensive damage to the tail planes and engine exhausts
 RF-34112	Tu-22M3	Russian Air Force	Kzp	13feb18	also carried code "46" red; with 'VVS Rossii' titles and Russian stars
 RF-94141	Tu-22M3	Russian Air Force	Rzd	2015	also carried code "41" red, with 'VVS Rossii' titles; previous code "21" red visible on the tail
 RF-94151	Tu-22M3	Russian Air Force		mar23	also carried code "18" red
 RF-94152	Tu-22M3	Russian Air Force	Kzp	05jun19	also carried code "21" red; with 'VKS Rossii' titles and Russian stars; I/n Kazan-Borisoglebskoye 12jun19
 RF-94161	Tu-22M3	Russian Air Force	ph.	nov15	also carried code "16" red, with 'VVS Rossii' titles and Russian stars; seen Shaikova 10jun20 coded "01"
					red now with 'VKS Rossii' titles; I/n Shaikova late 2021
 RF-94216	Tu-22M3	Russian Air Force	ph.	2014	also carried code "26" red; possibly based at Byelaya; with 'VVS Rossii' titles; attacked IS targets in Syria

jul11

feb14 nov12

Bly

Eng ph.

also carried code "26" red; possibly based at Byelaya; with 'VVS Rossii' titles; attacked IS targets in Syria 19nov15; I/n OVB 22sep16
also carried code "30" red; opb 6953 AvB at Byelaya; with 'VVS Rossii' titles, but still with Red Stars; I/n without name Byelaya sep12; named 'Vladimir Bezbokov' after a distinguished Soviet bomber pilot; f/n as such Byelaya 07nov12; I/n Byelaya 18aug18
also carried code "67" red; with 'VVS Rossii' titles; I/n OVB 12aug17
also carried code "58" red, with 'VVS Rossii' titles; I/n feb15; seen oct20 now with 'VKS Rossii' titles

RF-94223	Tu-22M3	Russian Air Force	ph.	may13	also carried code "46" red; with 'VVS Rossii' titles; I/n OVB oct18/apr19 stored with fading paint, reflown
 RF-94228	Tu-22M3	Russian Air Force	Bly	2011	jul19 and I/n OVB sep19 also carried code "33" red; with 'VVS Rossii' titles; I/n over Moscow 07may22
 RF-94229 RF-94230	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	Rzd ph.	aug21 2020	also carried code "32" red; with 'VKS Rossii' titles at Belaya; also carried code "31" red; with 'VVS Rossii' titles; I/n Ryazan-Dyagilevo 30aug21
 RF-94231	Tu-22M3	Russian Air Force	ph.	dec12	also carried code "25" red; with 'VVS Rossii' titles
 RF-94232 RF-94233	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	ph. ph.	03oct19 jul11	also carried code "23" red; with 'VKS Rossii' titles also carried code "20" red; opb 326 tbad at Byelaya; with 'VVS Rossii' titles, I/n with faded Red Stars in
			·	-	2012; modernised by Gefest; f/n with Russian stars in 2014; dbr 14sep17 on the leg from Shaikovka to Mozdok (still without bombs) of a bombing mission to Syria when the radar altimeter failed during the take-off run and the pilot decided to abort the take-off, but weight and speed were very high so that the aircraft overran the runway and the left wing broke off, all 4 crew escaped unhurt
 RF-94234	Tu-22M3	Russian Air Force	OVB	12sep16	also carried code "34" red; with 'VVS Rossii' titles, I/n OVB 18sep16; seen over Moscow 25jun20 now with 'VKS Rossii' titles
 "27" RF-94237	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	nh	apr16	opb 444 tbap at Vozdvizhenka (redesignated 444 bap 29jan97 and disbanded 31dec09) still carried the old code "27" red on the nose-wheel door, but no longer on the fin; opb 6953 AVB at
			ph.	·	Byelaya; without titles and still with Red Stars; I/n Byelaya mid-2019
 RF-94264	Tu-22M3	Russian Air Force	Rzd	20dec16	also carried code "01" red; with 'VVS Rossii' titles and Red Star; f/n Shaikovka apr19 with 'VKS Rossii' titles; l/n sep20
 RF-94265	Tu-22M3	Russian Air Force	Kzp	09aug14	with 'VVS Rossii' titles and faded Red Star; I/n Ryazan-Dyagilevo 2016, also carried code "38" red; seen jun19 now with 'VKS Rossii' titles; I/n Shaikovka jul20
 RF-94	Tu-22M3	Russian Air Force	Eng	sep12	also carried code "45" red
 RF-95948 RF-95955	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	Akc ZIA	24may14 12aug12	also carried code "33" red in flypast; also carried code "44" red with 'VVS Rossii' titles; opb 6950 AvB at Shaikovka; I/n over
 RF-95956	Tu-22M3	Russian Air Force	ZIA	12aug12	Arkhangelsk sep18 in flypast; also carried code "22" red with 'VVS Rossii' titles; opb 6950 AvB at Shaikovka; I/n as such
 "01" red	Tu-22M3	Russian Air Force	Rzd	29jun02	Shaikovka apr19; seen Engels 23dec20 now with 'VKS Rossii' titles I/n Ryazan-Dyagilevo apr11; see RF-94264
 "02" red	Tu-22M3	Russian Navy	ph.	16apr07	at Mongokhto
 "03" "04" red	Tu-22M3 Tu-22M3	Soviet Air Force Soviet Navy			opb 444 tbap at Vozdvizhenka opb 1 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97
 "05" "05" red	Tu-22M3 Tu-22M3	Soviet Air Force Soviet Navy			opb 444 tbap at Vozdvizhenka opb 1 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97
 "05" red	Tu-22M3	Russian Navy	no	reports	opb 5gv.mrap at Vesyoloye (Crimea); broken up at Vesyoloye apr97; see c/n 2463849
 "06" red	Tu-22M3	Soviet Navy	no	reports	opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97
 "06" red "07" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	Bly	sep09	opb 260 tbap at Stryy; fate unknown
 "08"	Tu-22M3	Soviet Air Force			opb 444 tbap at Vozdvizhenka
 "09" red "10" red	Tu-22M3 Tu-22M3	Soviet Navy Russian Air Force	Rzd	18aug05	opb 1 ae 5 mrap at Vesyoloye; damaged (dbr ?) 21aug92
 "11" red "11" red	Tu-22M3 Tu-22M3-R	Russian Air Force Russian Air Force	Rzd Shk	29jun02 20jun04	I/n Ryazan-Dyagilevo 18aug05; photo Ryazan-Dyagilevo jun12
 "12"	Tu-22M3	Soviet Air Force			opb 444 tbap at Vozdvizhenka; was to be overhauled by 12 ARZ at Khabarovsk, but probably the overhaul
 "12" red	Tu-22M3	Russian Air Force	Rzd	29jun02	was not completed initially without titles and with Red Stars, I/n as such Ryazan- Dyagilevo 18aug05; seen with 'VVS Rossii'
 "14" red	Tu-22M3	Soviet Air Force			titles and Russian stars over Moscow 09may10 opb 840 tbap at Soltsy
 "14" "14" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	Rzd	jun12	opb 444 tbap at Vozdvizhenka
 "15" red	Tu-22M3	Soviet Air Force	RZu	juniz	opb 840 tbap at Soltsy; was "24" red before
 "16" red "16"	Tu-22M3 Tu-22M3	Soviet Air Force Soviet Air Force			opb 840 tbap at Soltsy opb 444 tbap at Vozdvizhenka
"16" red	Tu-22M3	Russian Air Force	Bly	2011	opb 6953 AvB at Byelaya; I/n Byelaya feb12; a "16" red with 'VVS Rossii' titles was seen at Engels mar15, the same aircraft ?; see RF-94161
 "17" "19" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	Rzd	29jun02	opb 444 tbap at Vozdvizhenka I/n Ryazan-Dyagilevo 18aug05
 "19" red	Tu-22M3	Russian Air Force	Vob	10dec10	I/n 18aug12 in the technical school with VVS Rossii titles
 "20" red "20" red	Tu-22M3 Tu-22M3	Soviet Navy Soviet Air Force			opb 2 ae 5 mrap at Vesyoloye opb 840 tbap at Soltsy
"20" red	Tu-22M3	Russian Air Force	trf	1992	opb 840 tbap at Soltsy; seen Soltsy jun04; w/o 08jul04 when crashed on approach to Soltsy after a DC generator breakdown caused complete loss of electrical power, all 4 crew killed (they were not able to eject
"DO"	T 2242			2011	without electricity)
 "20" red "21" red	Tu-22M3 Tu-22M3	Russian Air Force Russian Air Force	Bly	2011	opb 6950 AvB at Shaikovka; damaged 23mar21 while being prepared for take-off at Shaikovka, as the forced ejection system had not been deactivated and the safety lever was missing the system kicked in when power was switched on so that 3 of the 4 crew members (all apart from the pilot) were shot out inadvertently, as the KT-1M ejection seat of the Tu-22M3 does not have zero-zero capabilities, their parachutes did not manage to open and all three were killed, the pilot was injured by the hot exhausts of the other ejection seats
 "21" red "21" red	Tu-22M3 Tu-22M3	Soviet Air Force Russian Air Force	Rzd	18aug05	opb 840 tbap at Soltsy
 "21" red "21" red	Tu-22M3 Tu-22M3	Russian Air Force	Bly	feb12	
 "41" blue	Tu-22M3	Russian Air Force Russian Air Force	Vzd	28may11	opb 444 tbap at Vozdvizhenka (disbanded 31dec09); sat wfu at Vozdvizhenka, seen may11/jan12,
 "22" red	Tu-22M3	Soviet Air Force			probably scrapped in autumn 2012 opb 840 tbap at Soltsy; was "03" red before
 "22" red "22" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Navy	Bly	14aug09	also carried "25" blue on the fin; two aircraft coded "22" red were based at the time; see c/n 4582352 opb 2 ae 5 mrap at Vesyoloye
 "23" red "23" red	Tu-22M3 Tu-22M3	Russian Air Force Soviet Air Force	Dlv	23aug14	with faded Red Star on tail
 "23" red		Soviet All Force	Bly		
	Tu-22M3	Soviet Navy	no	reports	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there
"23" red		Soviet Navy Soviet Navy	•	reports	opb 840 tbap at Soltsy
 "23" red "23" red	Tu-22M3	•	•	reports	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into
"23" red "16" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force	no		opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97
"23" red	Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Air Force	•	reports feb03 09dec12	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was
 "16" red "16" red "24" red "24" red "24" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force	no Shk	feb03	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2 at Kazan-Borisoglebskoye with 'VVS Rossii' titles
 "23" red "16" red "24" red "24" red "24" red "25" red	Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3 Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force	no Shk	feb03 09dec12	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka  was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy
 "23" red "16" red "24" red "24" red "25" red "25" red "25" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Airy Russian Air Force	no Shk ph.	feb03 09dec12 aug13 29jun02	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye
 "23" red "16" red "24" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force	no Shk ph.	feb03 09dec12 aug13	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with "VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye Bobruisk, Belarus at Shaikovka, with "VVS Rossii' titles
 "23" red "16" red "24" red "24" red "24" red "25" red "25" red "25" red "25" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Navy	no Shk ph.	feb03 09dec12 aug13 29jun02 1991	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into
 "23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "26" red "26" red "105" red "26" red "105" red "105" red "105" red "105" red "105" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force	Shk ph.	feb03 09dec12 aug13 29jun02 1991 2014	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka
 "23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "26" red "77" red "77" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Air Force Russian Air Force	Shk ph.  Rzd ph.	feb03 09dec12 aug13 29jun02 1991 2014	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2 at Kazan-Borisoglebskoye with "VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with "VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97
 "23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "27" red "27" red "27" red "27" red "27" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Russian Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Navy Russian Air Force Soviet Navy	Shk ph.	feb03 09dec12 aug13 29jun02 1991 2014	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with "VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with "VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 53 tbap at Shaikovka opb 54 tbap at Shaikovka opb 52 tbap at Shaikovka
"23" red  "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "27" red "27" red "27" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Navy Russian Air Force Soviet Navy Russian Air Force Soviet Navy Soviet Air Force	Shk ph.  Rzd ph.	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97  /In Byelaya sep15
"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "26" red "27" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force Russian Air Force Soviet Navy Russian Air Force	Shk ph.  Rzd ph.  Rzd Bly	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2 at Kazan-Borisoglebskoye with "VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with "VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 I/n Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 opb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with "VVS Rossii' titles and Russian stars
"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "26" red "27" red "30" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Russian Air Force Russian Air Force Soviet Navy Russian Air Force Soviet Navy Soviet Air Force Russian Air Force	Rzd ph.  Rzd Bly  MOW ph. Rzd	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikov
"23" red  "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "27" red "30" red "30" red "30" red "30" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force Soviet Navy Sov	Shk ph.  Rzd ph.  Rzd Bly  Mow ph.	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2 at Kazan-Borisoglebskoye with "VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with "VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 I/n Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 opb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with "VVS Rossii' titles and Russian stars
"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "26" red "27" red "30" red "30" red "30" red "31" red "31" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Soviet Air Force Russian Air Force	Rzd ph.  Rzd Bly  MOW ph. Rzd Bly Bly Bly Bly	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09 2012	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97   I/n Byelaya sep15 opb 2 es 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 opb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with 'VVS Rossii' titles and Russian stars Bobruisk, Belarus  I/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered
"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "26" red "27" red "30" red "30" red "30" red "31" red "33" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Navy Russian Air Force	Rzd ph.  Rzd Bly  MOW ph. Rzd Bly Bly Sot Bly	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09 2012 20aug95 24nov11	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2 at Kazan-Borisoglebskoye with "VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with "VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka opb 52 tbap at Shaikovka popb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 l/n Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 lypb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with "VVS Rossii' titles and Russian stars Bobruisk, Belarus  I/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered and photo again 2011  and photo 2012, very faded Red star on tail
"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "26" red not known "27" red "27" red "27" red "27" red "27" red "28" red "30" red "30" red "30" red "31" red "31" red "32" red "33" red "33" red "33" red "33" red "33" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force	Rzd bly MOW ph. Rzd bly bly sot bly Rzd bly Rzd bly Rzd bly Rzd	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09 2012 20aug95 24nov11 19may16	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97    N Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 opb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with 'VVS Rossii' titles and Russian stars Bobruisk, Belarus    I/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered and photo again 2011
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"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "26" red "27" red "37" red "37" red "38" red "30" red "30" red "30" red "31" red "31" red "33" red "34" red "35" red "36" red "36" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Soviet Air Force	Rzd Bly MOW ph. Rzd Bly Sot Bly Rzd Akc f/f	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09 2012 20aug95 24nov11 19may16 27jul97 1988	opb 840 tbap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka opb 52 tbap at Shaikovka vith 'VVS Rossii' titles opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97   In Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97   In Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97   Opb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with 'VVS Rossii' titles and Russian stars Bobruisk, Belarus   I/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered and photo again 2011   and photo 2012, very faded Red star on tail   I/n Ryazan-Dyagilevo dec16 opb 840 tbap at Soltsy
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"23" red "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "26" red not known "27" red "37" red "38" red "30" red "30" red "31" red "33" red "33" red "34" red "35" red "36" red "36" red "36" red "36" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force Soviet Air Force Soviet Air Force Russian Air Force	Rzd Bly MOW ph. Rzd Bly Bly Sot Bly Rzd Akc f/f	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09 2012 20aug95 24nov11 19may16 27jul97 1988	opb 840 thap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 [/n Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 [/n Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 opb 260 tbap at Stryy; fate unknown feb03 at Shaikovka with 'VVS Rossii' titles and Russian stars Bobruisk, Belarus  I/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered and photo again 2011  and photo 2012, very faded Red star on tail [/n Ryazan-Dyagilevo dec16 opb 840 tbap at Soltsy  the second prototype of the reconnaissance version; underwent trials with 929 GLITs at Akhtubinsk; photo exists; see c/n 4794234 ? opb 840 tbap at Soltsy  with 'VVS Rossii' titles  see RF-94145 c/n 32114523  was 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; c/n reported as 2426024, but that
"23" red  "16" red "24" red "24" red "25" red "25" red "25" red "25" red "25" red "25" red "27" red "27" red "27" red "27" red "27" red "27" red "28" red "30" red "30" red "31" red "33" red "33" red "33" red "35" red "35" red "36" red "36" red "36" red "36" red	Tu-22M3	Soviet Navy Soviet Air Force Russian Air Force Soviet Air Force Soviet Navy Russian Air Force Soviet Air Force Russian Air Force	no Shk ph.  Rzd ph. Rzd Bly Sot Bly Rzd Bly Rzd Akc f/f ph. Bly Rzd	feb03 09dec12 aug13 29jun02 1991 2014 18sep10 2011 photo 09may10 1991 18aug05 sep11 sep09 2012 20aug95 24nov11 19may16 27jul97 1988	opb 840 thap at Soltsy opb 5gv.mrap at Vesyoloye (Crimea); trf 1994, opb 943 mrap, at Oktyabrskoye and broken up there may97 opb 2 ae 5 mrap at Vesyoloye; scrapped at Oktyabrskoye mar97 opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 52 tbap at Shaikovka was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12 at Kazan-Borisoglebskoye with 'VVS Rossii' titles opb 840 tbap at Soltsy opb 2 ae 5 mrap at Vesyoloye  Bobruisk, Belarus at Shaikovka, with 'VVS Rossii' titles opb 260 tbap at Stryy; flown by its crew to Bobruisk in early 1992 in order to prevent it falling into Ukrainian hands; trf to 52 tbap at Shaikovka opb 43 TsBP i PLS at Ryazan-Dyagilevo; still with Red Stars opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 I/n Byelaya sep15 opb 2 ae 5 mrap at Vesyoloye; scrapped at Vesyoloye apr97 opb 260 tbap at Striyy; fate unknown feb03 at Shaikovka with 'VVS Rossii' titles and Russian stars Bobruisk, Belarus  I/n Byelaya jan12 and aug12; photo same aircraft ? with RF- digits covered and photo again 2011  and photo 2012, very faded Red star on tail I/n Ryazan-Dyagilevo dec16 opb 840 tbap at Soltsy with 'VVS Rossii' titles see CR-94145 c/n 32114523 was used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College

 40 reu	Tu-22113	Russian Air Force	DIY	5ep09	de contrato
 "41" red	Tu-22M	Russian Air Force	VVO	19apr97	derelict
 "41" red	Tu-22M3	Russian Air Force	ph.	09dec12	was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dec12
 "42" red	Tu-22M3	Russian Navy	ph.	20aug95	opb 574 mrap at Lakhta
 "42" blue	Tu-22M3	Russian Air Force	ph.	14sep12	at Ryazan-Dyagilevo; I/n jan13
 "42" black	Tu-22M3	Russian Air Force	IKT	28aug07	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; probably scrapped in mid-2010
 "44" red	Tu-22M3	Russian Air Force	ph.	09dec12	was to be overhauled by 12 ARZ at Khabarovsk, but the overhaul was not completed and the aircraft was abandoned, seen as such dect2
 "45" red	Tu-22M3	Russian Air Force	Sot	20aug95	
 "46"	Tu-22M3	Soviet Air Force			opb 444 tbap at Vozdvizhenka
 "46" red	Tu-22M3	Russian Air Force	Rzd	2012	photo
 "46" red	Tu-22M3	Russian Navy	ph.	19apr07	at Mongokhto
 "47"	Tu-22M3	Soviet Air Force	pii.	1340107	
			0	2105	opb 444 tbap at Vozdvizhenka
 "49" red	Tu-22M3	Russian Navy	Osv	21aug05	
 "50" red	Tu-22M0	Soviet Air Force		photo	opb 43 TsBP i PLS at Ryazan-Dyagilevo
 "51" red	Tu-22M0	Soviet Air Force		photo	opb 43 TsBP i PLS at Ryazan-Dyagilevo; trf to Achinsk VATU, photo exists 1988, painted as "511"; disposed of after 1984
 "52" red	Tu-22M2	Russian Air Force		jun98	and photo 21apr05 preserved at Shaikovka (N54.240048 E34.3775978); I/n sep08
 "53" red	Tu-22M3	Russian Air Force	Bly	sep09	
 "55" red	Tu-22M3	Russian Air Force	Bly	feb12	
 "56" red	Tu-22M3	Russian Air Force	Bly	feb12	I/n oct13
 "57" red	Tu-22M3	Russian Air Force	Bly	sep09	, ii deels
 "58" red	Tu-22M3	Russian Air Force	Bly	sep11	code on nose wheel door; I/n Byelaya jan14
 "60" red	Tu-22M3	Soviet Air Force	Diy	sepii	opb 840 tbap at Soltsy
	Tu-22M3		Cab	200	opp 640 toap at Soitsy
"60" red	Tu-22M3	Russian Air Force	Sot	20aug95	
 "60" red		Russian Air Force	Bly	sep09	1
 "60" red	Tu-22M3	Russian Air Force		photo	preserved at Ryazan-Dyagilevo 360 ARZ (N54.657481 E39.57171)
 "64" red	Tu-22M3	Russian Air Force	Sot	20aug95	
 "66" red	Tu-22M3	Russian Air Force	Sot	20aug95	
 "68" red	Tu-22M3	Russian Air Force	Sot	20aug95	
 "72" red	Tu-22M	Russian Navy	VVO	19apr97	derelict
 not known	Tu-22M3	Russian Air Force			opb 52 tbap at Shaikovka; w/o 09aug08 on a bombing mission against targets in Western Georgia when was shot down by a Georgian "Osa-AK" SAM near Gori, 3 of the 4 crew killed and 1 seriously injured
 not known	Tu-22M3	Russian Air Force		19aug23	at least one aircraft was destroyed in a Ukrainian UAV attack on Soltsy Air Base, near Novgorod this date
 "72" red	Tu-22M1	Soviet Navy		aug73	opb 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino
 "01" red	Tu-22M3	Soviet Air Force			opb 260 tbap at Stryy
"01" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "02" red	Tu-22M3	Soviet Air Force		1,,,,	opb 260 thap at Stryy
"02" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "05" red	Tu-22M3	Soviet Air Force		1,,,,	opb 260 thap at Stryy
"05" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "06" red	Tu-22M3	Soviet Air Force		1,,,2	opb 260 tbap at Stryy
"06" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "08" red	Tu-22M3 Tu-22M3	Soviet Air Force	ui	1332	opb 260 tbap at Stryy
				1000	
"08" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "09" red	Tu-22M3	Soviet Air Force			opb 260 tbap at Stryy
"09" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "10" red	Tu-22M3	Soviet Air Force			opb 260 tbap at Stryy
"10" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "11" red	Tu-22M3	Soviet Air Force			opb 260 tbap at Stryy
"11" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "21" red	Tu-22M3	Soviet Air Force			opb 260 tbap at Stryy
"21" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "24" red	Tu-22M3	Soviet Air Force			opb 260 thap at Stryy
"24" red	Tu-22M3	Ukraine Air Force	trf	1992	initially opb 260 vbap at Stryy; trf to 184 vbap at Priluki jul93
 "30" red	Tu-22M2	Ukraine Air Force	Mkk	30apr99	I/n Mykolayiv-Kulbakino 27may02; possibly had a different code on the nose wheel door; a candidate is c/n
50 Teu	14 22112	ORIGINE All TOICE	PIKK	30upi 99	4149923

sep09

# Tupolev Tu-95, Tu-96 and Tu-116

The Tu-95 is a strategic bomber with four giant NK-12 turboprop engines designed as a counterweight to the B-36 and B-52 bombers of the USAF. The first prototype made its first flight on 12 November 1952, and state trials were completed in August 1956. Series production started in 1955 at the Factory No. 18 at Kuibyshev (now Samara).

The Tu-95 replaced at first the Tu-4 and later also the M-4 and 3M in the long-range bombardment regiments. The newest version Tu-95MS is still in service today. Apart from its role as a bomber, the Tu-95 was used as a reconnaissance aircraft and a test-bed as well. The Tu-95 also served as the basis for the development of the Tu-114 airliner, the Tu-126 AWACS and the Tu-142 maritime patrol aircraft. We have included the Tu-95 as we can give a complete list of the early versions. The Tu-116 was a VIP transport version of the strategic bomber Tu-95 It was developed for the Soviet leader Nikita Khrushchov who wanted to fly in a Soviet aircraft to

New York to address the United Nation's General Assembly. As the Tu-114 was still under development in the mid 1950s, it was decided to derive a passenger version from the Tu-95 which had the necessary range. The Tu-116 was presented to the Soviet public under the designation Tu-114D (the real Tu-114D was the long-haul version of the Tu-114) in July 1958. In the event, Khrushchov flew to New York on the prototype of the Tu-114 in September 1959, thereby rendering the Tu-116 unnecessary. So both aircraft were handed over to long-range aviation regiments of the Soviet Air Force where they served as VIP transports until the spring of 1991. These two Tu-95s were converted on the assembly line to Tu-116 VIP transports for long distances. These aircraft retained the standard bomber fuselage to reduce weight and increase fuel capacity. The rear fuselage had a pressurised cabin, seating up to 24 passengers. Both have Tu-95 c/ns. The first flight took place on 23 April 1957, and state trials started in March 1958. However, the Tu-116 was not considered to be safe enough for Soviet leaders Khrushchov and Bulganin because of technical problems, and so it ended up in normal Air Force service. Instead the Tu-114 took over the task of VIP transport.

The sole Tu-96 high-altitude bomber (based on the Tu-95) built seemed to carry the c/n (?) 5836 and was coded "73". It was built by Factory No. 18 and completed in

The sole Tu-96 high-altitude bomber (based on the Tu-95) built seemed to carry the c/n (?) 5836 and was coded "73". It was built by Factory No. 18 and completed in summer 1955, but the first flight took place only in 1956 because there were problems with the new TV-16 engines that could not be solved. The Tu-96 was used as a test-bed until the late 1950s.

Units mentioned below are the unit the aircraft was with in the mid 1980s.

"40" red

Tu-22M3

Russian Air Force

The toc dates mentioned are the dates the aircraft was accepted by the Soviet Air Force.

### 3 Tu-95 prototypes built by Factory No. 156 at Moscow-Lefortovo from 1952 to 1955

Tu-95/1	not known	Tu-95 Tu-95	Tupolev OKB	f/f	12nov52	from Zhukovski; first prototype, with four 2TFV-2F engines; construction started oct51; in Soviet Air Force c/s; w/o 11may53 on its 17th flight when crashed near Noginsk static test airframe; construction started oct51
Tu-95/2	not known	Tu-95	Tupolev OKB	f/f	16feb55	the second flying prototype; the airframe was basically completed nov52, but underwent modifications until jul54, while the TV-12 engines were delivered only in early 1955; in Soviet Air Force c/s; trials completed 20jan56; re-engined with NK-12 engines afterwards; t/t before conversion 369 hours 34 minutes and 224 cycles; converted by Factory No. 18 in 1960 to, see next line
	"4807" black	Tu-95LL	Tupolev OKB			used as a test-bed for jet engines by Tupolev's outlet ZhLIIDB at Zhukovski; in Soviet Air Force c/s; a photo exists with large code "45" and small "4807"; wfu in late 1971 (its role as a test-bed was then taken over by Tu-142LL "4200"); ferried to Monino in the 1st half of 1972 and preserved in the Soviet/Russian Air Force museum (N55.832808 E38.184764) since, "4807" visible only on the left side of the fin, I/n oct23

### Tu-95, Tu-95M, Tu-95K and Tu-116 built by Factory No. 18 at Kuibyshev-Bezymyanka

The c/n gives the year of manufacture, factory code (8 for factory 18 for aircraft), the batch number and the number in the batch.

4 8 000001 4 8 000002 4 8 000003	not known not known not known	Tu-95 Tu-95 Tu-95	Soviet Air Force Soviet Air Force Soviet Air Force	toc	31aug55	converted to Tu-95K prototype $01mar/31oct55$ and $f/f$ as such $01jan56$ ; as Tu-95K toc $23jun56$ ; opb $409$ tbap at Uzin; opb $4$ VAUSh at Chelyabinsk-Shagol in $1980s$ converted to Tu-95K prototype toc $18feb56$ and $f/f$ summer $1956$ ; an aircraft toc $31jul56$ by $1023$ tbap at Semipalatinsk is most probably this aircraft crashed $25aug65$
5 8 001 01	no code "6"	Tu-95 Tu-95N	Soviet Air Force Tupolev OKB	toc	31aug55	the first Tu-95 which was upgraded to Tu-95M standard; received NK-12M engines in 1956; converted by Factory No. 18 in 1957/58 to, see next line was to be used as a carrier aircraft for the Tsybin RS ramjet-powered supersonic strategic bomber project which was cancelled in 1958; probably the Tu-95 "301" which was stored with Tupolev's outlet ZhLIiDB at Zhukovski in the 1960s and later based at Uzin, being used as a transport for large aircraft parts (among them of the Tu-160 prototypes) until the mid-1970s
5 8 001 02	not known	Tu-95	Soviet Air Force	toc	30dec55	opb 409 tbap at Uzin
5 8 001 03	not known	Tu-95	Soviet Air Force	toc	29feb56	opb 1023 tbap at Semipalatinsk
5 8 001 04	not known	Tu-95	Soviet Air Force	toc	31mar56	opb 409 tbap at Uzin

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2							
April						31mar56	opb 1023 tbap at Semipalatinsk
The content and street and the count and street and stre	5 8 003 02				toc	23TeD56	
Second Air Force   1985							Uzin in 1959 when the test of the bomb was delayed, used for training; ferried to Olenya sep61; painted in
Second Column   Table   Seco							
							dropped the 58.6 megatonne thermonuclear 'super bomb' AN602 over Novaya Zemlya 30oct61
## Stock   Common		not known	Tu-95	Soviet Air Force			
6 2015   Control   1,00							1023 tbap at Semipalatinsk until the mid-1980s; scrapped
6 8 00 10							
6. 8 (10.00)   1.00   1	6 8 003 05	not known	Tu-95	Soviet Air Force	toc	may56	crashed 20sep59
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A continue		not known		Soviet Air Force	toc	31may57	opb 1023 tbap at Semipalatinsk
7   0.04 for   10.05							
2   20   10   76   76   76   76   76   76   76   7							flying laboratory with a nuclear reactor on board; made 34 flights may/aug61 until the programme was
7							
2	7 8 004 09						toc sep57; opb 409 tbap at Uzin; started state trials mar58
The content	7 8 004 10						
7	7 0 004 10	not known	Tu-95MR-2	Soviet Air Force	f/f	12nov64	converted by an ARZ in the late 1980s to, see next line
The Foreign	7 8 005 01						
The color of the form   10-954   South Air Force   10-95   South Air	7 0 003 01				toc	J1dec37	
on thrown to the control of the cont	7 9 005 02				toc	20anrE0	
2 8 005 03 not known 1 19-95	7 8 003 02				toc	30api 30	
11   11   12   13   13   14   15   15   15   15   15   15   15	7 0 005 02				***	2060650	based possibly at Ryazan; wfu in early 1990s
7 9 805 06 10 not known Tu-95M Soviet Air Force to Control 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 8 005 05						
The first force   The first		not known	Tu-95M	Soviet Air Force	toc	dec58	crashed 25aug65
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8 8 006 00	7 8 005 07				toc	31may58	
8 8 006 10 not known Tu-99M Soviet Air Force to Jun S	8 8 005 08	not known	Tu-95M	Soviet Air Force	toc	30jul58	opb 1023 tbap at Semipalatinsk
8 8 000 01 not known Tu-95M Soviet Air Force to 27/30/27S, made 32 fights (12 Nature) as each until the programme was stopped in may77; converted to 27/30/27S, made 32 fights (12 Nature) as each until the programme was stopped in may77; converted to 37/30/27S, made 32 fights (12 Nature) as each until the programme was stopped in may77; converted to 37/30/27S, made 32 fights (12 Nature) as each until the programme was stopped in may77; converted to 37/30/27S, made 32 fights (12 Nature) as each until the programme was stopped in may77; converted to 37/30/27S, made 32 fights (12 Nature) as each until the programme was stopped in may77; converted to 38 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 108 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 106 cycles 2 fights (12 Nature) as a Tu-95M 56 98 hours and 108 hours and 108 figh							
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Section   Tu-95M							
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20	9 8 022 03	not known	Tu-95K	Soviet Air Force	toc	30jan60	opb 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22
60 8 022 09 not known Tu-95K Soviet Air Force to 08mar60 oph 1006 thap at Uzin; converted to Tu-95KD, than -KM, later -K-22 (60 8 022 09 not known Tu-95K Soviet Air Force to 08mar60 oph 102 thap at Mozdok; converted to Tu-95KD, than -KM, later -K-22 (60 8 022 09 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 01 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 02 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 03 not known Tu-95K Soviet Air Force to 30sep60 (60 8 023 05 not known Tu-95K Soviet Air Force to 30sep6							
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Color   Not Nown   Tu-95K   Soviet Air Force   So							
60 8 022 10 not known Tu-95K Soviet Air Force to 31oct60 oph 182 tbap at Mozdok 60 8 023 02 not known Tu-95K Soviet Air Force to 30sep60 crashed 26aug77 60 8 023 02 not known Tu-95K Soviet Air Force to 30sep60 oph 106 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 60 8 023 03 not known Tu-95K Soviet Air Force to 18nov60 oph 182 tbap at Mozdok 60 8 023 05 not known Tu-95K Soviet Air Force to 18nov60 oph 182 tbap at Mozdok 60 8 023 06 not known Tu-95K Soviet Air Force to 18nov60 oph 182 tbap at Mozdok 60 8 023 07 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 07 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 08 not known Tu-95K Soviet Air Force to 260 dec60 oph 182 tbap at Mozdok 60 8 023 08 not known Tu-95K Soviet Air Force to 27dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 28dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 28dec60 oph 1826 tbap at Semipalatinsk 60 8 023 09 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk 60 8 024 01 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk 60 8 024 01 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk 61 8 024 02 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22 61 8 024 04 not known Tu-95K Soviet Air Force to 31may61 oph 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -							crashed 24dec87 when three of four engines failed in flight, during forced landing on a ploughed field, the
60 8 023 01 not known Tu-95K Soviet Air Force to 30sep60 crashed 26aug77 not in listing, not built? 60 8 023 02 not known Tu-95K Soviet Air Force to 30sep60 oph 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 1026 tbap at Mozdok 60 8 023 05 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 06 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 07 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 08 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 08 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 28giun02 preserved in base museum at Ryazan-Dyagilevo (N54.651443 E39.584802), I/n aug15 60 8 023 09 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 60 8 023 10 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 01 not known Tu-95K Soviet Air Force to 31may61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 02 not known Tu-95K Soviet Air Force to 31may61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 01 not known Tu-95K Soviet Air Force to 31may61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 01 not known Tu-95K Soviet Air Force to 31may61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 12	60 8 022 10	not known	Tu-95K	Soviet Air Force	toc	31oct60	
60 8 023 03 not known Tu-95K Soviet Air Force toc 30sep60 oph 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 182 tbap at Mozdok oph 182 t	60 8 023 01	not known	Tu-95K	Soviet Air Force			crashed 26aug77
60 8 023 05 not known Tu-95K Soviet Air Force to 18nov60 oph 182 tbap at Mozdok 60 8 023 06 not known Tu-95K Soviet Air Force to 18nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 60 8 023 07 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 07 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 08 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 09 not known Tu-95K Soviet Air Force to 12dec60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 01 not known Tu-95K Soviet Air Force to 18nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 05 not known Tu-95K Soviet Air Force to 18nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 18nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tba					toc	30sen60	
60 8 023 06 not known Tu-95K Soviet Air Force to 12dec60 oph 182 tbap at Mozdok 60 8 023 07 not known Tu-95K Soviet Air Force to 28jun02 preserved in base museum at Ryazan-Dyagilevo (N54.651443 E39.584802), I/n aug15 60 8 023 09 not known Tu-95K Soviet Air Force to 28jun02 preserved in base museum at Ryazan-Dyagilevo (N54.651443 E39.584802), I/n aug15 60 8 023 09 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 60 8 023 10 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 01 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; 61 8 024 02 not known Tu-95K Soviet Air Force to 31may61 oph 126 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 03 not known Tu-95K Soviet Air Force to 31may61 oph 126 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22 61 8 024 04 not known Tu-95K Soviet Air Force to 31jun61 oph 1026 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 05 not known Tu-95K Soviet Air Force to 30jun61 oph 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 08 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 31oct61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 31oct61 oph 1226 tbap at Semipalatinsk 61 8 024 10 not known Tu-95K Soviet Air Force to 31oct61 oph 1226 tbap at Semipalatinsk							
60 8 023 07 not known Tu-95K Soviet Air Force to dec60 oph 182 tbap at Mozdok preserved in base museum at Ryazan-Dyagilevo (N54.651443 E39.584802), I/n aug15   60 8 023 08 not known Tu-95K Soviet Air Force to dec60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   60 8 023 10 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   61 8 024 01 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22   61 8 024 02 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22   61 8 024 03 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22   61 8 024 04 not known Tu-95K Soviet Air Force to 31may61 oph 1006 tbap at Uzin   736" red Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22   61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk   61 8 024 09 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk   61 8 024 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk   61 8 024 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk   61 8 024 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk   61 8 024 01 not known Tu-95K Soviet Air Forc							
60 8 023 09 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap							
60 8 023 09 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap	60 8 022 06						
60 8 023 10 not known Tu-95K Soviet Air Force to 30nov60 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 oph 100 tbap at Uzin oph 100 tbap a	60 8 023 09		Tu-95K			30nov60	opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22
61 8 024 02 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22 61 8 024 04 not known Tu-95K Soviet Air Force to 31may61 oph 182 tbap at Mozdok; converted to Tu-95KD, than -KM, later -K-22 61 8 024 05 not known Tu-95K Soviet Air Force to 30jun61 "36" red Tu-95K Soviet Air Force to ULV Open 1006 tbap at Uzin; converted to Tu-95KD, than -KM, later -K-22 61 8 024 06 not known Tu-95K Soviet Air Force to 30jun61 8 024 06 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 06 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk 61 8 024 09 not known Tu-95K Soviet Air Force to 31oct61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 31oct61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 31oct61 oph 1226 tbap at Semipalatinsk 61 8 024 01 not known Tu-95K Soviet Air Force to 30nov61 oph 1006 tbap at Uzin 61 8 025 01 not known Tu-95K Soviet Air Force to 30sep61 oph 1226 tbap at Semipalatinsk	60 8 023 10	not known	Tu-95K	Soviet Air Force	toc	30nov60	opb 1226 tbap at Semipalatinsk
61 8 024 03 not known Tu-95K Soviet Air Force to 31may61 oph 1006 tbap at Uzin; converted to 61 8 024 04 not known Tu-95K Soviet Air Force to 30jun61 oph 1006 tbap at Uzin converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin converted to Tu-95KD, than -KM, later -K-22 oph 1006 tbap at Uzin converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 oph 1226 tbap at Semipalatinsk							
61 8 024 05 not known Tu-95K Soviet Air Force to 09sep92 scrapped at Ulyanovsk in 1992 61 8 024 06 not known Tu-95K Soviet Air Force to 03bep61 opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 07 not known Tu-95K Soviet Air Force to 03bep61 opb 1226 tbap at Semipalatinsk; converted to Tu-95KD, than -KM, later -K-22 61 8 024 08 not known Tu-95K Soviet Air Force to 03bep61 opb 1226 tbap at Semipalatinsk 61 8 024 09 not known Tu-95K Soviet Air Force to 03bep61 opb 1226 tbap at Semipalatinsk 61 8 024 10 not known Tu-95K Soviet Air Force to 03bep61 opb 1226 tbap at Semipalatinsk 61 8 024 10 not known Tu-95K Soviet Air Force to 03bep61 opb 1226 tbap at Semipalatinsk 61 8 025 01 not known Tu-95K Soviet Air Force to 04ec61 opb 1226 tbap at Semipalatinsk	61 8 024 03	not known	Tu-95K	Soviet Air Force	toc	31may61	opb 1006 tbap at Uzin; converted to
"36" red Tu-95K Soviet Air Force toc 30sep61 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipalatinsk (converted to Tu-95KD, than -KM, later -K-22 opb 1226 tbap at Semipala							
61 8 024 07 not known Tu-95K Soviet Air Force toc 30sep61 opb 1226 tbap at Semipalatinsk 61 8 024 08 not known Tu-95K Soviet Air Force toc 30sep61 opb 1226 tbap at Semipalatinsk 61 8 024 09 not known Tu-95K Soviet Air Force toc 31ocd61 opb 1226 tbap at Semipalatinsk 61 8 024 10 not known Tu-95K Soviet Air Force toc 30nov61 opb 1026 tbap at Uzin 61 8 025 01 not known Tu-95K Soviet Air Force toc dec61 opb 1226 tbap at Semipalatinsk		"36" red	Tu-95K	Soviet Air Force	ULV	09sep92	scrapped at Ulyanovsk in 1992
61 8 024 08 not known Tu-95K Soviet Air Force toc 30sep61 opb 1226 tbap at Semipalatinsk 61 8 024 09 not known Tu-95K Soviet Air Force toc 31oct61 opb 1226 tbap at Semipalatinsk 61 8 024 10 not known Tu-95K Soviet Air Force toc 30nov61 opb 1006 tbap at Uzin 61 8 025 01 not known Tu-95K Soviet Air Force toc dec61 opb 1226 tbap at Semipalatinsk							
61 8 024 10 not known Tu-95K Soviet Air Force toc 30nov61 opb 1006 tbap at Uzin 61 8 025 01 not known Tu-95K Soviet Air Force toc dec61 opb 1226 tbap at Semipalatinsk	61 8 024 08	not known	Tu-95K	Soviet Air Force	toc	30sep61	opb 1226 tbap at Semipalatinsk
61 8 025 01 not known Tu-95K Soviet Air Force toc dec61 opb 1226 tbap at Semipalatinsk							
"uo" red 1u-95K Soviet Air Force ph. jul98 at Bila Tserkva, wtu	61 8 025 01	not known	Tu-95K	Soviet Air Force	toc	dec61	opb 1226 tbap at Semipalatinsk
		us" red	1u-95K	Soviet Air Force	pn.	Ju198	at Dila TSETKVA, WTU

62 M5 25 02	not known	Tu-95KM	Soviet Air Force	toc	1962	opb 1226 tbap at Semipalatinsk; first series production Tu-95KM; converted to Tu-95K-22
62 M5 25 03	not known	Tu-95KM	Soviet Air Force	toc	30nov62	opb 1226 tbap at Semipalatinsk; converted to, see next line;
	"02" red	Tu-95K-22	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); seen may98;
						scrapped at Bila Tserkva 07dec00; was also read as "302" red may98/apr99
62 M5 25 04	not known	Tu-95KM	Soviet Air Force	toc	30jun62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 25 05	not known	Tu-95KM	Soviet Air Force	toc	30nov62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
	"02" red	Tu-95K-22	Soviet Air Force		photo	
62 M5 25 06	not known	Tu-95KM	Soviet Air Force	toc	26jun62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 25 07	not known	Tu-95KM	Soviet Air Force	toc	24apr62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
62 M5 25 08	not known	Tu-95KM	Soviet Air Force	toc	31aug62	opb 1006 tbap at Uzin; converted to Tu-95K-22
62 M5 25 09	not known	Tu-95KM	Soviet Air Force	toc	29sep62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
62 M5 25 10	not known	Tu-95KM	Soviet Air Force	toc	30dec62	opb 1006 thap at Uzin: converted to Tu-95K-22
62 M5 26 01	not known	Tu-95KM	Soviet Air Force	toc	30nov62	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
63 M5 26 02	"20" red	Tu-95KM	Soviet Air Force	toc	28feb63	opb 1226 tbap at Semipalatinsk; converted to, see next line
	"05" red	Tu-95K-22	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); seen may98;
						scrapped at Bila Tserkva 08dec00
63 M5 26 03	not known	Tu-95KM	Soviet Air Force	toc	31mar63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 04	not known	Tu-95KM	Soviet Air Force	toc	30apr63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 05	not known	Tu-95KM	Soviet Air Force	toc	29jun63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 06	not known	Tu-95KM	Soviet Air Force	toc	31aug63	opb 1006 tbap at Uzin; converted to Tu-95K-22
63 M5 26 07	not known	Tu-95KM	Soviet Air Force	toc	1963	used for tests of cruise missiles; later converted to carrier aircraft for the Mikoyan 105.11 lifting body (8
						droppings between 27nov77 and 04sep78 at the GNIKI VVS at Vladimirovka); scrapped
63 M5 26 08	not known	Tu-95KM	Soviet Air Force	toc	30dec63	opb 1006 tbap at Uzin; converted to the first Tu-95K-22 by Factory # 18 starting may74, f/f as such
						30oct75
63 M5 26 09	not known	Tu-95KM	Soviet Air Force	toc	30dec63	opb 182 tbap at Mozdok; converted to Tu-95K-22
63 M5 26 10	not known	Tu-95KM	Soviet Air Force	toc	20oct64	opb 182 tbap at Mozdok; converted to a Tu-95K-22
	"53" red	Tu-95K-22	Soviet Air Force	Eng	aug03	equipped with a number of aerials on the rear fuselage which do not seem to be standard; based at
				,		Ukrainka; in natural metal c/s with blue spinner tips; arrived at Engels from Ukrainka for preservation
						31jul00; preserved in the long-range aviation museum at Engels (N51.474499 E46.189459), seen
						auq03/auq17
64 M5 27 01	not known	Tu-95KM	Soviet Air Force	toc	25nov64	opb 1006 tbap at Uzin; converted to Tu-95K-22
64 M5 27 02	not known	Tu-95KM	Soviet Air Force	toc	30dec64	opb 1226 tbap at Semipalatinsk; converted to Tu-95K-22
64 M5 27 03	not known	Tu-95KM	Soviet Air Force	toc	28sep65	opb 182 tbap at Mozdok; converted to Tu-95K-22
64 M5 27 04	not known	Tu-95KM	Soviet Air Force	toc	02jul65	opb 182 tbap at Mozdok; converted to Tu-95K-22
					•	·

# Tu-95RTs built by Factory No. 18 at Kuibyshev-Bezymyanka

The c/n gives the year of manufacture, factory code (M for factory 18 for aircraft), the type (RTs for Tu-95RTs), the batch number and the number in the batch.

	not known	Tu-95RTs	OKB Tupolev	too	0Eno. (64	underwent trials with NII
	"06" black	Tu-95RTs	Soviet Navy	toc	05nov64	opb 392 odrap at Severomorsk-1; was the first Tu-95RTs of the unit; was low on hours when transferred and hence was used as a ground trainer only; made its only flight while on strength of 392 odrap (and at the same time its last flight ever) when the unit relocated from Severomorsk-1 to Fedotovo-Kipelovo in summer 1965; disassembled and transported by a barge from Sheksna to Vyborg; used as a ground
63 MRTs 001	"01" black	Tu-95RTs	Soviet Navy	toc	late 64	instructional airframe by ShMAS VMF at Vyborg code not confirmed (either "01", "02" or "03", but "01" looks most logical); opb 392 odrap at Severomorsk-
	"30" black	Tu-95RTs	Soviet Navy	r/r	1969	1 (relocated to Fedotovo-Kipelovo in summer 1965) opb 3 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
63 MRTs 002	"02" black	Tu-95RTs	Soviet Navy	toc	late 64	code not confirmed (either "01", "02" or "03", but "02" looks most logical); opb 392 odrap at Severomorsk- 1 (relocated to Fedotovo-Kipelovo in summer 1965)
63 MRTs 003	"20" black "03" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	r/r toc	1969 late 64	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s code not confirmed (either "01", "02" or "03", but "03" looks most logical); opb 392 odrap at Severomorsk-
	not known	Tu-95RTs	Soviet Navy	r/r	1969	1 (relocated to Fedotovo-Kipelovo in summer 1965) opb 392 odrap at Fedotovo-Kipelovo; w/o 03sep71 when the commander of the regiment (COL Ivan
			501.001.001	.,.		Gladkov) wanted to land at his home base at night in fog although he had been ordered to divert to a reserve airfield, the aircraft crashed 200 metres from Kochergino village (1 km from the northern runway threshold), all 11 crew killed
64 MRTs 101	"0." black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
C4 MDT- 102	"21" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
64 MRTs 102	"0." black "39" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	toc r/r	1965 1969	equipped for KAS-90; opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965) opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
64 MRTs 103	"0." black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	"32" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
64 MRTs 104	"0." black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Severomorsk-1 (relocated to Fedotovo-Kipelovo in summer 1965)
	"22" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 2 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo- Kipelovo in the early 1990s
65 MRTs 105	not known	Tu-95RTs	Soviet Navy	toc	apr65	opb 304 odrap VMF at Khorol
65 MRTs 106 65 MRTs 107	not known "25" black	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	toc	apr65 1965	crashed 10apr78 opb 2 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 201	"14" black	Tu-95RTs	Soviet Navy	toc toc	1965	opb 1 ae 392 odrap at Fedotovo-Kipelovo; scrapped at Fedotovo-Kipelovo in the early 1990s
65 MRTs 202	"13" black	Tu-95RTs	Soviet Navy	toc	1965	opb 392 odrap at Fedotovo-Kipelovo
	"34" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; photo at Fedotovo-Kipelovo in 1983; scrapped at Fedotovo-
			•			Kipelovo in the early 1990s
65 MRTs 203	"23" black	Tu-95RTs	Soviet Navy	toc	sep65	opb 2 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo- Kipelovo in the early 1990s
65 MRTs 204	not known	Tu-95RTs	Soviet Navy	toc	oct65	crashed 20jul67
65 MRTs 205	not known	Tu-95RTs	Soviet Navy	toc	nov65	opb 304 odrap VMF at Khorol
65 MRTs 206 65 MRTs 207	not known not known	Tu-95RTs Tu-95RTs	Soviet Navy Soviet Navy	toc toc	1965 1965	opb 304 odrap VMF at Khorol opb 304 odrap VMF at Khorol
66 MRTs 208	not known	Tu-95RTs	Soviet Navy	toc	feb66	opb 304 odrap VMF at Khorol
66 MRTs 209	"11" black(1)	Tu-95RTs	Soviet Navy	toc	apr66	opb 392 odrap at Fedotovo-Kipelovo; damaged during aerial refuelling training near Engels jun68 when the
00 1 11(10 203	11 0.00.(1)	14 331113	Sorice Hary		аргоо	hose of the tanker broke and the conus damaged the propellers of # 3 engine, the crew managed to land safely at Engels
	"15" black(2)	Tu-95RTs	Soviet Navy	r/r	1969	opb Í ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993
66 MRTs 210	"26" black	Tu-95RTs	Soviet Navy	toc	apr66	opb 2 ae 392 odrap at Fedotovo-Kipelovo; made the last flight of a Tu-95RTs of 392 odrap 01jun93 (from Ostrov); scrapped at Ostrov in the early 1990s
66 MRTs 301	not known	Tu-95RTs	Soviet Navy	toc	may66	opb 304 odrap VMF at Khorol
66 MRTs 302	not known	Tu-95RTs Tu-95RTs	Soviet Navy	toc	jun66	opb 304 odrap VMF at Khorol opb 304 odrap VMF at Khorol
66 MRTs 303	not known "37" black	Tu-95RTs	Soviet Navy	toc toc	jul66	opb 3 de 392 odrap at Fidotovo-Kipelovo; crashed 04aug76 (commander: AI. Krasnoselskikh)
66 MRTs 304 66 MRTs 305	"10" black	Tu-95RTs	Soviet Navy Soviet Navy	toc	aug66 sep66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; crashed o4adg/o (commander: At: Krashoseiskiki)
66 MRTs 306	"11" black(2)	Tu-95RTs	Soviet Navy	toc	nov66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; photo at Luanda in the late 1970s; scrapped at Fedotovo- Kipelovo in the early 1990s
66 MRTs 307	"12" black	Tu-95RTs	Soviet Navy	toc	dec66	opb 1 ae 392 odrap at Fedotovo-Kipelovo; severely damaged in an accident 15apr85 and scrapped at Fedotovo-Kipelovo afterwards
67 MRTs 308	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
309	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 310	"33" black	Tu-95RTs	Soviet Navy	toc	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
67 MRTs 401	"31" black(1)	Tu-95RTs	Soviet Navy	toc	1967	opb 3 ae 392 odrap at Fedotovo-Kipelovo; w/o on a patrol flight from Kipelovo 15jan71 when an engine caught fire, 7 minutes after the report that the fire had been extinguished the aircraft went out of control and crashed into the Barents Sea near Bear Island, all 12 crew killed, possibly a propeller blade had come off and punctured the fuselage, leading to sudden decompression
67 MRTs 402	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 403	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 404	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
67 MRTs 405	not known "35" black	Tu-95RTs Tu-95RTs	Soviet Navy	toc toc	1967 1967	opb 304 odrap VMF at Khorol
67 MRTs 406	33 DIACK		Soviet Navy	LOC		opb 3 ae 392 odrap at Fedotovo-Kipelovo; photo off the Virginian coast 26jan82; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
67 MRTs 407	not known	Tu-95RTs	Soviet Navy	toc	1967	opb 304 odrap VMF at Khorol
68 MRTs 408	"28" black	Tu-95RTs	Soviet Navy	toc	1968	opb 2 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 409	"17" black	Tu-95RTs	Soviet Navy	toc	1968	opb 1 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
68 MRTs 410	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 501	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 502	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 304 odrap VMF at Khorol
68 MRTs 503 68 MRTs 504	not known "36" black	Tu-95RTs Tu-95RTs	Soviet Navy	toc toc	1968 1968	opb 304 odrap VMF at Khorol opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the
00 MINTS 304	30 DIACK	1u-35K15	Soviet Navy	LOC	1300	early 1990s
68 MRTs 505	not known	Tu-95RTs	Soviet Navy	toc	1968	opb 392 odrap VMF at Kipelovo

68 MRTs 506	"24" black	Tu-95RTs	Soviet Navy	toc	1968	opb 2 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; I/n Ostrov sep93; scrapped at Ostrov in the early 1990s
68 MRTs 507	"18" black	Tu-95RTs	Soviet Navy	toc	1968	opb 1 ae 392 odrap at Fedotovo-Kipelovo; photo at Ostrov in 1991; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
69 MRTs 508	not known	Tu-95RTs	Soviet Navy	toc	1969	opb 304 odrap VMF at Khorol
69 MRTs 509	not known	Tu-95RTs	Soviet Navy	toc	1969	opb 304 odrap VMF at Khorol
69 MRTs 510	not known	Tu-95RTs	Soviet Navy	toc	1969	opb 304 odrap VMF at Khorol
69 MRTs 601	"38" black	Tu-95RTs	Soviet Navy	toc	1969	opb 3 ae 392 odrap at Fedotovo-Kipelovo; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
69 MRTs 602	"19" black	Tu-95RTs	Soviet Navy	toc	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; the last Tu-95RTs delivered to 392 odrap; still on strength of the unit in 1993; scrapped at Ostrov in the early 1990s
Aircraft w	ith unkn	own c/ns	include			

 "15" black(1)	Tu-95RTs	Soviet Navy	no	reports
"16" black	Tu-95RTs	Soviet Navy	r/r	1969
 "27" black	Tu-95RTs	Soviet Navy	no	reports
 "31" black(2)	Tu-95RTs	Soviet Navy	no	reports
	T. OFRT-	Coulet Nove		

converted from a Tu-95M, did not have aerial refuelling equipment; opb 392 odrap at Fedotovo-Kipelovo opb 1 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev opb 2 ae 392 odrap at Fedotovo-Kipelovo; crashed 25jan84 (commander: MAJ V.K Vymyatkin) with longer tail and SPS-100A "Rezeda-A" jammer; opb 3 ae 392 odrap at Fedotovo-Kipelovo; trf to

Nikolayev

opb 304 odrap VVS TOF at Knevichi; w/o 25aug86 on take-off from Knevichi when the rudder moved to the extreme left position 2 minutes 47 seconds after lift-off at a height of some 500 metres so that the aircraft banked to the left, lost height and crashed into a slope of Mount Kirsanovskaya 10 km from the airfield, 10 of the 11 crew members (among them the pilot, Major Sergei A. Stolyarov) were killed while an ELINT operator managed to bail out at a height of 200-250 metres and survived

#### Post-1969 Tu-95MS production

The Tu-95 re-entered production in 1981 as the Tu-95MS. This modified version based on the Tu-142 (!) was capable to carry either 6 (Tu-95MS-6) or 16 (Tu-95MS-16) Kh-55 cruise missiles. Initial production was at Factory No. 86 at Taganrog 1981/1984, but in late 1982 it was transferred to Kuibyshev again, where it continued until 1992 (the production line was scrapped in 1995).

Both factories built 31 Tu-95MS-6s and 57 Tu-95MS-16s. The c/ns seems to end with the famous five-digit computer numbers. Known deliveries are as follows, 20 delivered in 1982-83 to 1023 tbap, 20 delivered in 1984-85 to 1226 tbap, 20 delivered in 1986-87 to 1006 tbap, 18 of a planned 25 delivered in 1987-90 to 182 tbap and 5 more delivered in 1989-90 to 1006 tbap, The 1006 tbap aircraft were transferred to the Ukraine Air Force in 1992.

#### Tu-95MS production by Factory No. 86 at Taganroq

all c/ns prefixed with a % Start With 640342. The meaning of the first six digits (640342) is not known. They are followed probably by the quarter of production and the year of production. The last five digits are the famous five-digit computer numbers.

01	not known	Tu-95MS	Soviet Air Force			(from series production) conducted the first successful firing of a Kh-55 missile on 03sep81; it was deployed to 1023 thap at Semipalatinsk on 17dec82; same aircraft as c/n # 3100001?
02	not known	Tu-95MS	Soviet Air Force	h/o	23oct81	deployed to Vladimirovka for the state trials on 26mar82; it was also deployed to 1023 tbap Semipalatinsk on 17dec82; same aircraft as c/n # 3100002?
03	not known	Tu-95MS	Soviet Air Force			was deployed to 1023 thap Semipalatinsk in jan83; same aircraft as c/n # 4100003?
% 3 1 00001	not known	Tu-95MS	Soviet Air Force	no	reports	
% 3 1 00002	"31"	Tu-95MS	Soviet Air Force	no	reports	
% 4 1 00003	not known	Tu-95MS	Soviet Air Force			
	"52" red	Tu-95MS	Russian Air Force	ZIA	20aug05	the same aircraft as next line ?
	"52" red	Tu-95MS	Russian Air Force		21may11	at Taganrog-Yuzhny; the same aircraft as previous/next lines ?
	RF-94194	Tu-95MS	Russian Air Force	ZIA	19jun14	also carried code "52" red with 'VVS Rossii' titles; I/n ZIA 21feb20
% 3 1 00004	not known	Tu-95MS	Soviet Air Force			converted jan83 to, see next line
	"004" black	Tu-95MA	Soviet Air Force		photo	prototype of the version with two "Meteorit-A" cruise missiles; trials continued until 1984 when the programme was cancelled
% 3 2 00201	RF-94200	Tu-95MS	Russian Air Force	ZIA	2014	also carried code "58" red; with 'VVS Rossii' titles; I/n Ryazan-Dyagilevo jun17
% 00215	not known	Tu-95MS	Soviet Air Force	no	reports	
% 4 2 00402	"24"	Tu-95MS	Soviet Air Force	mfd	1982	
% 4 2 00603	not known	Tu-95MS	Soviet Air Force	mfd	1982	
	"21" red	Tu-95MS	Russian Air Force	Rzd	29jun02	opb 43 TsBP i PLS at at Ryazan-Dyagilevo; last overhaul completed 28dec12; dbr 26feb13 while taxing at Ryazan-Dyagilevo when caught fire (probably due to a short circuit) and suffered considerable damage; seen Ryazan-Dyagilevo 08sep16, reported as wrecked
% 4 3 00804	not known	Tu-95MS	Russian Air Force	no	reports	7. 7. 2
% 2 3 00811	"62"	Tu-95MS	Russian Air Force	no	reports	
% 3 3 00822	not known	Tu-95MS	Russian Air Force	no	reports	last overhaul completed 07feb10 (by Tavia); converted by OAO Tupolev and Tavia to, see next line
	"50" red	Tu-95MS	Russian Air Force	Tag	21may11	prototype of the modernised version, without pylons
	RF-94192	Tu-95MS	Russian Air Force	ZIA	12aug12	also carried code "50" red; in light grey c/s with "VVS Rossii' titles and Russian stars; I/n 18nov21 over international waters near Japan and South Korea
% 4 3 00843	not known	Tu-95MS	Soviet Air Force		40 05	
	no code	Tu-95MS	Russian Air Force	Rzd	18aug05	named 'Tambov'; c/n not checked, see next line
	"23" red (1)	Tu-95MS	Russian Air Force	Rzd	29jul08	opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Tambov' 08jul00; I/n operational Ryazan-Dyagilevo 29jul08, still with Red Stars and without titles; trf 30apr09 and used as a ground instructional airframe by VAIU at Voronezh-Baltimor; seen dec10; f/n with 'VVS Rossii' titles and Russian stars 14aug11; c/n checked 18aug12; I/n may21
% 4 3 00854	not known	Tu-95MS	Soviet Air Force	mfd	apr84	
	"77" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; last overhaul completed 07dec09 (by Tavia)
	RF-94204	Tu-95MS	Russian Air Force	ZIA	sep14	with 'VVS Rossii' titles, Russian stars and black spinner tips; also carried code "77" red; opb 6952 AvB at Ukrainka; w/o 14jul15 on a training flight from Ukrainka in difficult weather conditions when 3 engines flamed out due to icing while the aircraft was flying in clouds at a height of some 5,000 metres, the 7 crew bailed out at a height of some 3,500 metres (2 of them were killed) and the aircraft crashed in the tundra 30 km from Litovko (Amur district of the Khabarovsk region).
% 1 4 00875	not known	Tu-95MS	Soviet Air Force	no	reports	based at Semipalatinsk
	"23" red (2)	Tu-95MS	Russian Air Force	Rzd	29jul08	opb 43 TsBP i PLS at Ryazan-Dyagilevo; c/n checked on a plate in the cockpit at Ryazan-Dyagilevo 18sep10; seen Ryazan-Dyagilevo 10feb11; seen with the code "SOZ23/2" red on the nose-wheel door
						Ryazan-Dyagilevo 02aug12
	RF-94205	Tu-95MS	Russian Air Force	Rzd	24may14	also carried the code "23" red on the fin and "23/2" red on the left nose-wheel door; opb 43 TsBP i PLS at Ryazan-Dyagilevo; in light grey c/s with 'VVS Rossii' titles and Russian stars; named 'Ryazan' and adorned with the coat-of-arms of Ryazan for a short time probably in 2014 (this was overpainted later as c/n 00905 was already named 'Ryazan'); seen ZIA 08apr15 with the name and coat-of-arms overpainted; I/n Ryazan-Dyaqilevo 29jun15
% 2 4 00903	"22" red	Tu-95MS	Russian Air Force	Rzd	29jun02	opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Chelyabinsk' 29sep01; seen Shaikovka 20jun04 and Ryazan-Dyagilevo 13feb08; seen Ryazan-Dyagilevo 2012, additionally marked 'SOZ22/2' on the nose wheel door; I/n Ryazan-Dyagilevo auq15
	RF-94257	Tu-95MS	Russian Air Force	Tag	07apr19	also caried code "22" red; still named 'Chelyabinsk' and with 'VKS Rossii' titles; still present 19may19; I/n Engels mar21
% 2 4 00905	not known	Tu-95MS	Soviet Air Force	mfd	1982 ?	
	"20" red	Tu-95MS	Russian Air Force	Rzd	18aug05	opb 43 TsBP i PLS at Ryazan-Dyagilevo; named 'Ryazan' 20dec99; seen under overhaul (without code) at Ryazan-Dyagilevo 18aug05
	RF-94255	Tu-95MS	Russian Air Force	Rzd	11may16	in light grey c/s with 'VVS Rossii' titles, Russian stars and red spinner tips; named 'Ryazan'; I/n ZIA 17jul17
% 3 4 00909	"34" red	Tu-95MS	Soviet Air Force		•	came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva, seen may98/apr99; scrapped at Bila Tserkva 01/02dec00
% 10317	"12" red	Tu-95MS-6	Russian Air Force	ZIA	20aug03	c/n checked; opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with black spinner tips

#### Tu-95MS built by Factory No. 18 at Kuibyshev-Bezymyanka

all c/ns prefixed with a # start with 100021. The meaning of the first three digits (100) is not known. They are followed by the type code 021 (for izdeliye VP-021) and probably by the quarter of production and the year of production. The last five digits are the famous five-digit computer numbers.

" 4 5 45404		- 05140	T 1 01/0		46 00	
# 4 2 15101	"101" black	Tu-95MS	Tupolev OKB	ZIA	16aug92	in Soviet AF c/s
	"01" red	Tu-95MS	OAO Tupolev	ZIA	17aug01	in Russian AF c/s; I/n ZIA 20aug05; underwent trials within the Tu-95MS modernisation programme in 2015
# 4 2 15105	"45"	Tu-95MS	Russian Air Force	no	reports	overhaul to be completed by late 2012
	RF-94189	Tu-95MS	Russian Air Force	Tag	13may13	c/n not confirmed; also carried code "45" red with 'VVS Rossii' titles; I/n ZIA 21dec14
# 15119	"24" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
	"24" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); scrapped at Bila Tserkva 21oct99/07nov99
# 3 3 16202	"47"	Tu-95MS	Russian Air Force			
	RF-94201	Tu-95MS	Russian Air Force	Ukr	jan12	c/n not confirmed; also carried code "47" red; opb 6952 AvB at Ukrainka; in light grey c/s with 'VVS Rossii' titles and Russian stars; visited BIK 05dec17
# 16204	"15" red	Tu-95MS	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); seen may98/apr99; scrapped at Bila Tserkva 04dec00

# 4 3 19215	not known "60" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd no	1985 ? reports	probably opb 6952 AvB at Ukrainka; overhauled in 2015
# 1 4 19317	RF-94202	Tu-95MS	Russian Air Force Tupoley OKB	Rzd	dec16	also carried code "60" red; with 'VVS Rossii' titles, Russian stars and black spinner tips; I/n ZIA aug17
# 1 4 19317	"317" black "317" red	Tu-95MS Tu-95MS	Tupolev OKB	ZIA ZIA	16aug92 20aug05	in Russian AF c/s; I/n ZIA 17aug01 test and development aircraft (for powerplants, systems and weapons) with four removeable underwing
# 1 4 19421	"53"	Tu-95MS	Russian Air Force	no	reports	pylons; l/n ZIA 11apr23, active to be overhauled in 2013/14
# 1 4 19429	RF-94195 "65" red	Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force	ZIA mfd	21jan15 1984	also carried code "53" red with 'VVS Rossii' titles; I/n ZIA jul19
# 1 4 19429	"49" red	Tu-95MS	Russian Air Force	no	reports	opb 1226 tbap at Semipalatinsk opb 79 tbap (redesignated 6952 AvB in 2009) at Ukrainka probably from 1993; underwent heavy
	RF-94191	Tu-95MS	Russian Air Force	Tag	nov13	maintenance in 2013 also carried code "49" red; opb 6952 AvB at Ukrainka; in light grey c/s with 'VVS Rossii' titles and Russian
# 2 4 19743	not known	Tu-95MS	Soviet Air Force	mfd	1984	stars; I/n over the Sea of Japan 23jul19
# 2 4 13743	"48" red	Tu-95MS	Russian Air Force	trf	1992	underwent life-time extension with Tavia in 2005; repairs to propellers and APU were to be undertaken by
	RF-94190	Tu-95MS	Russian Air Force	Rzd	17may19	360 ARZ in 2016 also carried code "48" red; in light grey c/s with 'VKS Rossii' titles, Russian stars and black spinner tips; I/n
# 21744	"41" red	Tu-95MS-16	Soviet Air Force			Ryazan-Dyagilevo 30aug21 opb 1006 tbap at Uzin
"	"41" red		Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva
# 2 4 21802	not known	Tu-95MS	Russian Air Force	no	reports	07nov99 last overhaul completed 07feb10 (by Tavia)
	RF-94198	Tu-95MS	Russian Air Force	ZIA	27mar14	also carried code "56" red; in light grey c/s with "VVS Rossii' titles and Russian stars; I/n over Omsk 19mar16
# 2 4 21906	"54" red RF-94196	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. Tag	2014 16may15	probably opb 6952 AvB at Ukrainka; to be overhauled by TANTK im. Berieva in 2014/15 also carried code "54" red with 'VVS Rossii' titles'; details from russianplanes.net
# 3 4 21914	not known	Tu-95MS	Soviet Air Force	mfd	12nov84	based at Semipalatinsk
	"55" RF-94197	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ph.	2009 sep13	based at Ukrainka also carried code "55" red; based at Ukrainka; with 'VVS Rossii' titles and Russian stars; initially in natural
				·	,	metal c/s; I/n as such sep13; underwent heavy maintenance by TANTK in 2013/14 and repainted in light grey c/s; f/n as such dec15; I/n over the Bering Sea 08aug19
# 3 4 23103	not known	Tu-95MS	Soviet Air Force	mfd	1985 ?	
	"43" red	Tu-95MS	Russian Air Force	ZIA	feb16	with Russian stars and black spinner tips, but without titles; repairs to propellers and APU undertaken by 360 ARZ in 2016
# 3 4 23107	RF-94188 "41" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph.	<may19 apr06</may19 	and photo mar21; also carried code "43" red, with 'VKS Rossii' titles, Russian stars and black spinner tips opb 326 tbad at Ukrainka; c/n not checked
# 3 4 23107	RF-94186	Tu-95MS	Russian Air Force	Tag	2012	also carried code "41" red; opb 6952 AvB at Ukrainka; with 'VVS Rossii' titles but still with Red Stars; I/n
# 4 4 23419	not known	Tu-95MS	Soviet Air Force			18nov21 over international waters near Japan and South Korea
# 4 4 24530	RF-94199 not known	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ZIA	jul15	also carried code "57" red, with 'VVS Rossii' titles, Russian stars and black spinner tips; I/n ZIA 09feb16
# 4 4 24532	not known	Tu-95MS	Soviet Air Force			scrapped at Seryshevo around may15
	"51" red RF-94193	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph.	21aug05 26nov20	at Ukrainka, I/n there 11apr06 modernised with new avionics and fitted with four underwing pylons; also carried code "51" red, with 'VVS
# 4 4 24544	"29"			P		Rossii' titles, Russian stars and black spinner tips
# 4 4 24544 # 4 4 24550	"25" red	Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force		21aug05	at Ukrainka, I/n there 11apr06 came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); scrapped at Bila
# 4 4 24604	"604" black	Tu-95MS	Russian Air Force	ZIA	31aug93	Tserkva 28/29nov00 I/n ZIA 17aug01
# 4 5 24610	"610" black "611" black	Tu-95MS	Russian Air Force	ZIA	31aug93	c/n also reported as 10002124610; to be overhauled in 2015
# 27611 # 2 5 27615	not known	Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force	ZIA	31aug93	
	RF-94176	Tu-95MS	Russian Air Force	Sae	10jun16	also carried code "22" red, with 'VVS Rossii' titles, Russian stars, with a 'Long-Range Aviation' badge depicting a Tiger's head on a globe and black spinner tips; I/n Kozelsk 09jul16
# 2 5 28356	"25"	Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force			
# 2 5 28373	not known RF-94177	Tu-95MS	Russian Air Force	Ukr	2012	also carried code "20" red, with 'VVS Rossii' titles; I/n Taganrog-Yuzhny 19may18, with a 'Long-Range
	RF-94177	Tu-95MS	Russian Air Force	ph.	2020	Aviation' badge depicting a Tiger's head on a globe location unknown; modernised with new avionics and fitted with four underwing pylons; now with 'VKS
# 2 5 28382	"24"	Tu-95MS	Russian Air Force			Rossii' titles and smaller 'coat-of-arms' on a blue shield below the cockpit repairs to propellers and APU to be undertaken at 360 ARZ in 2016
# 2 5 28561	not known	Tu-95MS	Soviet Air Force	mfd	1986 ?	
	"28" red	Tu-95MS	Russian Air Force	Bly	16aug09	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; spinner tips unpainted, there was neither an overpainted old code nor an overpainted shield on the fin
	RF-94170	Tu-95MS	Russian Air Force	Sae	29apr16	also carried code "28" red on the nose-wheel door and fin; opb 6952 AvB at Ukrainka; initially in natural metal c/s with 'VVS Rossii' titles, Russian stars and black spinner tips; I/n as such over Sevastopol 05aug16
	RF-94170	Tu-95MS	Russian Air Force		sep20	modernised with new avionics and fitted with four underwing pylons in 2020; in light grey c/s with 'VKS
						Rossii' titles, Russian stars and a coat-of-arms on a blue shield below the cockpit, spinner tips unpainted; f/n as such Taganrog-Yuzhny sep20; l/n oct20
# 2 5 28575 # 3 5 28593	"26" not known	Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force			tender for modification published 23apr09
# 3 3 20333	RF-94207	Tu-95MS	Russian Air Force	ph.	apr14	also carried code "21" red; with 'VVS Rossii' titles; I/n Samara-Bezymyanka 19sep16, with a 'Long-Range
# 3 5 29526	"23"	Tu-95MS	Russian Air Force			Aviation' badge depicting a Tiger's head on a globe tender for modification published 23apr09
# 29561	"02" red "02" red		Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva
" D F 20500					1332	11dec99
# 3 5 29608 # 29732	"27" "03" red		Russian Air Force Soviet Air Force			tender for modification published 29apr08 opb 1006 tbap at Uzin
# 29843	"03" red "04" red		Ukraine Air Force Soviet Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 24/26mar00 opb 1006 tbap at Uzin
	"04" red "05" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 17/18apr00
# 30108	"05" red	Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/27may00
# 30183	"06" red "06" red		Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 29/30jun00
# 30203	"07" red "07" red	Tu-95MS-16	Soviet Air Force Ukraine Air Force		1992	opb 1006 tbap at Uzin
" ac				trf	1772	opb 1006 tbap at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 0.1de99
# 30235	"20" red "20" red		Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/26aug00
# 30306	"21" red "21" red	Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 27/28aug00
# 30309	"22" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzyn
# 30419	"22" red "23" red		Ukraine Air Force Soviet Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 04/06oct00 opb 1006 tbap at Uzin
# 31135	"23" red "24" red		Ukraine Air Force Soviet Air Force	trf	1992	sat wfu at Uzyn, seen may98; scrapped at Uzyn 31jan99 opb 1006 tbap at Uzin
	"24" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 06/07nov00
# 31198	"25" red "25" red	Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16dec00
# 31249	"90" red "90" red		Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16jan01
# 31370	"91" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbap at Uzin
# 31483	"91" red "92" red		Ukraine Air Force Soviet Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 12mar01 opb 1006 tbap at Uzin
# 31509	"92" red "93" red	Tu-95MS-16	Ukraine Air Force Soviet Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 26/27mar01 opb 1006 tbap at Uzin
	"93" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 16/17apr01
# 32149 # 32179 ?	"90" red "94" red		Soviet Air Force Soviet Air Force			opb 1006 tbap at Uzin
# 1 7 32191	"94" red "01" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 07/17may01
# 1 / JZ191	"01" red		Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; f/n Uzyn may98; painted in full Ukrainian Air Force markings, f/n as such Poltava
						04jun00; soc 06nov00; preserved in the museum of long-range aviation at Poltava (N49.617458 E34.503488) from 31may00, I/n sep21
# 1 7 32386	"95" red "95" red		Soviet Air Force	mfd trf	1987 1992	opb 1006 tbap at Uzin
	55 reu	เน-ช่วเฟ้5-16	Ukraine Air Force	trf	1992	opb 1006 tbap at Uzyn; f/n Uzyn may98; soc 28nov00; was to be converted into an environmental monitoring aircraft, but nothing came of this; sat wfu in NARP (formerly 328 ARZ) at Mykolayiv-Kulbakino,
						seen oct05/sep13; earmarked for sale in 2011, sold by the Ukrainian MoD to Spetstekhnoeksport 10jun13 and sold on to Avto-Trade Ukraina 12jun13; scrapped by apr14
# 22477						
# 32477	"26" black	Tu-95MS	Soviet Air Force	mfd 714	1987 31aug93	opb 182 tbap at Mozdok
# 324//	"26" black "26" red not known	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Soviet Air Force	mfd ZIA mfd	1987 31aug93 1987 ?	

	"59" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with black spinner tips; named 'Blagoveshchensk' 23jun99 after a town in the Russian Far East; used call-sign '913' DYR 27aug06;
	RF-94206	Tu-95MS	Russian Air Force		photo	seen Byelaya 08feb11; //n Samara-Bezymayanka 2016 modernised with new avionics and fitted with four underwing pylons; also carried code "59" red; with 'VVS Rossii' titles and Russian stars; named 'Blagoveshchensk'; seen Ryazan-Dyagilevo may19 active now with
# 2 7 33144	"31" red "31" red		Soviet Air Force Ukraine Air Force	mfd trf	1987 1992	'VKS Rossii' titles; I/n over Moscow 07may19 soc 28nov00; was to be converted into an environmental monitoring aircraft, but nothing came of this; sat wfu in NARP (formerly 328 ARZ) at Mykolayiv-Kulbakino, seen oct05/sep13; earmarked for sale in 2011, sold by the Ukrainian MoD to Spetstekhnoeksport 10jun13 and sold on to Avto-Trade Ukraina 12jun13; offered for sale on ebay mar14 with t/t 454 hours 24 minutes, for §3 million; seen dismantled in NARP
# 3 7 33255	"10"	Tu-95MS	Soviet Air Force	no	reports	mar17
# 3 7 33299	not known "12" red RF-94126	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd Eng Eng	26jan87 17aug01 19aug11	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Moskva' aug03; I/n Engels 18dec07 also carried code "12" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner
	RF-94126	Tu-95MS	Russian Air Force	Eng	21mar16	tips; named 'Moskva' after the Russian capital; I/n without pylons ZIA 31aug13 modernised with new avionics and fitted with four underwing pylons; also carried code "12" red, with 'VVS
# 3 7 33322	not known	Tu-95MS	Soviet Air Force	mfd	09feb88	Rossii' titles, Russian stars and blue spinner tips; named 'Moskva'; I/n Kubinka 19aug22
	"18" red RF-94131	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Eng Eng	17aug01 02aug12	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; I/n Engels 16aug05 also carried code "18" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; I/n Rostov-na-Donu Tsentralny 21feb15, without pylons
	RF-94131	Tu-95MS	Russian Air Force	Sae	feb16	underwent an upgrade with "Aviakor" at Samara 20oct15/21feb16; modernised with new avionics and fitted with four underwing pylons; also carried code "18" red, with 'VVS Rossii' titles, Russian stars and blue spinner tips; (In Engels mar17
# 4 7 33412	not known "14" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd Rzd	09feb88 18aug05	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels, but probably detached to Ryazan-Dyagilevo; I/n
	RF-94132	Tu-95MS	Russian Air Force	Eng	02aug12	Ryazan-Dyagilevo 2011 also carried code "14" red on the nose-wheel door (but not on the fin); opb 6950 AvB at Engels; with blue spinner tips;  /n without titles Ryazan-Dyagilevo nov12; f/n with 'VVS Rossii' titles and Russian stars Engels
	RF-94132	Tu-95MS	Russian Air Force	Sae	03mar16	10apr14; named 'Voronezh'; I/n without pylons Samara-Bezymayanka 23dec15 underwent an upgrade with "Aviakor" until 05apr16; modermised with new avionics and fitted with four underwing pylons; I f/n Samara-Bezymayanka 03mar16; also carried code "14" red with 'VVS Rossii' titles and Russian stars, named 'Voronezh'; I/n Engels may16; seen early 2020 now with 'VKS Rossii' titles; I/n Engels oct20
# 4 7 33447	"12" black "17" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	mfd Eng	03mar88 17aug01	opb 182 tbap at Mozdok (disbanded feb99); f/n Engels aug97 opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; l/n Engels 06oct08
	RF-94259	Tu-95MS	Russian Air Force	ph.	11oct11	also carried code "17" red; opb 6950 AvB at Engels; with "VVS Rossii' titles, Russian stars and blue spinner tips; seen Engels jul18 with "VKS Rossii' titles; I/n over Kazan aug19
# 1 8 34108	not known "20" black "15" red	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd FFD Eng	05may88 22jul93 17aug01	opb 182 tbap at Mozdok (disbanded feb99); I/n over Moscow-Tushino 05sep93 opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Kaluga' 04oct99 after a town in central Russia; f/n as such Engels 06oct08; initially with Red Stars and without titles; I/n as such Kubinka mar09;
	RF-94125	Tu-95MS	Russian Air Force	ph.	07jun11	f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; I/n overhead Moscow 09may10 also carried code "15" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner
	RF-94125	Tu-95MS	Russian Air Force	Sae	2016	tips; and still named 'Kaluga'; intercepted over the North Sea 07jun11; //n Engels 22jul14 modernised with new avionics and fitted with four underwing pylons; also carried code "15" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; and still named 'Kaluga'; I/n as such Engels feb18; titles changed to 'VKS Rossii'; f/n as such Kazan 10aug18; I/n Engels aug21
# 1 8 34135	not known "16" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd Eng	02jun88 17aug01	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Veliki Novgorod' after a town in western
	RF-94124	Tu-95MS	Russian Air Force	Eng	oct11	Russia, f/n as such ZIA 20aug07; I/n Engels apr11, still with Red Stars also carried code "16" red; opb 6950 AvB at Engels; with "VVS Rossii" titles, Russian stars and blue spinner
	RF-94124	Tu-95MS	Russian Air Force	Eng	aug16	tips; named 'Veliki Novgorod'; l/n without pylons ZIA 30aug15 modernised with new avionics and fitted with four underwing pylons; also carried code "16" red, with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Veliki Novgorod'; l/n Engels jun18; seen Kubinka
# 2 8 34278	not known "22" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd Eng	29jul88 17aug01	23aug18 now with 'VKS Rossii' titles; I/n Engels 18may21  opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; seen Engels 16aug05 with the additional code
	RF-94120	Tu-95MS	Russian Air Force	Eng	02aug12	"28" black, stored; named 'Kozelsk' apr10 after a town in the Kaluga region also carried code "22" red on the fin and "22/1" red on the left nose-wheel door; opb 1 AvGr 6950 AvB at
	RF-94120	Tu-95MS	Russian Air Force	Eng	mar20	Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Kozelsk'; I/n 2013, flying modernised with new avionics and fitted with four underwing pylons; with 'VKS Rossii' titles and just "22"
# 2 8 34379	"23" black "23" red	Tu-95MS	Russian Air Force	mfd	29jul88	on the nose-wheel door; I/n Engels 23dec20 opb 182 thap at Mozdok (disbanded feb99) and later by 184 thap at Engels; seen FFD 28/31jul94
	RF-94129	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Eng Chh	17aug01 01oct11	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; I/n Engels 16aug05 also carried code "23" red on the fin and "23/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii' titles, Russian stars and blue spinner tips; I/n Engels 02aug12
	RF-94129	Tu-95MS	Russian Air Force		07may16	over Moscow; modernised with new avionics and fitted with four underwing pylons; also carried code "23" red, with "VVS Rossii' titles, Russian stars and blue spinner tips; I/n active Engels mid-2019; seen active jun20 now with 'VKS Rossii' titles
# 3 8 34415	"24" red RF-94130	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	mfd Eng	22oct88 oct11	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; l/n Engels 16aug05 also carried code "24" red on the fin and "24/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with blue spinner tips; l/n with Red Stars and without titles Engels sep12; f/n with "VVS Rossii" titles and Russian stars Engels apr13; l/n over Moscow 07may15
	RF-94130	Tu-95MS	Russian Air Force	h/o	11apr19	at Taganrog; modernised with new avionics and fitted with four underwing pylons; also carried code "24" red; opb 6950 AvB at Engels; with 'WKS Rossii' titles, Russian stars and blue spinner tips; I/n without name over Kazan 18aug19; named 'Murmansk' after a city on the Kola Peninsula; f/n as such apr20; I/n Kubinka 31aug21
# 3 8 34444	"25" red RF-94119	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	mfd Tag	22oct88 jul12	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; //n Engels 16aug05 also carried code "25" red on the fin and "25/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii' titles and blue spinner tips, but still with Red Stars; //n Taganrog-Yuzhny 19aug12; under
	RF-94119	Tu-95MS	Russian Air Force	ph.	04may18	overhaul with TANTK im. Berieva from 08aug14 modernised with new avionics and fitted with four underwing pylons; also carried code "25" red on the fin
# 3 8 34496	"20" red	Tu-95MS	Russian Air Force	mfd	19nov88	and "25/1" red on the left nose-wheel door; opb 6950 AvB at Engels; I/n Engels aug21 opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 16aug05, overpainted code "20" black still visible on the fin next to the code "20" red; last overhaul completed in spring 2008; named 'Dubna' 12jul08 (O5jul08 according to another source) after a science centre near Moscow; initially without titles and with Red Stars, I/n as such Engels 16aug08 (c/n checked in wheel wells); f/n with "VVS Rossii' titles and Russian stars overhead Moscow 09may10; I/n Engels nov10
	RF-94122	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "20" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Dubna'; f/n with the code "20/1" on the left nose-wheel door Engels 02aug12; arrived with
	RF-94122	Tu-95MS	Russian Air Force		18nov15	"Aviakor" at Samara for an upgrade 20aug15 modernised with new avionics and fitted with four underwing pylons; returned to Engels 18nov15, also carried code "20" red, with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Dubna'; I/n over Moscow may18
# 4 8 34567 # 4 8 34666	"14" black "30" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	mfd mfd	1988 21jan89	opb 182 tbap at Mozdok (disbanded feb99); scrapped opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
# 4 0 34000	"21" red	Tu-95MS	Russian Air Force	Eng	17aug01	opb 184 thap (redesignated 6950 AvB in 2009) at Engels; seen Engels 16aug05 also with the code "30" black; named 'Samara' 09aug08 after a town on the river Volga; initially without titles and with Red Stars, I/n as such Engels 13apr10; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; I/n
	RF-94121	Tu-95MS	Russian Air Force	ZIA	13aug11	overhead Moscow 09may10 also carried the code "21" red on the fin and '21/1' on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossi! 'titles, Russian stars and blue spinner tips; named 'Samara'; // In Engels mar17; converted by TANTY in British to the backbridge of the section To INSERS in 2018/20
	RF-94121	Tu-95MSM	Russian Air Force	f/f	22aug20	by TANTK im. Berieva to the prototype of the modernised version Tu-95MSM in 2018/20 from Taganrog; also carried code "21" red; in light grey c/s with 'VKS Rossii' titles and Russian stars; named 'Samara'
# 4 8 34757	"11" red	Tu-95MS	Russian Air Force	mfd	21jan89	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; with Red Stars and blue spinner tips; f/n Engels 17aug01; named 'Vorkuta' 08may05 after a town in northern Russia; l/n mar11
	RF-94127	Tu-95MS	Russian Air Force	Eng	oct11	also carried code "11" red on the fin and on the nose-wheel doors (seen as "11/1" red on the nose-wheel doors Engels 08nov12, but later again as just "11" red); opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Vorkuta'; I/n without pylons Engels sep14
# 4 9 35100	RF-94127	Tu-95MS	Russian Air Force	Eng	apr16	modernised with new avionics and fitted with four underwing pylons; also carried code "11" red, with 'VVS Rossil' titles, Russian stars and blue spinner tips; named 'Vorkuta'; //n Engels sep17
# 4 8 35199	"38" black "10" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	mfd Eng	29may92 17aug01	late mfd; opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Saratov' 27jun99 (according to another source already 12jun99) after a town on the river Volga; I/n Engels 16aug05, stored
	RF-94128	Tu-95MS	Russian Air Force	Ukr	oct11	also carried code "10" red on the fin and "10/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Saratov'; I/n without pylons Engels 09may14
	RF-94128	Tu-95MS	Russian Air Force	Eng	03mar15	modernised with new avionics and fitted with four underwing pylons; also carried code "10" red, with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Saratov;'; I/n as such Engels 19aug17; seen aug20 now with 'VKS Rossii' titles

# 1 9 35249	"26" red	Tu-95MS	Russian Air Force	mfd	20jul89	opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; underwent maintenance with Tavia in 2005, code not given
	RF-94172	Tu-95MS	Russian Air Force	OVB	23jun11	also carried code "26" red; opb 6952 AvB at Ukrainka; still with Red Stars and without titles, unknown
35363	"34" black	Tu-95MS	Russian Air Force			badge below the cockpit and black spinner tips; I/n Ukrainka mar13 opb 182 tbap at Mozdok; was on a good-will visit in the US may92
# 2 9 35367	"04" red RF-94182	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ph.	2011 07may14	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka over Sevastopol; also carried code "04" red; opb 6952 AvB at Ukrainka; in natural metal c/s with 'VVS
						Rossii' titles, Russian stars and black spinner tips; named 'Kurgan' after a town in south-western Siberia; f/n as such over the Sea of Japan 19aug16; l/n over Moscow 07may22
# 3 9 35765	"05" red RF-94181	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ph.	apr06 25apr15	opb 326 tbad at Ukrainka also carried code "05" red; opb 6952 AvB at Ukrainka; with 'VVS' Rossii' titles and Russian stars; w/o
					•	08jun15 on take-off from Ukrainka when a shock absorber of the left main gear strut exploded during the take-off run at a speed of 220-230 km/h (as it had been filled up with air instead of nitrogen) and
						damaged a fuel tank in the left wing, causing an explosion, 1 crew member killed and another one seriously injured (he died in hospital 2 months after the accident)
# 3 9 35793	"36" black "01" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd ph.	1989 ? 12apr06	opb 182 tbap at Mozdok; was on a good-will visit in the US may92 opb 326 tbad at Ukrainka; named 'Irkutsk' since 01nov00; I/n Ukrainka 14apr06
# 4 9 36177	RF-94185 "10" red	Tu-95MS	Russian Air Force Soviet Air Force	Ükr	01nov12	also carried code "01" red; opb 6952 AvB at Ukrainka; named 'Irkutsk'; I/n Engels 09may15 opb 1006 tbap at Uzin
# 4 9 301//	"10" red		Ukraine Air Force	mfd trf	22jan90 1992	opb 1006 tbap at Uzyn; I/n Uzyn may98; sold to Russia in 1999 and ferried to Engels 06nov99; in a
	"19" red	Tu-95MS-16	Russian Air Force	Eng	17aug01	Ukrainian listing as "100" red, obviously in error opb 184 tbap (redesignated 6950 AvB in 2009) at Engels; on a photo with the Ukrainian shield on the fin
						overpainted; with Red Stars and blue spinner tips; named 'Krasnoyarsk' 22aug10 (according to another source already 29apr10) after a city in Siberia
	RF-94123		Russian Air Force	KJA	09jun11	also carried code "19" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Krasnoyarsk'; I/n over Rostov-na-Donu 13mar15
	RF-94123	Tu-95MS	Russian Air Force	h/o	13apr19	at Taganrog; modernised with new avionics and fitted with four underwing pylons; also carried code "19" red; opb 6950 AvB at Engels; with 'VKS Rossii' titles, Russian stars and blue spinner tips; named
# 4 9 36487	not known	Tu-95MS	Soviet Air Force	mfd	1990	'Krasnoyarsk'; I/n Engels apr21
	"02" red	Tu-95MS	Russian Air Force	ph.	apr06	tie-up from russianplanes.net; opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with black spinner tips; named 'Mozdok' after a town in the Northern Caucasus
	RF-94184	Tu-95MS	Russian Air Force	ph.	2011	also carried code "02" red; opb 6952 AvB at Ukrainka; in natural metal c/s with 'VVS Rossii' titles, Russian stars and black spinner tips; named 'Mozdok'; I/n Samara-Bezymyanka 18nov16
# 1 0 36785	"06" red RF-94180	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph.	aug12	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka also carried code "06" red; opb 6952 AvB at Ukrainka; in natural metal c/s with 'VVS Rossii' titles, Russian
# 3 0 36853	"07" red	Tu-95MS	Russian Air Force	no	reports	stars and black spinner tips; I/n Samara-Bezymyanka 27oct16 2nd stage of overhaul by 360 ARZ completed 12oct10
# 3 0 37098	RF-94179 "03" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph.	jul12	c/n not confirmed; also carried code "07" red; opb 6952 AvB at Ukrainka; I/n OVB 10feb17 opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka
# 3 0 3/090	RF-94183	Tu-95MS	Russian Air Force	ph.	15mar13	also carried code "03" red; opb 6952 AvB at Ukrainka; in natural metal c/s with 'VVS Rossii' titles, Russian stars and black spinner tips; I/n OVB oct18
# 4 0 37187	"96" red "96" red		Soviet Air Force Ukraine Air Force	mfd trf	26mar91 1992	opb 1006 tbap at Uzin opb 1006 tbap at Uzin opb 1006 tbap at Uzin opb 1006 tbap at Uzyn; stored at Uzyn, seen 1996/may98; sold to Russia in 1999 and ferried to Engels
	"28" red		Russian Air Force	Eng	17aug01	opb 184 tbap (redesignated 6950 AVB in 2009) at Engels; with Red Stars and blue spinner tips, former
	20 160	10-95115-10	Russian An Torce	Liig	1780901	obe 104 toas (recessificated 9550 vm 12059) and a Engels, with Red Stars and blue spilling tips, former code "96" and overpainted Ukrainian shield still visible on the fin; I/n over Monino 07aug07; see the Ukrainka-based "28" red with unknown c/n
	RF-94116	Tu-95MS-16	Russian Air Force	ph.	29apr13	over Moscow; also carried the code "28" red on the fin and "28/1" red on both nose-wheel doors; opb 6950  AVB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; I/n without name Engels
						Orjul14; named 'Sevastopol' after a town on the Crimea; f/n as such Engels 09aug14; attacked IS targets in Syria 19nov15
	RF-94116	Tu-95MS	Russian Air Force	Eng	apr17	modernised with new avionics and fitted with four underwing pylons; also carried the code "28" red; opb 6950 AVB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Sevastopol'; I/n
						with the old titles Engels 19aug17; titles changed to 'VKS Rossii'; f/n as such Engels 09may18; l/n Engels oct20
# 2 9 37345	"08" red "08" red		Soviet Air Force Ukraine Air Force	mfd	03oct91 1992	opb 1006 tbap at Uzin
	"27" red		Russian Air Force	trf		opb 1006 tbap at Uzyn; stored at Uzyn, seen 1996/may98; sold to Russia in 1999 and ferried to Engels jan00
	RF-94117		Russian Air Force	Eng	17aug01 07may14	opb 184 tbap (redesignated 6950 AvB in late 2009) at Engels; with blue spinner tips, former code "08" and overpainted Ukrainian shield still visible on fin; //n Engels 16aug05; see "27" red with unknown c/n
	KI-94117	10-95145-10	Russian An Force	Eng	U/IIIay14	also carried code "27" red on the fin and "27/1" red on the left nose-wheel door; opb 6950 AvB at Engels; with "VVS Rossii' titles and Russian stars; named 'Izborsk' after a medieval fortress west of Pskov; f/n as
	RF-94117	Tu-95MS	Russian Air Force	Eng	apr17	such Privolzhski 19feb15; arrived with "Aviakor" at Samara-Bezymyanka for an upgrade 19jan16 modernised with new avionics and fitted with four underwing pylons; also carried code "27" red, with 'VVS
# 4 1 27500	a ab las assas	T. OFMC	Contact No France		1001	Rossii' titles and Russian stars; named 'Izborsk'; seen Engels mar19 with 'VKS Rossii' titles; I/n Tambov 25may19
# 4 1 37566	not known "08" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd ph.	1991 apr06	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with Red Stars and black spinner tips, no titles; named 'Smolensk' after a town in western Russia 05jun99; I/n IKS 10sep08
	RF-94178	Tu-95MS	Russian Air Force	Rzd	25may14	also carried code "29" red on the fin and "29/1" red on the nose-wheel door; now opb 6950 AvB at Engels; in light grey c/s with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Smolensk'; seen
						Ryazan-Dyagilevo 26jul14 with just "29" red on the nose-wheel door; I/n Engels may19
Aircraft w	ith unknov	wn c/ns i	include			
	RF-94169	Tu-95MS	Russian Air Force	ph.	oct21	also carried code "29" red, with 'VKS Rossii' titles and Russian stars; badge suggests it is probably
	RF-92450	Tu-95MS	Russian Air Force	Rzd	mar19	Ukrainka based also carried code "10" red, with 'VKS Rossii' titles on the fin; probably based at Ukrainka
	"03" red "05" red	Tu-95MS	Russian Air Force	ph.	apr11	at Ryazan-Dyagilevo
	"06" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ph.	apr06 apr06	opb 326 tbad at Ukrainka opb 326 tbad at Ukrainka
	"06" red "11" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	DYR DYR	04sep07 05sep07	see c/n 34757
	"22" red	Tu-95MS	Russian Air Force	Rzd	29jun02	two aircraft seen this date with the same code
	"24" red "27" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Rzd Ukr	29jun02 apr06	I/n Ryazan-Dyagilevo aug15, missing propellers opb 326 tbad (renamed 6952 AvB in 2009) at Ukrainka; spinner tips unpainted, neither overpainted old
			Russian Air Force		•	code nor shield on fin; see c/n 1000212937345
	"29" red "42"/"52" red	Tu-95MS Tu-95MS	Russian Air Force	Rzd ph.	29jun02 apr06	carried code "42" red on fin and "52" red on nose wheel door; opb 326 tbad at Ukrainka
	"43" red "48" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ph.	apr06 apr06	opb 326 tbad at Ukrainka; see c/n 23103 opb 326 tbad at Ukrainka; see c/n 19743
	"49" red	Tu-95MS	Russian Air Force	ph.	apr06	opb 326 tbad at Ukrainka; see RF-94191/"49" red. c/n 19429
	"55" red "56" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	ph. ph.	apr06 apr06	opb 326 tbad at Ukrainka; used call-sign '919' DYR 27aug06; see RF-94197/"55" red, c/n # 3421914 opb 326 tbad at Ukrainka; see RF-94198/"56" red c/n # 2421802
	"57" red	Tu-95MS	Russian Air Force	Eng	06oct08	ορυ 320 toda de Oktalika, See Ki - 54130/ 30 Ted C/II # 2421002
	"58" red "61" red	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Eng ph.	06oct08 oct12	photo oct09 location not given, but possibly at Vorkuta-Sovyetski, with 'VVS Rossii' titles, Russian stars and black
	RF-94187	Tu-95MS	Russian Air Force	Rzd	mar19	spinner tips modernised with new avionics and fitted with four underwing pylons; also carried code "61" red; with "VKS
	"62" red	Tu-95MS	Russian Air Force	ZIA	23sep14	Rossii' titles, Russian stars and black spinner tips; I/n Ryazan-Dyagilevo may19 active opb 6950 AB at Engels; with "VVS Rossii' titles and Russian stars; h/o at Zhukovski after modernisation
	"02" black	Tu-95MS	Russian Air Force	no	reports	18dec14 or 19dec14 opb 182 tbap at Mozdok (disbanded feb99)
	"03" black "04" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
	"05" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	no no	reports reports	opb 182 tbap at Mozdok (disbanded feb99) opb 182 tbap at Mozdok (disbanded feb99)
	"06" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
	"07" black "08" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	no no	reports reports	opb 182 tbap at Mozdok (disbanded feb99) opb 182 tbap at Mozdok (disbanded feb99)
	"10" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
	"11" black "13" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Eng Eng	aug97 aug97	opb 182 tbap at Mozdok (disbanded feb99) opb 182 tbap at Mozdok (disbanded feb99)
	"15" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99)
	"16" black "21" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	Eng no	20aug03 reports	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels opb 182 tbap at Mozdok (disbanded feb99); probably became "21" red
	"22" black	Tu-95MS	Russian Air Force	Eng	aug97	opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels; probably became "22" red
	"24" black "26" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	no no	reports reports	opb 182 tbap at Mozdok (disbanded feb99); probably became "24" red opb 182 tbap at Mozdok (disbanded feb99)
	"31" black	Tu-95MS	Russian Air Force	no	reports	opb 182 tbap at Mozdok (disbanded feb99)
	"32" black "33" black	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	no Eng	reports aug97	opb 182 tbap at Mozdok (disbanded feb99); became "11" red opb 182 tbap at Mozdok (disbanded feb99) and later by 184 tbap at Engels
	RF-94118	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "33" black; opb 6950 AvB at Engels; seen Engels 02aug12 without code and engines, part of the tail missing; to become "26/1" after overhaul
						2. 2.2 2soring, to occome 20,2 and overhidd

05oct76 Tu-95 Alma-Ata, Collision with tops of trees and power lines on landing at a reserve airfield

28aug77 Tu-95 while flying in a pair the airplanes collided in a turn and lost control. The crews were not able to put on

12oct85 Tu-95K two engines were shut down by mistake by the crew, the airplane descended dangerously and on trying to climb struck the ground.

# Tupolev Tu-104, Tu-107 and Tu-110

In the second half of 1953, Tupolev approached the Soviet leadership with the proposal to build a jetliner based on the Tu-16 medium bomber. Using the technical ideas, major assemblies and service experience of a proven aircraft promised a short development period and high reliability of the new airliner. Apart from that, this approach would assure that the aircraft entered service earlier than its Western counterparts, an important feature to demonstrate the superiority of communism. The Soviet leadership approved of this idea, and on 11 June 1954 the Central Committee of the CPSU and the Soviet Council of Ministers issued a decree ordering the development of a twin-jet passenger aircraft designated Tu-16P (for 'passazhirski' passenger), or 'izdeliye 104'. The design commonality between the Tu-16 and the future Tu-104 consisted mainly of wings, tail plane, fin, landing gear, flight deck equipment and the two Mikulin AM-3 (later renamed RD-3) turbojets. These parts were added to a completely new fuselage of 3.2 m diameter (2.9 m with the Tu-16).

The draft project was ready by September 1954, and the mock-up commission held its meetings in November/December of the same year. At the same time, manufacture of the first prototype started at Factory No. 156 at Moscow-Lefortovo, Tupolev's prototype construction shop. The Tu-104, as the aircraft was called by now after its 'izdeliye' index, was completed in early 1955 and took off for the first time on 17 June 1955, just 53 weeks after the go-ahead for the project was received! Factory trials

continued until 12 October 1955, and state trials at the NII VVS (Air Force Research Institute) were conducted between 31 January and 15 June 1956.

As there was a need to train Aeroflot flight crews on jet aircraft, several (reportedly five) Tu-16s were handed over by the Soviet Air Force to the national airline. These were modified by ARZ 400 at Vnukovo and designated Tu-104G (for 'gruzovoi' cargo). All armament and military systems were removed, and the bomb bay was modified to carry mail. Apart from that, three Tu-16s were used by Aeroflot for fast delivery of newspaper matrices for printing of "Pravda" and "Izvestiya" over the vast USSR. These aircraft received the designation Tu-16G (for 'grazhdanski', civil). Only the cannons were removed, and the containers with the matrices were fitted into the bomb bay. The Tu-104Gs and Tu-16Gs were used by Aeroflot for some years, but when a sufficient number of passenger jets became available, they were re-converted to bombers and handed back to the Air Force.

Series-production of the Tu-104 started at Factory No. 135 at Kharkov in 1955 and at Factory No. 166 at Omsk in 1956. The first aircraft were delivered to the Vnukovo Aviation Enterprise in May 1956, and the first scheduled flight with passengers on board (from Moscow via Omsk to Irkutsk) took place on 15 September 1956. This was the start of the jet era in the Soviet Union

and in the world. Tupolev had been competing with Boeing and de Havilland to put the first jet airliner into scheduled service and indeed beat the Boeing 707 and the 'Comet" 4 by two years!

Soon a new modification of the jetliner appeared, the Tu-104A. It was powered by modernised RD-3M engines and could carry 70 passengers, as compared to the 50 seats of the standard Tu-104. This version was also used by the Czechoslovak airline CSA, the sole export customer of the Tu-104. The only other variant which saw mass-production was the Tu-104B. It had a longer fuselage (by 1.2 m), more powerful RD-3M-500 engines and could seat 100 passengers. Series-production was assigned to Factory # 22 in Kazan and started in 1958, the first Tu-104Bs entering Aeroflot service in 1959.
The Tu-104E was to be the next series-production version. It received modernised Zubets RD-3P (M16-15) engines, modified air intakes, additional fuel tanks and slats.

However, the Tu-104E did not prove itself during trials and was not admitted for passenger service. So only two of these 122 seaters were built in 1959. When air travel became much more popular in the early 1960s, the cabins of all existing aircraft had to be re-configured so that they could carry more passengers. Thus the Tu-104A was modified to seat 85 or even 100 passengers; these versions received the designations Tu-104D(-85) and Tu-104V, respectively. However, both versions were later referred to as the Tu-104V.

Almost all Tu-104As had been converted to Tu-104Vs by aircraft repair factories by 1969. Some aircraft of the Pulkovo and Borispol Aviation Enterprises even carried 110 or 115 (Tu-104V-115) passengers! However, the number of seats was limited to 100 in 1972, and from then on the aircraft were again called Tu-104As. Tu-104Bs with the number of seats increased to 115 did not change their index, but were sometimes referred to as Tu-104B-115s.

About five Tu-104As were converted to Tu-104A-TS freighters by aircraft repair factories between 1969 and 1971. These were followed by six Tu-104Bs between 1971 and

1974 which became Tu-104B-TS cargo aircraft. Both versions could also be used for medevac.

There were also several version which were converted in small numbers only: reportedly five Tu-104Sh trainers with the nose section of the Tu-16K-10 missile carrier for

naval aviation navigator and operator training, two Tu-104AK zero-gravity simulators for cosmonaut training (the first of them entered service on 15 November 1960), and several Tu-104Ds and Tu-104Gs (second use of the designation each) in VIP configurations. Probably four Tu-104Lt flying laboratories were used for testing of equipment and armament, for example for the Tu-128 and Tu-22M; one Tu-104LL even fired K-80 air-to-air missiles at target drones. And the Tu-104 "Retranslyator" (relay aircraft) was used for the flight tests of the Tu-144.

The Tu-107 (izdeliye 107) was designed and built as a tactical military transport based on the Tu-104A. Development was ordered by a decree of the Soviet government issued in March 1956. The aircraft was armed with two 23 mm cannons in a rear turret and could carry a load of ten tonnes in its unpressurised cargo bay, among them self-propelled howitzers, guns, prime movers, light APCs, jeeps and other equipment. Alternatively, 60 injured soldiers on stretchers, 70 paratroopers or 100 ground troops could be transported. Externally, the Tu-107 could be identified by the rear loading ramp and the absence of windows.

The prototype was built by Factory No. 166 and started factory trials in September 1958. In summer 1959, it was handed over to the NII VVS (Air Force Research Institute) for state trials which were completed in spring 1960. Trials went without problems, but showed that the Tu-107's speed during air-dropping was too high and its range insufficient, so the type did not go into series-production, and the An-12 was preferred instead. The sole Tu-107 built was then transferred to the Ryazan paratroop

school. On 29 September 1965, it carried a group of parachutists who left the aircraft at 14,400 metres setting several world records.

As the Tu-104 was based on a bomber and developed in a hurry, it soon became obsolescent. So production was stopped after only a few years. The line at Kharkov closed in late 1959 after 44 Tu-104s and Tu-104As. had been built, while production in Omsk ended in spring 1960 after 59 Tu-104s and Tu-104As. The last of 96 Tu-104Bs left the Kazan factory in mid 1961 making a total production of 201 aircraft including the prototype and the static test frame (airframes handed over by one factory to another one before completion were counted only once while having two c/ns).

In the mid 1970s, many Tu-104s reached the end of their service life, and Aeroflot withdrew large numbers of them from use starting in 1974. The last scheduled passenger service took place on 20 November 1979 when Tu-104B CCCP-42485 took off on its last flight from Odessa. However, the type remained in service with the Soviet Armed Forces until the crash of CCCP-42332 at Pushkin on 7 February 1981 when the 2nd I/C of the Pacific Fleet and many other high-ranking naval officers were killed. After this catastrophe, all Tu-104s were grounded.

Officially, the last Tu-104 flight took place on 11 November 1986 when the restored Tu-104 CCCP-42322 was ferried from Sheremetyevo to Ulyanovsk for display at the Museum of Civil Aviation (by the way, retaining its nice looking VIP saloon). However, Russian aviation author Oleg Chernikov states he saw a Soviet Air Force Tu-104 airborne in the Khabarovsk region (Far East) as late as 2 July 1988 after having identified the type on the ground before! Another spotter said that the last flight of the

Soviet AF's Tu-104 was made in November 1988 from one of the Latvian Air Bases.

The Tu-104 had a high attrition rate for an airliner: about 10 % of all aircraft built crashed, and another 5 % were damaged beyond repair by accidents. Soviet children even used to sing in the 1970s "Tu-104 samy luchshy samolyot. Nado bylo poyezdom!" (The Tu-104 is the very best aircraft. You better had gone by train!) to the melody of Chopin's Funeral March.

Several airframes have been preserved at various locations in the CIS, and three ex-CSA aircraft are preserved in the Czech Republic, including one in the Prague-Kbely

Note 1: In late 1958, a new registration system was introduced in the Soviet Union, doing away with the Cyrillic letters used before. Starting in December 1958, all newly-

built Tu-104s received the new five-figure registrations straight away, and most of the older aircraft were re-registered during 1959.

Note 2: Most Tu-104 registrations were later re-allocated to Yak-42s. In the Soviet register batch CCCP-42318 to CCCP-42522 was reserved for the type, but production

only reached as far as CCCP-42508.

Note 3: As the hand-written documents we received were more than 40 years old, the names of the Aeroflot directorates and transfer dates were sometimes hard, if not impossible, to read and therefore some transfer of directorates might have been missed out.

# 2 Tu-104 prototypes built by Factory No. 156 at Moscow-Lefortovo

54 0 0 ? CCCP-L5400 early55

static test airframe the first prototype; in Aeroflot c/s with fleet number '25' behind the cockpit; the completed sections were transported to Zhukovski for re-assembly; f/f 17jun55 from Zhukovski; f/n Moscow-Tushino 03jul55, participating in the "Aviation Day" display; underwent factory trials until 12oct55 and state trials 31jan56/15jun56; brought a Soviet government delegation (including the head of the KGB, General of the Army Ivan Serov) to LHR 22mar56; was displayed at the Economic Achievements Exhibition (VDNKh) between late 1956 and 1959; fate unknown (probably scrapped around 1959)

#### 8 Tu-104 and 34 Tu-104A built by Factory No. 135 at Kharkov-Sokolniki from 1955 to 1959

The c/n gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch

5 35 00 01	CCCP-L5412	Tu-104	AFL/Moscow (MUTA)	mfd	30oct55	construction reportedly started by Factory No. 156 in Moscow, completed by Factory No. 135 at Kharkov;
						50 pax configuration; f/f 05nov55 from Kharkov to Poltava; completed state trials 28mar56; f/n LHR 25apr56; toc 21may56, had fleet number "29"; rgd 09may56 (according to other sources 31may56);
						carried out first Tu-104 passenger flight (VKO-OMS-IKT) 15sep56; see c/n 921102 and 021905
	CCCP-42318	Tu-104	AFL/Moscow (MUTA)	rgd	27aug59	confirmed ex CCCP-L5412(1)
	CCCP-42318	Tu-104	AFL/GosNII GVF	trf	25mar64	wfu dec67 after 8,000 cycles; soc 02jan69
	CCCD 42210	Tu 104	AFI /CooNITI CA	h	04inn60	anny may 60, yeard for fortigue trials in water tools at CibNIA reportedly since 1070, tested to destruction

6 35 00 02	CCCP-L5413	Tu-104	AFL/Moscow (MUTA)	f/f	30dec55	had fleet number "27"; 50 pax configuration; f/n LHR 25apr56; toc 17may56; rgd only 21may56 (according to other sources 24apr56); l/n PRG 17jun56
	CCCP-L5413 CCCP-L5413 CCCP-42319 CCCP-42319	Tu-104 Tu-104 Tu-104 Tu-104	Aeroflot/LUTTs AFL/Moscow (MUTA) AFL/Moscow (MUTA) MAP Zhukovski	trf trf rgd trf	01mar58 11apr58 19dec59 05jan77	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB converted for cargo use, date unknown; underwent fatigue trials in 1973; opb LII GKAT; in Aeroflot c/s; soc 14jan77 as life-time expired; canx jun77; trf 21may79 and used as
6 35 00 03	CCCP-L5414	Tu-104	AFL/Moscow (MUTA)	f/f	11may56	ground instructional airframe by the Kryvy Rih Aeronautical School, I/n intact 1992, only small parts remained by may98 in 50 pax configuration; rgd 26jun56; f/n BUD 29jul56
0 33 00 03	CCCP-L5414	Tu-104	Aeroflot/LUTTs	trf	unknown	opb LUTTs (Lyothy uchebno-trenirovochny tsentr = Flying Training Centre) at OVB; severely damaged 19feb58 on the leg from Sverdlovsk to Moscow-Vnukovo of a training flight from Novosibirsk to Moscow when the crew came to the (wrong) opinion that fuel would not be sufficient to reach Vnukovo, decided to divert to Ryazan-Dyagilevo but was not able to find that airfield at night and lost orientation, eventually the aircraft diverted to Savasleika but ran out of fuel on finals and made a forced landing in a forest some 1,500 metres before the runway threshold, all 6 crew escaped; the aircraft was provisionally repaired and ferried from Savasleika to Vnukovo; under repair by ARB-400 at VKO by 01aug58; eventually it was decided to withdraw the aircraft from use
	CCCP-42320 CCCP-L5414	Tu-104 Tu-104	Aeroflot/LUTTs AFL/Yegoryevsk ATU	rgd trf	09may58 04feb59	the new registration was never painted on Yegoryevskoye ATU GA (Yegoryevsk Technical Aviation College); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow reportedly from 25mar61; soc 23may61 as to become an exhibit; later used as a ground instructional airframe at Yegoryevsk
6 35 01 01	CCCP-L5415	Tu-104	AFL/Moscow (MUTA)	mfd	24aug56	had 54 passenger seats, 50 according to MGA document; opb 200 AO; opened the VKO-TBS service 22sep56; f/n VKO 07jun57
	CCCP-L5415 CCCP-L5415	Tu-104 Tu-104	AFL/Uzbekistan Soviet AF/AFL c/s	trf trf	09apr58 1959	force-landed wheels-up at Kubinka in early 1959; transferred 04feb59, used as a ground instructional airframe to the Kiev Civil Aviation Engineering Institute (KIIGA); seen oct76/oct02; was soc 25mar61; trf to the Oleg Antonov State Aviation Museum at Kiev (N50.407378 E30.458364) in 2003, still present oct03/oct21
6 35 01 02 6 35 01 03	 CCCP-L5416	Tu-104 Tu-104	Tupolev OKB AFL/Moscow-VKO	toc	04nov56	static test airframe mfd given as 06nov56; rgd 16nov56; 50 pax configuration
	CCCP-L5416 CCCP-42322 CCCP-42322	Tu-104 Tu-104 Tu-104	AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS Sov. Navy/AFL c/s	trf rgd trf	17aug57 04jul59 13dec61	soc 25aug61; trf 05oct61 according to MGA document, see next line VIP aircraft of the Northern Fleet, opb mil. unit 20816 at Severomorsk; wfu aug81 and stored at Olenya/Vysoky (east of Olenyegorsk); restored to airworthy condition within 20 days oct86, f/f 31oct86; ferried via SVO to the Museum of Civil Aviation at Ulyanovsk (N54.289858 E48.234530) 01/11nov86 (officially the last Tu-104 flight ever) and displayed there since, I/n oct21
6 35 01 04	"05" red	Tu-104	Soviet Air Force	mfd	30dec56	not on Soviet register or overhaul list; opb by DA (strategic aviation) at Chkalovskaya; converted in 1977 to, see next line
6 35 01 05	"05" red CCCP-L5417	Tu-104Sh Tu-104	Soviet Air Force AFL/Moscow (MUTA)	toc	19mar57	opb 43 TSBPIPLS at Ryazan rgd 31may57; 50 pax configuration; f/n PRG jan58; trf 01feb59 to Irkutsk Technical Aviation College (IATU GA); soc 25mar61 as for 'display'; ended up as a static test frame at the TsAGI according to some reports; reported to have been allocated CCCP-42323, although a handwritten listing from VARZ-400 gives this as c/n 6350104, possibly in error
6 35 02 01	CCCP-L5418 CCCP-42324 CCCP-42324 CCCP-42324	Tu-104 Tu-104 Tu-104 Tu-104	AFL/Moscow (MUTA) AFL/Uzbekistan-TAS AFL/Georgia-TBS MRP Kratovo	mfd rgd trf trf	28feb57 13may59 27feb63 13feb70	the 236teb57; rgd 01mar57; opb 65 LO; 50 pax configuration  f/n TBS 15jun66; trf 20jun69 according to MGA document, see next line PO Box A-7541; opb NPO 'Vzlyot' and based at Zhukovski; used as test-bed for the development of missile
7 35 02 02	CCCP-L5434 CCCP-L5434 CCCP-42340 CCCP-42340	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Aeroflot/LUTTs Aeroflot/LUTTs AFL/IATU GA	mfd trf rgd trf	29mar57 23apr58 09may58 20feb63	guidance systems; canx 1977 in 50 pax configuration; toc 06apr57; rgd 12jul57 opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB opb LUTTs at OVB (disbanded 29jul60); new CofR issued 22jul59 Irkutsk Technical Aviation College; soc 08jan65 as worn out; reportedly trf to the Soviet Navy, but that
7 35 02 03	CCCP-L5437	Tu-104A	AFL/Moscow (MUTA)	mfd	26jun57	seems unlikely in 70 pax configuration; toc 31jul57; rgd 09sep57; opb Vnukovskoye PO; on a photo (date and location
	CCCP-42343 CCCP-42343	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Ukraine-ODS	rgd trf	18may59 02jun61	unknown) with collapsed nose gear opb Vnukovskoye PO; converted to 100 pax configuration, date unknown opb 90 AO (became 90 LO Odesskogo OAO in 1964); f/n VKO 02oct72; regularly rented by the Commander of the Black Sea Fleet but was never transferred to the military; soc 29aug77 as life-time
7 35 02 04	CCCP-L5438	Tu-104A	AFL/Moscow (MUTA)	toc	unknown	expired in 70 passenger configuration; on charge as of 01aug57; opb 200 AORS; brought a Soviet United Nations delegation to the US, arriving at McGuire AFB in the late hours of 04sep57 (was the first Soviet airliner to touch US soil); rgd 09sep57; seen LHR 14sep57; //n VKO jun58
	CCCP-42344 CCCP-42344	Tu-104A Tu-104A	AFL/Moscow (MUTA) Aeroflot/UShVLP	rgd trf	09may58 14dec59	opb 200 AORS; f/n jan59; confirmed in register 04feb59  Ulyanovsk Advanced Flying Training College; soc 25mar61 as for use as a ground instructional airframe and canx the same day; used as a ground instructional airframe by the Novosibirsk Flight Training Centre (LUTTs); ended up as a static test frame with the TsAGI according to some reports
7 35 02 05	CCCP-L5439 CCCP-42345	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	23aug57 16mar59	in 70 pax configuration; toc 07sep57; rgd 05oct57; opb Vnukovskoye PO opb Vnukovskoye PO; converted to 100 pax configuration, date unknown; f/n VKO 02apr60
7 35 03 01	CCCP-42345 CCCP-L5440	Tu-104A Tu-104A	AFL/Ukraine-ODS AFL/Moscow (MUTA)	trf mfd	21jul61 28sep57	opb 90 AO (became 90 LO Odesskogo OAO in 1964); soc 14dec73 as 'for research' mfd also given as 23sep57; in 70 pax configuration; toc 02oct57; rgd 14oct57; opb Vnukovskoye PO; f/n DRS 02feb58
	CCCP-42347 CCCP-42347 CCCP-42347 CCCP-42347	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/GosNII GVF AFL/Ukraine-ODS	rgd trf trf trf	04feb59 19jul61 01mar63 21mar63	opb Vnukovskoye PO; converted to 100 pax configuration, date unknown opb 90 AO  probably opb 90 LO Odesskogo OAO; f/n LGW 22may71; canx 22sep77; soc 30nov77 as life-time expired;
	CCCP-42347	Tu-104Sh2	Sov. Navy/AFL c/s			see next line modified by 20 ARZ at Pushkin with a nose section of a Tu-16K-10 as a naval navigator trainer for the Tu-
7 35 03 02	CCCP-L5441 CCCP-42348 CCCP-42348 CCCP-42348	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Far East-KHV	toc rgd trf trf	02oct57 09may58 06jun61 11feb73	16 mfd given as 30oct57!; in 70 passenger configuration; rgd 25nov57; opb 200 AORS; seen BWI mar58 confirmed in register 13may59; opb 200 AORS; converted to 100 passenger configuration, date unknown opb 90 AO (became 90 LO Odesskogo OAO in 1964); f/n VKO 02oct72 opb Khabarovski OAO
7 35 03 03	CCCP-42348 CCCP-L5442	Tu-104A Tu-104A	Aeroflot/UShVLP AFL/Moscow (MUTA)	trf mfd	21sep73 28nov57	Ulyanovsk Advanced Flying Training College; soc 27dec77 as life-time expired in 70 passenger configuration; toc 07dec57; rgd 08jan58; opb 200 AORS; f/n LHR 29mar58; made a route-proving flight from SVO to AMS 07jul58; w/o in the late hours of 15aug58 on the leg from Khabarovsk to Irkutsk of a flight from Khabarovsk to Moscow when climbed to 12,000 metres (which was 300 metres above the nominal ceiling with the given weight) in order to circumvent a thunderstorm when probably encountered severe turbulence, stalled, entered a spin which the crew was not able to recover, crashed in a forest 31 km north-west of Talakan (at N49°48' E132°57') and exploded, all 10 crew members and 54 passengers were killed; tft 1,041 hours and 401 cycles; soc 19dec58
7 35 03 04	CCCP-42349 CCCP-L5443 CCCP-42350 CCCP-42350 CCCP-42350	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/West SibOVB Aeroflot/UShVLP	rgd mfd rgd trf trf	09may58 16jan58 17nov59 26may60 unknown	not taken up before the accident toc 23jan58; 70 pax configuration; rgd 22mar58; f/n FRA 25apr58  on charge as of 01may67; Ulyanovsk Advanced Flying Training College; canx 28feb78 and soc same date
8 35 03 05	CCCP-L5444 CCCP-42351	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd rgd	24feb58 31dec59	as life-time expired; was used as a café at the central alley of Molodyozhn park at Ulyanovsk; damaged by arson around 1983 toc 28feb58; rgd 04apr58; 70 pax configuration; f/n HND 12apr58; l/n LHR 16may59 converted to 100 pax configuration, date unknown
8 35 04 01	CCCP-42351 CCCP-42351 CCCP-L5445 CCCP-42352	Tu-104A Tu-104A Tu-104A Tu-104A	Aeroflot/UShVLP AFL/Georgia-TBS AFL/Moscow (MUTA) AFL/Moscow (MUTA)	trf trf mfd rgd	01mar62 08apr64 15mar58 12feb60	Ulyanovsk Advanced Flying Training College; photo in 'Krylia Rodiny' mar63 soc 28feb78 as life-time expired and canx same date rgd 26mar58; toc 20mar59; 70 pax configuration; f/n BUD 16may58 trf 16jan61 as a ground instructional airframe for the Omsk Technical Aviation College (OLTU GA), canx
8 35 04 02	CCCP-L5446 CCCP-L5446 CCCP-42346 CCCP-42346	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Georgia-TBS AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS AFL/Ukraine-ODS	mfd trf rgd trf	29mar58 16apr59 1958 07feb63	and soc 25mar61; //n mar73 toc 06apr58; rgd 06may58; 70 pax configuration converted to 100 pax configuration, date unknown  f/n LED 09jul70; soc 27mar78 as life-time expired and canx same date; I/n ZIA 16aug92/04sep93,
8 35 04 03	CCCP-42379 CCCP-42379 CCCP-42379	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow-DME AFL/East SibIKT	mfd trf trf	26apr58 16mar66 24apr72	dumped; gone by 1995 toc 07may58; 70 pax configuration; rgd 17may58 converted to 85 pax configuration, date unknown; f/n VKO 30jun70 opb 201 LO; w/o 18may73 on the leg from Irkutsk to Chita of a flight from Moscow to Chita when was blown up at an altitude of 6,500 metres by a hijacker demanding to be flown to China (the hijacker detonated his bomb when the 'sky-marshal' shot at him) and crashed in the taiga 97 km west of Chita, all
8 35 04 04	CCCP-42380 CCCP-42380 CCCP-42380	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Georgia-TBS	mfd trf trf	27may58 02jan62 29oct66	9 crew and 72 passengers killed; t/t 19,329 hours and 8,841 cycles; soc 06jun73 toc 03jun58; rgd 05aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown f/n LED 01aug70; directorate not mentioned in MGA document; soc 27sep77 as life-time expired
. 35 04 05 7 35 05 01	 CCCP-L5435 CCCP-L5435 CCCP-L5435	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Uzbekistan AFL/Georgia-TBS	mfd trf trf	30mar57 23dec57 29apr59	fuselage went to Kazan in exchange for Kazan-built set of wings toc 06apr57; rgd 24apr57; 50 pax configuration
7 35 05 02	CCCP-42341 CCCP-42341 CCCP-L5436	Tu-104A Tu-104A Tu-104A	AFL/Georgia-TBS Soviet Navy AFL/Moscow (MUTA)	rgd trf mfd	27jun59 07dec61 31may57	trf 06oct61 according to MGA document, see next line opb Black Sea Fleet at Mykolayiv; I/n SVX 13may70 in 50 pax configuration; toc 07jun57; rgd 04jul57

	CCCD LEASE	Tu 1044	AEI /Wost Siboria	trf	24fahE0	
	CCCP-L5436 CCCP-L5436	Tu-104A Tu-104A	AFL/West Siberia Aeroflot/LUTTs	trf	24feb58 unknown	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB; trf not mentioned in the MGA document, but the operation of the aircraft by LUTTs is confirmed
	CCCP-42342 CCCP-42342 CCCP-42342	Tu-104A Tu-104A Tu-104A	Aeroflot/LUTTs AFL/Northern-LED Sov. Navy/AFL c/s	rgd trf trf	09may58 24jul59 15dec61	opb LUTTs at OVB opb LUTTs at OVB opb Leningradski OAO; new CofR issued 02oct59 on the basis of a decree of the Council of Ministers dated 06oct61; opb military unit 20816 of the Baltic
	CCCP-42342	Tu-104Sh1	Sov. Navy/AFL c/s			Fleet at Pushkin converted in 1963; rebuilt by 20 ARZ at Pushkin with the nose section of a Tu-16K-10 in 1963 as a
	CCCP-42342	Tu-104Sh2	Sov. Navy/AFL c/s			navigator trainer for Tu-16 crews converted in 1975; rebuilt with the nose section of a Tu-22M2 in 1975 as a navigatortrainer for Tu-22M crews; seen Pushkin 1980; broken up at Pushkin nov83
7 35 05 03 7 35 05 04 . 35 05 05 8 35 06 01	not known CCCP-42381 CCCP-42381 CCCP-42381	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	history unknown AFL/Georgia-TBS AFL/Uzbekistan-TAS AFL/Far East-KHV	mfd trf trf	27jun58 29apr59 27feb65	assemblies went to Omsk for their Tu-104A programme assemblies went to Omsk for their Tu-104A programme not on Soviet register or overhaul list, was this built ? toc 03jul58; rgd 05aug58; 70 pax configuration converted to 85 pax configuration, date unknown soc 27jul78 as life-time expired
8 35 06 02	CCCP-42382 CCCP-42382 CCCP-42382 CCCP-42382	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Northern-LED Aeroflot/UShVLP AFL/Northern-LED AFL/West Siberia	mfd trf trf trf trf	29jun58 07may67 08dec67 12may68 12apr77	toc 02jul58; rgd 05aug58; 70 pax configuration; f/n LHR 05may59 converted to 100 pax configuration, date unknown Ulyanovsk Advanced Flying Training College  flew from Novosibirsk-Tolmachovo to Novosibirsk-Berdsk airfield (N54.739052 E83.097838) in 1978 and is preserved at its perimeter since (was to be the first aircraft for a proposed museum which did not materialise); soc 23aug78 as life-time expired; seen aug96/feb12 in quite good condition (even the tyres are kept fully inflated), the cockpit has seen much better days but restoration started in 2009, the cabin is
8 35 06 03	CCCP-42383 CCCP-42383	Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Northern-LED	mfd trf	31jul58 31mar63	full of spare parts and a selection of uniforms; I/n may23 toc 05aug58; rgd 20aug58; 70 pax configuration converted to 100 pax configuration, date unknown; f/n LHR 17apr68; I/n LED 01aug70; soc 28feb78 as-life-time expired and canx same date
8 35 06 04 8 35 06 05	CCCP-42384 CCCP-42384 CCCP-42385	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Moscow (MUTA)	mfd trf mfd	16aug58 25feb70 30aug58	toc 21aug58; rgd 11nov58; 70 pax configuration; f/n LHR 06jun59 converted to 85 pax configuration, date unknown; soc 22sep78 as life-time expired toc 05ep58; rgd 11nov58; 70 pax configuration; converted by ARZ-400 to Tu-104V with 100 seats; f/f as
	CCCP-42385 CCCP-42385	Tu-104A Tu-104A	AFL/Northern-LED AFL/East SibIKT	trf trf	07jun67 07may77	such 11aug62 f/n LED 27may70 soc 25oct78 as life-time expired
8 35 07 01	CCCP-42386	Tu-104A	Soviet Gvt/AFL c/s	mfd	30sep58	first reported in East Germany (probably at Brand) 04mar59 with Soviet leader Khrushchov; 64 pax configuration (salon)
	CCCP-42386 CCCP-42386 CCCP-42386	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	toc trf trf	01aug59 01oct59 21jul60	rgd 31jul59 opb 235 OAO at VKO from 01oct59 until 21jul60 trf 16aug60 according to MGA document and confirmed as donated 02dec60, see next line
8 35 07 02	CCCP-42386 CCCP-42387	Tu-104A Tu-104A	MAP Zhukovski Soviet AF/AFL c/s	trf mfd	29jul60 31oct58	opb LII GKAT; canx 12may81 not on Soviet register!; reportedly ex "05" red; based at Akhtubinsk; contrary to some reports, it was not the personal plane of Marshall Georgi Zhukov (Zhukov had to leave the post of defence minister already 26oct57); f/n SVO 09apr72; ferried to Ozyornoye (Ukraine) for preservation probably in 1981 (not in 1983 as sometimes reportedly; preserved in Yuri Gagarin Park at Zhytomyr (N50.246881 £28.664326), initially
8 35 07 03	CCCP-42388	Tu-104A	AFL/Uzbekistan-TAS	mfd	30nov58	used as a children's cinema, seen jan83/12oct21 toc 31dec58; rgd 04feb59; 70 pax configuration; dbr 17sep61 on a heavy landing at Tashkent; trf 11may63 and used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA); soc 11may66 as a 'monument'; was preserved near Bauska (Latvia) since the 1980s; scrapped in the early
8 35 07 04	CCCP-42389 CCCP-42389	Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	mfd	24jan59 01oct59	1990s toc 27jan59; rgd 05feb59; 70 pax configuration trnsferred as of; opb 235 OAO at VKO until 21jul60, see trf next line
	CCCP-42389 "47" red	Tu-104A Tu-104AK	AFL/Moscow (MUTA) Soviet Air Force	trf trf	23apr60 27jun67	f/n LHR 28oct61; soc 14sep66, see next line based at Chkalovski and used for cosmonaut training; wfu probably in 1979; preserved in the factory
8 35 07 05	CCCP-42390	Tu-104A	AFL/Moscow (MUTA)	f/f	28dec58	museum at Kharkov-Sokolniki (N50.026193 E36.265325), f/n 15jul93; l/n sep12 mfd 24jan59 ?; toc by GVF Special Flight Unit (aoon) 28jan59; rgd 05feb59; 70 pax configuration; f/n LHR
	CCCP-42390 CCCP-42390	Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	trf trf	unknown 09jun60	13mar59; I/n HND 23sep59 on charge as of 01oct59; opb 235 OAO at VKO until 09jun60 trf to 207 Flight Unit 06jun60 and to 200 Flight Unit 25jun62; not canx from Soviet register; soc 14nov66,
	"46" red	Tu-104AK	Soviet Air Force		03,400	see next line based at Chkalovski and used for cosmonaut training; flew 2,313 zero-g flights; t/t 9,861 hours 14 minutes
9 35 08 01	CCCD 42201	T: 1044	A EL (M (MI ITA)	64	214	and 5,051 cycles; last flight 16jan79 (to Monino); preserved in the Russian Air Force museum at Monino (N55,831732 E38,180347) seen apr91; //n 15may21
9 35 06 01	CCCP-42391 OK-NDF	Tu-104A Tu-104A	AFL/Moscow (MUTA) CSA	mfd d/d	31jan59 25feb63	toc O6feb59; rgd 18feb59; 70 pax configuration; f/n LHR 23may59; soc 17dec62 and canx 02mar63 as trf to Czechoslovakia named 'Ceské Budejovice'; rgd 02may63
0.25.00.03	'I-DIWN' OK-NDF	Tu-104A Tu-104A	Alitalia CSA	PRG	02mar76	received this fake registration and full Alitalia c/s on the port side for a movie in 1975/76 canx 22sep76; became a restaurant near Olomouc in the 1980s (N49.597963 E17.245897) Czechia, the restaurant closed end 1990s early 2000s; still present may12 in faded red/white c/s with grey undersides; in the process of being moved to Zruc Airpark sep12; seen Zruc nov12; by early 2013 they commenced painting of the aircraft, port side in original Aeroflot c/s with registration CCCP-42391, starboard side in full CSA c/s from the 1960s; seen sep15; I/n 31oct22
9 35 08 02	CCCP-42392 CCCP-42392 CCCP-42392	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Far East-KHV	mfd trf trf	20feb59 15jul59 31jan63	toc 06mar59; rgd 17apr59; 70 pax configuration converted to 85 pax configuration, date unknown; f/n AMS 29jul61 reported Tashkent 02mar74 in incident report when ran off the side of the runway at night after landing on icy runway; soc 24jan79 as life-time expired
9 35 08 03	CCCP-42393 CCCP-42393 CCCP-42393 CCCP-42393	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Far East-KHV AFL/Ukraine-ODS	mfd trf trf trf	31mar59 15jul59 31jan63 20may67	toc 05apr59; rgd 17apr59; 70 pax configuration f/n LHR 26sep59; converted to 100 pax configuration, date unknown soc 28apr79 as life-time expired; canx 17aug79; used as a cinema in the Central Culture & Recreation Park
9 35 08 04	CCCP-42394	Tu-104A	AFL/Moscow (MUTA)	mfd	10may59	at Odessa since 18aug79, burnt out and scrapped in 1988 toc 11may59; rgd 14jul60; 70 pax configuration; displayed at the Economic Achievements Exhibition (VDNKh) at Moscow 24jun59/jul62; trf 09jan61 to GK NII VVS, see next line
	CCCP-42394 CCCP-42394	Tu-104A Tu-104A	Soviet AF/AFL c/s MRP Solntsevo	trf rgd	14sep71 07mar75	opb Air Force Research Institute (NII VVS) in Aeroflot c/s; canx as trf back to the Soviet Air Force; was based at Zhukovski
9 35 08 05	CCCP-42395 CCCP-42395 CCCP-42395	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/East Siberia	mfd trf trf	29may59 15feb64 25mar72	toc 15jun59; rgd 23jun59; 70 pax configuration; f/n LHR 25jul59; based at SVO from 05jan60 l/n ARN 05jul71; soc 26jun79 as life-time expired; was preserved near the dam of the Irkutskoye vodokhranilishche
9 35 09 01	CCCP-42396	Tu-104A	AFL/Moscow (MUTA)	mfd	23jun59	reservoir (on the right bank of the Angara river) at Irkutsk; destroyed by arson and scrapped in 52 passenger configuration (salon); rgd 31jul59; toc 01aug59; opb 235 AON at VKO; f/n LHR 14sep59 en route to Andrews AFB, USA
	CCCP-42396 CCCP-42396 CCCP-42396	Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Moscow (MUTA) MAP LII Zhukovski	trf trf trf	14nov59 16jun60 1960	opb 235 OAO at VKO  based on a decree by the Council of Ministers dated 16aug60; converted to a zero-gravity trainer in 1961/62; used for trials of the air lock of the "Voskhod-2" spacecraft in 1964/65; canx 12may8. (year unknown but probably 1980); was preserved in a park at Zhukovski, seen in 1980; burnt out and scrapped
9 35 09 02	CCCP-42397 CCCP-42397	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International	toc trf	04aug59 15feb64	probably in the late 1980s mfd 14aug59 ?; rgd 05sep59; 70 pax configuration; f/n LHR 19aug59; based at SVO since 05jan60
9 35 09 03	CCCP-42397 CCCP-42398	Tu-104A Tu-104A	AFL/East Siberia AFL/Moscow (MUTA)	trf mfd	15jul73 14aug59	l/n LED jan78; soc 30nov78 as life-time expired toc 22aug59; f/n LHR 29aug59; rgd 05sep59; 70 pax configuration; based at SVO since 05jan60
	CCCP-42398 CCCP-42398	Tu-104A Tu-104A	AFL/International AFL/Ukraine	trf trf	15feb64 11may71	f/n HEL mar70 soc 16nov79 as life-time expired and canx same date; was preserved in Yaroslavl on the peninsula between the rivers Volga and Kotorosl since late 1979, f/n aug84; scrapped in 1988
9 35 09 04	CCCP-42455 CCCP-42455 CCCP-42455	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Georgia-TBS AFL/Ukraine-ODS	toc trf trf	09oct59 02feb62 18oct77	rgd 29oct59; 70 pax configuration, later converted to 100 pax configuration, date unknown f/n LED 30oct72 soc 20sep79 as life-time expired; was preserved at Vinnitsa, next to the Central Bus Station at ul. Kievskaya, used as a children's cinema until 1986 and then left to its fate, removed in autumn 1991 and
9 35 09 05	CCCP-42456 CCCP-42456 CCCP-42456	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/Northern-LED	toc trf trf	08oct59 15feb64 30dec72	scrapped (larer a church was built on the same site) rgd 29oct59; 70 pax configuration; f/n LHR 06dec59 used for trials by CAA operating from LHR 1966; I/n LED 01aug70 soc 24jan79 as life-time expired

# 2 Tu-102 and 57 Tu-104A built by Factory No. 166 at Omsk from 1956 to 1960

The c/n gives the year of manufacture, factory code (66 for factory 166), the batch number and the number in the batch

6 66 001 01	CCCP-L5419	Tu-104	AFL/Moscow (MUTA)	rgd	13oct56	f/n VKO 1957; 50 pax configuration
	CCCP-L5419	Tu-104	Aeroflot/LUTTs	trf	12jul57	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) of AFL/Western Siberia at OVB;
						made the first scheduled flight there (OVB-VKO) 12jul57; on charge as of 01aug57 according to MGA
						document; I/n VKO jun58
	CCCP-42325	Tu-104	AFL/VAU	trf	unknown	on charge as of 01oct59; Higher Aviation College; soc 25mar61 as for 'display'; registration was seen in a
						film, although it is not confirmmd that it was this actual aircraft
6 66 001 02	CCCP-L5420	Tu-104	Aeroflot/LUTTs	rgd	13dec56	in 50 pax configuration; opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB

	CCCP-42326 CCCP-42326	Tu-104 Tu-104	Aeroflot/LUTTs AFL/Northern-LED	rgd trf	09may58 12feb63	opb LUTTs at OVB until 02may60; new CofR issued 24jun59
	CCCP-42326	Tu-104LL	MAP Mikoyan OKB	trf	16jun66	flying test-bed with a long nose for trials of the "Zaslon" radar; in Aeroflot c/s; canx 11mar77; was dumped at Zhukovski (N55.562417 E38.162210), seen aug92/aug95 (a photo in faded c/s is dated as late
6 66 002 01	CCCP-L5421	Tu-104A	SNKh Zhukovski	mfd	26nov56	as 2010); reportedly scrapped in 2011 or 2012, no longer visible on Google Earth since 09may13 on charge as of 01jan57; Tu-104A prototype; 70 pax configuration; based at IKT since 25apr57; f/n VKO
	CCCP-L5421	Tu-104A	AFL/East SibIKT	trf	12dec57	10jul57; set several world records sep57
	CCCP-L5421 CCCP-42327	Tu-104A Tu-104A	AFL/GosNII GVF AFL/GosNII GVF	rgd rgd	31jan58 28jan60	trf 22feb58; converted to 85 pax configuration, date unknown
	CCCP-42327	Tu-104A	AFL/East SibIKT	trf	19sep67	rgd 25nov67; photo ALA 1968; w/o 09feb76 on a flight from Irkutsk to Leningrad when lost control immediately after take-off (probably the wing-flap system had failed) and crashed into deep snow 180 m
						behind the runway threshold and 129 m right of its extended centreline, 9 of the 10 crew and 15 of the 105 passengers killed, 1 crew and 78 passengers injured (only 12 passengers escaped unhurt); t/t 22,069
6 66 002 02	CCCP-L5422	Tu-104A	Aeroflot/LUTTs	toc	24feb57	hours and 10,308 cycles; canx apr76; soc 07jun76 in 50 pax configuration; rgd 01mar57; opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training
0 00 002 02	CCCP-42328	Tu-104A	Aeroflot/LUTTs	rgd	09may58	Centre) at OVB opb LUTTs at OVB (disbanded 29jul60); new CofR issued 01feb60; soc 21oct60 and trf to the Riga Aviation
	CCCF -42320	10-10-1	Aeronot/Lorrs	igu	Oamayao	Institute (RKII GA) for use as a ground instructional airframe; h/o to the famous agricultural co-operative "Nakotne" in the Jelgava district of Latvia probably in the mid-1970s, was preserved at the sports airfield
						at Nakotne (seen jun78/jun83); damaged by fire probably in 1989 and scrapped in the early 1990s; the
7 66 002 03	CCCP-L5423	Tu-104A	AFL/Moscow (MUTA)	toc	15mar57	cockpit is preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga, seen aug12/06jun19 c/n from MGA document, first digit given as '6' in register; rgd 26mar57; 50 pax configuration; f/n LBG
	CCCP-L5423	Tu-104A	AFL/West SibOVB	trf	12aug57	01jun57
	CCCP-42329 CCCP-42329	Tu-104A Tu-104A	AFL/West SibOVB Aeroflot/UShVLP	rgd trf	14aug59 unknown	on charge as of 01may61; Ulyanovsk Advanced Flying Training College; trf 28aug61 to the Air Force and
	CCCP-42329	Tu-104A	Soviet Navy	trf	25nov61	confirmed by order dated 06oct61, according to MGA document; f/n Sperenberg 19aug74; //n Sperenberg 08jun77; Belarus reports say it was transferred to the 170th
						naval missile carrying aviation regiment of the Navy Air Force in Byhkov; after soc it was installed in the "Sun" playground of the Byhkov military garrison where it housed an aircraft modelling club; it was
						damaged by fire in the autumn of 1993 and was finally removed by 1995; reported 06oct95 as a fire- trainer at Byhkov but the fire damage may have been the result of the previous fire
7 66 003 01	CCCP-L5424 CCCP-L5424	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/East SibIKT	toc trf	07apr57 25apr57	50 pax configuration rgd 11jun57
	CCCP-42330	Tu-104A	AFL/East SibIKT	rgd	unknown	trf 25aug61 to the Air Force and confirmed by order dated 06oct61, according to MGA document, see next line
	CCCP-42330	Tu-104Sh	Sov. Navy/AFL c/s	trf	25nov61	c/n and transfer to the Armed Forces mentioned in Soviet register but not the registration; equipped with an "EN" radar (from the K-10) in the nose; opb ou 143 mrad at Kamenny Ruchyei and used as staff aircraft
						in the 1970s and early 1980s; f/n LED 26mar72; wfu 1981; used as a café in the centre of nearby Mongokhto since around 1984; destroyed by arson and scrapped in 1994
7 66 003 02	no code	Tu-107	Soviet Air Force	mfd	1958	tactical military transport; factory trials started sep58; underwent state trials with the NII VVS in summer 1959/spring 1960; then trf to the Ryazan paratroop school; helped to establish several world records in
7 66 003 03	CCCP-L5425	Tu-104A	AFL/East SibIKT	toc	09may57	parachuting 29sep65; photos shows no marks apart from the c/n and a red star in 50 pax configuration; rgd 10jul57; opb Irkutski OAO
	CCCP-L5425 CCCP-42331	Tu-104A Tu-104A	AFL/Far East-KHV Aeroflot/LUTTs	trf rgd	24feb58 09may58	opb Khabarovski OAO opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB from 09may58
	CCCP-42331	Tu-104A	AFL/West Siberia ?	trf	1960 ?	(disbanded 29jul60); new CofR issued 12mar60 trf not mentioned in the MGA document, but the operation of the aircraft by 44 LORS at OVB is confirmed
			,			(44 LORS may have been subordinated to ShVLP, however); when 44 LORS was disbanded 08feb63 the aircraft was ordered to be trf to Baratayevka; soc 30sep64 as trf to p/ya 82 for trials, see next line
7 66 004 01	CCCP-42331 CCCP-L5427	Tu-104A Tu-104A	MAP SibNIA AFL/Moscow (MUTA)	trf toc	30sep64 31jul57	was already f/n PRG aug57; rgd 09sep57; 70 pax configuration
	CCCP-L5427 CCCP-42333	Tu-104A Tu-104A	AFL/East SibIKT AFL/East SibIKT	trf rgd	20sep57 05may62	upgraded to 85 pax configuration, date unknown (CofR renewal); photo CEK 1974; soc 27sep77 as life-time expired
7 66 004 02	CCCP-L5426	Tu-104A	AFL/Far East-KHV	toc	26jun57	50 pax configuration; rgd 10jul57; based at KHV from 28jan58; later reportedly trf to the Novosibirsk Flight Training Centre (LUTTs), but transfer not mentioned in an MGA document
	CCCP-42332 CCCP-42332	Tu-104A Tu-104A	AFL/Far East-KHV Sov. Navy/AFL c/s	trf trf	21jan59 28nov61	new Coff issued 11apr61; trf to the military 06oct61 according to an MGA document, see next line according to other sources 25nov61; opb ou 25 mrad at Vladivostok-Knevichi; w/o 07feb81 on the first leg
	CCCF -42552	10-10-1	30V. Navy/AI E C/3	Ci i	20110101	of a flight from Pushkin to Vladivostok-Knevichi with high-ranking officers of the Pacific Fleet (among them 16 admirals and generals) on board when took off with the MTOW exceeded by 2,500 kg and the centre of
						gravity out of the envelope (too far aft), lifted off with a speed 25 km/h lower than required and the pilots increased the angle of attack energetically, the aircraft stalled at a height of some 45-50 metres, banked to
						the right and crashed half-inverted some 500 metres from the runway threshold, all 6 crew and 44
7 66 004 03	CCCP-L5428	Tu-104A	AFL/East SibIKT AFL/East SibIKT	toc	10aug57	passengers killed; this was the last Tu-104 that crashed rgd 09sep57; 70 pax configuration; f/n VKO 1957; I/n VKO jun58
7 66 005 01	CCCP-42334 CCCP-L5429	Tu-104A Tu-104A	AFL/East SibIKT	rgd toc	30may59 06sep57	upgraded to 85 pax configuration, date unknown; canx may77 and soc 27sep77 as life-time expired rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo in Putnam
	CCCP-42335	Tu-104A	AFL/East SibIKT	rgd	11sep62	book (CofR renewal); f/n DME 19aug75; was overloaded by five tonnes and failed to lift on take-off from Chita
7 66 005 02	CCCP-L5430	Tu-104A	AFL/East SibIKT	toc	06oct57	17jul76, hitting an embankment at the end of the runway; soc 05aug76 and canx sep76 rgd 22oct57; 70 pax configuration, later upgraded to 85 pax configuration, late unknown
7 66 005 03	CCCP-42336 OK-1956	Tu-104A Tu-104A	AFL/East SibIKT CSA	rgd	05may62 1957	(CofR renewal); photo 09feb63; canx 22sep77 and soc 30nov77 as life-time expired reported as such on VZLÚ website as used in tests for the measurement of fuel consumption, the length of
	OK-LDA	Tu-104A	CSA	d/d	02nov57	take-off and landing runs named 'Praha'; started scheduled flights 09dec57; rgd 12nov57; last flight 14sep73 to Kbely; canx
						29sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), l/n jul07, all markings removed; seen again 02may08 freshly painted; l/n
7 66 006 01	OK-LDB	Tu-104A	CSA	d/d	03dec57	15jul23 named 'Bratislava'; rgd 09dec57; w/o 16aug63 when burnt on the ground at Bombay after a refuelling
7 66 006 02	OK-LDC	Tu-104A	CSA	d/d	30dec57	accident; canx 24aug63 named 'Brno'; rgd same date
	'CCCP-87786' OK-LDC	Tu-104A Tu-104A	Aeroflot CSA			received this fake registration and full Aeroflot c/s for a movie in 1975/76 canx 22sep76; preserved at Touzim, Czechia, as a bar but removed during 1992 and rebuilt as a bar at
						Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried
7 66 006 03	CCCP-L5431	Tu-104A	AFL/East SibIKT	rgd	21feb58	'Air Restaurant' titles by apr05 on the left side only; I/n 02oct21 toc 06jun58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown
8 66 007 01	CCCP-42337 CCCP-L5432	Tu-104A Tu-104A	AFL/East SibIKT AFL/East Siberia	rgd toc	06may62 06feb58	(CofR renewal); photo exists at OVB, date unknown, canx 20jan78 and soc 30jan78 as life-time expired 70 pax configuration; rgd 17mar58
	CCCP-42338	Tu-104A	Aeroflot	rgd	jul62	(CofR renewal); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow from 1960 (officially trf to the VDNKh 23apr60) until 1965 (according to other sources until dec63); trf to the
8 66 007 02	CCCP-L5433	Tu-104A	AFL/Uzbekistan-TAS	rgd	05feb58	Yegoryevsk Technical Aviation College 30jul65 for use as a ground instructional airframe, soc same date toc 07mar58; 70 pax configuration, later converted to 85 pax configuration, date unknown
0.55.007.00	CCCP-42339 CCCP-42339	Tu-104A Tu-104A	AFL/Far East-KHV AFL/East SibIKT	trf trf	14apr59 10jul67	rgd 17sep59 soc 27mar78 as life-time expired and canx same date
8 66 007 03	CCCP-L5453 CCCP-42353	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	toc rgd	30mar58 20jun59	rgd 06may58; 70 pax configuration; f/n VKO 1958
	CCCP-42353 CCCP-42353	Tu-104A Tu-104A	Aeroflot/UShVLP AFL/West Siberia	trf trf	24feb60 unknown	Ulyanovsk Advanced Flying Training College
	CCCP-42353 CCCP-42353	Tu-104A Tu-104A	Aeroflot/UShVLP AFL/Northern-LED	trf trf	24sep64 30aug68	Ulyanovsk Advanced Flying Training College
	CCCP-42353 CCCP-42353	Tu-104A Tu-104A	Aeroflot/UShVLP AFL/East SibIKT	trf trf	30sep68 08jul72	Ulyanovsk Advanced Flying Training College
	CCCP-42353 CCCP-42353	Tu-104A Tu-104A	Aeroflot/UShVLP AFL/Far East-KHV	trf trf	08sep72 10sep73	Ulyanovsk Advanced Flying Training College soc 28mar76 as life-time expired
8 66 008 01	CCCP-L5458	Tu-104A	AFL/Far East-KHV	toc	03apr58	rgd 13may58; 70 pax configuration, later upgraped to 100 pax configuration, date unknown; was the first $Tu-104$ based at KHV
	CCCP-42354 CCCP-42354	Tu-104A Tu-104A	AFL/Far East-KHV AFL/Georgia-TBS	rgd trf	11apr61 12may67	
	CCCP-42354	Tu-104A	AFL/Ukraine-ODS	trf	09jun70	f/n VKO 30jun70; soc 22may78 as life-time expired; was preserved near the "Ekspodonbass" exhibition centre at Donetsk as a children's cinema named 'Orlyonok' and a café, seen apr82/1994 and broken up
8 66 008 02	CCCP-42356	Tu-104A	AFL/Far East-KHV	rgd	28may58	since toc 07jun58; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo KHV
8 66 008 03	CCCP-42357	Tu-104A	AFL/Moscow (MUTA)	toc	07may58	1977, in post 1973 Aeroflot c/s; soc 29aug77 as life-time expired in 70 passenger configuration; rgd 19may58; opb 200 AORS Vnukovskogo PO; dbr 01feb61 on the leg
			-			from Khabarovsk to Vladivostok of a flight from Moscow to Vladivostok when came in too high on final approach, failed to go around and touched down 433 metres behind the landing mark, the captain tried to
						turn into a taxiway at the end of the runway at high speed, but the aircraft overran the runway, collided with two trucks 300 metres behind the runway threshold and ended up in a ditch, 1 of the 8 crew members
8 66 009 01	CCCP-42358	Tu-104A	AFL/East SibIKT	toc	05jun58	and 2 of the 50 passengers were slightly injured; soc 02mar61 and canx the same day rgd 07jun58; 70 pax configuration, later converted to 85 pax configuration, date unknown; photo VKO
8 66 009 02	CCCP-42359	Tu-104A	AFL/East SibIKT	toc	03jun58	jun60; soc 27mar78 as life-time expired f/n PRG 16jun68; rgd 27jun58; 70 pax configuration, later converted to 85 pax configuration, date
						unknown; soc 30jan78 as life-time expired

8 66 009 03	CCCP-42360	Tu-104A	AFL/Uzbekistan-TAS	toc	03jul58	rgd 07aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n F $21$ oct59
	CCCP-42360 CCCP-42360	Tu-104A Tu-104A	AFL/Far East-KHV AFL/West Siberia	trf trf	16apr59 06nov63	seen KHV 28nov60 and may62 directorate not mentioned in MGA document; reportedly again (or still) with AFL/Far East-KHV arou
						1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; I/n LED 11aug75; 23aug78 as life-time expired
8 66 010 01	CCCP-42361	Tu-104A	AFL/Moscow (MUTA)	toc	02jul58	rgd 05aug58; assembled from Kharkov-built parts; 70 pax configuration, later converted to 100 p configuration, date unknown; f/n VKO 30jun70
	CCCP-42361	Tu-104A	AFL/Ukraine-ODS	trf	27oct73	soc 23aug78 as life-time expired; was preserved in a park at Konotop from jun78; damaged by arson 1998 and scrapped
8 66 010 02	CCCP-42362	Tu-104A	AFL/Moscow (MUTA)	mfd	31jul58	toc 01aug58; rigd 07aug58; 70 pax configuration; opb 200 AO; w/o 17oct58 on the leg from Omsk Moscow of a flight from Beijing to Moscow, while flying a turn and descending the aircraft was thrown by heavy turbulence to about 12,000 metres (above maximum allowed altitude) where it stalled, ente an almost vertical dive and crashed in a forest near Apnerka railway station (N55.467 E47.051) 27 west of Kanash (Chuvashiya), all 9 crew and 71 passengers (mostly foreigners) killed; t/t 465 hours; 19dec58
8 66 010 03	CCCP-42363	Tu-104A	AFL/Far East-KHV	toc	02aug58	rgd 25aug58; 70 pax configuration, later converted to 85 pax configuration, date unknown; I/n D
8 66 011 01	CCCP-42364	Tu-104A	AFL/Far East-KHV	toc	07sep58	27aug75; soc 27sep77 as life-time expired rgd 11nov58; 70 pax configuration, later converted to 85 pax configuration, date unknown; f/n LHR I
8 66 011 02	CCCP-42365	Tu-104A	AFL/East SibIKT	toc	05sep58	1950s; I/n KHV 1965; soc 22sep78 as life-time expired rgd 12nov58; 70 pax configuration, later converted to 100 pax configuration, date unknown
	CCCP-42365	Tu-104A	AFL/West SibOVB	trf	21may59	canx 14jan78; soc 30jan78 as life-time expired; was preserved in the "Yubileiny" pioneers' camp Zavorzino near Tomsk since 1982, initially used as a cinema and later as a café; received additio "Vubileiny 35' titles, date unknown; outer wings dismantled by jun14 and whole wings and tail dismant by 19may15; transported by road 17jul15 to the village of Eleonor; to be preserved after restorativisible on GE image jul17 (N55.571042 E84.88901), still dismantled, but longer visible by apr18; fate?
8 66 011 03	CCCP-42366	Tu-104A	AFL/Far East-KHV	mfd	27sep58	toc 12oct58; rgd 19nov58; 70 pax configuration; opb 202 AORS; w/o 03sep62 on the leg from Khabarov to Petropavlovsk-Kamchatski of a flight from Moscow to Petropavlovsk when experienced severe vibrat while climbing through 4,500 metres, went out of control and crashed in a swamp 15 km south-west Kurun (Nanai district of the Khabarovsk region, 95.5 km north-east of Khabarovsk airport), all 7 crew i 79 passengers killed; no reason for the crash could be established by the investigation commission there was rumour that the aircraft may have been shot down accidentally by a missile which had launched from the Litovko training range; t/t 4,426 hours and 1,760 cycles; soc 14sep62 and canx sa
8 66 012 01	CCCP-42367	Tu-104A	AFL/Far East-KHV	toc	05oct58	date rgd 11nov58; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; soc 27ded
8 66 012 02	CCCP-42368 OK-MDE	Tu-104A Tu-104A	AFL/Moscow (MUTA) CSA	toc d/d	07sep58 12mar62	as life-time expired rgd 17nov58; 70 pax configuration; f/n VKO mar60; canx 10feb62 as trf to Czechoslovakia; soc 16mar6; rgd 15mar62; named 'Ostrava-Mosnov'; dbr 29aug73 on a flight from Damascus when force-landed Nicosia after an emergency and ran off th right side of the runway, no casualties; canx 29sep73; wreck s
8 66 012 03	CCCP-42369	Tu-104A	AFL/Moscow (MUTA)	mfd	31oct58	present dec06/oct23 toc 06nov58; rgd 17nov58; 70 pax configuration, later upgraded to 85 pax configuration, date unknov
	CCCP-42369	Tu-104A	AFL/Far East-KHV	trf	19jan70	f/n LHR 15jul59 opb 202 LO; w/o 13jan77 on the leg from Novosibirsk to Alma-Ata of a flight from Khabarovsk to Alma- when the left engine caught fire on finals and the crew did not receive any information about the fire that it was not extinguished, the fire damaged the control lines and the smoke disabled the crew,
8 66 013 01	CCCP-42370	Tu-104A	AFL/Far East-KHV	mfd	22dec58	aircraft crashed in a snow-covered field 2,780 metres before the runway threshold (at N43.376: N77.102778 E), all 8 crew and 82 passengers (lilled; t/t 27,189 hours and 12,819 cycles; soc 24mar77 toc 08dec58; rgd 29dec58; 70 pax configuration; opb 202 AORS; w/o 30jun62 the leg from Irkutsk Omsk of a flight from Khabarovsk to Moscow when was accidentally shot down by a surface-to-air miss which had gone astray during an air defence exercise in the Magansk area, the aircraft went out of contentered a flat spin and crashed in a forest east of Voznesenka (Beryozovo district of the Krasnoya region, 28 km east of Krasnoyarsk airport), all 8 crew and 76 passengers killed; t/t 3,726 hours;
8 66 013 02	1302	Tu-104A	Czechoslovak AF	no	reports	24oct62 and canx same date data of this came from VARZ-400, but there is nothing known on this in Czechia; went directly to
	"48" red		Soviet Air Force	mfd	1958	Soviet Air Force the prototype of the Tu-104A-TS cargo/medevac version
	"48" red	Tu-104AK	Soviet Air Force	CKL	15aug99	zero-gravity trainer, converted by an ARZ in the late 1960s or early 1970s; opb 70 oitapo n / Sps Training Centre at Chkalovski; in basic 'blue' Aeroflot c/s with Red Stars, version painted on as just.'' 104A'; wfu in the late 1970s; sat derelict at Chkalovski, seen aug99/nov13; dismantled and transported flat-bed trailers from Chkalovski to Zvyozdny gorodok aka Star City (N55.875598 E38.1202: 20/23apr16; only partially assembled and in bare metal may19; fully assembled and repainted (vers
8 66 013 03	1303	Tu-104A	Czechoslovak AF	no	reports	now painted on as 'Tu-104AK') 17jul19/15sep19, I/n jan20 data of this came from VARZ-400, but nothing known of this in Czechia; went directly to the Soviet Force
	"03" blue	Tu-104A	Soviet Air Force	ph.	1965	at Sármellék (Hungary); in natural metal c/s with Red star on the fin; later repainted in basic Aeroflot on titles; preserved at the 'Salyut' cultural centre (N6.646018, E43.567319) in the Gorodets district of Nizhni Novgorod region and seen there jull6/nov14
9 66 014 01	CCCP-42371 CCCP-42371	Tu-104A Tu-104A	AFL/East SibIKT AFL/West SibOVB	toc	18feb59 21may59	rgd 20mar59; 70 pax configuration upgraded to 100 pax configuration, date unknown f/n LED 08jul70
0.55.044.00	CCCP-42371	Tu-104A	AFL/KIIGA	trf	21sep78	damaged on landing Borispol in 1976 after engines were shut off in flight causing it to undershoot; 21sep78 to the Kiev Institute of Civil Aviation (KIIGA); soc 22jul81 as worn out
9 66 014 02	CCCP-42372	Tu-104A	AFL/West SibOVB	toc	05mar59	rgd 20mar59; 70 pax configuration, later upgraded to 100 pax configuration, date unknown; f/n D 19aug75; soc 29jul77 as life-time expired
9 66 014 03	CCCP-42373 CCCP-42373	Tu-104A Tu-104A	AFL/Far East-KHV AFL/Georgia-TBS	toc	31mar59 12may67	rgd 20mar59; 70 pax configuration, later upgraded to 100 pax configuration, date unknown f/n LED 01aug70; soc 23aug78 as life-time expired
9 66 015 01	CCCP-42374	Tu-104A	AFL/Far East-KHV	toc	01may59	rgd 09may59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; photo at V 1970; soc 27dec78 as life-time expired
9 66 015 02	CCCP-42375	Tu-104A	AFL/Far East-KHV	toc	31may59	rgd 08jun59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n D 03oct72; soc 22sep78 as life-time expired
9 66 015 03	CCCP-42376 CCCP-42376	Tu-104A Tu-104A	LII Zhukovski MAP Tashkent APO	rgd trf	27jul59 01nov60	toc 07aug59; opb Novosibirsk Flight Training Centre (LUTTs) until 04jul60 (confirmed 13jan61); was preserved in front of the Pioneers' Palace at Prospekt Lenina 22 at Ishimbai fr 1975, //n 27mar05; destroyed by arson in 2005 and scrapped
9 66 016 01	CCCP-42377 CCCP-42377	Tu-104A Tu-104A	AFL/GosNII GVF AFL/Far East-KHV	toc trf	08jul59 06aug59	rgd 21aug59; 70 pax configuration later upgraded to 85 pax configuration, date unknown; soc 14jan77 as life-time expired
9 66 016 02	CCCP-42378	Tu-104A	AFL/East SibIKT	toc	05aug59	rgd 14aug59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n D 03oct72; soc 27jul78 as life-time expired; was preserved in a park at Usolye-Sibirskoye-17 (Irku
9 66 016 03	CCCP-42451	Tu-104A	AFL/Far East-KHV	toc	09sep59	region), I/n 1986; probably scrapped rgd 30sep59; 70 pax configuration, later upgraded to 85 pax configuration, date unknown; f/n VVO 190 photo KHV 1977; last flight 15mar79; soc 23mar79 as life-time expired; canx 15apr79; preserved
9 66 017 01	CCCP-42452	Tu-104A	AFL/Far East-KHV	mfd	10sep59	Khabarovsk (City air terminal) since late 1979; scrapped in 1992; remains still present jul94 rgd 24sep59; toc 10nov59; 70 pax configuration; opb 202 AORS; w/o 20oct60 on the leg from Omsk Irkutsk of a flight from Moscow to Khabarovsk when was diverted to Ust'-Orda due to bad weather Irkutsk, on finals to Ust'-Orda the nose landing gear seemed not to have lowered (in fact it was a probl with the indication of the gear position), the captain opted for a go-around but did not act decisively a turned left at a height of 10-15 metres over the runway some 2 km behind its threshold, the aircraft I height, hit a high-voltage power-line, crash-landed on a slope of a hill and caught fire, 3 of the 7 cr killed while the other 4 and 15 of the 61 passengers were injured; t/I,071 hours; soc 18nov60 and ca
9 66 017 02	CCCP-42453	Tu-104A	AFL/West SibOVB	toc	07oct59	rgd 21oct59; 70 pax configuration, later converted to 100 pax configuration, date unknown; f/n D
9 66 017 03	CCCP-42454	Tu-104A	G.K. Elektron	mfd	late 59	27aug75; soc 27sep77 as life-time expired rgd 15feb61; in Aeroflot c/s
	CCCP-42454	Tu-104LL2	MRP NPO "Vzlyot"	rgd	03jan67	in Aeroflot c/s; test-bed, issed for trials of the weapons system of the MiG-31 by the GK NII VVS sii 1973, for which a 'Zaslon' radar was installed in the nose; informally called 'Buratino' (Pinocochio) becar of the form of its nose; fired twice R-33 air-to-air missiles in 1975; converted to 'Tsiklon' weather contaircraft within the 'Groza' (thunderstorm) programme in late 1970s, carried a 'Tsiklon' badge below cockpit then; did not belong to AFL/GosNII GA or NII VVS as the other 'Tsiklon' aircraft; I/n active O 1981; canx 1981; report at AMS 24jun71 must be wrong
9 66 018 01	CCCP-L5457 CCCP-42457	Tu-104A Tu-104A	AFL/Far East-KHV	mfd toc	late 59 11dec59	in ARZ 400 listing, probably just allocated and was registered directly as CCCP-42457 rgd 08jan60; 70 pax configuration, later converted to 100 pax configuration, date unknown; photo 1
9 66 018 02	CCCP-42458	Tu-104A	AFL/East SibIKT	toc	30dec59	1965; soc 25oct78 as life-time expired rgd 15jan60; 70 pax configuration, later converted to 85 pax configuration, date unknown; soc 23mar79
9 66 018 03	OK-NDD	Tu-104A	CSA	d/d	07jan60	life-time expired and canx same date rgd 27jan60; named 'Plzen'; w/o 01jun70 when crashed in fog on third approach to Tripoli, Libya,
0 66 019 01	CCCP-42459	Tu-104A	AFL/Moscow (MUTA)	rgd	01feb60	killed; canx 02sep70 in 70 pax configuration; toc 06feb60; opb 207 AO; involved in an accident at Tashkent 16mar60 when to
						off while Yak-12A CCCP-90616 was on the same runway (due to ATC error) and the left wing of the 104A struck the Yak-12A which caught fire and burnt out while all 9 crew and 57 passengers on board the Tu-104A escaped unhurt; repaired; f/n LHR 22apr61
	CCCP-42459 CCCP-42459	Tu-104A Tu-104A	AFL/International AFL/Ukraine-KBP	trf trf	15feb64 21oct71	seen LGW 03jul66 opb Borispolski OAO; canx may79; soc 13jul79 as life-time expired
0 66 019 02	CCCP-42460 CCCP-42460 CCCP-42460	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	toc trf trf	07mar60 08oct60 19oct60	rgd 24mar60; 70 pax configuration; f/n LHR 30apr60 opb 235 OAO at VKO from 08sep60 until 19oct60
0 66 019 02	CCCP-42460 CCCP-42460	Tu-104A Tu-104A	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	toc trf	07mar60 08oct60	rgd 24mar60; 70 pax configuration; f/n LHR 30apr60

	CCCP-42460	Tu-104A	AFL/Northern-LED	trf	16jul73
0 66 019 03	CCCP-42461 CCCP-42461 CCCP-42461 CCCP-42461	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/East SibIKT AFL/Ukraine	toc trf trf	04apr60 14feb64 20jun72 24feb79
0 66 020 01	CCCP-42461 CCCP-42462 CCCP-42462 CCCP-42462	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/International AFL/West SibOVB	trf toc trf trf trf	05may60 13oct62 15feb64 16jan69
0 66 020 02	CCCP-42463	Tu-104A	Soviet Gvt/AFL c/s	rgd	23may60
0 66 020 03	CCCP-42463 CCCP-42463 CCCP-42463 CCCP-42464 CCCP-42464 CCCP-42464 CCCP-42464 CCCP-42464	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/International AFL/West SibOVB AFL/Ukraine-ODS Soviet Gvt/AFL c/s AFL/Moscow (MUTA) AFL/International AFL/Northern-LED	trf trf trf trf toc trf trf	13sep62 13feb64 12jan70 17feb79 01jul60 13sep62 15feb64 13dec68

9 2 06 03

9 2 06 04

CCCP-42426

CCCP-42426 CCCP-42426 CCCP-42427

Tu-104B

Tu-104B Tu-104B Tu-104B Tu-104B

AFL/Moscow (MUTA)

AFL/Uzbekistan AFL/East Sib.-IKT AFL/Uzbekistan-TAS

toc

trf

toc

22apr59

17jul59 12mar65 13may59

soc 19mar80 as life-time expired; preserved at ulitsa Motorostroitelei at Rybinsk (N58.042922 E38.824536), seen nov87/sep16; underwent restoration in the summer of 2016 and re-opened to the rgd 21apr60; 70 pax configuration; f/n LHR 16may61 f/n LGW 04jun67; seen as freighter Zürich 04may72

soc 16aug79 as life-time expired; was preserved on a playground in Chita; scrapped in the early 1990s rgd 15may60; 70 pax configuration; opb 235 OAO at VKO from 05may60 until 13sep62; f/n LHR 14mar61 converted to 100 pax configuration, date unknown; l/n AMS 08nov62

soc 16oct79 as life-time expired toc 06jun60; 70 pax configuration; opb 235 OAO at VKO from 06jun60 until 13sep62; f/n JFK 01oct60, but there is a press report of this aircraft flying Boston-Gander 19sep60 converted to 82 pax configuration, date unknown trf date according MGA document, but seen LHR 20aug63 on the regular SVO service; photo AMS jul69

soc 16oct79 as life-time expired; was preserved as a cafe in the Odessa region,photo as such 1982 rgd 15jul60; 70 pax configuration; opb 235 OAO at VKO from 01jul60 until 13sep62; photo PRG aug60

seen LGW 23mar66 and LHR 02aug66 on SVO service seen on photo dated 1978 taken at LED; soc 16nov79 as life-time expired; used as an instructional airframe, photo exists, and as such explaining the report at LED 05sep81

war in Abkhazia in 1993 rgd 27apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo LED 1966; f/n AMS 13nov68; l/n LED 01aug70; canx oct76; soc 30dec76 as life-time expired d/d 08may59; 100 pax configuration converted to 105 pax configuration, date unknown soc 30nov77 as life-time expired rgd 11jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown

### 94 Tu-104B and 2 Tu-104E built by Factory No. 22 in Kazan-Borisoglebskoye from 1958 to 1960

The	c/n gives t	the year of ma	nufacture,	factory code (2 for fact	ory 22),	the batch	n number and the number in the batch
	8 2 01 01	CCCP-42399	Tu-104B	AFL/GosNII GVF	toc	02oct58	rgd 20nov58; Tu-104B prototype; 100 pax configuration; in Aeroflot c/s; used for atmospheric research
		CCCP-42399	Tu-104B	Aeroflot/KRAUSS	trf	20sep61	(for example of the jetstreams) in 1959 Krivorozhskoye aviatsionnoye uchilishche spetsialnykh sluzhb (Krivoi Rog Special Aviation College); soc
	8 2 01 02	CCCP-42400 CCCP-42400	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Ukraine-KBP	toc trf	02apr59 02apr61	27apr62 used as a ground instructional airframe; still present oct79, fate ? in 100 pax configuration; rgd 13apr59; opb Vnukovskoye PO opb 208 AO (became 208 LO Borispolskogo OAO in 1964); converted to 115 pax configuration, date
		CCCP-42400	Tu-104B	AFL/GosNII GVF	trf	22mar77	unknown; $f/n$ VKO 02oct72 was the first Tu-104 to reach 18,000 cycles; soc 27jul78 as time between overhauls exceeded; underwent fatigue trials
	8 2 01 03	CCCP-42401	Tu-104B	AFL/Moscow (MUTA)	toc	02apr59	rgd 13apr59; 100 pax configuration
	8 2 01 04	CCCP-42401 CCCP-42402	Tu-104B Tu-104B	AFL/West SibOVB AFL/West SibOVB	trf toc	26may62 07apr59	upgraded to 105 pax configuration, date unknown; canx may77 and soc 30jun77 as life-time expired rgd 25apr59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; soc 29aug77 as life-time expired
	8 2 01 05	CCCP-42403 CCCP-42403	Tu-104B Tu-104B	LII GKAT AFL/GosNII GVF	toc trf	jul59 09mar60	100 pax configuration rgd 22apr60; was equipped with wing fences for tests; upgraded to 105 pax configuration, date unknown
	8 2 02 01	CCCP-42403 CCCP-42404	Tu-104B Tu-104B	AFL/Northern-LED AFL/Moscow (MUTA)	trf toc	17oct67 30apr59	f/n AMS 19jun68; I/n ZRH 03aug75; soc 30nov78 as life-time expired rgd 08may59; 100 pax configuration; f/n BUD 27jul59; later upgraded to 105 pax configuration, date unknown.
	8 2 02 02	CCCP-42404 CCCP-42404 CCCP-42405	Tu-104B Tu-104B Tu-104B	AFL/Northern-LED AFL/Ukraine AFL/West SibOVB	trf trf mfd	11jan62 01jun76 31oct58	f/n LED 06jul70 soc 18nov76 as life-time expired initially in 100 pax configuration; toc 08apr59; rgd 25apr59; opb 204 LO Tolmachovskogo OAO; upgraded to 105 pax configuration, date unknown; photo may68; w/o 25jul71 on the leg from Novosibirsk to Irkutsk of a flight from Novosibirsk to Vladivostok when came in too slow on final approach in poor weather, deviated from the glide path, stalled at a height of some 8-10 metres and came down very hard 154 metres behind the runway threshold, resulting in the left wing breaking off, the aircraft caught fire, veered off the runway to the left and came to rest upside-down after some 500 metres, 4 of the 8 crew and 93 of the 118 passengers killed and most if not all survivors injured; t/t 19,489 hours and 9,929 cycles; soc
	8 2 02 03	CCCP-42406	Tu-104B	AFL/West SibOVB	toc	24apr59	21sep71 in 100 passenger configuration; rgd 06may59; opb Tolmachovski OAO; destroyed by fire, details unknown;
	8 2 02 04	CCCP-42407	Tu-104B	AFL/West SibOVB	toc	25apr59	soc 05jul66 in 100 passenger configuration; rgd 06may59; opb Tolmachovski OAO; photo at VVO in 1972; last flight 09mar77 to Barnaul; canx mar77; was preserved in the PKiO (Culture & Recreation Park) at Barnaul
	8 2 02 05	CCCP-42408	Tu-104B	AFL/East Siberia	toc	06may59	reportedly from 09mar77; soc 30apr77 as life-time expired; scrapped in 1987 or 1988 in 100 passenger configuration; rgd 18may59; opb 201 AORS as of 01dec63; later upgraded to 105 passenger configuration, date unknown; dbr 19mar72 on landing at Omsk-Tsentralny in poor weather when had to go around four times, touched down before the runway threshold on the fifth approach and collided with a snow wall, no casualties; soc 03may72
	8 2 03 01	CCCP-42409 CCCP-42409	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Uzbekistan	toc trf	18may59 13apr60	rgd 21may59; 100 pax configuration
		CCCP-42409	Tu-104B	AFL/Georgia	trf	13mar65	upgraded to 105 pax configuration, date unknown overran the runway at Sukhumi 14oct66, resulting in the nose gear collapsing (photo with the nose down off the runway exists); repaired; f/n LGW 02jul72
	8 2 03 02	CCCP-42409 CCCP-42410	Tu-104B Tu-104B	AFL/East Siberia AFL/Moscow (MUTA)	trf toc	18jul77 12may59	canx 06jan79; soc 24jan79 as life-time expired rgd 20may59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO
	8 2 03 03	CCCP-42410 CCCP-42411	Tu-104B Tu-104B	AFL/West Siberia AFL/East SibIKT	trf toc	18jan73 19may59	02oct72 soc 30jan78 as life-time expired rgd 04jun59; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; canx and soc
	8 2 03 04	CCCP-42412	Tu-104B	AFL/Moscow (MUTA)	toc	12may59	31oct73, airframe damaged by mercury, details unknown reg 21may59; f/n LHR mid59; 100 pax configuration; later upgraded to 105 pax configuration, date unknown
		CCCP-42412 CCCP-42412	Tu-104B Tu-104B	AFL/Uzbekistan AFL/Moscow-DME	trf trf	25dec63 16mar66	transfer not mentioned in MGA document featured in the Soviet movie 'Nepodsuden' (Jurisdiction) shot in 1969; transfer not mentioned in MGA
		CCCP-42412	Tu-104B	AFL/International	trf	12feb71	document f/n LGW 30may71; l/n AMS 31jul73
		CCCP-42412 CCCP-42412	Tu-104B Tu-104B	AFL/East Siberia AFL/West SibOVB	trf trf	08jan74 unknown	on charge as of 01apr74; last flight 29dec78; t/t 27,705 hours; canx jan79 and soc 24jan79 as life-time expired; was to be displayed as a gate guard at Novosibirsk-Tolmachovo airport, but was nevertheless
	8 2 03 05	CCCP-42413	Tu-104B	AFL/East SibIKT	toc	19may59	scrapped rgd 04jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo may68; soc 27mar78 as life-time expired
	8 2 04 01	CCCP-42414 CCCP-42414	Tu-104B Tu-104B	AFL/East SibIKT AFL/Moscow (MUTA)	toc trf	30may59 01feb65	rgd 26jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown f/n VKO 30jun70
		CCCP-42414 CCCP-42414	Tu-104B	AFL/Far East	trf	24apr72	
	9 2 04 02	CCCP-42414 CCCP-42415	Tu-104B Tu-104B	AFL/Ukraine AFL/Uzbekistan-TAS	trf toc	30mar73 09jul59	I/n LGW 09jun73; canx jan79 and soc 27feb79 as life-time expired rgd 05aug59; c/n in MGA document as 820402; 100 pax configuration, later converted to 115 pax configuration data with converted to 115 pax.
		CCCP-42415	Tu-104B	AFL/Ukraine-KBP	trf	08feb63	configuration, date unknown; f/n VKO 06may61 I/n LGW 21jun75; canx 30nov77 as life-time expired; trf to 9 NIU GKNII VVS (mil. unit 21239) at Vladimirovka
	9 2 04 03	CCCP-42416 CCCP-42416	Tu-104B Tu-104B	AFL/Moscow (MUTA) Aeroflot/UShVLP	toc trf	04jul59 14nov72	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown Ulyanovsk Advanced Flying Training College
	9 2 04 04	CCCP-42416 CCCP-42417	Tu-104B Tu-104B	AFL/Northern AFL/Moscow (MUTA)	trf toc	28jul73 04jul59	f/n LHR 22mar74; I/n LGW 02nov74; soc 23mar79 as life-time expired and canx same date rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
		CCCP-42417	Tu-104B	AFL/West Siberia	trf	15jan73	canx 06jan79; soc 24jan79 as life-time expired; preserved at the Training School at Omsk (N54.966353 E73.333132) in new (post-1973) c/s, f/n jul93, seen late 2002 in poor condition and again 2006 and was abandoned by sep09 wfu with doors open, still present jul14/jul23
	9 2 04 05	CCCP-42418 CCCP-42418	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Georgia-TBS	toc trf	04jul59 02mar68	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
		CCCP-42418	Tu-104B	AFL/West SibOVB	trf	19mar73	f/n LED 11aug75; soc 23aug78 as life-time expired
	9 2 05 01	CCCP-42419	Tu-104B	AFL/Northern-LED	rgd	13apr59	toc 03aug59; first Tu-104 at LED, based there since 15apr59; 100 pax configuration; f/n LHR 11jul69; l/n LHR 08jun76; canx 22sep77; trf to Riga Aviation Institute (RKIIGA) sep77 and used as ground instructional airframe; soc 30nov77 as life-time expired; was preserved in a park at ul Maskavas (Moscow Street) at
	9 2 05 02	CCCP-42420	Tu-104B	AFL/Georgia-TBS	toc	01apr59	Riga, seen either 1979 or 1983; probably scrapped in the late 1980s rgd 15apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO 30jun70; soc 27dec77 as life-time expired
	9 2 05 03 9 2 05 04	CCCP-42421 CCCP-42422	Tu-104B Tu-104B	AFL/West SibOVB AFL/Georgia-TBS	toc	31mar59 01apr59	rgd 25apr59; 100 pax configuration; soc 31may77 as life-time expired rgd 15jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DME
	9 2 05 05	CCCP-42422 CCCP-42423	Tu-104B	AFL/Georgia-165  AFL/East SibIKT	toc	01apr59 02apr59	rgd 15jun39; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DME 03oct72; soc 27dec77 as life-time expired rgd 19may59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n IKT
	9 2 06 01	CCCP-42424	Tu-104B	AFL/Georgia-TBS	toc	01apr59	12dec77 still operational; soc 23aug78 as life-time expired rgd 15apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO
	9 2 06 02	CCCP-42425	Tu-104B	AFL/Northern-LED	toc	18apr59	04oct72; soc 30apr77 as life-time expired; was preserved at Sukhumi airport; destroyed during the civil war in Abkhazia in 1993 and 27apr59; 100 pax configuration, later converted to 105 pax configuration, date unknown; photo LED

9 2 06 05	CCCP-42427 CCCP-42428	Tu-104B Tu-104B	AFL/West SibOVB AFL/East SibIKT	trf toc	13mar65 06may59	f/n VKO 02oct72; soc 27sep77 as life-time expired rgd 18may59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED
9 2 07 01	CCCP-42429	Tu-104B	AFL/Northern-LED	toc	31may59	11aug75; soc 25cct78 as life-time expired rgd 04jul59; 100 pax configuration, date unknown; f/n LED 27may70; l/n LHR 01mar74; soc 27mar78 as life-time expired and canx same date; still seen LED aug78
9 2 07 02	CCCP-42430	Tu-104B	AFL/Moscow (MUTA)	toc	06jun59	rgd 17jun59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LBG jun59
0.2.07.02	CCCP-42430	Tu-104B	AFL/Northern-LED	trf	11may60	seen LGW 11jun72; in incident report 16apr74 after a near miss with II-62M CCCP-86700 over Serbino near Leningrad; I/n LED 11apr75; canx may77; soc 30jun77 as life-time expired
9 2 07 03 9 2 07 04	CCCP-42431 CCCP-42432	Tu-104B Tu-104B	AFL/West SibOVB  AFL/West SibOVB	toc	05jun59 05jun59	rgd 24jun59; 100 pax configuration; f/n VKO 1960; photo exists at OVB, date unknown; soc 30jun77 as life-time expired rdd 24jun59; 100 pax configuration; soc 29jul77 as life-time expired
9 2 07 05	CCCP-42433 CCCP-42433	Tu-104B Tu-104B	AFL/West SibOVB AFL/Moscow (MUTA)	toc trf	01jul59 25jun62	rgd 22jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown
9 2 08 01	CCCP-42433 CCCP-42434	Tu-104B Tu-104B	AFL/Georgia-TBS AFL/Northern-LED	trf toc	04feb63 31may59	f/n DME 03oct72; soc 28mar77 as worn out rgd 10jul59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED
9 2 08 02	CCCP-42435	Tu-104B	AFL/East SibIKT	toc	02jul59	27may70; I/n LHR 28dec73; soc 22may78 as life-time expired and canx same date rgd 05aug59;100 pax configuration, later converted to 105 pax configuration, date unknown; soc 23aug78 as life-time expired
9 2 08 03	CCCP-42436 CCCP-42436	Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/East SibIKT	toc trf	08jul59 10apr65	as intertine expired rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; landed 600 metres short of runway Irkutsk 28apr69; soc 29jul71
9 2 08 04	CCCP-42437	Tu-104B	AFL/East SibIKT	toc	23jul59	rgd 05aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; soc 30jan78 as life-time expired
9 2 08 05	CCCP-42438	Tu-104B	AFL/West SibOVB	toc	04aug59	rgd 14aug59; 100 pax configuration; right engine failed after take-off Sverdlovsk 13mar61 and made an emergency landing on a frozen pond, slid ashore, demolished a house and crashed into some trees before breaking into three parts; a crew and three passengers killed as well as two persons on the ground; soc 23may61 and canx same date
9 2 09 01	CCCP-42439	Tu-104B	AFL/Northern-LED	toc	03aug59	rgd 25aug59; 100 pax configuration, later converted to 105 pax configuration, date unknown; featured in the Soviet movie "Devchonka, s kotoroi ya druzhil" shot in 1963; f/n SVO 08jul70; l/n LHR sep72; canx mar75 and soc 29apr75 as life-time expired
9 2 09 02 9 2 09 03	CCCP-42440 CCCP-42441	Tu-104B Tu-104E	AFL/East SibIKT  AFL/GosNII GVF	toc mfd	28aug59 late 59	rgd 11sep59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; soc 30jan78 as life-time expired toc 23nov59; first Tu-104E prototype, in Aeroflot c/s; f/f jan60; rgd 01mar60; 100 pax configuration
9 2 09 03	CCCP-42441 CCCP-42441	Tu-104E	MAP Tashkent APO	trf	unknown	on charge as of 01sep62; trf Kuibyshev Aviation Institute 20feb66, later Samara State Aerospace University; soc 22oct66 for display as a 'monument'; seen preseved (N53.241450 E50.363535) apr93/oct23
9 2 09 04	CCCP-42442	Tu-104B	AFL/Moscow (MUTA)	toc	01sep59	rgd 08sep59; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n HND 23sep59; photo in "Grazhdanskaya Aviatsiya" magazine at AMS sep62
	CCCP-42442 CCCP-42442 CCCP-42442	Tu-104B Tu-104B Tu-104B	AFL/International AFL/Moscow (MUTA) AFL/International	trf trf trf	15feb64 jun66 21may71	transfer not mentioned in MGA document based at DME; transfer not mentioned in MGA document f/n SVO 02jun71
	CCCP-42442 CCCP-42442 CCCP-42442	Tu-104B Tu-104B Tu-104B	AFL/International AFL/East Siberia AFL/Ukraine-ODS	trf trf	02nov73 1973	transfer not mentioned in MGA document; I/n AMS 21jul73; soc 28apr79 as life-time expired; was
9 2 09 05	CCCP-42443	Tu-104E	AFL/GosNII GVF	rgd	08sep59	preserved in the Chkalov park at Dnipropetrovsk from 1980; scrapped nov86 toc 04aug61 according to MGA document; second Tu-104E prototype, 100 pax configuration; in Aeroflot
0.0.40.04	CCCP-42443	Tu-104E	AFL/Krivoi Rog FS	trf	02jun66	c/s f/n LED 22jul70; soc 14jan77 as worn out
9 2 10 01	CCCP-42444 CCCP-42444	Tu-104B Tu-104B	AFL/Moscow (MUTA)  AFL/Ukraine-ODS	mfd trf	19sep59 06apr72	toc 27sep59; rgd 03oct59; 100 pax configuration, later converted to 115 pax configuration, date unknown; was the first aircraft on a scheduled flight from DME 25mar64, thus officially opening the airport f/n LGW 02jun72; opb 90 LO; w/o 17mar79 on a flight from Moscow-Vnukovo to Odessa when a false fire
	CCC - 12711	14-10-15	ALÇ ON dille ODS		00арг/2	warning in the left engine (caused by hot air leaking from a de-icing system pipe) appeared 5 seconds after lift-off and forced the crew to shut the engine down after 6 minutes and return to Vnukovo, as the crew was not sure whether the engine fire had been extinguished it did not dump fuel so that the maximum landing weight was exceeded by 10.2 t, while descending in the clouds the aircraft suffered from heavy icing, on finals at night in bad visibility and with a tailwind the aircraft descended too fast and dropped below the glide path (due to the weight and the icing), a go-around was not possible under these conditions with only one engine working, so the aircraft hit a mast of a high-voltage power-line 14 minutes after take-off, crashed in a forest near Kievskoye shosse (NS5.598889 E37.308889) and broke up. 1 of 6 crew and 57 of 113 passengers killed (most survivors were severely injured); t/t 24,356 hours and 14,118 cycles; canx 1979; this accident resulted in the decision to withdraw the Tu-104 from civil passenger service nov79; soc 10may79
9 2 10 02	CCCP-42445 CCCP-42445	Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/Ukraine-KBP	toc trf	07oct59 20jan66	rgd 29oct59; 100 pax configuration, later converted to 115 pax configuration, date unknown f/n VKO 06apr72; soc 27sep77 as life-time expired; seen derelict KBP 07sep92 without undercarriage
9 2 10 03	CCCP-42446 CCCP-42446	Tu-104B Tu-104B	AFL/Georgia-TBS AFL/Ukraine-ODS	toc trf	06nov59 07dec77	rgd 18dec59; 100 pax configuration, later converted to 105 pax configuration, date unknown soc 27feb78 as life-time expired; was preserved in Leninski Komsomol park at Odessa from around 1979/80; scrapped
9 2 10 04	CCCP-42447	Tu-104B	AFL/Northern-LED	rgd	02dec59	100 pax configuration; hit approach lights in bad weather Odessa 10jul61; soc 17aug61 and canx same date
9 2 10 05	CCCP-42448 CCCP-42448	Tu-104B Tu-104B	AFL/Ukraine-IEV AFL/Northern-LED	toc trf	18dec59 11jan60	100 pax configuration rgd 28jan60; later converted to 105 pax configuration, date unknown; f/n LGW 10aug70; featured in the
9 2 11 01	CCCP-42449 CCCP-42449	Tu-104B Tu-104B	Soviet Gvt/AFL c/s AFL/Moscow (MUTA)	toc trf	05jan60 20jan61	Soviet movie 'Sibiriada' shot in 1976; soc 23feb78 as life-time expired; canx 28feb78; I/n LED aug78 in 100 passenger configuration; rgd 20jan60; opb 235 OAO at VKO; f/n DRS 11apr60 opb Vnukovski OAO; converted to 105 passenger configuration, date unknown; appeared in the 1965 Soviet film "Tridtsat' tri" (Thirty Three)
9 2 11 02	CCCP-42449 CCCP-42449 CCCP-42450	Tu-104B Tu-104B Tu-104B	AFL/West Siberia AFL/Ukraine AFL/West SibOVB	trf trf toc	20jul65 20nov72 08jan60	opb Irkutski OAO involved in an accident, details unknown; soc 30sep75 as worn out rgd 14jan60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n VKO may60; converted to a Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; photo CEK
	'CCCP-L5412'	Tu-104B	Aeroflot	VKO	aug81	1974; soc 18nov76 as life-time expired preserved at Vnukovo since 15sep76 with this fake registration (to commemorate the 20th anniversary of the first Tu-104 passenger flight by the original CCCP-L5412 c/n 5350001, which was tested to destruction), removed 23sep04 and scrapped; see c/ns 5350001 and 021905
0 2 11 03	CCCP-42465 CCCP-42465	Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/International	toc trf	04feb60 04feb60	100 pax configuration; see same trf date next line rgd 24mar60; f/n LHR 12nov64; l/n LGW 29aug65
0 2 11 04	CCCP-42465 CCCP-42466	Tu-104B Tu-104B	AFL/Ukraine AFL/Far East-KHV	trf toc	16mar71 12feb60	canx jan80; soc 18jan80 as life-time expired rgd 14apr60; 100 pax configuration; soc 27sep77 as life-time expired
0 2 11 05 0 2 12 01	CCCP-42467 CCCP-42468	Tu-104B Tu-104B	AFL/Far East-KHV AFL/West SibOVB	toc toc	23feb60 29feb60	rgd 14apr60; 100 pax configuration; canx 23mar79 and soc same date as life-time expired rgd 24mar60; 100 pax configuration, later converted to 115 pax configuration, date unknown; I/n AMS 21jul68; converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; soc 27sep77 as life-time expired
0 2 12 02	CCCP-42469	Tu-104B	AFL/Moscow (MUTA)	toc	08mar60	rgd 24mar60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DRS 11apr60
	CCCP-42469 CCCP-42469	Tu-104B Tu-104B	AFL/Far East-KHV AFL/Ukraine-ODS	trf trf	27mar72 17apr79	transfer not mentioned in MGA document; I/n PRG 12may79; canx 17apr80 and soc same date as life-time expired; was preserved at Dneprodzerzhinsk (Ukraine); scrapped probably in 1991, as 1991 photos show it
0 2 12 03	CCCP-42470	Tu-104B	AFL/Georgia-TBS	toc	22mar60	was destroyed due to arson rgd 13may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n DME 27auq75; soc 27oct77 as life-time expired
0 2 12 04	CCCP-42471	Tu-104B	AFL/Northern-LED	mfd	22feb60	toc 24mar60; rgd 13apr60; opb 205 LO 1-go Leningradskogo OAO; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR 05apr68; seen LHR sep70; w/o 28nov76 on a flight from Moscow-Sheremetyevo to Leningrad when the PP-1PM artificial horizon failed (probably due to failure of the 36 V electrical system) shortly after take-off at night in bad visibility, the crew lost spatial orientation, the aircraft banked first to the right and then to the left, reaching a bank angle of 90 degrees, lost height, crashed in a wood near Klushino in the Solnechnogorsk district of the Moscow region (N56°01'11" E37°17'30") and exploded, all 6 crew and 67 passengers killed; t/t 22,199 hours 30 minutes and 13,336 cycles; soc 11feb77
0 2 12 05	CCCP-42472 CCCP-42472	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/Ukraine-ODS	toc trf	12apr60 28apr61	in 100 pax configuration; rgd 23apr60; opb Vnukovskoye PO opb 208 AO (became 208 LO Borispolskogo OAO in 1964); converted to 115 pax configuration, date
	CCCP-42472	Tu-104B	AFL/East SibIKT	trf	23jan73	unknown opb Irkutski OAO; dbr 30aug75 on landing at Novosibirsk when came down hard and the right main gear broke; soc 30dec76
0 2 13 01	CCCP-42473 CCCP-42473	Tu-104B Tu-104B	AFL/Far East-KHV AFL/Ukraine	toc trf	20apr60 10feb79	rgd 11may60; 100 pax configuration; f/n IKT late77 canx 17apr80 and soc same date as life-time expired; was preserved in Park Pobedy (Victory Park) at
0 2 13 02	CCCP-42474 CCCP-42474	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/International	toc trf	05may60 15feb64	Sevastopol; photo (date unknown) with tail cut off rgd 25may60; 100 pax configuration f/n LGW 22may66
	CCCP-42474 CCCP-42474 CCCP-42474	Tu-104B Tu-104B Tu-104B Tu-104B	AFL/International AFL/Ukraine AFL/International AFL/Ukraine	trf trf trf trf	06jun67 20jul67 15jul73	soc 10oct79 as life-time expired; was preserved in Park im. Chkalova at Dnepropetrovsk from 1979, photos
0 2 13 03	CCCP-42475	Tu-104B	AFL/East SibIKT	toc	30apr60	taken in 1981/82; scrapped in 1987 rgd 16may60; 100 pax configuration, date unknown
0 2 13 04	CCCP-42475 CCCP-42475 CCCP-42476	Tu-104B Tu-104B Tu-104B	AFL/International AFL/East SibIKT AFL/West SibOVB	trf trf toc	25apr72 1973 30apr60	transfer not mentioned in MGA document transfer not mentioned in MGA document; canx jun78 and soc 25oct78 as life-time expired in 100 pax configuration; rgd 19may60; opb Tolmachovski OAO; w/o 09jun64 on the leg from Chelyabinsk
0 2 13 04	CCCr - 724/0	10-104D	ALLY WEST SID. OVD	iUC	эчаргой	to Novosibirsk of a flight from Moscow to Novosibirsk when tried to land in a thunderstorm with heavy rain

0 2 13 05	CCCP-42477	Tu-104B	AFL/Moscow (MUTA)	toc	05may60
	CCCP-42477	Tu-104B	AFL/Ukraine-ODS	trf	04jan73
0 2 14 01	CCCP-42478	Tu-104B	AFL/Ukraine	mfd	22feb60
0 2 14 02	CCCP-42479	Tu-104B	AFL/West SibOVB	toc	24may60
0 2 14 03	CCCP-42480	Tu-104B	AFL/Ukraine-SIP	toc	11jun60
0 2 14 04 0 2 14 05	CCCP-42480 CCCP-42481 CCCP-42481 CCCP-42481 CCCP-42482	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Ukraine-KBP AFL/GosNII GVF AFL/Uzbekistan-TAS AFL/West SibOVB AFL/West SibOVB	trf toc trf trf toc	nov62 15jun60 19jul60 13mar65 10jun60
0 2 15 01	CCCP-42483	Tu-104B	AFL/Northern-LED	rgd	23jul60
0 2 15 02	CCCP-06195	Tu-104B	GKAT Zhukovski	rgd	13jul62
0 2 15 03	CCCP-42485 CCCP-42485 CCCP-42485	Tu-104B Tu-104B Tu-104B	AFL/Ukraine-SIP AFL/Ukraine-KBP AFL/East Siberia	toc trf trf	14jul60 nov62 10dec72
0 2 15 04	CCCP-42486	Tu-104B	AFL/Georgia-TBS	mfd	05jul60
0 2 15 05	CCCP-42487	Tu-104B	AFL/Northern-LED	rgd	04aug60
0 2 16 01	CCCP-42488	Tu-104B	AFL/East SibIKT	toc	26jul60
0 2 16 02	CCCP-42489	Tu-104B	AFL/Ukraine	mfd	28aug60
0 2 16 03	CCCP-42490 CCCP-42490	Tu-104B Tu-104B	AFL/Ukraine-SIP AFL/Ukraine-KBP	mfd trf	15aug60 nov62
0 2 16 04	CCCP-42491	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60
0 2 16 05	CCCP-42492 CCCP-42492	Tu-104B Tu-104B	AFL/Moscow (MUTA) AFL/East SibIKT	toc trf	25aug60 unknown
0 2 17 01	CCCP-42493	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60
	CCCP-42493 CCCP-42493	Tu-104B Tu-104B	AFL/International AFL/East SibIKT	trf trf	15feb64 02nov73
0 2 17 02	CCCP-42494	Tu-104B	AFL/West SibOVB	toc	29oct60
0 2 17 03	CCCP-42495	Tu-104B	AFL/Moscow (MUTA)	toc	15sep60
0 2 17 04	CCCP-42496	Tu-104B	AFL/West SibOVB	toc	01oct60
0 2 17 05 0 2 18 01	CCCP-42497 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498 CCCP-42498	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Far East-KHV AFL/GosNII GVF AFL/Moscow (MUTA) AFL/GosNII GVF MRP NPO "Vzlyot" AFL/Moscow (MUTA) AFL/GosNII GVF MRP NPO "Vzlyot"	rgd rgd trf trf rgd trf trf	26oct60 17mar60 30dec60 05feb61 17mar61 30oct63 12mar64 07mar74
0 2 18 02	CCCP-42499 CCCP-42499	Tu-104B Tu-104B	AFL/Moscow (MUTA)  AFL/East Siberia	toc	26oct60 21mar72
0 2 18 03	CCCP-42500	Tu-104B	AFL/Moscow (MUTA)	rgd	03nov60
0 2 18 04	CCCP-42500 CCCP-42501	Tu-104B Tu-104B	AFL/Ukraine-ODS AFL/Ukraine-IEV	trf mfd	13jan73 26oct60
0 2 10 05	CCCP-42501	Tu-104B	AFL/Far East-KHV	trf	21apr73
0 2 18 05	CCCP-42502 CCCP-42502 CCCP-42502	Tu-104B Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/Moscow (MUTA) AFL/Ukraine-ODS	toc trf trf	13nov60 11mar65 19jan73
0 2 19 01	CCCP-42503	Tu-104B	AFL/Georgia-TBS	mfd	24nov60
0 2 19 02	CCCP-42504	Tu-104B	AFL/Far East-KHV	toc	08dec60

and had to go around at touch-down, but a crew member deployed the breaking parachute due to poor crew resource management and the pilot put the engines on idle then so that the aircraft lost speed and banked to the right, the right wing touched the ground left of the runway after 1,140 metres and the aircraft broke up, all 6 (cockpit) crew and 19 passengers escaped unhurt; soc 10jul64 and canx the same

rgd 25may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR

I/n LGW 02apr74: soc 16oct79 as life-time expired: was preserved at the crossing of ul. Kosmonavtov and

I/n LGW 02apr74; soc 16oct79 as life-time expired; was preserved at the crossing of ul. Kosmonavtov and ul. Engelsa at Druzhkivka (Donetsk region of Ukraine); scrapped in 2000 initially in 100 pax configuration; toc 30may60; rgd 23jun60; later converted to 115 pax configuration, date unknown; opb 79 AO as of 01nov61 (disbanded 07dec62); trf to 90 AO dec62 (became 90 LO Odesskogo OAO in 1964); soc 30nov77 as life-time expired and canx the same day; trf to 9 NIU GKNII VVS (military unit 21236) at Vladimirovka rgd 23jun60; 100 pax configuration; f/n GVA 03jun68; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 30jun77 as life-time expired initially in 100 pax configuration; rgd 23jun60; later converted to 115 pax configuration, date unknown; opb 79 AO as of 01nov61 (disbanded 07dec62); f/n LED 12aug68; l/n LGW 29apr72; soc 14jan77 as life-time expired 100 pax configuration rgd 04aug60 photo exists at OVB, date unknown; soc 30jan78 as life-time expired

photo exists at OVB, date unknown; soc 30jan78 as life-time expired

rgd 23jun60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; last flight 25mar77 to Kazan and was preserved at Factory No. 22 (KAPO); soc 31may77 as life-time expired; broken up by 1997 100 pax configuration; toc 01aug60; opb 205 AO at Leningrad-Shosseinaya; w/o 18may63 on the leg from 100 pax configuration; toc 01aug60; opb 205 AO at Leningrad-Shosseinaya; w/o 18may63 on the leg from Kuibyshev to Leningrad of a cargo flight from Tashkent to Leningrad when visibility deteriorated shortly before landing, the aircraft dropped below the glide path while flying through an area of haze between the outer and the inner marker as the crew was not ready to change from VFR to IFR, the pilot pulled up after having been warned by ATC but did not increase thrust so that the aircraft lost speed, started to descend steeply, came down very hard near the inner marker and broke up, all 8 crew and all passengers (cargo escorts) slightly injured; canx 07jul63 and soc 17jul63 avionics test-bed for inertial and astro-inertial navigation systems; seen ZIA aug92/sep93 derelict but was gone by aug95; sequential registration CCCP-42484 was used on Tu-16 c/n 62203208 initially in 100 pax configuration; rgd 28jul60; later converted to 115 pax configuration, date unknown

opb Irkutski OAO; soc 24apr78 as time between overhauls exceeded; was used for anti-terrorist training at the MVD training area at Balashikha (N55.808262 E38.039946), seen sep90/mar02 in reasonable condition; no longer visible on Google Earth, so probably scrapped

condition; no longer visible on Google Earth, so probably scrapped toc 21jul60; rgd 23sep60; 100 pax configuration, later converted to 115 pax configuration, date unknown; opb 112 LO; w/o 13oct73 on a flight from Kutaisi to Moscow-Domodedovo when the power supply of the KS-8 compass system and the PP-1PM artificial horizons failed on finals at night in bad visibility, the crew lost spatial orientation, the aircraft entered a left spin (at a height of less than 400 metres) and crashed in a field 16.3 km north-west of the runway threshold, all 8 crew and 114 passengers (among them 8 illegal ones) died; t/t 16,250 hours and 9,776 cycles; soc 26jan74 toc 23aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 11jul70; seen LGW 29jul73; soc 22may78 as life-time expired; preserved at the KAPO factory at Kazan since 25mar77 but no sightings since the 1990s rgd 10aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; soc 30nov78 as life-time expired initially in 100 pax configuration, converted to 115 pax configuration at an unknown date; toc 11aug60; initially in 100 pax configuration, converted to 115 pax configuration at an unknown date; toc 11aug60;

rgd 10aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; soc 30nov78 as life-time expired initially in 100 pax configuration, converted to 115 pax configuration at an unknown date; toc 11aug60; rgd 26aug60; opb 79 AO at Simferopol as of 01nov61 (disbanded 07dec62); trf to 90 ATO at Odessa dec62 (became 90 LO of Odesski OAO in 1964); appeared in the 1965 Soviet film "Akvalangi na dne" (Scuba Sets on the Sea Floor); f/n LED 11aug75; soc 30nov77 as life-time expired; scrapped around 1982 initially in 100 pax configuration; toc 15aug60; rgd 03sep60 opb 208 AO (became 208 LO Borispolskogo OAO in 1964); later converted to 115 pax configuration, date unknown; f/n in late 1966; w/o 10oct71 on a flight from Moscow-Vnukovo to Simferopol when an explosive device detorated in the passenger cabin (close to frame No. 45) shortly after take-off, destroying the control lines leading to the empennage, so that the aircraft went out of control and crashed near Baranovo (10 km south-west of Vnukovo airport), all 7 crew and 18 passengers killed; t/t 13,062 hours and 10,452 cycles; soc 03jan72 rgd 11oct60; 100 pax configuration; f/n LHR 20feb61; crashed on approach to Sofia 04jun62, attempting to return to Sofia after the left engine was shut down on take-off; soc 10jul62 and canx same date mfd given as 26aug60 !; rgd 11oct60; 100 pax configuration; f/n LHR 11jun61 transfer not mentioned in MGA document; w/o 13jul63 on the leg from Beijing to Irkutsk of a flight from Beijing to Moscow (flown by a crew from 207 AO MUTA) when descended too fast through low clouds on finals, hit approach lights 2,450 metres from the runway threshold (between the outer and inner marker) and touched a hill shortly after, continued to fly for 700 metres, eventually crashed 1,880 metres before the runway threshold and burnt out, all 8 crew and 25 of the 27 passengers killed (probably water had entered the static line, causing distorted indications of horizontal and vertical speed as well as of altitude);

f/n ARN 22sep73; I/n BUD 14aug71 the MGA document contains a crossed-out remark of a transfer of the aircraft to AFL/Ukraine probably 12may74 (the month is difficult to read) - CCCP-42493 is not included in a listing of Ukrainian directorate aircraft; soc 16aug79 as life-time expired rgd 21nox60; 100 pax configuration; f/n LED 22jul70; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 27dec77 as life-time expired; donated by NAPO im. Chkalova to the city of Novosibirsk in 1979 and transported to the "Beryozovayar orshcha" park (order dated 28mar79, was to be put up until 01jun79); used as café "Samolyot" (aircraft) in 1983 (the modifications took several years), but was closed down after several months due to deficiencies in hygiene; removed in 1985; remains I/n near Irkutsk-2 (Vostochny) airfield in 1989; scrapped rgd 11oct60; 100 pax configuration; f/n AMS 21sep62; crashed on test flight from Sheremetyevo 25oct62 as the rudder controls were mounted the wrong way round during maintenance 1; soc 24dec62 and canx same date

same date rgd 26oct60; 100 pax configuration, later converted to 105 pax configuration, date unknown; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; soc 29aug77 as life-time expired toc 11nov60; 100 pax configuration; soc 27dec78 as life-time expired in Aeroflot c/s; toc not mentioned in MGA document; 100 pax configuration

in Aeroflot c/s: transfer not mentioned in MGA document

canx 1981

based at VKO; CofR renewal 29oct61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown

soc 25may79 as life-time expired

toc 06nov60; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO 30jun70

30jun70 soc 23mar79 as life-time expired; canx 15apr79 initially in 100 pax configuration; toc 06nov60; rgd 02dec60; opb 208 AO (became 208 LO Borispolskogo OAO in 1964); later converted to 115 pax configuration, date unknown opb Khabarovski OAO; dbr 05nov74 on landing at Chita when overran the runway by 430 metres and collided with a railway embankment, no casualties; t/t 17,301 hours and 12,990 cycles; soc 28nov74 rgd 19dec60; 100 pax configuration, later upgraded to 115 pax configuration, date unknown based at DME; f/n VKO 30jun70 so life-time expired and canx same date; destroyed in 1980 in a fire training exercise at odessa (on Youtube) toc 19dec60; rgd 02jan61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown; pb 112 LO; w/o 07dec73 on the leg from Mineralnyye Vody to Moscow-Domodedovo of a flight from

toc 19dec60; rgd 02jan61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown; opb 112 LO; w/o 07dec73 on the leg from Mineralnyve Vody to Moscow-Domodedovo of a flight from Kutaisi to Moscow when came in too far right on final approach in bad visibility at night and the pilot banked hard left instead of going around, the left wing touched the ground 135 metres in front of the runway threshold and 25 metres to the right of its extended centreline, the aircraft crashed, broke up and caught fire, 5 of the 7 crew and 11 of the 68 passengers killed plus 2 crew and 41 passengers injured; t/t 18,300 hours and 10,983 cycles; soc 26jan74 in 100 pax configuration; rgd 23dec60; opb 202 AORS at KHV; dbr 02nov61 on the leg from Khabarovsk to Vladivostok of a flight from Moscow to Vladivostok when dropped below the glide path on final approach in poor weather at night, collided with a high-voltage power-line 100 metres before the inner marker, with the mast of the inner marker and with a tree top, the captain decided to go around, but the aircraft lost fuel from the damaged left wing so that the left engine flamed out, the captain decided to divert to Vozdvizhenka, but the right engine flamed out as well on final approach due to fust starvation and the aircraft made a wheels-up landing in a field close to Vozdvizhenka airfield, suffering substantial damage, all 8 crew and 13 passengers slightly injured; soc 15nov61 and canx the same day

0 2 19 03	CCCP-42505	Tu-104B	AFL/Northern-LED	mfd	06dec60	toc 20dec60; rgd 30jan61; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; opb 205 LO Leningradskogo OAO; f/n LED 01aug70; l/n LGW 03may71; dbr 23apr73 on a flight from Leningrad-Shosseinaya (now Pulkovo) to Moscow-Sheremetyevo when a hijacker demanded to be flown to Stockholm, but the crew returned to Leningrad-Shosseinaya and the hijacker set off a bomb when the landing gear was lowered, the crew managed to land safely, but the bomb killed the hijacker and 1 of the 6 crew (the flight engineer) while the other 5 crew and 50 passengers escaped unhurt; t/t 17,095 hours and 10,698 cycles; soc 06iun73
0 2 19 04	CCCP-42506 CCCP-42506	Tu-104B Tu-104B	AFL/Uzbekistan-TAS AFL/Far East-KHV	mfd trf	16dec60 11jan65	in 100 pax configuration; toc 03dec60; rgd 27jan61; opb Tashkentski OAO opb Khabarovski OAO; w/o 30sep73 on the leg from Sverdlovsk to Omsk at night of a flight from Sverdlovsk to Vladivostok when the artificial horizon instruments did not give correct indications as they lacked power supply and the crew did not realise this as they were flying in clouds so that the aircraft entered a left downward spiral while flying a left turn shortly after take-off, crashed in a forest 10 km south-west of Sverdlovsk-Koltsovo airport and exploded; all 8 crew and 100 passengers killed; t/t 20,582 hours and 9,412 cycles; soc 22feb74
0 2 19 05	CCCP-42507	Tu-104B	AFL/Moscow (MUTA)	toc	30dec60	rgd 16jan61; 100 pax configuration
	CCCP-42507	Tu-104B	Soviet Gvt/AFL c/s	trf	07dec62	opb 235 OAO at VKO from 07dec62 until 15feb64
	CCCP-42507	Tu-104B	AFL/International	trf	01jan65	f/n LGW 04jul65 and LHR 05aug65; I/n ZRH 29aug71
	CCCP-42507	Tu-104B	AFL/Far East-KHV	trf	07jan74	
	CCCP-42507	Tu-104B	AFL/Ukraine-ODS	trf	18feb79	soc 16nov79 as life-time expired and canx same date; was preserved near VARZ-400 at Vnukovo from 1980. I/n aug05
	'CCCP-L5412'	Tu-104B	Vnukovo	VKO	09apr06	preserved on a plinth at Vnukovo (N55.597574 E37.307936) in these fake colours and registration from 09apr06 (replaced 'CCCP-L5412' c/n 921102 which was broken up sep04), I/n sep23
0 2 20 01	CCCP-42508	Tu-104B	AFL/Moscow (MUTA)	toc	16jan61	the last Tu-104 built; in 100 passenger configuration
	CCCP-42508	Tu-104B	Soviet Gvt/AFL c/s	trf	18jan61	opb 235 OAO at VKO from 18jan61 until 15feb64; rgd only 16jun61; f/n LHR 11jul61 (used by Yuri Gagarin for his visit to the UK)
	CCCP-42508	Tu-104B	AFL/International	trf	15feb64 ?	on charge as of 01jan65; f/n LGW 01aug65; l/n LGW 23jul72
	CCCP-42508	Tu-104B	AFL/Ukraine	trf	11jan74	soc 13jul79 as time between overhauls exceeded; was preserved in the park Zauralnaya roshcha at Orenburg and used as a children's cinema reportedly from 1980, seen sep86; destroyed by arson in 1987 or 1988

#### Aircraft with unknown c/ns

"001" black Tu-104A Soviet Air Force a VIP aircraft used by Marshal Radion Ya. Malinovskiy; black and white photo exists, with code and Red star on the fin, large code on the forward fuselage and thin 'lightning-bolt' cheatline; VIP "0xx" codes were reportedly phased out circa 1958, with some aircraft adopting CCCP- five digit registrations instead

in Aeroflot c/s; photos also exist in basic Aeroflot c/s with Red Stars; received D-20P engines in 1959 and thus became a Tu-110B.

1980s (photo proof of old-style registration) and was later used as a ground target at a training range of

Photos and details exist of the following aircraft for which no (factory and register) details can be found: CCCP-L5460 Tu-104B probably never existed but was mentioned in a Putnam book in 1968 as unconfirmed, CCCP-42527 photo appeared in a book on test aircraft, but possibly this was doctored (CCCP-42327 was operated for many

#### Tupolev Tu-110

55 1 1

CCCP-I 5511

Tu-110

After factory trials of the Tu-104 had started. Tupoley decided to develop a version of the airliner with four, less powerful, turboiets. The reason for this was to reach a higher reliability which would have been necessary for possible exports as most Western jetliners of that era had four engines. Tupolev's proposal was approved by the Soviet leadership, and on 12 August 1955 the Council of Ministers issued a decree ordering the development of an airliner based on the Tu-104, but powered by four Lyulka AL-7P turbojets. Design work for the 'izdeliye 110' (or 'PO') had already started in late June 1955. The prototype Tu-110 (in a configuration with 50 seats) was built by Tupolev's Factory No. 156 in Moscow, using parts delivered by Factory No. 22, and took off for the first time on 11 March 1957.

Trials went without problems, and it was decided to start series-production at Factory No. 22 in Kazan in 1957, with five aircraft to be built in 1958. The production version

was designated Tu-110A and had 100 seats. However, only three aircraft were completed as it turned out that there was no real demand for the Tu-110. As no export deliveries were envisaged apart from the six Tu-104As for CSA, and the AM-3 engines became more reliable after some modernisation, and the Tu-104B also seating 100 passengers, it was deemed not sensible to have two similar aircraft in the inventory, so the Tu-110 programme was eventually cancelled.

On 18 July 1958, the Council of Ministers ordered the development of the Tu-124 which was to be powered by two Solovyov D-20P turbofans. As the D-20P was still unproven it was decided to use the four Tu-110s as test-beds to speed up the trials of this engine. The engines were replaced with four D-20Ps in 1959 for the prototype

and the three production aircraft in 1960. Afterwards they received the designation Tu-110B.

Later the first Tu-110B received the modified D-20PO turbofans with an air bleeding system, and became a Tu-110LL flying laboratory. It wound up as an avionics test-bed at the NILITs im. V.S. Grizodubovoi (Scientific Research Flight Test Centre) and was used in 1964/69 to test the "Sapfir-23" radar developed for the MiG-23 fighter. The

other three aircraft were also used for testing various flying equipment, in particular radar systems.

One of the Tu-110s was noted in Akhtubinsk in 1971 and also in the early 1980s fling. Another one was stored at the KIIGA (Kiev Civil Aviation Engineering Institute) airfield at Kiev-Zhulyany and noted there in 1980; it was scrapped sometime in the 1980s. Some fragments of the aircraft might still lie there. Apart from that, there is a report that a Tu-110 had been stored at Ulyanovsk, but was also scrapped. Unfortunately, this is all that is known about the type.

#### 1 Tu-110 prototype built by Factory No. 156 at Moscow-Lefortovo in 1957

56 0 0	"5600"	Tu-110	GKAT Zavod No. 156	mfd	early57	in basic Aeroflot c/s with Red Stars; f/f 11mar57; f/n VKO 09jul57
	CCCP-L5600	Tu-110	GKAT Zavod No. 156	IEV	1970s	in Aeroflot c/s; wfu approximately in 1961 and trf to the Kiev Institute of Civil Aviation (KIIGA) at IEV for
						use as a ground instructional airframe; I/n 16oct76; scrapped at IEV apr84

#### 3 Tu-110 built by Factory No. 22 at Kazan-Borisoglebskoye in 1957 and 1958

GKAT Zavod No. 22

	CCCP-L5511	Tu-110B	MRP NPO "Vzlyot"	trf	unknown	may have become a Tu-100LL; later received D-20PO engines; used to test the "Sapfir-23" radar for the
						MiG-23 in 1964/69
55 1 2	CCCP-L5512	Tu-110A	GKAT Zavod No. 22	mfd	1957	in Aeroflot c/s; received D-20P engines in 1959 and thus became a Tu-110B
	CCCP-L5512	Tu-110B	MRP NPO "Vzlyot"	trf	unknown	converted for tests in 1970/71; used for research and tests of the "Sapfir" radar until 1973/74; probably
						this was the Tu-110 which was stored at the NPO "Vzlyot" test site at Yermolino for a long time
55 1 3	CCCP-L5513	Tu-110A	GKAT Zavod No. 22	mfd	1958	in Aeroflot c/s; received D-20P engines in 1960 and thus became a Tu-110B
	CCCP-L5513	Tu-110LL	MRP NPO "Vzlyot"	trf	30dec71	in Aeroflot c/s; converted into a flying laboratory by EMZ im. Myasishcheva oct71/dec71; used for research
						and tests of the "Sapfir" radar until 1973/74; still flew in the early 1980s; sat at Akhtubinsk in the late

24nct57

GLITs VVS at Akhtubinsk

# Tupolev Tu-114 and Tu-126

The sight of the mighty four engine Tu-114 with its counter-rotating propellers at a Western airport in the 1960s evoked almost as much amazement and enthusiasm as, later, the Concorde did. It was a truly gigantic aircraft for its time, dwarfing anything else on the ramp. It was the biggest commercial aircraft in the world back then and the fastest propeller-driven airliner. Its history goes back to the mid 1950s when Aeroflot had a need for a large aircraft with a long range to operate over the vast expanses of the Soviet Union as well as on long-distance intercontinental routes.

The design derived from the Tupolev Tu-95, a long-range strategic bomber which had flown first in 1952 and had first appeared in public at the Tushino Aviation day in August 1955. Accordingly, the aircraft was called Tu-95P (for 'passazhirski', passenger) at first before being renamed Tu-114 (after its 'izdeliye' number) later. The new airliner made its first flight on 15 November 1957, but before that two Tu-95s were taken from the production line and produced as the Tu-116 (see there). The Tu-114 entered regular service on the Vnukovo-Khabarovsk route on 24 April 1961.
On July 10, 1962, two crews commanded by A.K. Vitkovsky and H.N. Tskhovrebov made a flight to Havana with an intermediate landing in Conakry, Guinea at an airport

built by the Soviets a few years earlier. The total flight time was 21h 16 min. After this flight, it seemed that Cuba was no longer isolated from the USSR and regular flights could start. But at this time of cold war, the US government tried to do their best to hinder flights between the USSR and Cuba so, they asked the government of Guinea to refuse landing permission to the Tu-114 at Conakry, formally explaining that the airport could no longer accept aircraft of more than 150 tons. Only four flights were ever made through Conakry. Then, the route was modified and passed through Dakar, Senegal. After four flights, the Soviets were refused at this airport too, this time the reason was "they are transporting arms". Three more flights were made through Algiers, and finally Aeroflot could land nowhere in Africa, so it had to search for another reason was "they are transporting arms." I hree more nights were made through Algiers, and many Aeronot could land nownere in Africa, so it had to search for another route. Abandoning flights to Cuba was the last thing to do, it was exactly what US government was trying to achieve. The only solution was to make non-stop transatlantic flights over the Arctic Ocean with an intermediate landing in Murmansk, not so far from Moscow. Theoretically, the aircraft was able to cover the distance of 10900 km (6700 miles) between Murmansk and Havana. In practice, it wasn't always the case. On January 7, 1963, the route Moscow Sheremetyevo-Murmansk-Havana was inaugurated by Tu-114 CCCP-76480. The route followed the Finnish, Norwegian and British coast, passed Reykjavik, southern Greenland, then passed Gander, New-York

In 1963 Delhi was added to the network, with an African service to Conakry and Accra commencing on 19 August 1965 and a service from Moscow to Montreal starting on 4 November 1966. In 1967, Tu-114 opened simultaneously four new international flights, Moscow Sheremetyevo to New-York, Tokyo, Beijing and Brazzaville. Additionally, Japan Air Lines decided to use the Tu-114 in cooperation with Aeroflot on the following routes: Tokyo-Moscow-Paris, Tokyo-Moscow-London, Tokyo-Moscow-Roma and Tokyo-Moscow-Copenhagen. Four aircraft were used: CCCP-76464, CCCP-76470, CCCP-76474 and CCCP-76490. They were carrying a little JAL logo and the inscription "Japan Air Lines" at the front of the fuselage, in addition to a big Aeroflot inscription and the red banner on the tail. This was the first time a Soviet and a non-communist company flew together the first joint flight with JAL taking place on April 17, 1967 on CCCP-76464.

The Tu-114 could accommodate 170 passengers. What made the Tu-114 unique then was the presence on board of a restaurant and sleeping compartments. On domestic flights, the restaurant was used as just another cabin. Each compartment had two lower and one upper beds, a table and a lamp. Passengers received sheets and blankets after two hours of flight. The incredible growth of demand made Aeroflot replace sleeping compartments with ordinary seats in 1969, increasing the seating capacity from 170 to 220. In 1968-1969, Sheremetyevo airport received a big number of new long-range Ilyushin Il-62 jets that started to replace Tu-114 on its routes. In terms of

prestige, it was considered better to use a jet on international flights.

The final withdrawal from international service took place in June 1969 when II-62s took over the Tokyo route; from 1968 to 1969 all the Tu-114 were transferred to Domodedovo airport. At the same time, the Tu-114 started to serve more domestic routes increasing passenger demand at such a rate that it was impossible to get a ticket less than 15 days before the flight. Aeroflot's domestic department greatly appreciated the arrival of more Tu-114s to its domain, as it was the biggest passenger aircraft in the world (before the Jumbo Jet appeared).

On April 30, 1968, the Tu-114 opened domestic flights Domodedovo (Moscow)-Tashkent, then on October 1 Domodedovo-Alma-Ata. On June 22, 1971 the Tu-114 started non-stop flights to Anadyr, replacing Il-18 with two its intermediate landings in Hatanga and Tiksi. In the summer of 1971, the Tu-114 commenced the route Domodedovo-Novosibirsk and made a test run to Sukhumi (Georgia).

The biggest problem the Tu-114 encountered was the absence in the USSR of airports large enough to receive such a monster. That is why the geography of its flights has been limited to the mentioned routes. The lack of airport equipment made Aeroflot turn back to II-18s on the route to Anadyr and finally never start using Tu-114s to Sukhumi. Moreover, the new II-62 was taking over more and more Tu-114 destinations.

The first Tu-114s were withdawn from use in 1970. By that time, they had only 11,000 to 14,000 hours each. Several aircraft had developed cracks in the engine mountings, and almost the whole fleet needed rework. However, conducting rework on the Tu-114 was considered not to be worthwile, the more so as enough II-62s were available by the mid 1970s to replace the type completely. So it was decided to withdraw the Tu-114 from use. 1974 was the last year of intensive use of the Tu-114. It flew nine flights daily to Khabarovsk, one daily flight to Novosibirsk and one to Tashkent. In 1975 it flew six flights daily and in 1976, only three.

The respective decrees were issued by the Council of Ministers on 17 December 1975 (No. 2757) and by the Ministry of Aviation Industry on 11 May 1976 (No. 100).

Several Tu-114s were noted stored at Domodedovo in 1975, and the last passenger service by Aeroflot was the flight of CCCP-76485 from Khabarovsk to Domodedovo on 2 December 1976. Only the two Tu-114s operated by the Soviet Air Force remained in use until the early 1980s.

By the end of its operational life the type had carried some 6 million passengers on 50,000 flights accumulating 350,000 hours. Given that the average service life was fifteen years and the average number of flights was about 1,600 per aircraft (one flight every three days), it seems there was a degree of under-utilization of this magic

The only other version apart from the 'plain' Tu-114 which entered production was the Tu-114D (for 'dalni', long-range) with a range extended to 10,750 km and the number of seats reduced to 60. It was developed for the Moscow-Havana route in 1962 and entered regular service on 7 January 1963. As far as is known by now, only three aircraft belonged to this version.

Several projects failed to materialise, among them the Tu-114A long-haul variant for 100 passengers, the Tu-114T freighter, the Tu-115 military transport, a version with six NK-8 turbofans and even a nuclear-powered ASW aircraft, the Tu-114PLO. The Tu-114 was manufactured by Factory No. 18 at Kuibyshev (now Samara), the prototype having been built at the Tupolev Factory No.156, then disassembled and moved to Zhukovski for flight testing. The actual number produced is open to debate but is now believed to be 33. The register of the former Soviet Union had a batch of registrations from CCCP-76458 to CCCP-76499 reserved, a total of 42 aircraft. However, the last recorded registration is CCCP-76491, and 76462 and 76463 were the two Tu-116s. CCCP-76461 does not appear to have been used, leaving a total of 31. When we add the prototype and the static test airframe, we arrive at 33 aircraft.

The newspaper 'Sovyetskaya Estonia' printed a photo on 22 May 1964 showing a Tu-114 in Aeroflot c/s with the registration CCCP-76457. However, there is no record of this registration on the Soviet register between 1960 and 1968. So we came to the conclusion that this photo shows a fake registration. The more so, as there is no c/n left open for it. Although Paul Duffy and Andrei Kandalov write in their book 'Tupolev, The Man and his Aircraft' that CCCP-76457 was destroyed in an accident on 2 December 1966 When hitting a snow-mound on take-off at Sheremetyevo, this seems to be a mix-up with another reported accident, that of CCCP-76491 undershooting at Brazzaville in the Congo on 16 February 1966. The truth seems to be that there was only one Tu-114 accident, and it combines facts from both reported accidents: CCCP-76491 was destroyed at Sheremetyevo on 17 February 1966 (as also reported in 'Soviet Transport Aircraft Since 1945'). The aircraft was on a flight to Brazzaville, but the accident did not happen there, but already on take-off at Sheremetyevo when it hit a snow-mound... The Tu-114 involved in this accident was the newest at the time and had been in service for barely three months. This may have resulted in the cessation of production and the consequent non-use of the reserved registrations from 76492 to 76499.

service for barely three months. Inis may have resulted in the cessation of production and the consequent non-use of the reserved registrations from 76492 to 76499. Probably several Tu-114s airframes were under production at that moment, and they may have been finished as Tu-126s (see below). The first unit CCCP-L5611 was painted in a proper scheme: white top, then grey with blue and red stripes on white background below the windows and silver bottom. After it had been given to Monino Air Museum, it was painted in the scheme that was standard in the 60-ies for Tu-114s: white top with a dark blue stripe below the windows, silver bottom. As it has already been said, four units wore Japan Air Lines logo and inscription during their joint service, the inscription AEROFLOT was black. Finally, in the beginning of the 70-ies, Aeroflot introduced a unique scheme for all its aircraft: white top, dark blue stripe across the windows, silver bottom, the inscription AEROFLOT. being dark blue too. Most of the Tu-114 still in service were repainted in the new livery, but some of them wore the old one until their retirement. Among the repainted Tu-114, little differences could be noted, especially on planes given to the Army, some planes didn't have the dark stripe along the tail (76478, 76485), propellers were painted either in black or in dark blue. The following were painted in new Aeroflot livery: CCCP-76475, CCCP-76478, CCCP-76480, CCCP-76486, CCCP-76488 and CCCP-76490. Finally, remaining in the old livery until retirement were: CCCP-76459, CCCP-76470, CCCP-76472 and CCCP-76487. The well known CCCP-

76464 was in the old livery, until it was placed as a monument in front of Domodedovo airport and was only then repainted in the new Aeroflot livery. Following their withdrawal from service, most Tu-114s, and the Domodedovo and Vnukovo VARZ ones as well, were sadly scrapped in June and July 2006, but the prototype which surprised the world in 1959 was flown to Monino on 16 March 1972 and has been preserved there ever since. Other complete examples exist at the Ulyanovsk Museum of Civil Aviation and the technical training college at Kryvy Rih Aeronautical School in Ukraine.

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60 8 4 3 1

CCCP-76458

CCCP-76469

CCCP-76470

Tu-114

Tu-114

Tu-114

Not mentioned in the list below is CCCP-L5700 of which a photo exists which must be fake.

The registrations used by the Tu-114 were subsequently re-allocated to the Il-76 with the exception of CCCP-76480. The construction number gives the year of manufacture, the factory code (8 for Factory No. 18 for CCCP-76457 to CCCP-76479 and M for CCCP-76480 to CCCP-76491), the type (4 for Tu-114), the batch number and the number in the batch.

#### 2 Tu-114 prototypes built by Factory No. 156 at Moscow-Lefortovo in 1957

AFL/GosNII GVF

AFL/Moscow (MUTA)

AFL/Moscow (MUTA)

56 1 1	CCCP-L5611	Tu-114	Tupolev OKB	mfd	oct57	the first prototype; named 'Rossiya'; in Aeroflot c/s; the completed sections were transported to Zhukovski for re-assembly; f/f 15nov57 from Zhukovski; f/n BUD 05jun59; brought a Soviet delegation headed by the Deputy Chairman of the Council of Ministers, Frol Kozlov, to the US, landing at Andrews AFB 28jun59; used by Soviet leader Nikita Khrushchov on a state visit to the US, landing at Andrews AFB 15sep59; completed factory trials 31oct59
	CCCP-L5611	Tu-114	GK NII VVS	trf	dec59	completed state trials 22jul60; severely damaged 21jun61 when the right main landing gear failed, was under repair for 18 months; ferried to Factory No. 18 20jan63 and brought there to series-aircraft configuration may63/sep65; used for system trials in 1965/68, the last of 326 test flights took place dec68; last flight 16mar72 (to Monino); t/t 794 hours 46 minutes; preserved in the Soviet/Russian Air Force museum at Monino (N55.832889 E38.182204), c/n checked in the cockpit (probably means batch 1 aircraft number 1); vandals broke into the aircraft during the winter 2005/06 (when the museum was closed) and seriously damaged the cockpit; seen 05jul20, dirty condition; l/n aug21
56 1 2 ?	CCCP-L5612	Tu-114	Tupolev OKB	mfd	feb58	second prototype, existence not proven; reportedly w/o 18feb58 when crashed near Kuibyshev during its first flight

rgd 22apr60 toc 26apr60; 170 pax configuration; in Aeroflot c/s

### 32 Tu-114 production aircraft built by Factory No. 18 at Kuibyshev-Bezymyanka in 1958/64

toc

toc

			,	. 5		
	CCCP-76458	Tu-114	AFL/Moscow (MUTA)	trf	11jul62	f/n DME 03oct72; soc 21nov74 as life-time expired
88402	CCCP-76459	Tu-114	Tupolev OKB	toc	sep59	set several World Records apr60; 170 pax configuration; f/n KHV 23feb61
	CCCP-76459	Tu-114	AFL/International	trf	16aug67	rgd 27nov67; seen BRU 05jun68
	CCCP-76459	Tu-114	AFL/Moscow	trf	15nov68	l/n active DME aug74; trf to MAP 05jul76 based on a decree issued 18jun76; never canx according to Soviet register; preserved at a playground near Novgorod airport since early 1977, used as 'Club of young aviators', f/n 16mar82; destroyed by arson in spring 1990, l/n 01jul90, fuselage burnt out and broken into two parts; broken up
88411		Tu-114	Tupolev OKB			static test airframe
88412	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	toc	11sep59	rgd only 17nov61; 170 pax configuration
	CCCP-76460	Tu-114	AFL/GosNII GVF	trf	16apr62	
	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	trf	01nov62	f/n in East Germany 10nov73; soc 20jul76 as life-time expired and canx same date; I/n DME 14nov77
98413	CCCP-76464	Tu-114	MAP Kuibyshev	toc	aug59	128 pax configuration
	CCCP-76464	Tu-114	AFL/Moscow (MUTA)	trf	unknown	on charge as of 01jun61; rgd 30jun61
	CCCP-76464	Tu-114	AFL/International	trf	01aug66	f/n YMX 04nov66; operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats; first such flight 17apr67
	CCCP-76464	Tu-114	AFL/Moscow-DME	trf	09aug69	and converted back to standard version with 220 seats; I/n on pax flight 18jan72 (DME-OVB); soc 20jul76 as life-time expired; was preserved in front of the terminal at Domodedovo since aug77; scrapped on that spot 28jul/05auq06
98421	CCCP-76465	Tu-114	AFL/Moscow (MUTA)	toc	31oct59	170 pax configuration; f/n KHV 23feb61; rgd only 23apr63; opf Soviet Air Force nov71/may75, carrying troops to East Germany, seen Grossenhain 09may73; soc 30apr76 as life-time expired
98422	CCCP-76466	Tu-114	AFL/Moscow (MUTA)	toc	24dec59	rgd 05may61; late rgd reported in register!; 170 pax configuration; f/n VKO 27oct62; converted to flight research laboratory 05oct63; never flew with passengers; soc 21nov75 as life-time expired
98423	CCCP-76467	Tu-114	AFL/Moscow (MUTA)	toc	21feb60	155 pax configuration; rgd 17nov61; late rgd reported in register
	CCCP-76467	Tu-114	AFL/International	trf	01jul64	
	CCCP-76467	Tu-114	AFL/Moscow	trf	28jan70	opf Soviet Air Force nov71/may75 carrying troops to DDR; f/n Gross Dölln (Templin) 21nov72; l/n DME 19aug75; soc 21nov75 as life-time expired
98424	CCCP-76468	Tu-114	MAP Kuibyshev	toc	dec59	170 pax configuration; f/n JFK oct60
	CCCP-76468	Tu-114	AFL/Moscow (MUTA)	trf	12oct61	rgd 27dec61; opf Soviet Air Force nov71/may75 carrying troops to DDR; I/n Sperenberg 14may72; soc

24nov60

07jan61

170 pax configuration; f/n JFK oct60 rgd 27dec61; opf Soviet Air Force nov71/may75 carrying troops to DDR; I/n Sperenberg 14may72; soc 21nov75 as life-time expired

170 pax configuration; rgd 30jun61; late rgd reported in register; f/n JFK already oct60; soc 21nov75 as

170 pax configuration; rgd 05may61; late rgd reported in register; f/n LBG jun61

	CCCP-76470	Tu-114	AFL/International	trf	11mar65	operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats
	CCCP-76470	Tu-114	AFL/Moscow-DME	trf	22feb68	and converted back to standard version with 220 seats; soc 30dec76 as life-time expired; displayed at
60 8 4 3 2	CCCP-76471	Tu-114	AFL/Moscow (MUTA)	toc	07jan61	VARZ-400 rework plant since 1976, f/n sep92, l/n aug05; broken up jun06, remains still there by jul06 170 pax configuration; rgd 05may61; late rgd reported in register; f/n VKO apr62; l/n DME 03oct72; soc 24dec75 as life-time expired
61 8 4 3 3	CCCP-76472	Tu-114	AFL/Moscow (MUTA)	toc	06jun61	rgd 28jun61; 200 pax configuration; f/n VKO 04oct72; made first pax flight DME-DYR 22jun71; soc 20jul76 as life-time expired; I/n DME 1991/1995, fuselage only, outside the airport
61 8 4 3 4	CCCP-76473	Tu-114	AFL/Moscow (MUTA)	toc	11jul61	as intertine expined, viii Dir. 1931;1931 instance only, obtained the importance of the rore of 20 aug61; 170 pax configuration; f/n KHV jan62; seen Sperenberg 17nov71; opf Soviet Air Force nov71/may75 carrying troops to East Germany, but seen on pax flights DME-OVB 02dec71 and 23nov72; I/n Gross Dollin (Templin) 16may75; soc 20jul/76 as life-time expired
61 8 4 3 5	CCCP-76474	Tu-114	AFL/Moscow (MUTA)	toc	16oct61	rgd 25oct61; 170 pax configuration
	CCCP-76474	Tu-114	AFL/International	trf	15jun67	operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; f/n BRU 29jun68; f/n SVO 1968 with JAL logo on fuselage
	CCCP-76474	Tu-114	AFL/Moscow-DME	trf	13jul68	and converted back to standard version with 220 seats; I/n DME 19aug76; soc 20jul76 as life-time expired
61 8 4 4 1	CCCP-76475	Tu-114	AFL/Moscow (MUTA)	toc	17oct61	rgd 25oct61; 170 pax configuration; f/n DME 24nov70; soc 26jan76 as life-time expired; l/n DME 14nov77
61 8 4 4 2	CCCP-76476	Tu-114	AFL/Moscow (MUTA)	toc	22jan62	rgd 01mar62; 158 pax configuration
	CCCP-76476	Tu-114	AFL/International	trf	06mar64	f/n SVO 27mar68
	CCCP-76476	Tu-114	AFL/Moscow	trf	29apr70	l/n Gross Dölln (Templin) 06nov73; soc 18nov76 as life-time expired
61 8 4 4 3	CCCP-76477	Tu-114	AFL/Moscow (MUTA)	toc	01feb62	rgd 02feb62; 170 pax configuration; f/n Gross Dölln (Templin) 15may72; soc 20jul76 as life-time expired; I/n DME derelict, gone by 1991
62 8 4 4 4	CCCP-76478	Tu-114	AFL/Moscow (MUTA)	toc	24apr62	rgd 11may62; 158 pax configuration
	CCCP-76478	Tu-114	AFL/International	trf	06mar64	
	CCCP-76478	Tu-114	AFL/Moscow	trf	29jun70	f/n in (former) East Germany 14may72; canx 25feb76; soc 31aug76 as life-time expired; I/n DME 1991/1999, fuselage only, outside the airport and later scrapped
62 8 4 4 5	CCCP-76479	Tu-114D	AFL/Moscow (MUTA)	toc	18jun62	c/n in the Soviet register as 6201445 and in the MGA document as 62M445; rgd 28jun62; f/n HAV 1962; dbr 07aug62 while undergoing pre-flight maintenance at Moscow-Vnukovo when the fight engineer did not check the position of the landing gear lever before switching on power so that the main gear retracted and the aircraft suffered structural damage; soc 31aug62 and canx the same day; the aircraft was to be used as a ground instructional airframe by the Kiev Aviation Institute, but nothing came of this as it was not possible to transport it from Moscow to Kiev; the fuselage sat on the ATB scrapyard at Moscow-Vnukovo for some 20 years
62 M 4 5 1	CCCP-76480	Tu-114D	AFL/Moscow (MUTA)	mfd	jun62	version confirmed; toc 13jul62; rgd 27jul62; 158 pax configuration; f/n HAV 08jan63, came from SVO via MMK
	CCCP-76480	Tu-114D	AFL/International	trf	23mar64	
	CCCP-76480	Tu-114D	AFL/Moscow	trf	26dec69	converted to 'plain' Tu-114 with 220 seats circa 1969/70; trf 15jan72 as to Soviet Air Force based on a decree issued 04auq71 according to MGA document; canx 13feb73
	CCCP-76480	Tu-114	Soviet AF/AFL c/s	trf	15jan72	opb 223 lo (Flight Unit); still on register as such in the mid 1970s; photo Kipelovo jan74; flew to HAV in jan80; wfu in spring 1981
62 M 4 5 2	CCCP-76481	Tu-114	AFL/Moscow (MUTA)	toc	20dec62	rgd 10jan63; 170 pax configuration; f/n LHR 08feb63; damaged on take-off at KHV 07aug67, blowing its tyres but landed safely at DME; soc 31dec70
62 M 4 5 3	CCCP-76482	Tu-114D	AFL/Moscow (MUTA)	toc	18dec62	rgd 07jan63; version confirmed in the Soviet register; 155 pax configuration
	CCCP-76482	Tu-114D	AFL/International	trf	05mar64	f/n HAV 16oct66; converted to 'plain' Tu-114 with 220 seats circa 1969/70
	CCCP-76482	Tu-114	AFL/Moscow	trf	23mar70	f/n DME 04oct72; l/n DME 27aug75; soc 18nov76 as life-time expired
62 M 4 5 4	CCCP-76483	Tu-114	AFL/Moscow (MUTA)	toc	24dec62	rgd 10jan63; 170 pax configuration; f/n Sperenberg 20nov71; l/n DME 27aug75; soc 21nov75 as life-time
63 M 4 5 5	CCCP-76484	Tu-114	AFL/Moscow (MUTA)	toc	01jun63	expired rgd 07jun63; 170 pax configuration; f/n Sperenberg 12nov73; l/n DME 27aug75; soc 20jul76 as life-time
63 M 4 6 1	CCCP-76485	Tu-114	AEL (Massaur (MLITA)		20aug63	expired
03 M 4 0 1			AFL/Moscow (MUTA)	toc		rgd 24aug63; 170 pax configuration; f/n DME may64
	CCCP-76485 CCCP-76485	Tu-114 Tu-114	AFL/International	trf	16apr64 14mar67	
	CCCP-76485 CCCP-76485	Tu-114 Tu-114	AFL/Moscow AFL/International	trf		
	CCCP-76485 CCCP-76485	Tu-114 Tu-114	AFL/Moscow-DME	trf	26may67 15aug67	last Aeroflot Tu-114 to carry passengers (on a flight from KHV to DME) 02dec76; soc 14jan77 as worn out;
	CCCP-76465	1u-114	AFL/MOSCOW-DIME	trf	15aug67	flown to Kryvy Rih Aeronautical School (N47.934827 E33.321084) in spring 1977 and still present iul96/28may19
63 M 4 6 2	CCCP-76486	Tu-114	AFL/Moscow (MUTA)	toc	10sep63	rgd 23sep63; 170 pax configuration; f/n LIN nov63
	CCCP-76486	Tu-114	AFL/International	trf	19mar64	was the only Tu-114 to visit AMS on 29may64
	CCCP-76486	Tu-114	AFL/Moscow	trf	27sep67	soc 28sep76 as worn out; last flight sep76 to Tyumen; preserved in Aviators' park at Tyumen-Roshchino since 09sep76, broken up 1986
63 M 4 6 3	CCCP-76487	Tu-114	AFL/Moscow (MUTA)	toc	18feb64	rgd 22feb64; 170 pax configuration
	CCCP-76487	Tu-114	AFL/International	trf	29apr67	f/n LBG 23jun67
	CCCP-76487	Tu-114	AFL/Moscow	trf	12jan68	I/n VARZ 400 jul76; soc 20jul76 as life-time expired
64 M 4 6 4	CCCP-76488	Tu-114	AFL/International	toc	30may64	rgd 01jul64; 161 pax configuration
	CCCP-76488	Tu-114	AFL/Moscow-DME	trf	17jul70	f/n VKO 30jun70; soc 20jul76 as life-time expired
64 M 4 6 5	CCCP-76489	Tu-114	AFL/Moscow (MUTA)	toc	17jul64	rgd 30jul64; 170 pax configuration
	CCCP-76489	Tu-114	AFL/Moscow-DME	trf	late68	f/n DME 03nov72; I/n DME jul76; soc 30apr76 as life-time expired
64 M 4 7 1	CCCP-76490	Tu-114	AFL/International	toc	30may65	rgd 25jun65; 128 pax configuration; opb 210 LO at SVO; operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; seen with additional 'Japan Air Lines'
						titles HND 13jun67/sep67
	CCCP-76490 CCCP-76490	Tu-114 Tu-114	AFL/Moscow-DME Soviet AF/AFL c/s	trf trf	11sep69 05jan77	and converted back to standard version with 220 seats; opb 206 LO; last regular flight conducted 02dec76 opb 1009 tbap at Uzin; seen in East Germany 1974/1975; wfu may83; last flight in 1983 (to Ulyanovsk);
64 M 4 7 2	CCCP-76491	Tu-114	AFL/International	rgd	18nov65	preserved in the Museum of Civil Aviation at Ulyanovsk (N54.290624 E48.234760); I/n 10sep23 on charge as of 01dec65; w/o 17feb66 on a flight from SVO to BZV when, during take-off run in bad
						visibility, left main gear hit a snow-mound at 275 km/h causing fuselage to hit the ground, 21 of 68 aboard killed; soc and canx 18apr66

operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air

CCCP-76470

Tu-114

AFL/International

trf

11mar65

# Tu-126: 1 prototype and 8 production aircraft built by Factory No. 18 at Kuibyshev-Bezymyanka in 1961-67

The Tu-126 (izd. L) was one of the most secret aircraft of the Soviet Union, so not much is known about it even today. It was an airborne warning and control aircraft developed to protect the Northern approaches of the Soviet Union from the threat of strategic bombers flying in via the Arctic. As it was not possible to deploy enough radar stations in the vast expanses of the Far North, a radar-equipped aircraft was needed to control this vital airspace. First plans envisaged developing an AEW aircraft on the basis of the Tu-95 as this long-range bomber was a proven design. However, its fuselage turned out to be too small to accommodate all the electronic equipment and its operators. So the Tu-114 was chosen as a basis as it had a larger diameter fuselage. Development of the Tu-126 was ordered by a decree of the Council of Ministers issued on 4 July 1958, and the general lay-out of the aircraft was confirmed on 30 January 1960. The mock-up commission convened on 7/12 December 1960, and the prototype was eventually completed by Factory No. 18 at Kuibyshev (now Samara) in autumn 1961. It flew first on 23 January 1962 and completed the first stage of joint trials on 8 February 1964. The second stage was conducted at Vladimirovka between 24 May and November 1964.

The Tu-126 was equipped with a "Liana" radar mounted in an eleven-metre radome above the fuselage. This system provided for the detection of aerial targets at a distance of 100 to 350 km (depending on their size) and of large warships at up to 400 km. The Tu-126's complement consisted of five flight crew and eight radar-system operators.

The type was commissioned by the Soviet MoD on 30 April 1965, and the first aircraft were taken on charge by the 67 oae DRLO (independent AEW aviation squadron) of the Soviet Air Defence Forces in 1966. This sole Tu-126 unit was based at Zokniai near Siauliai (Lithuania), but the aircraft normally operated over the Barents Sea or Kara Sea and less often over the 'small' Baltic Sea. As the "Liana" was not able to detect low-flying targets, the Tu-126 was withdrawn from use in 1984 and eventually replaced by the A-50. None of the Tu-126s survived as all were scrapped by the end of 1990, with the prototype seen dumped at Zhukovski aug92/sep95, but also sadly having been broken up shortly after 1995.

The construction number gives the year of manufacture, the factory code (M for Factory No. 18), the type (6 for Tu-126), the batch number and the number in the batch.

61 M 6 0 1	618601	Tu-126	Soviet AF/PVO	mfd	oct61	prototype; f/f 23jan62 still with mock-up radar; "Liana" installed after 7 test flights at Lukhovitsy; underwent joint trials 1962/nov64; then opb 67 oae DRLO; transferred to the TMZ at Taganrog on the base of a VPK decree dated 25auq75 and converted to flying laboratory, see next line
	618601	LL "A"	MAP/TMZ	f/f	15aug77	from Taganrog; in Soviet AF c/s; underwent factory trials 01aug/21oct77; used for tests of the "Shmel" radar for the A-50 (izd. A, hence LL "A") AWACS, undertook 9 test flights (27 hours 39 min); converted by the TMZ to flying laboratory LL "2A" in 1987; ferried to Lukhovitsy 13mar87 and used for tests of the mock-up of the radar for the A-50M (izd. 2A); trf to GK NII VVS; wfu 1990; seen ZIA aug92/sep95 dumped; scrapped
65 M 6 1 1	no code	Tu-126	Soviet AF/PVO	mfd	may65	toc 1966; first production aircraft; without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
65 M 6 1 2	no code	Tu-126	Soviet AF/PVO	mfd	1965	toc 1966; with longer tail containing SPS-100 "Rezeda" ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 1 3	no code	Tu-126	Soviet AF/PVO	mfd	1966	without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 2 1	no code	Tu-126	Soviet AF/PVO	mfd	1966	without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 2 2	no code	Tu-126	Soviet AF/PVO	mfd	1966	with longer tail containing ECM suite; first Tu-126 equipped with refuelling equipment, first test flight with this 29aug67; opb 67 oae DRLO; canx 1984; probably broken up 1990
67 M 6 2 3	no code	Tu-126	Soviet AF/PVO	mfd	1967	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; broken up dec90
67 M 6 2 4	no code	Tu-126	Soviet AF/PVO	mfd	1967	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; broken up dec90
67 M 6 2 5	no code	Tu-126	Soviet AF/PVO	mfd	nov67	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; scrapped dec90; reportedly it was this aircraft to which the following applies: damaged during a flight over the Novaya Zemlya archipelago at night when entered a dive at 8,000 metres for unknown reasons and could be pulled out at 1,000 metres only, causing dozens of long cracks in the wings so that the aircraft had to be wfu

# Tupolev Tu-124

Aeroflot's (and the government's) requirements in the late fifties and early sixties for a passenger jet smaller than the established Tu-104 and capable of operating from less developed, and in some cases unpaved, airfields led to the design of the Tupolev Tu-124, outwardly similar to the Tu-104 but some 25 % smaller. Development of the

aircraft which was to be powered by two Solovyov D-20P turbofans was ordered by the Soviet Council of Ministers on 18 July 1958.

The first flight took place from Zhukovski on 24 March 1960, the prototype having been assembled elsewhere, then disassembled and trucked to Zhukovski before being put together again, a process not uncommon at the time and which had been used previously with the Tu-114.

Series production was allocated to Factory No. 135 at Kharkov in Ukraine, where all the aircraft were manufactured, and the type entered service with Aeroflot on the Moscow-Tallinn route on 2 October 1962. The initial version was designed to carry 44 passengers while the later model Tu-124V had a capacity of 56 as well as an extended range and an increased maximum take-off weight. Apart from that, three Tu-124Bs with modernised D-20P-125 engines were built by Factory No. 135 in 1963, but this version did not see series-production. Unfortunately, these aircraft cannot be identified as yet.

As with the Tu-104, first exports were made to the Czechoslovak airline CSA, which purchased three, the first being delivered in November 1964. One of these was lost in an accident, and the surviving two were not sold to Iraq as mentioned in other sources, but returned to the Soviet Union to be put into service with Aeroflot. East Germany was another customer, purchasing three for VIP duties in 1965 and these, too, eventually returned to the Soviet Union. Iraq purchased two which operated in both civil and

military capacities until being destroyed in the second Gulf War in 1991, and military exports were also made to China (2) and India (3).

Total production is stated to be 163, 111 of which were passenger versions, the last one being delivered in 1966. Soviet register archives have provided a virtually complete list of the passenger version with much previously unpublished information, although the 35 year old hand-written archive was difficult to read with the result that some of the transfer dates of individual aircraft between the Aeroflot directorates were hard to decipher. It should be noted that batch 6 of the production sequence was not used for the passenger version. The remaining aircraft were manufactured as Tu-124Sh navigator trainers, with at least two aspiring to Aeroflot markings and a

civil registration and a third one being preserved with a fake civil registration at Ulyanovsk. Production of the variant continued until 1968.

After the crash of CCCP-45038 on 29 August 1979, the Ministries of Aviation Industry (MAP) and Civil Aviation (MGA) took the joint decision in December 1979 to withdraw the type from service because of its poor take-off and landing performance (most accidents occurred during these phases). The Tu-124 was withdrawn from Aeroflot service on 21 January 1980 while the Air Force aircraft soldiered on until 1981. Several airframes are preserved as shown in the following listing.

For both the civil and military production series the construction number gives the year of manufacture, the factory code (35 for Factory No. 135), the batch number and

the number in the batch. With (Soviet) military aircraft the construction number was in most cases painted on the tail. The construction number plate is to be found on the front bulkhead of the nose wheel bay.

#### 2 Tu-124 prototypes built by Factory No. 156 at Moscow-Lefortovo in 1960

00 00 CCCP-45000 Tu-124 Tupoley OKB 24mar60

from Zhukovski; the sole prototype; construction started in late ian58, the completed sections were transported to Zhukovski for re-assembly jan60; not on the Soviet register; in Aeroflot c/s; used as a ground instructional airframe by the Kiev Institute of Civil Aviation Engineers (KII GA), seen apr76; scrapped

static test airframe; trials at the TsAGI started dec59

#### 110 Tu-124 built by Factory No. 135 at Kharkov-Karotish from 1960 to 1968

<u> </u>	- T Dunc Dy	. acco. y	NOT 155 at Kine		, itai oti	
0 35 00 01	CCCP-45001	Tu 124	MAP LII Zhukovski	mfd	05jan60	first production aircraft, not on Soviet register, but c/n confirmed in MCA decument, 44 pay configuration
0 35 00 01	CCCP-45001 CCCP-45001	Tu-124	GK NII VVS	mfd trf		first production aircraft; not on Soviet register, but c/n confirmed in MGA document; 44 pax configuration in Aeroflot c/s; f/n Perm-Bakharevka 1961
	CCCP-45001 CCCP-45001	Tu-124	Soviet AF/PVO		aug60 15jan63	
		Tu-124		trf		in Aeroflot c/s; I/n 1968
	"80" blue	Tu-124	Soviet Air Force	MHP	photo	after 1968; with the c/n behind the cockpit and on the tail
	CCCP-45076(2)	Tu-124	Soviet Air Force	rgd	29dec73	f/n Sperenberg 08jun78 and several times thereafter; CofA canx 14apr82; also see story with Tu-134 c/n
						0001 !
0 35 01 01	CCCP-45002	Tu-124	GKAT OKB Tupoleva	mfd	1960	44 pax configuration; underwent trials with the LII from sep61
	CCCP-45002	Tu-124	MAP LII Zhukovski	trf	19aug64	rgd only 29apr65; in Aeroflot c/s; soc 26jan81; was preserved near the Culture Centre at Davletovo
						(Askarovo district of Bashkortostan), f/n 1982; destroyed by arson around 2000/01 and scrapped
0 35 01 02	CCCP-45003	Tu-124	MAP Tashkent APO	toc	mar61	line left blank on Soviet register, but c/n confirmed in MGA document; 44 pax configuration
	CCCP-45003	Tu-124	GKAT	trf	28feb64	was a flying example, used as an avionics test-bed by the LII (Flight Research Institute) in 1969/78 to
						create and refine the Tu-154's ABSU-154 ILS
0 35 02 01	CCCP-45004	Tu-124	AFL/GosNII GVF	toc	22apr61	rgd 31may61; 44 pax configuration; in Aeroflot c/s; took part in the air parade above Tushino 09jul61
			,			(together with Tu-124 CCCP-45005); featured in the Soviet movie "Devyat' dnei odnogo goda" (Eight Days
						of One Year) shot in 1961; trf 04feb64 to the Riga Aviation Institute (RKIIGVF/RKIIGA) for use as a ground
						instructional airframe; soc 27sep65 as a 'monument'; was preserved in the "Aerik" pioneers' camp at
						Vecaki near Riga from 1981; scrapped in the early 1990s
0 35 02 02	CCCP-45005	Tu-124	AFL/Moscow (MUTA)	toc	05may61	44 pax configuration; rgd 20may61; opb 65 LO at VKO; took part in the air parade above Tushino 09jul61
0 33 02 02	CCCF-43003	1u-124	AFL/MOSCOW (MOTA)	toc	USITIAYUI	
						(together with Tu-124 CCCP-45004); was displayed at the Economic Achievements Exhibition (VDNKh) in
						Moscow (officially trf to the VDNKh 10may62), I/n nov62; soc 08jul65 and trf to the Technical School (ATU
						GA) at Kirsanov for use as a ground instructional airframe; later scrapped at Kirsanov
1 35 03 01	CCCP-45006	Tu-124	AFL/Moscow (MUTA)	rgd	20may61	toc 20may61; 44 pax configuration
	CCCP-45006	Tu-124	AFL/GosNII GVF	trf	12oct62	
	CCCP-45006	Tu-124	AFL/VAU	trf	17sep66	Higher Aviation College; f/n RIX aug66; l/n LED 01aug70
	CCCP-45006	Tu-124	AFL/Lithuania	trf	08jan71	soc 29jul77 due to its technical condition
1 35 03 02	CCCP-45007	Tu-124	AFL/Moscow (MUTA)	toc	10aug61	rgd 29aug61; first Tu-124 with an increased 'V' angle of the wing; 44 pax configuration, later upgraded to
					_	56 pax configuration; f/n VKO 11nov61
	CCCP-45007	Tu-124	Aeroflot/UShVLP	trf	20mar62	Ulyanovsk Advanced Flying Training College
	CCCP-45007	Tu-124	AFL/Lithuania-VNO	trf	16mar67	soc 14jan77 due to its technical condition
1 35 03 03	CCCP-45008	Tu-124	GK NII VVS	toc	aug61	line left blank on Soviet register apart from remark as trf to the Air Defence (PVO) 15jan63, see next line;
1 55 65 65	0001 15000		G. ( 1111		auguz	c/n confirmed in the MGA document; 44 pax configuration
	"21" blue	Tu-124	Soviet Air Force	SXF	02oct67	cyti continued in the Prox document, 44 pax configuration
	CCCP-45099	Tu-124	Soviet AF/AFL c/s	rgd	29dec73	f/n PRG 01jul76; I/n Sperenberg 08sep78; CofA canx 14apr82
1 35 03 04	CCCP-45099	Tu-124	LII GKAT	toc	sep61	line left blank on Soviet register apart from remark as trf to a test centre on 28feb64, see next line; c/n
1 33 03 04	CCCF-43009	1u-124	LII GRAI	toc	sepoi	confirmed in MGA document; 44 pax configuration
	CCCP-06185	Tu-124	GKAT Zhukovski	hc	28feb64	
				trf		rgd 27oct64; opb LII im M.M.Gromova
	CCCP-48095	Tu-124	MAP LII Zhukovski	rgd	31jan66	canx 06aug82; opb LII im M.M.Gromova
1 35 03 05	CCCP-45010	Tu-124	AFL/Moscow (MUTA)	toc	21sep61	rgd 04oct61; 44 pax configuration; trf to MAP/MRP Kamennouralsk 19jan65
	CCCP-45010	Tu-124	MRP Solntsevo	trf	unknown	
	CCCP-45010	Tu-124	MRP LII Leningrad	rgd	23nov77	in Aeroflot c/s; canx 1981; f/n Pushkin 29may90, partly broken up
1 35 04 01	CCCP-45011	Tu-124	AFL/Moscow (MUTA)	toc	09sep61	rgd 04oct61; first Tu-124 built by the factory with the shortened navigator's cabin; 44 pax configuration,
						later upgraded to 56 pax configuration
	CCCP-45011	Tu-124	Aeroflot/UShVLP	trf	26aug62	Ulyanovsk Advanced Flying Training College
	CCCP-45011	Tu-124	AFL/Northern-LED	trf	20mar67	f/n LED 08jul70
	CCCP-45011	Tu-124	AFL/N.Kavkaz-VOG	trf	09jul70	
	CCCP-45011	Tu-124	AFL/N.Kavkaz-MRV	trf	23may72	canx at MRV 12mar76; MGA document gives soc as 18nov76 as life-time expired
1 35 04 02	CCCP-45012	Tu-124	AFL/Moscow (MUTA)	mfd	30sep61	toc 05oct61; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45012	Tu-124	AFL/GosNII GVF	trf	14aug62	in Aeroflot c/s; upgraded to 56 pax configuration, date unknown
	CCCP-45012	Tu-124	AFL/Moscow (MUTA)	trf	04nov62	CofR renewal 24nov62
	CCCP-45012	Tu-124	AFL/Lithuania-VNO	trf	25dec65	MGA document gives trf as 16dec65; opb 277 LO; f/n SVO 08jul70; w/o 02sep70 on the leg from Rostov-
	CCC1 +3012	14 12-1	Al Li Lididalla VIVO	CII	2500005	na-Donu to Vilnius of a flight from Mineralnyye Vody to Vilnius when went out of control at 9,000 metres
						42 minutes into the flight, entered a steep dive and crashed at a speed of 950 km/h at an angle of 75
						42 minutes into the light, entered a steep live and chashed at a speed of 500 kin/ii at all angle of 73
						degrees into a maize field between Lykhivka and Zapolychky 57 km from Kremenchug, all 5 crew and 32
						passengers killed, the cause of the accident could not be established; t/t 7,504 hours and 6,996 cycles; soc
1 35 04 03	CCCD 45043	Tu. 124	AEL/Manager (MUTA)	hc -	10in-C2	22dec70
1 35 04 03	CCCP-45013	Tu-124	AFL/Moscow (MUTA)	toc	18jan62	44 pax configuration
	CCCP-45013	Tu-124	Aeroflot/UShVLP	trf	02apr62	Ulyanovsk Advanced Flying Training College; photo in flight apr63; CofR renewal 31jul63
	CCCP-45013	Tu-124	AFL/N.Kavkaz-MRV	trf	30jun71	MGA document givews trf as 01jul71
	CCCP-45013	Tu-124	Aeroflot/UShVLP	trf	05sep71	Ulyanovsk Advanced Flying Training College; soc 29jul77 as life-time expired
1 35 04 04	CCCP-45014	Tu-124	AFL/Moscow (MUTA)	toc	10dec61	rgd 09jan62; 44 pax configuration
	CCCP-45014	Tu-124	Aeroflot/UShVLP	trf	16feb63	Ulyanovsk Advanced Flying Training College
	CCCP-45014	Tu-124	AFL/N.Kavkaz-VOG	trf	08may69	
	CCCP-45014	Tu-124	AFL/N.Kavkaz-MRV	trf	unknówn	canx in MRV 12mar76; soc 18nov76 as life-time expired according to MGA document; was preserved at a
						school yard at Karl Marx Street in Mineralnyye Vody since 1976, f/n sep87, l/n 15may96; removed dec99
						as a church was built on this site; broken up
1 35 04 05	CCCP-45015	Tu-124	AFL/Moscow (MUTA)	toc	08jan62	rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 22jun63 on pax flight
1 55 0 1 05	0001 15015		7.1. Ly 1. 1050011 (1.10 1.71)		00,01102	ULV-VKO
	CCCP-45015	Tu-124	AFL/Lithuania	trf	20jan65	soc 20jul76 as life-time expired
1 35 05 01	CCCP-45015 CCCP-45016	Tu-124	AFL/Moscow (MUTA)	toc	08jan62	44 pax configuration
1 22 02 01	CCCP-45016 CCCP-45016	Tu-124 Tu-124	AFL/GosNII GVF	trf	15mar62	CofR renewal 05feb63, upgraded to 56 pax configuration, date unknown
1 25 25 25	CCCP-45016	Tu-124	AFL/N.Kavkaz-MRV	trf	10aug65	canx at MRV 12mar76; soc 18nov76 as life-time expired according to MGA document
1 35 05 02	CCCP-45017	Tu-124	AFL/Moscow (MUTA)	toc	03nov62	rgd 30nov62; 44 pax configuration; f/n CPH 13jul63
	CCCP-45017	Tu-124	AFL/Belarus-MHP	trf	mar66	trf not mentioned in MGA document; dbr, overran wet runway Minsk 13jun66, soc 22nov68; see Tu-124Sh
						c/n 7350610
2 35 05 03	CCCP-45018	Tu-124	AFL/Moscow (MUTA)	toc	06mar52	CofR renewal 23apr63; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 24aug63
	CCCP-45018	Tu-124	AFL/N.Kavkaz-MRV	trf	26nov66	according to MGA document, mar67 according to register; soc 30sep74 after an emergency incident
2 35 05 04	CCCP-45019	Tu-124	AFL/N.Kavkaz-MRV	toc	11mar62	44 pax configuration; in service 08aug62; CofR renewal 16nov62
	CCCP-45019	Tu-124	AFL/N.Kavkaz-VOG	trf	sep64	

	CCCP-45019	Tu-124	AFL/N.Kavkaz-MRV	trf	20oct64	
2 35 05 05	CCCP-45019 CCCP-45020	Tu-124 Tu-124	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	trf toc	oct65 19apr62	crashed on take-off in poor weather from Volgograd 07mar68; soc 27jun68  44 pax configuration, later upgraded to 56 pax configuration; in service 21jun62; rgd 16nov62; seen LED 22apr72; soc 27dec78 as life-time expired; stored at KRR; photo exists; preserved in a children's autodrome at Krasnodar since jul78, removed 20mar03 and scrapped
2 35 07 01	CCCP-45021	Tu-124	AFL/Moscow (MUTA)	toc	18apr62	autotrollied at Adslibudar Sintle Jurko, Freinoved Zolinardo and scrapped in 44 passenger configuration; rgd 11oct62; opb 200 AORS at VKO; f/n LED 02nov62; dbr 21aug63 on a flight from Tallinn to Moscow, as the nose gear did not retract and the aircraft could not land at Tallinn because of fog it was diverted to Leningrad where it flew circles to burn fuel, when both engines flamed out during the eighth circle (due to a faulty fuel indication) the crew decided to alight on the Neva river, the aircraft splashed safely near the Finland Railway Bridge and remained afloat for one hour, all 7 crew and 45 passengers escaped unhurt; the aircraft was recovered two days later and used as a ground instructional airframe by the Technical School (ATU GA) at Kirsanov; soc 14sep63 and canx the same day; the cockpit section is preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga, I/n aug13 (hower, that section is also
2 35 07 02	CCCP-45022	Tu-124	AFL/Moscow (MUTA)	toc	24may62	reported as being a wooden mock-up which was used as a trainer at Riga-Skulte) f/n TLL 02oct62; rgd 11oct62; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45022 CCCP-45022	Tu-124 Tu-124	AFL/Northern AFL/N.Kavkaz-VOG	trf trf	02dec67 06sep70	f/n LED 01aug70
	CCCP-45022 CCCP-45022	Tu-124 Tu-124	AFL/N.Kavkaz-MRV AFL/Privolzhsk	trf trf	jan76 28feb79	soc 18jul80 as could not be used in other ministries or departments
2 35 07 03	CCCP-45023	Tu-124	AFL/N.Kavkaz-MRV	toc	13sep62	rgd 16nov62; 44 pax configuration, later upgraded to 56 pax configuration; f/n ROV 16mar63
	CCCP-45023 CCCP-45023	Tu-124 Tu-124	AFL/N.Kavkaz-VOG AFL/Moscow-VKO	trf trf	jul64 03oct65	
2 35 07 04	CCCP-45023 CCCP-45024	Tu-124 Tu-124	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-MRV	trf toc	15aug69 02nov62	soc 28feb78 as worn out rgd 28dec62; 44 pax configuration, later upgraded to 56 pax configuration; canx at MRV 12mar76; soc
2 35 07 05	CCCP-45025	Tu-124	AFL/GosNII GVF	toc	10aug63	16jun76 as life-time expired according to MGA document CofR renewal 17jun64; 56 pax configuration; f/n SVO 06jul70; soc 17apr81 as life-time expired; preserved
2 33 07 03	CCCF -43023	1u-124	AI LY GOSINII GVI	toc	1080905	in the Russian Air Force museum at Monino (N55.831698 E38.180877) since late 1970s, f/n apr91; badly damaged by fire in spring 2002, not restored; seen may13, still in this sad condition but repairs started; l/n 12dec18
2 35 08 01	CCCP-45026 CCCP-45026	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Georgia-TBS	toc trf	20jul63 18dec67	the first Tu-124V, in 56 passenger configuration; rgd 19aug63; opb Vnukovski OAO according to the MGA document (according to another source 04jun70); opb Tbilisski OAO
	CCCP-45026	Tu-124V	AFL/Belarus-MHP	trf	15mar74	opb Minski OAO
	CCCP-45026	Tu-124V	AFL/Privolzhsk-KZN	trf	10feb79	opb Kazanski OAO; photo at VKO jun79; soc 17apr80 as life-time expired; the nose (with '45026' on the instrument panel) is mounted on the side of a building of the KNITU-KAI University at Kazan (N55.792490
2 35 08 02	CCCP-45027	Tu-124V	AFL/N.Kavkaz-MRV	toc	15sep62	E49.136906), seen feb16/jan21 rgd 16nov62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 02oct72
	CCCP-45027 CCCP-45027	Tu-124V Tu-124V	AFL/N.Kavkaz-VOG AFL/Lithuania-VNO	trf trf	jan65 26feb75	soc 18nov76 as life-time expired
2 35 08 03	CCCP-45028	Tu-124V	AFL/Moscow (MUTA)	toc	22dec62	44 pax configuration; f/n VNO 15dec62; rgd 25jan63
	CCCP-45028 CCCP-45028	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KUF	trf trf	15feb64 26dec64	w/o 08mar65 when crashed shortly after take-off from Kuibyshev because of being tail heavy, all 8 crew
2 35 08 04	CCCP-45029	Tu-124V	AFL/Moscow (MUTA)	toc	03nov62	and 17 passengers killed; soc and canx 31may65 rgd 30nov62; 44 pax configuration, later upgraded to 56 pax configuration; f/n STW 15aug64 on a pax
	CCCP-45029	Tu-124V	AFL/Belarus-MHP	trf	17dec65	flight STW-VKO according to MGA document, trf 30jun66 according to other sources, but no record of that on Soviet
2 25 22 25						register; soc 18nov76 as life-time expired; seen at the VDNKh 21apr76 prior to being preserved from 24jan80 in Stary Park (now Park im. Zhilibera) at Grodon (Belarus) and used as a children's cinema "Polyot" (Flight), I/n 01dec94; Balarus reports state that it was moved to the city of Ivye in Grodno region (date not certain but possibly early 2000s) and sitted near a lake in the city centre where it was planned to be part of a recreation area; the plan was never implemented and the aircraft was removed and scrapped
2 35 08 05	CCCP-45030	Tu-124V	AFL/Moscow (MUTA)	toc	15sep62	rgd 11oct62; featured in the Soviet movie "Ya shagayu po Moskve" shot in 1963; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45030 CCCP-45030	Tu-124V Tu-124V	AFL/Estonia MAP Kuibyshev MSZ	trf trf	15dec65 18dec76	f/n LED 01aug70; I/n VKO 06may74
	CCCP-45030 CCCP-45030	Tu-124V Tu-124V	MAP LII Zhukovski MRP NPO "Vzlyot"	trf rgd	29dec76 10feb78	canx date not known
2 35 09 01	CCCP-45031	Tu-124V	AFL/Moscow (MUTA)	toc	13oct62	year given incorrectly as 1961 in MGA document; rgd 30nov62; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45031	Tu-124V	AFL/International	trf	15feb64	
	CCCP-45031	Tu-124V	AFL/Privolzhsk-KZN	trf	26dec64	according to MGA document; trf 24apr65 according to other source; dbr 20nov73 when overran runway on landing at Kazan; soc 27dec73
2 35 09 02	CCCP-45032 CCCP-45032	Tu-124V Tu-124V	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-VOG	mfd trf	sep62 30may64	toc 31oct62; rgd 16nov62; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45032	Tu-124V	AFL/N.Kavkaz-MRV	trf	jan69	(after the first overhaul); f/n aug74; last overhaul completed mar75; canx 12jul78; soc 23aug78 as lifetime expired; last flight to Nalchik; preserved on a children's playground in a park at Nalchik (at the crossing of prospekt Lenina and ulitsa Kuliyeva N43.470093, E43.586934), l/n may08; scrapped jul11/aug11
2 35 09 03	CCCP-45033 CCCP-45033	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Estonia-TLL	toc trf	17nov62 12dec63	rgd 26dec62; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 28sep63 photo MHP 1973; I/n KBP 23sep75
	CCCP-45033	Tu-124V Tu-124V	MAP Kuibyshev MSZ	trf	18dec76 28jun77	CofR renewal 13oct77; canx 1981
2 35 09 04	CCCP-45033 CCCP-45034	Tu-124V	MAP Kuibyshev AFL/N.Kavkaz-MRV	trf toc	20dec62	rgd 01feb63; 44 pax configuration, later upgraded to 56 pax configuration
2 35 09 05	CCCP-45034 CCCP-45035	Tu-124V Tu-124V	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-VOG	trf toc	30may64 08jan63	soc 31aug76 as life-time expired rgd 01feb63; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45035 CCCP-45035	Tu-124V Tu-124V	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	trf trf	29jul64 sep76	soc 25may79 as life-time expired; was preserved in the city centre of Astrakhan from 1979 until the early
						or mid-1990s; hulk without tail transported to the airport (N46.288872 E47.990841); still present may96/jul13; l/n 22aug21, derelict shell of fuselage
2 35 10 01	CCCP-45036 CCCP-45036	Tu-124V Tu-124V	AFL/N.Kavkaz-ROV AFL/Moscow-VKO	toc	29jan63 26nov66	rgd 02mar63; f/n STW 04aug64; 44 pax configuration
	CCCP-45036	Tu-124V	AFL/N.Kavkaz-VOG	trf trf	dec66	not mentioned in MGA document
	CCCP-45036	Tu-124V	AFL/N.Kavkaz-MRV	trf	12jan70	trf 13jan70 according to MGA document; converted to cargo version; operated jointly with AFL/GosNII GA; I/n ESL 24jan75; re-converted to pax version in 1976; soc 27dec77 as life-time expired
2 35 10 02	CCCP-45037	Tu-124V	AFL/N.Kavkaz-MRV	mfd	29jan63	toc 10feb63; in service 23feb63; CofR renewal 02mar63; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45037	Tu-124V	AFL/Belarus-MHP	trf	13may65	opb 104 LO; photo MHP 1973; w/o 03jan76 on the leg from Moscow-Vnukovo to Minsk of a flight from Moscow to Brest when both PP-1PM artificial horizons failed shortly after take-off while the aircraft was
						climbing through clouds, the aircraft banked to the left, entered a left spiral and dived into the ground with a vertical speed of more than 50 m/s on the northern outskirts of Sanino village (5,400 metres in front of
						the runway threshold) 65 seconds after lift-off and destroyed a one-storey house, all 5 crew and 56
3 35 10 03	CCCP-45038	Tu-124V	AFL/Moscow (MUTA)	mfd	12feb63	passengers plus 1 person in the house killed; t/t 17,014 hours 22 minutes and 14,409 cycles; soc 22mar76 toc 26feb63; rgd 05mar63; f/n SXF 09mar63; 44 pax configuration, later upgraded to 56 pax configuration
	CCCP-45038 CCCP-45038	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk	trf trf	13feb64 26dec64	not mentioned in register, see next line
	CCCP-45038 CCCP-45038	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KZN	trf trf	13feb64 26dec64	photo KZN oct78 opb 261 LO; w/o 29aug79 on the leg from Kiev to Kazan at night of a flight from Odessa
	CCC1 45050	10 12-10	ALGITIVOIZION NEW		2000004	to Kazan when the flaps were extended to 30 degrees while the aircraft was flying on autopilot at a height of 9,000 metres with a speed of 530 km/h, the crew was not able to regain control, the aircraft broke up in mid-air and crashed on a meadow in the floodplain of the Vorona river near 1-ya Inokovka village in the
2 25 10 21	CCCD 45000	To: 42.07	AEL/Deb	£.	12	Kirsanov district of the Tambov region (N52°31'30" E42°36'00"), all 5 crew and 58 passengers killed; t/t 23,232 hours and 18,369 cycles; soc 18dec79; the type was withdrawn from service after this accident
3 35 10 04	CCCP-45039	Tu-124V	AFL/Privolzhsk-KUF	toc	12mar63	rgd 25mar63; f/n KUF 04dec63; 44 pax configuration, later upgraded to 56 pax configuration; l/n KUF 28apr72; soc 28mar76 as life-time expired
3 35 10 05	CCCP-45040	Tu-124V	AFL/Estonia-TLL	toc	17apr63	44 pax configuration, later upgraded to 56 pax configuration; rgd 12jun63; opb Tallinski OAO; f/n TLL 04apr64; l/n TLL dec69; photo at KIV in 1976; soc 22nov77 as life-time expired; see next line
3 35 11 01	CCCP-45040 CCCP-45041	Tu-124V Tu-124V	MAP Perm Motors AFL/Privolzhsk-KUF	trf toc	05apr78 16apr63	in Aeroflot c/s; was preserved at Kushnarenkovo (N55.12 E55.36), seen 1979; scrapped probably in 1998 rgd 05jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n KUF jun64
3 35 11 02	CCCP-45041 CCCP-45042	Tu-124V Tu-124V	AFL/Privolzhsk-KZN AFL/Estonia-TLL	trf toc	1973 04may63	soc 17apr80 as life-time expired rgd 12jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n BUD 16may63
3 35 11 02	CCCP-45042 CCCP-45043	Tu-124V Tu-124V	AFL/Privolzhsk AFL/Lithuania-VNO	trf	22nov78	soc 18jul80 as could not be used in other ministries or departments rgd 05jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n MHP 10apr65; I/n MHP
				toc	18may63	14jan69; soc 18nov76 as life-time expired
3 35 11 04	CCCP-45044	Tu-124V	AFL/Moscow (MUTA)	toc	17may63	rgd 04jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n BKO 21jan64 when took part in an exhibition of Soviet technology in Mali
	CCCP-45044 CCCP-45044	Tu-124V Tu-124V	AFL/International AFL/Privolzhsk-KUF	trf trf	15feb64 26dec64	opb 173 LO; w/o 23dec73 on the leg from Lviv to Kiev at night of a flight from Lviv to Kuibyshev when the
						left engine caught fire shortly after take-off (the failure of a defective turbine blade had resulted in violent vibrations of the engine, rupturing a fuel line and causing an intense fire), the crew tried to return to the airport, but 1 minute and 20 seconds after the eruption of the fire the aircraft crashed in a field between Vinniki and Miklashev 18.3 km east of Lviv airport, all 6 crew and 11 passengers killed; t/t 13,476 hours
3 35 11 05	CCCP-45045	Tu-124V	AFL/Lithuania-VNO	toc	11jun63	and 10,942 cycles; soc 06apr74 rgd 14jun63; 44 pax configuration, later upgraded to 56 pax configuration; f/n KBP 23sep75
3 35 12 01	CCCP-45045 CCCP-45046	Tu-124V Tu-124V	AFL/Privolzhsk Soviet Gvt/AFL c/s	trf toc	21nov77 14jul63	soc 23mar79 as life-time expired rgd 23jul63; opb 235 OAO at VKO from 14jul63 until 23aug65; 37 pax configuration
	CCCP-45046	Tu-124V	AFL/Privolzhsk-KUF	trf	23aug65	CofR renewal 04dec65; upgraded to 56 pax configuration; I/n KUF 18sep74

	CCCP-45046	Tu-124V	MAP Kuibyshev MSZ	trf	18dec76	
3 35 12 02	CCCP-45046 CCCP-45047	Tu-124V Tu-124V	MAP Irkutsk APO Soviet Gvt/AFL c/s	trf toc	01jun78 31jul63	CofR renewal 12sep78; canx 12mar84 rgd 09aug63, opb 235 OAO at VKO from 31jul63 until 12dec65, see trf next line; 37 pax configuration
	CCCP-45047 CCCP-45047	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV	trf trf	12oct65 30dec66	upgraded to 56 pax configuration
	CCCP-45047 CCCP-45047	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Georgia-TBS	trf trf	30may67 01dec68	f/n TBS 19apr71
	CCCP-45047 CCCP-45047	Tu-124V Tu-124V	AFL/Belarus-MHP MAP Irkutsk	trf trf	01jul74 unknown	according to MGA document, trf 21aug74 according to other sources; I/n MHP 24apr76 CofR renewal 17oct78; not mentioned in MGA document
	CCCP-45047	Tu-124V	AFL/Privolzhsk-KZN	trf	17jan79	soc 18jul80 as could not be used in other ministries or departments; preserved at a shooting range at Leninogorsk, Tatarstan from the late 1980s and used as a shop in the 1990s, fuselage damaged by the tail in the winter of 1996/97 by heavy snowfall and broken up in 1997
3 35 12 03	CCCP-45048	Tu-124V	AFL/Privolzhsk-KZN	toc	01aug63	rgd 18sep63; 44 pax configuration, later upgraded to 56 pax configuration; f/n LED 11jul70; soc 18jul80 (in MGA document as 1970) as could not be used in other ministries or departments
3 35 12 04	CCCP-45049	Tu-124V	AFL/N.Kavkaz-MRV	toc	15sep63	rgd 05oct63; 44 pax configuration, later upgraded to 56 pax configuration; soc 28sep76 as life-time expired
3 35 12 05	CCCP-45050	Tu-124V	AFL/GosNII GVF	toc	16nov63	c/n confirmed in MGA document; f/n VKO may64; 44 pax configuration, not on Soviet register apart from a 1967 canx remark
	CCCP-45050	Tu-124V	AFL/Kirsanov ATU	trf	22sep66	to the Kirsanov Technical Aviation College as an instructional airframe; soc 27may67, became a 'monument'; the report of this overflying Holland 17feb68, must therefore be incorrect
3 35 13 01	CCCP-45051 CCCP-45051	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Privolzhsk	toc trf	01dec63 19sep69	rgd 20nov63; 44 pax configuration, later upgraded to 56 pax configuration f/n DME 13nov77; soc 27dec78 as life-time expired; preserved in a park at Nizhnekamsk (N55.625152
3 35 13 02	CCCP-45052	Tu-124V	AFL/Moscow (MUTA)	toc	18jan64	E51.810625), f/n oct06; to be sold or broken up by late 2006 56 pax configuration; rgd 25jan64; f/n VKO 15aug64; was displayed at the Economic Achievements
						Exhibition (VDNKh) in Moscow from 1966, seen 20apr67/28jul70 and gone by 26mar73; soc 20jul73 due to its poor technical condition; the cockpit was shipped to Riga in 1980 (it was to be used for a Tu-134B simulator, but nothing came of this); cockpit preserved in Latvijas Aviacijas Tehnikas Muzejs at Riga (c/n checked), I/n 06jun19
4 35 13 03	CCCP-45053 CCCP-45053	Tu-124V Tu-124V	AFL/Lithuania-VNO AFL/Privolzhsk	rgd trf	18feb64 27nov77	toc 01mar64; 56 pax configuration; f/n LED 09jul70
4 35 13 04	CCCP-45054 CCCP-45054	Tu-124V Tu-124V Tu-124V	AFL/International	toc	10jul64 20sep67	canx 28aug78; soc 27dec78 due to its non-airworthy cndition rgd 20jul64; 56 pax configuration; f/n HEL 24aug67
	CCCP-45054 CCCP-45054 CCCP-45054	Tu-124V Tu-124V Tu-124V	AFL/Georgia AFL/Estonia AFL/Privolzhsk	trf trf	28feb74 10jan79	cos 17ant90, no reason diven
4 35 13 05	CCCP-45055 CCCP-45055	Tu-124V Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Belarus-MHP	toc	16jan65 13mar69	soc 17apr80, no reason given rgd 27jan65; 56 pax configuration; f/n VKO 18jan66 according to MGA document, trf 09sep69 according to other sources; I/n LED 28sep72; soc 23aug78 as
4 35 14 01	CCCP-45056	Tu-124V	AFL/International	toc	14mar64	life-time expired rgd 24mar64; 56 pax configuration
4 33 14 01	CCCP-45056 CCCP-45056	Tu-124V Tu-124V Tu-124V	AFL/Belarus-MHP AFL/Privolzhsk-KZN	trf	22feb66	trf given as 14mar64 in error in MGA document; f/n MHP 21jun66; l/n LED 22apr72
4 35 14 02	CCCP-45057 CCCP-45057	Tu-124V Tu-124V Tu-124V	AFL/Northern-LED AFL/Privolzhsk-GOJ	trf rgd trf	22nov78 28apr64 13sep70	soc 18jul80 as could not be used in other ministries or departments toc 01may64; 56 pax configuration f/n LED 06jul70; soc 22dec70 as a result of a fire in the rear baggage hold whilst on the runway at Nizhni
4 35 14 03	CCCP-45057	Tu-124V	AFL/Northern-LED	rgd	28apr64	Novgorod-Strigino on charge as of 01may64; 56 pax configuration
4 33 14 03	CCCP-45058 CCCP-45058	Tu-124V Tu-124V Tu-124V	AFL/Privolzhsk NPO "Vzlyot"	trf	07apr70	trf to NPO "Vzlyot", see next line, by a decree dated 24jul74
4 35 14 04	CCCP-45058 CCCP-45059 CCCP-45059	Tu-124V Tu-124V Tu-124V	AFL/Northern-LED AFL/Estonia	trf toc trf	26apr74 27apr64 23jul70	canx 28dec82 rgd 17may64; 56 pax configuration; photo MHP 1973; f/n LED 07may70
4.25.14.05	CCCP-45059 CCCP-45060	Tu-124V	AFL/Privolzhsk-KZN	trf	08jan79	soc 18jul80 as could not be used in other ministries or departments
4 35 14 05 4 35 14 06	CCCP-45060 CCCP-45061	Tu-124V Tu-124V	AFL/Estonia-TLL AFL/Lithuania	toc mfd	08may64 25apr64	rgd 17may64; 56 pax configuration; f/n TLL 05jul66; soc 14jan76 due to its technical condition in 56 pax configuration; toc 06may64; rgd 17may64; opb 277 LO Vilniusskogo OAO; f/n SVO 09jul70; w/o
						16dec73 on a flight from Vilnius to Moscow when a short circuit occurred in the elevator trim system while the aircraft was flying at a height of 5,700 metres and the horizontal stabiliser moved to a position which put the aircraft in a dive, the crew managed to regain control at a height of some 2,000 metres, but the
						aircraft banked steeply, entered a downward spiral, reached a speed which exceeded its design speed limit
4 35 14 07	CCCP-45062	Tu-124V	AFL/Privolzhsk-UFA	toc	20may64	of 700 km/h by 180 km/h and crashed in a field 480 metres east of Karacharovo (Volokolamsk district of the Moscow region), all 5 crew and 46 passengers killed; t/t 14,903 hours and 13,832 cycles; soc 12mar74 and 13,841 56 passengers killed; translation for the control of the
4 35 14 07	CCCP-45063			toc	•	rgd 17jun64; 56 pax configuration; force landed Kuibyshev 09jul73 after engine failure but repaired; I/n KUF 19mar75; soc 18jul80 as could not be used in other ministries or departments
4 33 14 06	CCCP-45063	Tu-124V Tu-124V	AFL/Belarus-MHP MAPLII Novosibirsk	toc rgd	04jun64 26dec77	rgd 23jun64; 56 pax configuration; f/n MHP 18aug65; photo MHP 1973; trf 25may77 to MAP based on a decree dated 18dec76, see next line f/n late 1977; canx 01jan86; stored at the SibNiA compound at Novosibirsk-Yeltsovka; f/n 23jun94, with
	CCCF-45005	1U-124V	PIAPEII NOVOSIDIISK	rgu	20uec//	faded registration; I/n apr15; by aug22 just the cockpit section remained and preserved in the Muzei SSSR (USSR Museum) at Novosibirsk (N55.0847 E82.8928), seen 19may23
4 35 14 09	CCCP-45064 CCCP-45064	Tu-124V Tu-124V	AFL/Privolzhsk MAP Irkutsk APO	toc rgd	09mar64 18dec76	rgd 11aug64; 56 pax configuration; photo KZN 1974 in Aeroflot c/s; photo on internet taken at LED dated 1978; canx 12mar84
	no reg	Tu-124V	Irkutsk APO	ph.	06jun01	(n checked and CCCP-45064 still readable under the wing; was preserved in Komsomolski Park at Irkutsk (N52.352152 E104.21807) from around 1984, initially just with an IAPO logo, seen aug08 with 'Rossiya'
4 35 14 10	CCCP-45065	Tu-124V	AFL/N.Kavkaz-VOG	toc	11jul64	rid 11aug64; 56 pax configuration; f/n VOG jan66
4 35 15 01	CCCP-45065 CCCP-45066	Tu-124V Tu-124V Tu-124V	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV AFL/Moscow (MUTA)	trf toc	dec66 23aug64	I/n VKO 02oct72; soc 28sep76 as life-time expired and canx same date at MRV rgd 03nov64; 56 pax configuration
4 33 13 01	CCCP-45066 CCCP-45066	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG	trf trf	29sep65 dec66	194 Onlover, 30 pax configuration
	CCCP-45066 CCCP-45066	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV MAPLII Novosibirsk	trf trf	jun75 18dec76	trf 12apr77 to MAP based on a decree dated 18dec76, see next line
4 35 15 02	CCCP-45066 CCCP-45067	Tu-124V Tu-124V	MAP Komsom-na-Amur AFL/GosNII GA	rgd toc	26jul77 15sep64	MAP Komsomolsk-na-Amure; canx 1981 rgd 03nov64; 56 pax configuration
4 35 15 03	CCCP-45067 OK-TEA	Tu-124V Tu-124V	AFL/N.Kavkaz-MRV CSA	trf d/d	25nov64 13nov64	f/n in Aeroflot c/s KBP 20aug75; soc 27dec78 as life-time expired named 'Melnik'; rgd 16nov64; wfu 18dec72; canx 22jan73
	CCCP-45097 CCCP-45097	Tu-124V Tu-124V	AFL/Belarus-MHP MAP NovosibirskAPO	toc trf	21aug73 02feb78	rgd 28aug73; trf to MAP, see next line, based on a decree dated 18dec76 rgd 18may78; in Aeroflot c/s; canx 28dec83; was preserved in front of the terminal of Minsk-1 airport;
4 35 15 04	OK-TEB	Tu-124V	CSA	d/d	13nov64	broken up named 'Centrotex'; rgd 16nov64; dbr 18aug70 when landed wheels-up at Zürich-Kloten, no casualties;
4 35 15 05	495	Tu-124K2	East German AF	d/d	1965	canx 03nov70 Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBA'; I/n SXF apr75; canx jul75
	CCCP-83961	Tu-124V	MRP Solntsevo	rgd	08aug75	and returned to Soviet Union aug75 canx 1982
4 35 15 06	CCCP-45068 CCCP-45068	Tu-124V Tu-124V	AFL/International AFL/Georgia-TBS	toc trf	unknown 12feb66	on charge as of 01dec64; rgd 12dec64; 56 pax configuration; f/n ARN nov65
	CCCP-45068	Tu-124V	AFL/Privolzhsk-KZN	trf	23oct74	soc 19jun80 as could not be used in other ministries or departments; was preserved in front of the "Pioneers' Palace" at Orsk from jun80, I/n 1984; probably scrapped
4 35 15 07	CCCP-45069 CCCP-45069	Tu-124V Tu-124V	AFL/Privolehals KUE	toc trf	unknown 26may66	on charge as of 01dec64; rgd 12dec64; 56 pax configuration; f/n ARN apr66 was on flight SU2025-2026 KZN-MRV-KZN 25jun67, when hit by a car on the ground at MRV, quickly repaired
4 35 15 08	CCCP-45069 DM-SDA 496	Tu-124V Tu-124K2 Tu-124K2	AFL/Privolzhsk-KUF EGAF/Interflug c/s East German AF	trf d/d r/r	18may76 09apr65 oct73	according to the Soviet register; soc 24jan79 as life-time expired Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBC'; canx only 01oct75, see next line call-sign 'DM-VBC'; canx jul75 and returned to Soviet Union aug75
4 35 15 09	CCCP-83963 CCCP-45070	Tu-124V Tu-124V	MRP Solntsevo AFL/International	rgd rgd	08aug75 30dec64	canx 27sep83 on charge as of 01jan65; 56 pax configuration; f/n ARN apr66
4 35 15 10	CCCP-45070 CCCP-45071	Tu-124V Tu-124V	AFL/N.Kavkaz-VOG AFL/International	trf rgd	08aug66 30dec64	soc 14jan77 due to its technical condition on charge as of 01jan65; 56 pax configuration
	CCCP-45071 CCCP-45071	Tu-124V Tu-124V	AFL/Georgia-TBS AFL/N.Kavkaz-MRV	trf	18mar66 19sep74	f/n ODS 1971; I/n TBS 31jul74 f/n VKO 14nov77
4 35 16 01	CCCP-45071 "50"	Tu-124V Tu-124V	AFL/Privolzhsk-KZN Soviet Air Force	trf SVO	28feb79 photo	photo VKO jun79; soc 18jul80 as could not be used in other ministries or departments c/n painted by forward door and on tail
4 35 16 02	CCCP-45146 CCCP-45158	Tu-124V Tu-124V	Soviet AF/AFL c/s Soviet AF/AFL c/s	Spr SXF	08oct71 26jun71	rgd only 29dec73; I/n Sperenberg 09sep79; CofA canx 14apr82 rgd only 29dec73; opb 223 LO at Chkalovski; used to transport East German cosmonaut Siegmund Jähn
			. 4-		-	from SXF to the Soviet Union 21aug78, returning the opposite way 27sep78 after his space expedition; I/n in (former) East Germany 18mar81; CofA canx 14apr82; photo Engels jun82
4 35 16 03 5 35 16 04	CCCP-45173 CCCP-45072	Tu-124V Tu-124V	Soviet AF/AFL c/s AFL/GosNII GA	Spr toc	28aug71 02aug65	rgd only 29dec73; I/n Sperenberg 24jun79; CofA canx 14apr82 rgd 24aug65; already f/n LBG may65, in Aeroflot c/s; trf to, see next line, based on a decree dated 24may74
5 35 16 05	CCCP-45072 CCCP-45073	Tu-124V Tu-124V	MRP NPO "Vzlyot" Soviet Gvt/AFL c/s	trf toc	23may74 08feb65	confirmed by order dated 24may74; canx 12aug80 rgd 03mar65; 56 pax configuration; opb 235 OAO at VKO from 08feb65 until apr67
5 35 16 06	CCCP-45073 CCCP-45074	Tu-124V Tu-124V	AFL/Belarus-MHP AFL/N.Kavkaz-MRV	trf toc	unknown 05feb65	on charge as of 01may67; f/n SVO 03jul70; l/n MHP 21apr76; soc 27dec78 as life-time exipred rgd 01apr65; 56 pax configuration; f/n MQF 05jun68; canx at MRV 12mar76; soc 16jun76 as life-time
5 35 16 07	OK-UEC	Tu-124V	CSA	d/d	08jul65	expired named 'Mladá Boleslav'; rgd 08jul65; wfu 18dec72; canx 22jan73
5 35 16 08	CCCP-45098 CCCP-45077	Tu-124V Tu-124V	AFL/Belarus-MHP AFL/Estonia-TLL	toc	30sep73 08feb65	rgd 10oct73; on Soviet register as c/n 1607; soc 27feb78 as life-time expired rgd 01apr65; 56 pax configuration; f/n TLL 07oct66; l/n AER 06jul70; soc 20sep79 as life-time expired
5 35 16 09 7	634	Tu-124V	Iraqi Air Force	d/d	1965	probably a $Tu-124K$ ; photo $TIP$ 1969 with 'IAF634' below roundel on rear fuselage and '634' in Arabic numerals forward of the tailplane

	II-ALI	1U-12-1V	Iraqi Airways	JLD	110000	fin
5 35 16 5 35 17	10 ? 635 YI-AEL 01 CCCP-45078	Tu-124V Tu-124V Tu-124V	Iraqi Air Force Iraqi Airways AFL/Belarus-MHP	d/d PRG toc	1965 sep73 07apr65	probably a Tu-124K; seen CAI 12jul67 /n SAH 1980; was destroyed at Baghdad during the Gulf war feb91 rgd 18may65; 56 pax configuration; f/n MHP 11feb66; l/n MHP 21apr76; trf to MAP, see next line, based
	CCCP-45078	Tu-124V	MAPLII Novosibirsk	trf	12jul77	on a decree dated 18dec76 rgd 26dec77; canx 01jul86
5 35 17	02 CCCP-45079	Tu-124V	AFL/Lithuania-VNO	toc	29apr65	rgd 20may55; 56 pax configuration; f/n VNO 17nov65; slightly damaged 09may66 on a flight from Vilnius to Moscow-Vnukovo when suffered engine problems on approach and made a forced landing in a field between Kokoshkino, Tolstopaltsevo and Marushkino (west of Vnukovo airport, now near the crossing of ul. Tsentralnaya and ul. Sovyetskaya), severing a power-line, coming to rest a few metres from a dacha colony and damaging a wing tip, all crew and passengers escaped unhurt; partially disassembled after
	CCCD 45070	T., 1241/	AEL /Debrol=bols		2000177	some time and transported by rail to Minsk for repairs
5 35 17	CCCP-45079 03 CCCP-45080	Tu-124V Tu-124V	AFL/Privolzhsk Soviet Gvt/AFL c/s	trf toc	20nov77 08may65	soc 26jun79 as worn out rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 27apr68, see trf date next
	CCCP-45080	Tu-124V	AFL/Lithuania	trf	27feb68	line f/n LED 27may70; canx 23aug74; soc 30dec74 as for 'display'; was preserved in a park at Novograd-
5 35 17	04 CCCP-45081	Tu-124V	Soviet Gvt/AFL c/s	toc	08may65	Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01 rgd 26jun65; 56 pax configuration; opb 235 OAO at VKO from 08may65 until 16dec67
	CCCP-45081 CCCP-45081	Tu-124V Tu-124V	AFL/North Kavkaz AFL/Belarus-MHP	trf trf	16dec67 10jun73	last digit of year difficult to read in MGA document; reported in an incident report at Rostov-na-Donu
	CCCF-43081	1u-124V	Art/belalus-Milir	uı	10)41173	20jan74 (overran 150 metres on an icy runway after the crew had received incorrect info from ATC); soc 30nov78 as life-time expired
5 35 17		Tu-124V	AFL/Privolzhsk-KUF	toc	may65	rgd 23jun65; 56 pax configuration; f/n DME 03oct72; canx 18dec76
	CCCP-45082 CCCP-45082	Tu-124V Tu-124V	MAPLII Novosibirsk MAP Omsk Motors	trf trf	18dec76 01jun78	CofR renewal 06jun78; canx but date unknown; seen preserved Omsk jul93/jun94
5 35 17		Tu-124V Tu-124V	AFL/Northern-LED	toc	02jun65	rgd 30jun65; 56 pax configuration; f/n LED 12aug68; w/o 29jan70 on approach to Murmansk when flew
5 35 17	07 CCCP-45199	Tu-124V	Soviet AF/AFL c/s	rgd	29dec73	into a hill near Murmashi, 11 persons killed; soc 26mar70 f/n Peenemünde 12oct70 on a VIP flight in old Aeroflot colours for military exercise 'Waffenbrüdrschaft 70';
5 35 17		Tu-124K2	EGAF/Interflug c/s	d/d	20aug65	//n Sperenberg 14jan79; CofA canx 14apr82 Tu-124K2-22, but referred to as Tu-124V in East Germany; had serial '494' allocated, but not painted on;
3 33 17	מטפיייט	Tu-124K2	LGAF/Interning C/S	u/u	20aug03	opb STFS (redesignated TFS-29 Oldec55, TFS-44 Oldec71 and TG-440 Oljan/3); in civil c/s with an Air Force cheatline; damaged at SXF 21feb75 and wfu; canx aug75 and returned to the Soviet Union the same month
	CCCP-64452	Tu-124V	MAP LII Zhukovski	rgd	16jul75	in Aeroflot c/s; f/n LED 06may78; canx 27jun83; was preserved at ul. Kommunisticheskaya (opposite to house No. 4) at Kimry from 1984, f/n aug95; relocated to the crossing of ul. 50 let VLKSM and Savyolovski most (N56.871233 E37.371554) 13nov18, fitted with the nose glazing of a Tu-134 and repainted, I/n 06aua22
5 35 17		Tu-124V	AFL/Privolzhsk-KUF	toc	30jul65	rgd 17aug65; 56 pax configuration; f/n KUF 25jul69; l/n KUF 09oct74; soc 24apr78 as life-time expired
5 35 17 5 35 18		Tu-124V Tu-124V	MAP LII Zhukovski AFL/Northern-LED	rgd toc	07dec65 30aug65	in Aeroflot c/s; f/n 1970; canx 27apr84 rgd 13sep65; w/o 11nov65 when crashed on approach to Murmansk due to premature descent, all 32
5 35 18	02 CCCP-45087	Tu-124V	AFL/Privolzhsk-KZN	rgd	20sep65	persons aboard killed; canx 08dec65; soc 20jul66 on charge as of 01nov65; 56 pax configuration; f/n KUF 29may70; soc 27dec78 as life-time expired
5 35 18		Tu-124V	Aeroflot/UShVLP	toc	06sep65	rgd 20sep65; Ulyanovsk Advanced Flying Training College
	CCCP-45088	Tu-124V	AFL/Northern	trf	26aug68	Ulbranish Advanced Elvin Terinina Cellena
	CCCP-45088 CCCP-45088	Tu-124V Tu-124V	Aeroflot/UShVLP AFL/Privolzhsk	trf trf	29sep68 08jul73	Ulyanovsk Advanced Flying Training College
	CCCP-45088	Tu-124V	Aeroflot/UShVLP	trf	23nov73	Ulyanovsk Advanced Flying Training College
	CCCP-45088 CCCP-45088	Tu-124V Tu-124V	AFL/North Kavkaz Aeroflot/UShVLP	trf trf	03aug74 04oct74	Ulyanovek Advanced Flying Training College
	CCCP-45088	Tu-124V Tu-124V	AFL/Privolzhsk	trf	oct77	Ulyanovsk Advanced Flying Training College soc 27dec78 as life-time expired
5 35 18		Tu-124V	Soviet Gvt/AFL c/s	toc	09oct65	rgd 28oct65; opb 235 OAO at VKO from 09oct65 until 28aug68; 56 pax configuration; f/n CPH 16aug67
	CCCP-45089 CCCP-45089	Tu-124V Tu-124V	AFL/Moscow (MUTA) AFL/Georgia-TBS	trf trf	28aug68 06oct68	
	CCCP-45089	Tu-124V	AFL/Belarus-MHP	trf	28feb74	
5 35 18	CCCP-45089 05 CCCP-45090	Tu-124V Tu-124V	AFL/Privolzhsk-KZN AFL/International	trf toc	23jan79 30oct65	soc 18jul80 as could not be used in other ministries or departments rgd 15dec65; 56 pax configuration; f/n SXF 15jun67
3 33 10	CCCP-45090	Tu-124V	AFL/Estonia	trf	21oct67	Tyd 15deco5, 50 pax coningulation, 1/11 5x1 15 junio/
	CCCP-45090	Tu-124V	AFL/Privolzhsk-KZN	trf	21dec78	soc 17apr80 as life-time expired and canx same date; preserved as a cinema in the culture and recreation park at Tula since 24oct81, broken up in late 1990s
5 35 18		Tu-124V	AFL/International	toc	28dec65	f/n CPH 29dec65; rgd 21feb66; 56 pax configuration; I/n CPH 05aug67
	CCCP-45091 CCCP-45091	Tu-124V Tu-124V	AFL/Lithuania AFL/Privolzhsk	trf trf	25sep67 09oct77	soc 13jul79 as life-time expired
5 35 18	07 CCCP-45092	Tu-124V	AFL/International	toc	28dec65	rgd 21feb66; 56 pax configuration; f/n ARN jan67
	CCCP-45092	Tu-124V	AFL/Privolzhsk-KUF	trf	03oct67	I/n KUF 15dec72; soc 17nov80 as life-time expired; preserved in the factory museum at Kharkov-North (N50.025555 E36.265477), seen jul93/sep12
5 35 18	08 50256	Tu-124V	Chinese Air Force		photo	c/n confirmed; probably Tu-124K; seen Shahezhen AFB 04oct88; preserved in the China Aviation Museum at Shahezhen AFB (N40.183033 E116.36001 Changping) initially in civilian markings (presumably that of
5 35 18	09 50257	Tu-124V	Chinese Air Force		25oct93	CUA), I/n as such 1992; later repainted into Air Force c/s, I/n apr22 c/n confirmed; probably Tu-124K; preserved in the China Aviation Museum at Shahezhen AFB
5 35 18	10 CCCP-45093	Tu-124V	AFL/International	toc	14jan66	(N40.183081 E116.36036 Changping) in military markings, l/n apr22 rgd 21feb66; 56 pax configuration; f/n ARN apr67
	CCCP-45093	Tu-124V	AFL/Belarus-MHP	trf	10oct67	f/n MHP 29apr69; I/n MHP 20mar74
6 35 19	CCCP-45093 01 ? V642	Tu-124V Tu-124K	AFL/Privolzhsk-KZN Indian Air Force	trf d/d	22nov78 oct66	soc 18jul80 as could not be used in other ministries or departments used call-sign 'VU-AVA',; f/n DEL 24oct67; names 'Raj Hansa' sep69; presented to the Lucknow State
						Museum within the Lucknow Zoo (N26.844817 E80.954517) for display by Mrs Indira Gandhi in dec84; f/n 02jan04, painted as 'Raj Huns'; I/n 16jan19
6 35 19	02 ? V643	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVB'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tetlagon village, all 5 crew killed but all passengers
						(including Prime Minister Morarji Desai) escaped basically unhurt
6 35 19	03 V644	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVC', named 'Rajdoot'; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum (N28.574432 E77.116145) at Delhi-Indira Gandhi, seen feb05/may15
6 35 19	04	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia were painted on, but the aircraft was not handed over (An-24V '907' was acquired instead)
	CCCP-45094	Tu-124K2	Soviet Gvt/AFL c/s	toc	14apr67	(All-24V 907 Was acquired histead) c/n confirmed; in 56 passenger configuration; rgd 21apr67; opb 235 OAO at VKO from 14apr67 until 29aud68
	CCCP-45094	Tu-124K2	AFL/Moscow (MUTA)	trf	29aug68	opb Vnukovski OAO
	CCCP-45094 CCCP-45094	Tu-124K2 Tu-124K2	AFL/Lithuania-VNO AFL/Privolzhsk-KZN	trf	05sep68	opb Vilniusski OAO; f/n VKO 02oct72 opb Kazanski OAO; soc 18jul80 as could not be used by any other ministries or organisations; reported at
	CCCP-43094			trf	25jun77	Kazan-Kurkachi or Kazan-Borisoglebskoye jul97
6 35 19	05	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia painted on, but not handed over, An-24V '908' acquired instead; the aircraft probably went to the Soviet Air Force

YI-AEY

Tu-124V Iraqi Airways

JED

nov80 destroyed at Al Taqaddum AB during the Gulf War feb91, photo oct04, with registration still visible on the

# 53 Tu-124Sh navigation trainers built by Factory No. 135 at Kharkov-Karotish from 1962 to 1968

This second, military, series was started in 1963, and production ended in 1968. As the civil production stopped in 1966 and batch 06 and 07 were 1967 and 1968 built, this bridges the gap between the end of the first Tu-124 series and the large scale production of the Tu-134, which commenced during 1968.

2 35 00 01	no code	Tu-124Sh	Soviet Air Force	mfd	aug62	the prototype of this version; photo exists
3 35 00 02	"02" blue	Tu-124Sh	Soviet Air Force	mfd	1963	probably converted at some stage to a transport aircraft; wfu 1978 and transported from Tashkent-Tuzel and preserved in a park at Akaltyn (Ulugnor) (formerly Komsomolabad, Andijan region of Uzbekistan (N40.739419 E71.707091) from 1980; photo aug09 in c/s similar to Aeroflot with faded code and Red star; repainted summer/autumn 2011, blue/white and green as per the colours of Uzbekistan Airways
3 35 00 03	"7."	Tu-124Sh	Soviet Air Force			code visible beneath "50" red
	"50" red	Tu-124Sh	Soviet Air Force		photo	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila; with red cheatline
	"50" black	Tu-124Sh	Soviet Air Force	Lum	27apr99	c/n not confirmed (painted in error as '3350603'); sat wfu at Lugansk-Ostraya Mogila, seen apr99; preserved on poles in the museum of the ARZ at Lugansk-Ostraya Mogila (N48.527216 E39.384045), seen jun08/nov14
3 35 00 04	"52" red	Tu-124Sh	Soviet Air Force	ph.	1968	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
	"08" red	Tu-124Sh	Soviet Air Force	trf	1980	opb 652 uap ambovskogo VVAUL at Tambov; with red cheatline; sat wfu at Tambov-Military (West), seen aug97 but gone by aug01
3 35 00 05	"10" red	Tu-124USh	Soviet Air Force	ph.	ca.1981	opb 652 uap Tambovskogo VVAUL at Tambov; sat wfu at Tambov-Military (West) for several years; I/n Tambov 26may18
3 35 01 02	"60" red	Tu-124Sh	Soviet Air Force		photo	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
3 35 01 03	not known	Tu-124Sh	Soviet Air Force	ph.	1972	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
	"11" red	Tu-124Sh	Soviet Air Force	trf	1980	opb 652 uap Tambovskogo VVAUL at Tambov; sat wfu at Tambov-Military (West), seen aug97 but gone by aug01
3 35 01 05	"53" red	Tu-124Sh	Soviet Air Force	ph.	1977	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila; w/o in 1977 on landing at Voroshilovgrad-Ostraya Mogila when made a belly landing as a technician had made a mistake in handling the landing gear, the rear fuselage broke off and the aircraft caught fire
3 35 02 01	"15" red	Tu-124Sh	Soviet Air Force	Tbv	jun82	opb 652 uap Tambovskogo VVAUL at Tambov aug97; with red cheatline; sat wfu at Tambov-Military (West), seen aug97
4 35 02 03	not known	Tu-124Sh	Soviet Air Force		photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk

4 25 22 25		T 4040			4070	
4 35 02 05 5 35 03 01	not known "40" blue	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph.	1970s photo	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila opb 64 ap at Omsk-Severny
5 35 03 02 5 35 03 03	"54" red "55" blue	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet AF/PVO	nh	photo 1972	opb 605 uap at Kamensk-Uralsky initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye and later by 72 ap at Amderma;
5 35 03 05	"50" or "02" ?	Tu-124Sh	Soviet Air Force	ph.	1972	scrapped at Amderma, but the tail is still extant at the scrapyard both codes were given by various sources; opb 290 odrap at Machulishchi from 1965 to 1974; was stored
						at Zyabrovka; disassembled and transported to Chechersk (Gomel district of Belarus) in 1992; photo of the forward fuselage only 31jul93, shoes the c/n behind the cockpit
	no code	Tu-124Sh	no markings	ph.	nov09	preserved in a square at the crossing of ul. Lenina and ul. Proletarskaya at Chechersk/Chachersk (NS2.919404 E30.914433), was used initially as a video saloon and later as the "Tsentr igry i igrushki" (Games and Toys Centre); initially in grey c/s with white/red/light blue cheatline, no markings whatsoever, seen as such nov09/apr11; seen jul11 covered in graffiti; repainted in white/silver c/s with red/green cheatline, no markings whatsoever, seen as such inju14/jun19, l/n nov20
5 35 04 02	"53" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; without bomb racks under the wings; opb 199 odrap at Nezhyn; with red cheatline; was preserved in Shevchenko Park at Nezhyn/Nizhyn (Chernigov district of Ukraine), I/n as such 02may99 (in
5 35 04 03	"62" red	Tu-124Sh	Soviet Air Force	ph.	jul79	poor condition), seen jun99 with freshly painted 'Rossiya' titles; probably scrapped in the 2000s initially opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
5 35 04 04 6 35 04 05	"59"	Tu-124Sh	Soviet Air Force		photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
6 35 05 01	not known not known	Tu-124Sh Tu-124Sh	Soviet AF/PVO Soviet Air Force	ph. ph.	1973 jul79	at Omsk-Severny; opb 64 ap at Omsk-Severny; with red cheatline; I/n Omsk-Severny 1983 initially opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
6 35 05 04 6 35 05 05	not known not known	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph.	photo 1972	opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
6 35 05 06 7 35 05 09	"65" blue "35" blue	Tu-124Sh Tu-124Sh1	Soviet AF/PVO Soviet AF/PVO	BTK ph.	13jul97 03jun76	opb 350 ap at Byelaya and later at Bratsk; sat derelict at Bratsk for several years, I/n jul97; scrapped in the late 1990s at Stavropol-Shpakovskoye; initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye and later by
			,			72 ap at Amderma; with red cheatline; ferried from Amderma to Naryan-Mar about half a year after having run out of hours and was airlifted by a Mi-26 to posyolok Iskatelei near Naryan-Mar where it was preserved as the children's café "Orion" (received respective titles); vandalised by teenagers and scrapped in the early 2000s
7 35 06 01	"32" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; opb 199 odrap at Nizhyn; with red cheatline; was preserved in a housing area near the gate of Nizhyn AFB (Chemigov district of Ukraine), I/n jun99; destroyed by arson around 2001, burnt for 3 days
7 35 06 02 7 35 06 0?	"60" red "65" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	Lum	photo 1974	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
7 35 06 03	not known	Tu-124Sh	Soviet AF/PVO	ph.	1968	at Omsk-Severny; opb 64 ap at Omsk-Severny
7 35 06 04	"04" blue	Tu-124Sh	Soviet AF/PVO	ph.	2010	c/n confirmed; opb 72 ap at Amderma; with blue cheatline, converted into a 'salon' aircraft for use by the commander of PVO aviation; was used as a fire trainer at Amderma, outer wings removed, seen as such 2010/jan18
7 35 06 05 7 35 06 06	not known "28" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph.	photo 19feb86	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk based at Chkalovski; modified for trials in 1969/70; installed by Mi-26 "81" yellow at ul. Stefanovskogo at Shcholkovo-3 garrison (Chkalovski) 19feb86; was to be preserved as a children's café, but the café closed after some time and the aircraft was left to its fate; destroyed by arson (the tail burnt out and broke off)
7 35 06 07	"52" red	Tu-124Sh	Soviet Air Force	Tbv	aug97	and scrapped probably in the early 1990s opb 652 uap Tambovskogo VVAUL at Tambov; with red cheatline; the fuselage without wings and tail sat
7 35 06 10	"22" red	Tu-124Sh	Soviet Air Force	ULV	29oct84	at Tambov-Military (West), seen aug97 (the code was faded and read by spotters as "57" in error) opb 652 uap Tambovskogo VVAUL at Tambov; with red cheatline; ferried to Ulyanovsk 29oct84 and
	'CCCP-45017'	Tu-124Sh	Aeroflot	ULV	sep92	preserved on the premises of the CMEA Civil Aviation Centre at Ulyanovsk, I/n jun87 c/n plate checked many times as '0610'; repainted in these fake Aeroflot markings; preserved in the
7 35 07 02	"72" red	Tu-124Sh	Soviet Air Force	ph.	1970s	Museum of Civil Aviation at Ulyanovsk (N54.290263 E48.233760) from 1990, I/n mar23; see c/n 1350502 opb 652 uap Tambovskogo VVAUL at Tambov
	"29" red	Tu-124Sh	Soviet Air Force	Tbv	aug97	opb 652 uap Tambovskogo VVAUL at Tambov; with red cheatline and blue rudder; wfu probably in 1981; sat wfu at Tambov-Military (West), seen aug97
8 35 07 04 8 35 07 05	"23" red "18" red	Tu-124Sh Tu-124USh	Soviet Air Force Soviet Air Force	ph. ph.	1970s ca.1981	opb 652 uap Tambovskogo VVAUĹ at Tambov opb 652 uap Tambovskogo VVAUL at Tambov
8 35 07 06	CCCP-45095	Tu-124Sh	Soviet AF/AFL c/s	Spr	30jun71	rgd only 29dec73 (to 223 LO); opb 234 iap at Kubinka; converted into a passenger aircraft; accompanied the visit of 6 MiG-21s to Reims sep71 and the visit of 6 MiG-23MLAs to Rissala 01/04aug78 and to Reims 04/08sep78; I/n HEL 09Jjun80; CofA expired 14apr82; canx 06aug82
	"01" red	Tu-124Sh	Soviet Air Force	Kub	04may94	c/n not confirmed, but a photo shows it was one of the former Kubinka Tu-124s in post-1974 Aeroflot c/s with registration and titles overpainted; was preserved at Kubinka, I/n 21aug95 (partly dismantled) and gone by aug99
8 35 07 07	CCCP-45135	Tu-124Sh	Soviet AF/AFL c/s	f/n	12oct70	at Peenemünde; seen LBG 17jun71; rgd only 29dec73 (to 223 LO); l/n Sperenberg 26may81; CofA expired 14apr82
Tu-124s v	with unkno	wn c/ns	•			
	"03"	Tu-124	Soviet AF	ph.	apr82	at Tambov Vostochnyye
	"03" red	Tu-124Sh	Soviet Air Force		photo	preserved in a housing estate at Novomichurinsk, near Ryazan since the early90s; scrapped oct06
	"05" blue "15" blue	Tu-124Sh Tu-124Sh	Soviet AF/PVO Soviet AF/PVO	ph. ph.	1970s 03jun76	opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye; photo at Mikhailovskoye 03jun76; trf to 356 ap at Semipalatinsk-Zhana-Semei in 1978; trf to 350 ap at Bratsk in 1986; unofficially named
	"23" blue "25" blue	Tu-124Sh Tu-124Sh	Soviet AF/PVO Soviet AF/PVO	ph. ph.	08aug86 1970s	'Lyuska'; I/n BTK 01jul92 at Omsk-Severny; in natural metal c/s with red stripes and a blue fin tip initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye; trf to 518 ap at Arkhangelsk-Talagi in 1978; trf to 356 ap at Semipalatinsk-Zhana-Semei in 1983; trf to 64 ap at Omsk in 1986; unofficially
	"35" blue	Tu-124Sh	Soviet AF/PVO		03jun76	named 'Matilda' at Mikhailovskoye (Stavropol region); opb SVVAULSh PVO
	"37" blue "40" red	Tu-124Sh Tu-124Sh	Soviet AF/PVO Soviet Air Force	ph. ph.	1970s 09may97	opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila; was preserved at Kirovske
	"45" blue	Tu-124Sh	Soviet AF/PVO	ph.	sep76	(Lugansk region of Ukraine), seen may97/may98 initially opb 163 ouae Stavropolskogo VVAULSh at Mikhailovskoye; photo at Marinovka (Stavropol region)
	"51" red	Tu-124Sh	Soviet Air Force	ph.	1970s	sep76; probably trf to 64 ap at Omsk-Severny opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Moqila
	"51" red "52" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph.	photo 1970s	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
	"52"	Tu-1245II	Soviet Air Force	ph.	1960s	received a non-standard nose with sensors; used by LOMO as a test-bed in the 1960s for the development
	"53" red	Tu-124Sh	Soviet Air Force	ph.	1972	of electronical-optical fuses for the air-to-air missiles K-80 (R-4) and R-40 initially opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL at Tambov in 1980
	"53" red	Tu-124Sh	Soviet Air Force	_	photo	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
	"53" blue "54" red	Tu-124Sh Tu-124Sh	Soviet AF/PVO Soviet Air Force	Erm	16apr97 photo	sat wfu at Yermolino, seen apr97; later scrapped, only the fuselage remained by aug02 opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
	"55" red	Tu-124Sh	Soviet Air Force	ph.	1968	initially opb 604 uap Čhelyabinskogo VVAUL at Tambov in 1986
	"55" red "56" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph.	photo 1970s	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila
	"56" red "61" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force		photo photo	opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk opb Chelyabinskogo VVAUSh, 108 uap at Shadrinsk
	"65" red "67" red	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet Air Force	ph. ph.	1974 1970s	opb 46 uap Voroshilovgradskogo VVAUSh at Voroshilovgrad-Ostraya Mogila initially opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; trf to 652 uap Tambovskogo VVAUL
	"68" red	Tu-1245h	Soviet Air Force	pii.	photo	at Tambov in 1980 opb 604 uap Chelyabinskogo VVAOSh at Chelyabinsk-Shagol opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol
	"84" blue	Tu-124Sh	Soviet AF/PVO	ph.	1970s	
	"96" red not known	Tu-124Sh Tu-124Sh	Soviet Air Force Soviet AF/PVO		photo	opb Chelyabinskogo WAUSh, 108 uap at Shadrinsk opb 64 ap at Omsk-Severny; was preserved at prospekt Kosmonavtov at Omsk from 1987; scrapped in the
	not known	Tu-124Sh	Soviet AF/PVO			1990s opb 350 ap Byelaya and later at Bratsk; ferried from Bratsk to Byelaya in 1987; was preserved near
	not known	Tu-124Sh	Soviet Air Force			Polovinka railway station; scrapped opb 46 uap Voroshilovgrad-Ostraya Mogila; was preserved in the MMZh
	not known	Tu-124Sh	Soviet Air Force			housing estate at Lugansk; scrapped around 1992/93 opb 604 uap Chelyabinskogo VVAUSh at Chelyabinsk-Shagol; was preserved near a community centre at Chelyabinsk

# Tupolev Tu-134

The Soviets' answer to the DC-9, BAC-111 and SE 210 design of aircraft was the Tu-134. It first flew on 29 July 1963 and entered service between Moscow and Murmansk on 9 September 1967. International services commenced on 12 September 1967 on the Moscow - Stockholm route. Since then the type has served Aeroflot extensively within the Soviet Union and Europe. The Tu-134 has also seen a lot of employment outside the Soviet Union, with Balkan, MALÉV and Interflug among the early customers. The first prototype of the Tu-134 was still called Tu-124A and has got the following features: 12 windows on the left-hand side (one on the entry door and 11 for the cabin), 13 windows on the right-hand side (two small above the square service door and 11 for the cabin), the air-cooling intake on the leading edge of the vertical stabiliser is tube-shaped and not aligned into the contour of the leading edge, the engine nacelles are short, i.e. from the D-20, the rivets are the same on all the aircraft. The initial two prototypes were converted from Tu-124 fuselages. From the tenth batch, production of the Tu-134A started. This version has a fuselage lengthened by 2.10 metres. This could be the reason that the 9th batch consists of 28, instead of the usual 10 aircraft, as the intention was to start the production of the Tu-134A with batch ten, but many shorter fuselages had already been produced. Many Tu-134As are now converted to Tu-134A-3s, a process still taking place at the Tu-134 rework at Minsk-

All Tu-134s were built at Factory No. 135 Kharkov. Total production is reported by the factory as being 852 of which 199 were delivered to the Soviet Air Force. This 199 includes all versions, so also those in Aeroflot colours. The pure military production (Tu-134Sh and Tu-134UBL) must have been 166 as the civil line completed 686 aircraft but this does include aircraft that were delivered to the military. We are very grateful to Dimitri Komissarov & Yefim Gordon (Polygon Press Publishing Ltd.) for a lot of Tu-134 data they have supplied and can be found in the list below.

134 data they have supplied and can be found in the list below. Regarding designations: The Tu-134K is the VIP version of the Tu-134A built as such (unlike recent conversions of regular passenger-configured Tu-134As). The 'AK can be identified by the additional entry door in front of the port engine (which is non-functional if the aircraft has been reconfigured to all-economy seating). The Tu-134AK appears in both standard ('glass-nosed') and export ('radar-nosed') versions, either of which may be equipped to Tu-134A standard (ie, with D-30 Srs. 2 engines) or Tu-134A-3 standard (with D-30 Srs. 3 engines). In contrast, regular Tu-134As built with no rear entry door and converted to VIP configuration are popularly called Tu-134A "Salon". As there are many passenger to Salon and Salon to passenger conversions, not visible from the outside, we make no mention of those Salon VIP conversions.

There is a sub-variant of the radar-nosed export version. It is sometimes called Tu-134A-1, but this designation cannot be confirmed by documents. This version was developed in 1975 to meet a requirement by Aviogenex and is outwardly identical to the later Tu-134B except for the nose titles, of course; ie, it combines the "Groza-M134" radar with larger ICAO Type III rear emergency exits. On the other hand, the flight deck is identical to that of any radar-nosed 'A, with two pairs of throttles and one centrally-mounted radar display (ie, it lacks the Tu-134B's central control pedestal and side-mounted radar displays); hence there is no provision for flight spoilers. Four of these aircraft were converted from regular radar-nosed 'As for Aviogenex in 1975-76; the others were new-built aircraft, four more for Aviogenex and two for CSA Czechoslovak Airlines. Also, the final eight Tu-134AKs for the East German Air Force were built to this standard with Type III rear emergency exits. 13 export Tu-134B-3 aircraft were built (not later converted later to Tu-134B-3), 6 of these were VIP aircraft with the extra door - but did not have a separate designation (ie were not Tu-134BK as had been assumed).

134BK as had been assumed). The 'stinger-tail' airborne command post (ABCP) derivative of the Tu-134AK is called Tu-134 "Balkany", not Tu-135. The Tu-134AK ("Balkany") is an army staff transport enabling the work and communications of the army command and supporting the operations of army headquarters. The aircraft is equipped with a special communications centre enabling operation both on the ground and in flight. Thus to all intents and purposes the Tu-134 "Balkany" can be regarded as an army-level ABCP after all. (In reality the Tu-135 was an unbuilt four or six engine strategic bomber project of 1963 developed immediately after the Tu-134 and outwardly similar to the North American XB-70 Valkyrie.) The c/n plate is to be found on the front bulkhead of the nose wheel bay. As the plate is often painted over many times it is necessary to step on the nose wheel to have a close look. Also it helps to scrape off the old paint with a coin; however, first ask permission to do so and do not upset crews. Most c/ns have now been confirmed by CIS sources. In addition to the c/n plate in the nose wheel well, aircraft with the standard glazed 'bomb-aimer' nose have a second c/n plate on the flight deck (on the left-hand wall of the passage leading to the navigator's station). The Tu-134Sh-1/Sh-2 went one better than the others, though. Virtually all civil-registered aircraft (except maybe microlights) carry the registration on a plate or sticker in the cockpit/ flight deck as a reminder to facilitate working with air traffic control; the Tu-134Sh these plates carry the least four digits of the c/n 134 has two such plates affixed to the captain's and first officer's instrument panel shrouds. However, on the Tu-134Sh these plates carry the last four digits of the c/n (eg, aircraft c/n 2350104 carries "0104") or the complete eight-digit c/n (eg. 53550550).

08jul67

08sep67 21nov72

16oct10

LBG 29may67

1976

#### Tu-134 production of the straight version from 1965 until 1970

7 35 02 01

CCCP-65608(1)

CCCP-65609(1) CCCP-65609(1)

CCCP-65609(1)

CCCP-65609(1)

CCCP-65609(1)

CCCP-65610(1)

Tu-134 Tu-134

Tu-134 Tu-134 Tu-134

Tu-134

Tu-134

Tu-134

AFL/Moscow

Globus

Aeroflot

Aeroflot/UShVI P

AFL/International

AFL/International

AFL/Privolzhsk-KUF

AFL/Privolzhsk-GOJ

The c/n gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch

00 00	CCCP-45075	Tu-124A	GKAT Tupolev OKB	f/f	29jul63	the first prototype of the Tu-134 was still called Tu-124A; assembled by factory 156 (MMZ "Opyt") and f/f from Zhukovski; c/n from an article by Sergei and Dmitri Komissarov; completed trials 06nov64; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow in 1970/7; was preserved at the territory of PTU No.164 in the Novogireyevo district of Moscow (at ul. Molostovykh near the junction with Napolny proyezd, N55.758166 E37.831420) since 1977; although the aircraft rested on concrete blocks which were almost three metres high, its condition deteriorated from year to year (but the blocks were
00 01	CCCP-45076(1)	Tu-134	GKAP Tupolev OKB	f/f	09sep64	high enough to prevent checking the c/n plate in the nose-gear bay),  /n feb13; broken up apr13 f/n LBG 15jun65; the second prototype was called Tu-134; crashed 14jan66 near Chkalovski whilst on trials with the NII VVS, during tests the Air Force test pilot applied full rudder deflection (25 degrees) without reducing the speed (0,86 M) from the previous test, causing the aircraft to roll with eventual loss of control; see Tu-124 c/n 0350001
		Tu-134			early65	static test airframe
		Tu-134			early65	dynamic test airframe for fatigue trials; photo exists taken at TsAGI, featured a protruding air conditioner heat exchanger air intake on the leading edge of the fin as per CCCP-45075, but has one over wing emergency exit, which CCCP-45075/6 lacked altogether
5 35 00 02	CCCP-65600	Tu-134	MAD Tunalau OKB	f/f	1400000	
5 35 00 02	CCCP-65600	Tu-134	MAP Tupolev OKB  MAP LII Zhukovski	•	14aug65 20jun75	first pre-production aircraft, initially powered with D20-125 engines; f/n LBG jun67; Tu-134LLChR; in Aeroflot c/s; photos exist with a tail housing containing a parachute used during spin trials canx 08apr78; preserved Urgench near the "Planer" hotel 08sep83, I/n oct85 and broken up later
				rgd		
6 35 00 03	CCCP-65601	Tu-134	MAP Tupolev OKB	BUD	21nov66	second pre-production aircraft, initially powered with D20-125 engines; undertook trials 24mar67 to jul67
						to try to avoid water ingestion in the engines, following several incidents of engine failures when landing on
						wet runways; converted in 1968 into a test-bed for the Tu-134A's powerplant (D-30-II engines and TA-8
						APU), but was not a Tu-134A, as the short fuselage was retained; line for this registration left blank on
						Soviet register; in Aeroflot c/s; used as a ground instructional airframe by the Kiev Institute of Civil
						Engineering, seen may04/apr05; stored in the Oleg Antonov State Aviation Museum at Kiev (N50.405042
						E30.466001), I/n jun06/mar16 in an ever-deteriorating condition; repainted in multi c/s with a 'bird and
						wild cat' logo by 17sep16 and 'integra-design.com - virtual technologies' titles
6 35 00 04	CCCP-65602	Tu-134	AFL/GosNII GA	f/f	21jul66	first Tu-134 powered with D-30 engines; toc 25mar67; rad 25nov70, late rgd !; soc 12mar84 and canx
0 33 00 04	CCCF-03002	1u-134	AFL/GOSINII GA	1/1	21,0100	25mar84 as to, see next line
	CCCP-65602	Tu-134	MRP NPO "Vzlvot"	trf	21mav84	
6 25 00 05						rgd 11jun84; broken up, but date and location unknown
6 35 00 05	CCCP-65603	Tu-134	AFL/GosNII GA	rgd	17nov70	late rgd; toc 05jan71; trf to Kirsanov technical School 12jul73; soc 22nov73 as worn out
6 35 01 01	CCCP-65604(1)	Tu-134	AFL/Moscow	toc	19apr67	72 pax configuration; may have been based at Gorki; was the first Tu-134 which was overhauled by 407 ARZ at Minsk (sep69/21apr70)
	CCCP-65604(1)	Tu-134	AFL/Northern-LED	trf	13may72	rgd 16jun72; opb 1-y Leningradski OAO; dbr 08jul72 while being loaded at Murmansk when a suitcase containing a bleaching agent (used for the regeneration of the air on board of submarines) was dropped in
						the rear luggage compartment by the luggage handlers so that the bleaching agent was set free and
						incinerated, the fire spread rapidly through the whole aircraft and it burnt out completely, no casualties; t/t
						5,867 hours and 3,655 cycles; soc 26sep72
6 35 01 02	CCCP-65605(1)	Tu-134	AFL/Moscow	toc	03apr67	72 pax configuration; see c/n 09070
	CCCP-65605(1)	Tu-134	AFL/International	trf	16oct67	rgd 02dec67
	CCCP-65605(1)	Tu-134	Aeroflot/UShVLP	trf	06jan68	Ulyanovsk Advanced Flying Training College; soc 23jan82 as life-time expired; seen as an instructional
	, , , , , , , , , , , , , , , , , , , ,					airframe in the SVO technical school aug89; not seen since, so probably broken up there
6 35 01 03	CCCP-65606(1)	Tu-134	AFL/International	toc	08sep67	rgd 23sep67; 72 pax configuration; f/n SXF 04jan68; see c/n 46300
- 55 51 55	CCCP-65606(1)	Tu-134	AFL/Moscow	trf	08may68	.g
	CCCP-65606(1)	Tu-134	AFL/Moldova-KIV	trf	30jun72	wfu autumn 1983 when it reached 15.000 cycles; soc 27dec83 as life-time expired
6 35 01 04	CCCP-65607(1)	Tu-134	AFL/GosNII GA	toc	03apr71	rgd 30may72, late rgd; dbr 17jul72 on a test flight to establish whether the Tu-134's electrical system can
6 33 01 04	CCCP-65607(1)	TU-134	AFL/GOSNII GA	toc	03арг/1	really operate 37 minutes after generator shut-down before switching to emergency power (as laid down in the flight manual), suffered dual engine flame-out on final approach as the crew forgot to switch on the fuel transfer pumps in time, ditched into the Klyazma reservoir near Moscow-Sheremetyevo, stayed afloat and was towed to the banks by a tug; declared a write-off and used as a rescue trainer; soc 27dec72;
						broken up around 2000 and taken to a local breakers yard; see c/n 48560
6 35 01 05	CCCP-65608(1)	Tu-134	AFL/Moscow	toc	01apr67	72 pax configuration

I/n GOJ 24nov79; canx 04jan83; soc 17jan83 as life-time expired; ferried to Mogilyov (Belorussia) and preserved as a cinema at a pioneer camp since 19apr83, seen may95/sep07; in Gorodskoy park in Mogilev Belarus since at least 2004 and in Aeroflot c/s until at least sep07 registration under the wings only; seen in Gorodskoy park in Mogilev, Belarus (N53.888242 E30.327932) repainted port side with large 'Globus' titles (an advertising agency) and mainly all white colours starboard side; I/n 06apr18 as such and removed some time early 2019 preserved no at Magilev-Novo Pashkovo seen again 09may19, painted overall brown primer; repainted in full old Aeroflot c/s by 21aug21 but without registration on with exhibition code '232'; toc 07aug67; rgd 30ju170, late rgd; 72 pax configuration; see c/n 40150

72 pax configuration
Ulyanovsk Advanced Flying Training College; f/n Trud 15nov67; rgd 20nov67; featured in the Soviet movie
"Neveroyatnyye priklyucheniya italyantsev v Rossii" (The Unbelievable Adventures of Italians in Russia)
shot in 1974, landing on a 'road' (in fact the ULY runway painted as a road) among cars; soc 23jul82 as
life-time expired; scrapped on the territory of the ATB at ULV; see c/n 38040
72 pax configuration; see c/n 46155
rgd 23sep67; f/n SXF 02oct67

	CCCP-65610(1)	Tu-134	Aeroflot/UShVLP	trf	21dec72	Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; I/n ULV sep92/aug97, derelict; broken up
7 35 02 03	"01" red	Tu-134	Soviet Air Force			military medevac Tu-134TS version prototype, but not confirmed !; no sightings and broken up, but location and date unknown
7 35 02 04	CCCP-65611(1) CCCP-65611(1)	Tu-134 Tu-134	AFL/International AFL/Northern	toc trf	22sep67 11sep73	f/n WAW 02oct67; rgd 05oct67; 72 pax configuration; I/n SVO 01jun70; see c/n 3351903 soc 23nov83 as life-time expired
7 35 02 05	CCCP-65612(1) CCCP-65612(1)	Tu-134 Tu-134	AFL/International Soviet Gvt/AFL c/s	toc trf	18oct67 20nov67	72 pax configuration; see c/n 3352102 rgd 20nov67; opb 235 OAO at VKO; f/n TAS 01apr68
7 35 03 01	CCCP-65612(1) CCCP-65618(1) CCCP-65618(1)	Tu-134 Tu-134K Tu-134K	AFL/Northern-LED Soviet Gvt/AFL c/s Aeroflot/UShVLP	trf toc trf	06jul69 21feb68 17jan70	f/n LED 01aug70; soc 20may83 as life-time expired; scrapped at LED in 1991/1992 rgd 14mar68; opb 235 OAO at VKO; see c/n 12095 Ulyanovsk Advanced Flying Training College; f/n SVO 09mar70; was opb AFL/Leningrad-LED during the
	CCCP-65618(1)	Tu-134K	AFL/VAU	trf	19jan71	summer seasons Higher Aviation College; I/n VKO 27mar75
	CCCP-65618(1) CCCP-65618(1)	Tu-134K Tu-134K Tu-134K	AFL/N.Kavkaz-ROV AFL/AGA	trf trf	11jul75 09oct75	Akademiya Grazhdanskoi Aviatsii (Civil Aviation Academy at Ulyanovsk); photo on internet taken in 1978
	CCCP-65618(1)	Tu-134K	AFL/Ulyanovsk HFS	trf	21jun83	at LED soc 22may87 as life-time expired; was preserved at a playground at Ulyanovsk, seen aug92
7 35 03 02	CCCP-65618(1) CCCP-65614(1)	Tu-134K Tu-134	Aviastar AFL/International	ph. toc	sprg.96 16jan68	destroyed by arson in late 1997 or early 1998 and scrapped in 72 passenger configuration; rgd 15feb68; f/n CPH 21feb68; see c/n 4352207
	CCCP-65614(1)	Tu-134	AFL/Northern	trf	31jan73	opb Leningradski OAO; soc 16jul84 as life-time expired; was preserved in the Minsk Technical Aviation College of Civil Aviation (MATUGA) at Minsk-Chizovka, seen sep93/aug95
	EW-65614(1)	Tu-134	Aeroflot	ph.	07oct95	was preserved with this fake prefix (but still the faded Soviet flag on the fin) in the Minsk State Higher Aviation College (MGVAK) at Minsk-Chizovka, seen oct95/21aug19; scrapped in early sep19
7 35 03 03	CCCP-65615(1) CCCP-65615(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Northern	toc trf	20mar69 16apr69	rgd 24mar69; opb 235 OAO at VKO; see c/n 4352205 f/n LHR 13jun69; trf 04mar82 and last flight 08apr82 (to Kryvy Rih); used a ground instructional airframe
	05015(1)	10 154	Al Ly Northern		1000103	by the Kryvy Rih Aeronautical School (N47.934827 E33.321084); soc 23sep82 as life-time expired; seen at the school jul96/02aug18
7 35 03 04	CCCP-65616(1) CCCP-65616(1)	Tu-134K	Soviet Gvt/AFL c/s AFL/International	toc trf	25mar68	rie Salovi justy02aug13 rgd 23apr68; opb 235 OAO at VKO, 72 pax configuration; see c/n 4352206 f/n VIE 24jul69; l/n FRA 02oct71
0.25.02.05	CCCP-65616(1)	Tu-134K Tu-134K	AFL/Ukraine-HRK	trf	30jan69 11oct73	l/n HRK 16dec80; soc 02dec85 as life-time expired; broken up at HRK 1989
8 35 03 05	CCCP-65617(1) CCCP-65617(1)	Tu-134 Tu-134	AFL/International AFL/Northern	toc trf	23apr68 21aug73	f/n SVO 24may68; rgd 29may68; 72 pax configuration; l/n FRA 14oct72; see c/n 08068 l/n LED 26jan74; soc 19mar84 as life-time expired
8 35 04 01	CCCP-65619(1) CCCP-65619(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s Aeroflot/UShVLP	toc trf	14jun68 23mar70	rgd 25jun68; opb 235 OAO at VKO; f/n SVO 31jul68; see c/n 31218 Ulyanovsk Advanced Flying Training College
	CCCP-65619(1) CCCP-65619(1)	Tu-134 Tu-134	AFL/Moscow AFL/Moldova	trf trf	05may70 30jun72	soc 20apr82 as life-time expired
8 35 04 02	CCCP-65620(1) CCCP-65620(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Ukraine	toc trf	10jun68 07aug70	rgd 19jun68; opb 235 OAO at VKO; see c/n 35180 f/n AMS 21may72; soc 23nov83 as life-time expired
8 35 04 03	CCCP-65613(1) CCCP-65613(1)	Tu-134 Tu-134	AFL/Moscow AFL/Moldova	toc trf	12jul68 30jun72	rgd 15aug68; 72 pax configuration; see c/n 3352106 f/n late72
	CCCP-65613(1)	Tu-134	AFL/Northern	trf	03apr73	trf 30mar82 to the Kryvy Rih Aeronautical School and used as ground instructional airframe (N47.934827 E33.321084); soc 23sep82 as life-time expired; seen jul96/may02; broken up in 2004
8 35 04 04	CCCP-65621(1) CCCP-65621(1)	Tu-134	AFL/Moscow AFL/Moldova	toc	18jul68 30jun72	rgd 15aug68; 72 pax configuration; f/n VKO 22apr69; see c/n 48320
8 35 04 05	LZ-TUA	Tu-134 Tu-134	Balkan	trf d/d	22sep68	soc 25oct82 as life-time expired first export aircraft; initially with TABSO style blue cheatline; f/n LHR 11nov68; wfu SOF 1985; I/n SOF
8 35 05 01	LZ-TUB	Tu-134	Balkan	d/d	sep68	sep90/jun99 as such; scrapped in 1999, tail to Burgas museum, I/n 03sep10 initially with TABSO style blue cheadline; f/n AMS 23dec68; seen LHR 20aug77; w/o 16mar78, 10 minutes after take-off on a flight from Sofia to Warsaw; the crew had informed ATC of a problem and were cleared
8 35 05 02	DM-SCA	Tu-134	Interflug	rgd	29jul68	to return for an emergency landing, but lost control at an altitude of 4,900 metres and the aircraft entered a spin, crashing in an open field located near the village of Gabare, killing all 73 occupants were killed damaged on hard landing Dresden 30oct72, flew back to the Soviet Union for possible repair, which was
8 35 05 03	DM-SCB	Tu-134	Interflug	rgd	29jul68	subsequently not undertaken and probably broken up in ARZ-407 at Minsk f/n HEL 13jan76
	DDR-SCB	Tu-134	Interflug	rgd	19sep81	f/n AMS 20sep85; dbr in a hard landing; wfu 18nov85 with t/t 19,966 and 12,873 cycles; sat wfu at SXF; transported by road to Oschersleben 17oct88; was preserved as a café at Oschersleben, I/n jun03; dismantled sep04 and transported by road to Magdeburg 13oct04; preserved at Magdeburg airport
8 35 05 04	CCCP-65622(1) CCCP-65622(1)	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Ukraine-KBP	toc trf	02dec68 21dec71	(NS2.077218 E11.621120) since, I/n apr23 rgd 14jan69; opb 235 OAO at VKO; f/n FRA 25sep71; see c/n 60495 soc 19dec84 as life-time expired; seen DOK (N48.068635 E37.755453) may98, wfu, possibly used as a
8 35 05 05	CCCP-65623(1)	Tu-134	Soviet Gvt/AFL c/s	toc	10dec68	rescue trainer; I/n jul12; no longer visible on GE rgd 14jan69; opb 235 OAO at VKO; f/n VKO 07jul70; see c/n 49985
8 35 06 01	CCCP-65623(1) CCCP-65624	Tu-134 Tu-134A	AFL/Moldova Tupolev OKB	trf f/f	01apr72 22apr69	f/n VKO 02cct72; soc 16nov84 as life-time expired prototype Tu-134A (short fuselage modified with 2.1 m plug to the centre fuselage during construction);
0 33 00 01	CCCF-03024	1u-134A	Tupolev ORB	1/1	22api09	ferried Kharkov to to Zhukovski 23may69; c/n given in old Soviet and Russian register as 5350601 with
	CCCP-65624	Tu-134A	MAP LII Zhukovski	rgd	09mar77	version as such; f/n LBG 25may69, in Aeroflot c/s with exhibition number '827' converted in 1981 to, see next line
	CCCP-65624	Tu-134A-3	MAP LII Zhukovski			prototype Tu-134A-3; in Aeroflot c/s; seen ZIA 15aug92, wfu; I/n ZIA 24aug95; trf to EMERCOM of Russia training ground at Noginsk, Moscow Region (N55.916476 E38.479444), as a rescue trainer; seen
8 35 06 02	SP-LGA	Tu-134	LOT	mfd	nov68	may08/may08, still in full Aeroflot c/s; I/n 07jun17, in basic Aeroflot c/s. no titles rgd 05nov68; named 'Ignacy Paderewski'; canx 29jul82
	CCCP-65933	Tu-134	MAP Experiment.MSZ	rgd	23may83	old Soviet register and Russian register both give c/n as 7350602; photos, shows it retained the short fuselage without thrust reversers and just 'Tu-134' by the cockpit; initially in basic LOT c/s; repainted in
						full Aeroflot c/s, f/n as such SVO 15jul91; used for flights to Baikonur in support of the "Buran"programme; seen SVO 21jul91; I/n ZIA 15aug92
8 35 06 03	CCCP-65933 SP-LGB	Tu-134 Tu-134	Myasishchev EMZ LOT	ZIA rgd	03sep93 23nov68	in basic Aeroflot c/s, no titles; I/n ZIA 04sep93; canx but date unknown named 'Wladyslaw Reymont'; overshot runway Warsaw 23jan80, hit a dyke, caught fire and was burnt out,
8 35 06 04	HA-LBA	Tu-134	MALÉV	d/d	22dec68	canx 12apr80 rgd 15jan69; I/n LHR 05aug69; overran wet runway on landing Istanbul 19nov69, came to a halt in a
						ditch, fuselage and landing gear damaged, not repairable and broken up; nose section returned to Ferihegy for spares
8 35 06 05	HA-LBC	Tu-134	MALÉV	d/d	17jan69	right gear collapsed landing Amsterdam 07oct69, repaired; crashed 21sep77 at Urziceni, 38.7km from Bucharest when the crew failed to hold cleared altitude of 600 metres and continued descending
9 35 07 01	YU-AHH CCCP-65672	Tu-134 Tu-134	Aviogenex AFL/Moldova	mfd toc	06jan69 14may71	glass nose; d/d jan69; named 'Beograd'; seen LGW 19oct69 and 13jun70; returned to Soviet Union apr71
	CCCP-65672	Tu-134	AFL/Privolzhsk-GOJ	toc	15jul71	rgd 27jan72; f/n ROV 12apr72; l/n GOJ 15jul78; wfu 15sep82 with t/t 15,000 cycles; soc 22nov82 as life- time expired; trf to Cheboksary for use as an instructional airframe; l/n CSY 29jul92; broken up
9 35 07 02 8 35 07 03	DM-SCD CCCP-65625	Tu-134 Tu-134	Interflug AFL/Ukraine-HRK	rgd mfd	03jan69 apr69	seen LHR 18feb73 and 05sep73; crashed in a field 300 metres short of Leipzig 01sep75 and was burnt out d/d 22may69; toc 22may69; rgd 17jun69; f/n FRA 03sep72; l/n DOK 10mar78; soc 24nov82 and canx
0 55 07 05	CCCP-65625	Tu-134	MAP Perm Motors	trf	25feb83	10dec82 as to the MAP rgd 27oct83; in Aeroflot c/s; canx 14nov88; used as a fire-trainer at PEE, seen 23aug95/16aug99, derelict
9 35 07 04	CCCP-65626			mfd	1970	and later broken up second Tu-134A prototype; (short fuselage modified with 2.1 m plug to the centre fuselage during
9 JJ U/ U4		Tu-134A	AFL/GosNII GA			construction); version given in Soviet register; f/n 1970; toc mar74; rgd 24dec74; in Aeroflot c/s and titles; soc and canx 12sep86
	CCCP-65626 RA-65626	Tu-134A Tu-134A	MAP EMZ Myasishch. ShVT	trf MUC	23aug86 jan93	rgd 21oct86; in Aeroflot c/s and titles; I/n DME 16apr92 Shkola Vozdushnovo Transporta (Air Transport School) at Zhukovski; in Aeroflot c/s, no titles; I/n ALA
	RA-65626	Tu-134A	IRS Aero	trf	28dec94	22apr93 still in Aeroflot c/s, no titles; I/n VKO 12may96; sold to Vaynakhavia in 1997, mentioned in an incident report as such; damaged during an air raid at Grozny-Severny 23sep99 by two Russian AF Su-25Ts that
9 35 07 05	YU-AHI	Tu-134	Aviogenex	d/d	23jul69	destroyed Chechen AF An-2 "099" by missile attack; not repaired glass nose; named 'Zagreb'; seen LGW 12oct69; returned Soviet Union apr71
9 33 07 03	CCCP-65673	Tu-134	AFL/Privolzhsk-GOJ	toc	11feb72	grass rose, maried Zogiech, seen LSW 120009, Teutined Swite United and Teutine expired; flown to Kiev for use rgd 16mar/2; f/n LED 30sep/2; l/n MMK 15aug/8; soc 18jan82 as life-time expired; flown to Kiev for use as ground instructional airframe but it was rejected as they wanted a Tu-134A; a three- metre fuselage section of a Tu-134 with a small plate attached and marked '07-05' was seen in the Kiev Institute of Civil
9 35 08 01	HA-LBD	Tu-134	MALÉV	d/d	31dec68	Aviation in 2002; [/n 29]ul17 second aircraft delivered, could have been HA-LBB but no evidence available; hit ground in fog near Kiev on 16sep71 after two unsuccessful approaches, power was supplied by batteries for already 31 minutes
9 35 08 02	HA-LBE	Tu-134	MALÉV	mfd	21mar69	due to generator failure, disintegrated on impact d/d 03apr69; last flight 18dec87 over Budapest, same date as wfu; t/t 24,167 hours; stored Ferihegy and
J JJ 00 02	.in Ede	10:13 <del>1</del>	. arsele v	mu	21110107	U/U U34pr09; Jast Hight; Doubles/ over budglest, salle date as wil; U/C 24,107 hours, stored refinlegy and handed over to MALEV's Educational Centre aug88; handed over to transport museum aug91 and preserved Ferihegy (later Ferenc Liszt) Airport museum (N47.426711 E19.260471); the museum was renamed Aeropark in nov14; I/N oct22
9 35 08 03	CCCP-65627 CCCP-65627	Tu-134 Tu-134	AFL/International	toc trf	21apr69 11sep73	rgd 06jun69; f/n CPH 20aug69
9 35 08 04	SP-LGC	Tu-134	AFL/N.Kavkaz-ROV LOT	rgd	29apr69	soc 23nov83 as life-time expired named 'Maria Sklodowska-Curie'; canx 29jul82 in Arreft of the July 2012 canx but date unknown stored at the factory sifield at Arrenvoy
0.25.00.05	CCCP-65923	Tu-134	MAP Arsenyev APO	rgd	27jul83	in Aeroflot c/s; f/n DME 24apr89; canx but date unknown; stored at the factory airfield at Arsenyev (N44.146664 E133.25716), awaiting the opening of the Far Eastern Aviation Museum, seen dec07/aug11
9 35 08 05	SP-LGD CCCP-65922	Tu-134 Tu-134	LOT MAP Omsk Motors	rgd rgd	26may69 03mar83	named 'Ludwik Zamenhoff'; canx 29jul82 seen Omsk 07sep89/12jun94, preserved in Aeroflot c/s; canx but date unknown
9 35 08 06	SP-LGE CCCP-65924	Tu-134 Tu-134	LOT MAP Kom-na-Amu APO	mfd rgd	27may69 14apr83	rgd 30may69; named 'Ignacy Domekyo'; canx 29jul82 canx 05apr96
9 35 08 07	LZ-TUC	Tu-134	Balkan	d/d	jun69	f/n LGW 23jun69; wfu SOF 1985; I/n 16aug03; moved to a military facility on the outskirts of Razgrad (N43.518118 E26.501546) and used for anti-terrorist training, f/n 2007, I/n 24may20

9 35 08 08	LZ-TUD	Tu-134	Balkan	d/d	jun69	f/n LGW 29jun69; wfu SOF 1985; preserved in the town of Pordim, (N43.376271 E24.847195) complete with engines, having arrived from Dolna Mitropolia on two special transporter trucks 01jun89; was in use
0.35.00.00	CCCD CECOO	T: 124	Contact Cont (AEL orlo		214:460	as a cafe for several years; seen aug02, in fading c/s; repainted in 2007; l/n 15oct19, in good condition
9 35 08 09	CCCP-65628 CCCP-65628	Tu-134 Tu-134	Soviet Gvt/AFL c/s Aeroflot/UShVLP	toc	21jul69 06apr72	rgd 15aug69; opb 235 OAO at VKO; f/n SXF 16feb70 Ulyanovsk Advanced Flying Training College
9 35 08 10	CCCP-65628 CCCP-65629	Tu-134 Tu-134	AFL/Moldova Soviet Gvt/AFL c/s	trf toc	06jun72 24jul69	soc 18aug83 as life-time expired rgd 15aug69; opb 235 OAO at VKO; f/n SVO 20jun70
9 35 09 01	CCCP-65629 CCCP-65630	Tu-134 Tu-134	AFL/Ukraine AFL/Moscow	trf toc	23nov71 06aug69	seen FRA 01jun74; soc 23nov83 as life-time expired rgd 25aug69; f/n VKO 06apr72
9 55 09 01	CCCP-65630	Tu-134	AFL/Moldova	trf	30jun72	soc 22nov82 as life-time expired; was preserved at ul. Korzhenevskogo in Minsk-Kurasovshchina and
						initially used as children's café "Ikar" (Icarus) and later as a shooting saloon, I/n 1987; scrapped after an arson attack (in June 1994 according to Belarussian reports)
9 35 09 02	CCCP-65631 CCCP-65631	Tu-134 Tu-134	AFL/International AFL/N.Kavkaz-ROV	toc trf	14aug69 10aug73	f/n ARN 19aug69; rgd 27aug69 canx mar84; soc 17apr84 as life-time expired; was preserved in a park at Grozny, but relocated to the
	000. 05051		7 II Ly Minariae Nov		1000975	airfield again at some time; probably damaged in an air raid by the Russian Air Force on Grozny Severny
9 35 09 03	CCCP-65632(1)	Tu-134	AFL/Ukraine-KBP	toc	25aug69	24nov94 and finally destroyed during the subsequent subsequent air raids between then and 01dec94; rgd 07oct69; f/n MUC 20jun70; soc 20dec82 as life-time expired; see c/n 62315
9 35 09 04	DM-SCE DM-SCE	Tu-134K Tu-134K	EGAF/Interflug c/s Interflug	rgd trf	31oct69 06dec73	had East German Air Force serial '175' allocated
9 35 09 05	DDR-SCE DM-SCF	Tu-134K Tu-134K	Interflug EGAF/Interflug c/s	rgd rgd	13apr81 31oct69	canx 05may85; scrapped SXF jun86 had East German Air Force serial '183' allocated; I/n CGN 21feb74
3 33 03 03	DM-SCF	Tu-134K	Interflug	trf	29mar74	f/n LJU jun76; l/n SXF 30apr80
9 35 09 06	DDR-SCF DM-SCH	Tu-134K Tu-134	Interflug Interflug	rgd rgd	20jul81 14aug69	canx 05jun86; seen preserved at LEJ (N51.416692 E12.218005) mar90/ju13; broken up 05aug13 seen CPH 06sep71; I/n HEL 21jun79
	DDR-SCH	Tu-134	Interflug	rgd	16apr81	seen SXF 22may82; wfu 03dec83; canx 24jan84; became a ground instrcutional airframe at SXF; transported by road and preserved at Luftfahrthistorische Sammlung Finowfurt (N52.834377 E13.677399),
						f/n oct97, seen may10 in half LOT, half Interflug c/s for a film production; I/n jun11/jul17 as such; seen Finow 15sep18 in full Interflug c/s, without registration; I/n sep22
9 35 09 07	CCCP-65633	Tu-134	AFL/Ukraine-KBP	toc	25oct69	rgd 25nov69; f/n KBP 15may70; based at HRK since aug80; l/n TJM 12aug81; soc 23nov83 as life-time
9 35 09 08	CCCP-65634	Tu-134	AFL/Northern-LED	toc	10oct69	expired rgd 19nov69; f/n LHR 24oct69; l/n LED 01sep81; soc 18oct83 as life-time expired; last flight 22aug85 (to
						MMK); was preserved at Murmansk since aug85, f/n jul90, l/n jun97; no longer there by spring 1998, broken up
9 35 09 09	CCCP-65635 CCCP-65635	Tu-134 Tu-134	AFL/Ukraine-KBP AFL/Ukraine-HRK	toc trf	06nov69 1977	rgd 01dec69; f/n MUC 13jun70 soc 20jan84 as life-time expired; l/n HRK 30aug93, derelict and later broken up
9 35 09 10	CCCP-65636	Tu-134	AFL/Northern-LED	toc	12nov69	rgd 04dec69; f/n SXF 14feb70; trf 18jan83 to the Minsk Technical School; soc 18oct83 as worn out; seen
9 35 09 11	CCCP-65637	Tu-134	AFL/Northern	toc	09dec69	MHP sep93/late'97, derelict and later broken up rgd 29dec69; f/n LHR 20feb70; trf 11jan83 to the Omsk Technical School; soc 20sep86 as worn out;
9 35 09 12	DM-SCG	Tu-134K	EGAF/Interflug c/s	rgd	19nov69	possibly the Tu-134 visible on a GE image dated jul02 and again in pieces by may04 d/d 29dec69; had East German Air Force serial 178 allocated
	DM-SCG DDR-SCG	Tu-134K Tu-134K	Interflug Interflug	trf rgd	10jan74 08jul81	f/n LHR 29may74; I/n SXF 30apr80 canx 06aug85, used as anti-terrorist trainer before being broken up at Erfurt 1985
9 35 09 13	177	Tu-134K	East German AF	d/d	dec69	f/n SXF 15jan70; used call-sign DM-VBB; reg cancelled 14nov75
	DM-SCZ	Tu-134K	no titles	SXF	dec75	in basic East German AF colours; was to be exported to South Yemen, but the deal fell through; I/n SXF 18feb76
	DM-SCZ DDR-SCZ	Tu-134K Tu-134K	Interflug Interflug	rgd rgd	01dec75 02apr81	f/n CPH 01jun76; seen HEL 21oct78 canx 23apr86; moved to Dresden apr86; was preserved at Bernsdorf before sold in 2000; transported by
			,			road to Merseburg jun01; preserved in Luftfahrt und Technik Museumspark at Merseburg, f/n dec03, l/n 21oct21 in very dirty, poor condition with the tail detached; transported to Nowa Wies very close to
0.35.00.14	17 705	T: 124	Delliere	474	460	Wloclawek-Kruszyn airport; f/n 15oct22, assembled and in good condition
9 35 09 14	LZ-TUE	Tu-134	Balkan	d/d	dec69	f/n LGW 17jan70; wfu VAR 1985; repainted in all-white c/s with various cartoons adorned on the fuselage and tail; preserved as such in a playground near Varna from 1994, I/n jul02; scrapped in the summer of
9 35 09 15	CCCP-65638	Tu-134	Soviet Gvt/AFL c/s	toc	10jan70	2006 rgd 12feb70; opb 235 OAO at VKO; f/n AER 14may70
9 35 09 16	CCCP-65638 YI-AED	Tu-134 Tu-134K	AFL/Moldova Iraqi Airways	trf GVA	21feb72 27may71	I/n ROV 27may76; soc 16nov84 as life-time expired c/n not confirmed; sighting at GVA is doubtful
3 33 03 10	CCCP-65669	Tu-134K	Soviet AF/AFL c/s	rgd	29dec73	c/n confirmed, with mfd given aa feb70 in Soviet register; other registrations in the 6566x block were
						registered in 1971; f/n HEL 19jul72, see rgd; initially opb Soviet AF (8th ADON, Chkalovskaya AB); later reportedly transferred to MRP/LNPO Leninets and converted to SL-134K test-bed for Phazotron N-019 radar
						for MiG-29; if this is true, later reconverted back to a standard Tu-134; canx 14apr82, same date as CCCP-65670, but probably only a paper canx!
	CCCP-65669 RA-65669	Tu-134K Tu-134K	MAP Perm Motors MAP Perm Motors	rgd SVO	11jul91 30aug93	f/n SVO 14aug92; in Aeroflot c/s and titles; I/n SVO may93 in Aeroflot c/s and titles; soc 18mar98 as life-time expired; canx 09jun98; seen PEE 16aug99, as such;
	104 03003	10 15-IK	THE TERM PIOCOIS	340	3000933	seen wfu PEE (N57.911911 E56.010569), aug01, RA- prefix faded and CCCP- prefix bleeding through; I/n
9 35 09 17	CCCP-65639	Tu-134	AFL/Northern-LED	toc	02mar70	jun16/apr22 f/n AMS 01apr70; rgd 16apr70; had to make a forced landing at Simferopol 21may76 after problems with
						the left engine during take-off; hijacked to Helsinki 10jul77 on a flight from Petrozavodsk to Leningrad, no casualties; I/n KBP aug82; soc 28jun83 as life-time expired; transported to Vitebsk in 1983; was preserved
						at Moskovski prospekt near the Vitebsk Technological Institute of the Light Industry (VTILP) and used as the childrens' cinema "Polyot" (Flight) in 1983/88; the cinema was closed in 1988 due to non-compliance
0 35 09 18	LZ-TUF	Tu-134	Balkan	d/d	mar70	with fire safety standards; damaged by arson in 1992 and subsequently scrapped f/n LGW 25mar70; wfu SOF 1985; moved in the mid 90s to the 'Air Sofia' Golf Club, Ihitiman near Sofia
0 33 03 10			Balkan	u, u		(N42.436911 E23.810511), the aircraft has been stripped internally and forms part of a new building which
						has been built around it with the exception of the rear end, minus the engines which protrude outside; details of the aircraft are on a small board on the wall; f/n aug02; l/n nov16
0 35 09 19	CCCP-65640 CCCP-65640	Tu-134 Tu-134	Soviet Gvt/AFL c/s AFL/Privolzhsk-KUF	mfd trf	06apr70 23feb73	f/n SVO 06apr70; toc 15apr70; rgd 27apr70; opb 235 OAO at VKO
0 35 09 20	CCCP-65640 CCCP-65641	Tu-134 Tu-134	AFL/Privolzhsk-GOJ Soviet Gvt/AFL c/s	trf toc	unknown 08may70	I/n 11aug79; soc 19mar83 as life-time expired rgd 26may70; opb 235 OAO at VKO; f/n SXF 14jun71
	CCCP-65641	Tu-134	AFL/N.Kavkaz-ROV	trf	25oct72 24apr70	soc 19jul85 as life-time expired; I/n ROV jul92/may96, derelict; broken up
0 35 09 21	YU-AHS	Tu-134	Aviogenex	mfd	-	the sole Tu-134 sans suffixe with a radar nose (with a "Groza" M-134 radar); d/d 30apr70; named 'Skopje' after the capital of Macedonia; f/n AMS 14jun70; l/n DUS 09aug71; returned to the Soviet Union in 1972
	CCCP-65963	Tu-134	AFL/Privolzhsk	toc	01jul72	rgd 15aug72; opb 148 LO Gorkovskogo OAO; f/n AER jun75; possibly the Tu-134 which was leased to the KamAZ truck factory around 1974/75; seen NBC 29may76; soc 23sep82 as life-time expired; used as a fire
0 35 09 22	050 (1)	Tu-134K	Bulgarian AF	d/d	1970	trainer at Gorki-Strigino until 1994; broken up before aug95 f/n Peenemüde (East German AFB) 12oct70 on VIP flight for military exercise 'Waffenbrüdrschaft 70'; I/n
	LZ-TUO	Tu-134K	Balkan	trf	1978	PRG jun77, red cheatline; see c/n 1351303 f/n ZRH 19oct78; wfu SOF 1989; used as ground instructional airframe by the Balkan training centre,
	LZ-100	1u-134K	Ddikdii	LII	1976	carried additional 'Aviotsentar TsUTNT' titles; photo dec06 outside houses at Silistra (N44.121134
0 35 09 23	HA-LBF	Tu-134	MALÉV	mfd	30apr70	E27.275959); I/n sep12/09aug18 d/d 06may70; compensation for loss of HA-LBA; wfu 19may88; last service 11apr88 Düsseldorf-Budapest;
						last flight 19may88 to Szolnok for Air Force museum (N47.131111 E20.221497) and preserved there; seen oct04/sep22 in an ever deteriorating condition
0 35 09 24	HA-LBG HA-924	Tu-134K Tu-134K	MALÉV/VIP flight Hungarian Gvt	mfd r/r	19may70 01sep72	d/d 20jul70; first MALÉV service 29oct70 to Moscow VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; photo HEL 25jan74
	HA-LBG	Tu-134K	MALÉV	r/r	05oct74	last flight and wfu 12mar88; now used by rescue team for training purpose; stored near Ferihegy ATC
			,			tower since 04may88 with 'training' titles but without registration painted on; partly burnt by fire-fighting; scrapped BUD 09sep04; engines remain in Budapest Airport Museum and fuselage at fire station, I/n aug06
0 35 09 25	HA-LBH HA-925	Tu-134K Tu-134K	MALÉV/VIP flight Hungarian Gvt	mfd r/r	27may70 01sep72	d/d 05aug70; first MALEV service 29oct70 to Warsaw VIP interior; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03may74
	HA-LBH	Tu-134K	MALĒV	r/r	05oct74	f/n LHR 09feb75; last commercial flight and wfu 12jul88; last flight 18jul88 to Manching (Germany); trucked to Sinsheim; preserved at Auto & Technik Museum Sinsheim (N49.238926 E8.8987419) since
0 35 09 26	CCCP-65642	Tu-134	AFL/Northern-LED	toc	07jul70	1989, I/n jul23 rgd 30jul70; f/n HAM 01aug70; soc 23nov83 as life-time expired; I/n LED 22sep91 derelict, later broken up
0 35 09 27	CCCP-65643	Tu-134	AFL/Northern-LED	toc	22jul70	rgd 17aug70; f/n LHR 06oct70; trf to the Leningrad Technical School 16feb83; soc 18mar85 as worn out;
0 35 09 28	CCCP-65644	Tu-134	Soviet Gvt/AFL c/s	toc	18aug70	I/n LED mar90/sep92 derelict, later broken up rgd 01sep70; the 80th aircraft built; opb 235 OAO at VKO; f/n FCO 24oct70; I/n NIC 13sep72
	CCCP-65644	Tu-134	AFL/N.Kavkaz-ROV	trf	05jan73	involved in a near miss with Tu-154A CCCP-85059 near Rostov-na-Donu 06jun74; soc 16nov84 as life-time expired
Droductic	n of the "le	nathor	ed' Tu-134A fr	om 14	270	
		_				
9 35 10 01	CCCP-65646 CCCP-65646	Tu-134A Tu-134A	AFL/Moscow AFL/Moldova	toc trf	24mar70 29sep71	f/n dec70; rgd 12jul71; the first 'lengthened' Tu-134A, 81st aircraft built; seen SXF jun71
0 35 10 02	CCCP-65646 CCCP-65647	Tu-134A Tu-134A	Aeroflot/UShVLP AFL/Moscow	trf toc	04mar76 25apr70	Ulyanovsk Advanced Flying Training College; soc 21sep83 as life-time expired opb Vnukovskoye PO; f/n VKO 03jun71
3 33 10 02	CCCP-65647	Tu-134A	AFL/Moldova	trf	26aug71	rgd only 01oct71; opb 269 LO Kishinyovskogo OAO; dbr 17may73 on landing at VKO when the landing
0 35 10 03	CCCP-65648	Tu-134A	AFL/Moscow	toc	07may70	gear collapsed and the aircraft came to rest on its belly; soc 24dec74 f/n VKO 30jun70; rgd 12jul71
	CCCP-65648 CCCP-65648	Tu-134A Tu-134A	Aeroflot/UShVLP AFL/Tyumen	trf trf	11feb72 29mar72	Ulyanovsk Advanced Flying Training College
	CCCP-65648	Tu-134A	Aeroflot/UShVLP	trf	14dec74	Ulyanovsk Advanced Flying Training College; soc 21aug84 as life-time expired; was preserved in the Museum of Civil Aviation at Ulyanovsk, f/n sep92, l/n aug93; broken up in 2002 at the museum because of
						its poor condition and replaced by CCCP-65748

0 35 10 04	CCCP-65649 CCCP-65649	Tu-134A Tu-134A	AFL/Moscow AFL/Tyumen-TJM	mfd trf	18aug70 31mar72	toc 22aug70; rgd 30sep71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail dbr in crash-landing at Tyumen-Roshchino 31may79 when a tyre on the port main gear blew due to overheating after the fourth consecutive take-off, causing a hydraulics fire, total time 12,295 hours and
0 35 10 05	CCCP-65645 CCCP-65645 CCCP-65645	Tu-134A Tu-134A Tu-134A	AFL/Moscow AFL/Moldova AFL/Ukraine	toc trf trf	21jul70 30jun72 19jul72	7,789 cycles; soc 30jul79 rgd 30sep71; f/n VKO 06apr71
0.25.10.00	CCCP-65645	Tu-134A	AFL/GosNII GA	trf	1975	and to Riga aviation institute; soc 15dec81 as life-time expired; seen RSC 28aug93 as instructional airframe, still present 22aug96 and broken up by sep97
0 35 10 06	CCCP-65650	Tu-134A	AFL/International	mfd	31oct70	toc 23nov70; rgd 09dec70; f/n SVO 02jun71; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; photo exists
	CCCP-65650 CCCP-65650	Tu-134A Tu-134A	AFL/Latvia AFL/Privolzhsk-KUF	trf trf	28feb74 30jan81	later GOJ based
	CCCP-65650 EK-65650	Tu-134A Tu-134A-3	AFL/Armenia Armenian Airlines	trf VKO	01jul89 14nov93	l/n LED 17may91 l/n KUF 16sep97; seen stored Gyumri, Armenia, apr01/nov01
0 35 10 07	CCCP-65651 CCCP-65651	Tu-134A Tu-134A	AFL/International AFL/Tyumen-TJM	mfd trf	31oct70 10dec73	toc 18nov70; rgd 01dec70; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n CPH 12dec70
	RA-65651 RA-65651	Tu-134A-3 Tu-134A-3	Aeroflot Tyumen Airlines	PRG trf	11nov92 31aug94	soc 03jun96 as life-time expired; canx 05jun96; seen TJM jul00/aug04, derelict; still present jun06 ?
0 35 10 08	CCCP-65652	Tu-134A	AFL/Northern	toc	18nov70	rgd 30dec70; f/n LED 26mar72; seen HEL 11nov78 in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; I/n KRR 15dec83; soc 16nov84 as life-time expired
0 35 10 09	CCCP-65653	Tu-134A	AFL/Northern	mfd	31oct70	toc 18nov70; rgd 30dec70; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n LED 30jun72; soc and canx 04jul84 as to the MAP
	RA-65653 RA-65653 RA-65653 RA-65653	Tu-134A Tu-134A Tu-134A Tu-134A	MAP Siberian NII Tyumen Airlines Sirius Aero Sirius Aero, n/t	trf trf VKO VKO	30jul84 29aug95 20may00 16aug01	rgd 19apr86; f/n in Aeroflot c/s OVB 21apr93 with a closed nose (special radar) seen DME 25aug97 again with a glass nose; l/n DME 22aug99 l/n VKO 08jul00 l/n MHP 28aug03; canx 23jan03, soc 30jan03; still owned by the SibNIA institute; seen without titles MHP 28aug03; /n MHP 12may08, bare metal
0 35 10 10	RA-65653 CCCP-65654	Tu-134A Tu-134A	Alrosa AFL/Northern	MHP toc	15oct08 18nov70	//n MHP 03mar12/07may16, stored; canx before apr16 rgd 30dec70; f/n LED 26mar72; soc 16jul84 as life-time expired; used as ground instructional airframe by
0 35 10 10	CCCP-65655	Tu-134A	AFL/Ukraine	toc	05nov70	the Riga aviation institute (RKIIGA), seen RSC aug93/aug96; broken up by sep97 rgd 23nov70; c/n as such in MGA document, but Soviet register gives c/n as starting with a '9'; f/n VIE
0 33 11 01	CCCF-03033	10-134A	ALL OKIGINE	toc	03110470	1971; in revised Aerofilot c/s (specific to the Tu-134A) with blue tail; later repainted; soc 22dec83 as life- time expired; seen wfu Kharkov-North 14jul93, and preserved there 12sep99 in Aerofilot c/s, in poor condition with a very faded serial with only a "5" visible
	'UR-65713'	Tu-134A-3	Ukraine		29sep04	seen freshly painted and preserved at Kharkov-North (N50.025180 E36.265138) with this fake registration and titles; I/n sep12; see c/n 63520
0 35 11 02	CCCP-65656	Tu-134A	AFL/Ukraine	toc	19nov70	rgd 23dec70; f/n VIE 1971; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; last reported over Krasnograd, Ukraine, 11aug79 in the accident report of CCCP-65735/CCCP-65816, crossed the flight path of CCCP-65816 with a one-minute interval; soc 24jan84 as life-time expired
0 35 11 03	CCCP-65657	Tu-134A	AFL/Armenia-EVN	mfd	22oct70	toc 04dec70; rgd 21dec70; f/n AMM 05aug72; dbr 17jun83 when hit storm turbulence near Gali, Abkhazia whilst en route from Lvov to Yerevan; landed safely but written off on account of permanent structural deformation caused by excessive 6 loads (+3.05/-0.65), t/t 17,870 hours and 11,029 cycles; soc 10jul84; airframe used in 1986 for fire tests at Yerevan-Zvartnots airport during the investigation of the crash of Tu-134AK CCCP-65120 (see below) which had been caused by an in-flight fire in the aft equipment bay; wreck seen by a lake near Hrazdan, Armenia, 02oct94
0 35 11 04 0 35 11 05	CCCP-65658 CCCP-65659	Tu-134A Tu-134A	AFL/Armenia-EVN Aeroflot/UShVLP	toc toc	04dec60 23dec70	rgd 21dec70; f/n BEY 08jan72; soc 31dec86 for laboratory research Ulyanovsk Advanced Flying Training College; rgd 19jan71; soc 29jun82 as life-time expired
0 35 11 06	CCCP-65660 CCCP-65660	Tu-134A Tu-134A	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV	toc trf	07jan71 27dec72	rgd 01feb71; opb 235 OAO at VKO; f/n early72 soc 18oct84 as life-time expired
0 35 11 07	CCCP-65661	Tu-134A Tu-134A	Soviet Gvt/AFL c/s	mfd trf	28oct70 28sep72	toc 13jan71; rgd 01feb71; opb 235 OAO at VKO; f/n CPH 03mar71
	CCCP-65661 RA-65661	Tu-134A	AFL/Tyumen-TJM Aeroflot	PRG	06sep93	f/a DME 07may0E as Tu 1344 2x l/a CVV 22aus0E, ass 02ius0E as life hims avaired, assay 05ius06
1 35 11 08	RA-65661 CCCP-65662	Tu-134A Tu-134A	Tyumen Airlines AFL/Privolzhsk-GOJ	trf mfd	31aug94 05feb71	f/n DME 07may95 as Tu-134A-3; I/n SVX 23aug95; soc 03jun95 as life-time expired; canx 05jun96 toc 22feb71; rgd 02apr71; fn UFA 1971; soc 20dec82 as life-time expired; ferried to Kuibyshev-Kurumoch for fire-brigade training; left engine nacelle subsequently removed and fitted to Tu-134AK CCCP-65045 to replace a unit damaged by an engine fire; seen KUF apr93/aug04 on the fire dump
0 35 11 09	CCCP-65663	Tu-134AK	Soviet Gvt/AFL c/s	toc	16apr71	replace a fine damaged by a lengther the, seem to a ph/95/dutyr on the line unity rgd 17jun71; c/n starts with a 0 according to the Soviet register and MGA document; opb 235 OAO at VKO; f/n LHR 19apr72; damaged on the ground at GOJ 08feb76 when a vehicle hit the left wing flap; repaired
	CCCP-65663	Tu-134AK	Aeroflot/UShVLP	trf	30jan75	Ulyanovsk Advanced Flying Training College; trf 04may88 to the technical school at Minsk-Chizovka; soc and canx 26sep89 as worn out; f/n sep93, l/n jul95
	EW-65663	Tu-134AK	Aeroflot c/s		07oct95	in the technical school at Minsk-Chizovka (N53.842725 E27.660605) with fake prefix, no flag on fin; I/n 11nov23, old titles and flag visible again
0 35 11 10	CCCP-65670	Tu-134AK	Soviet AF/AFL c/s	mfd	31mar71	believed to be Tu-134AK prototype; f/n PRG 13sep72; rgd only 29dec73; l/n Sperenberg 02jan79; opb 5 ae 10 okbon at Chkalovski until dec81 and then by 2 ae 354 apon 8 adon at Chkalovski until 1982; last overhaul completed 14aug87; opb 36 osap at Chita-Cheryomushki by 1989; w/o 28jul89 on a flight from Ulan-Ude-Vostochny to Ulan-Ude-Mukhino when entered a layer of fog on final approach, but the decision to go around was taken too late so that the aircraft dropped below the glide slope, touched down with 2.65 g 300 metres short of the runway threshold and 32 metres to the right of its extended centreline, broke up, caught fire, came to rest upside-down after 590 metres and burnt out, all 6 crew escaped with minor injuries; t/t 4,776 hours; canx 14apr82 (the same date as CCCP-65669), but that was probably just a 'paper' cancellation
1 35 12 01	CCCP-65665	Tu-134AK	Soviet Gvt/AFL c/s	toc	21may71	rgd 17jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n LHR 09apr72
	CCCP-65665	Tu-134AK	Aeroflot/UShVLP	trf	21mar75	Ulyanovsk Advanced Flying Training College; soc 02aug89 as life-time expired; canx 08aug89; I/n ULV aug97/aug99, wfu; broken up before 2005
1 35 12 02	CCCP-65666	Tu-134AK	Soviet Gvt/AFL c/s	toc	11jun71	rgd 23jun71; opb 235 OAO; was equipped with a "Tatra" HF-communications suite for a while; f/n ARN 02apr73
	CCCP-65666 RA-65666	Tu-134AK Tu-134A-3	AFL/N.Kavkaz-ROV Aeroflot	trf VKO	24jul75 02sep93	last reported as CCCP- in an incident report at KGF 24jan87
1 35 12 03	RA-65666 YU-AHX	Tu-134A-3 Tu-134A	Donavia Aviogenex	trf d/d	25nov93 24mar71	seen ROV 13may96 in Aeroflot c/s, no titles; soc 01jul97 as life-time expired; canx 15oct97 the first Tu-134A with radar nose; named 'Beograd'; f/n LGW 01may71; the first aircraft modified in late 1975 with type III (large) rear emergency exits; seen STN 30nov86 as Tu-134A-3; returned to Soviet
	CCCP-93930 OB-1489	Tu-134A-3	MAP Kharkov APO Aero Tumi	rgd	01feb91	Union 24dec90
	OB-1489 OB-1489 no reg	Tu-134A-3 Tu-134A-3 Tu-134A-3	Imperial Air no titles	d/d LIM LIM	sep92 15jan94 04feb97	rgd 25feb93; reported returned from lease jun93 named 'Inca Roca'; reported wfu 14may94; CodR expiry 25sep94 stored (S12.038292 W77.104134), /ln sep97/nov09; canx 18feb00; derelict by 2005, engines and doors
1 35 12 04	YU-AHY	Tu-134A	Aviogenex	d/d	15apr71	missing, thick layer of dirt; no longer visible on GE image dated 03mar11, broken up? named 'Zagreb'; f/n LGW 15may71; modified in late 1975/early 1976 with type III (large) rear emergency exits; seen MAN jul85 as Tu-134A-3
	TC-ALV YU-AHY	Tu-134A-3 Tu-134A-3	Nesu Air Aviogenex	d/d ret	mar88 nov89	f/n IST 20mar88; I/n FRA 08jul89 returned to Soviet Union 28dec90
	93926 RA-93926	Tu-134A-3 Tu-134A-3	MAP Arsenyev APO MAP Arsenyev APO	rgd VKO	20mar91 05jul93	f/n VKO 16may93; in basic ex Aviogenex c/s with Aeroflot titles and 'AHY' on the nose wheel door in basic ex Aviogenex c/s with Aeroflot titles and 'AHY' on the nose wheel door; canx 04jun03
1 35 12 05 1 35 12 06	YU-AHZ YU-AJA	Tu-134A Tu-134A	Aviogenex Aviogenex	d/d mfd	22apr71 17apr71	named 'Skopje'; f/n AMS 02may71; crashed near Rijeka 23may71 d/d 29apr71; f/n LGW 10jul71; named 'Titograd'; modified in late 1975/early 1976 with type III (large) rear emergency exits; seen DUS 05oct86 as Tu-134A-3; /n HAJ apr87
	TC-ALU YU-AJA YU-AJA CCCP-93929	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Nesu Air Nesu Air Aviogenex MAP Irkutsk APO	d/d LGW ret rgd	aug88 30oct88 aug89 31jan92	reportedly carried the 'transition' registration TC-AJA for some time, but no proof; f/n HAJ 13aug88 still wearing 'Nesu Air' titles; I/n ATH 09aug89 f/n EMA 01oct89; returned to Soviet Union 28dec90 white fuselage/blue cheatline and red undersides with 'Aeroflot' titles, type painted as 'Tu-134A'; f/n VKO
1 35 12 07	CCCP-65667	Tu-134A	MAP Tupolev OKB	mfd	27apr71	08jul92; canx 14mar96 d/d 15may71; equipped with a "Groza" radar; in revised Aeroflot c/s (specific to the Tu-134A) with blue
			·	.=		tail; f/n PRG 23may71; carried Paris Air Show exhibition number '828', f/n as such NSK apr72 and I/n as such SCW 13feb73; seen LBG 31may73 with Paris Air Show exhibition number '453' still with blue tail
	CCCP-65667 RA-65667	Tu-134A Tu-134A-3	MAP LII Zhukovski Arkhangelsk Al	rgd trf	17sep74 03mar93	f/n as Tu-134A-3 VKO 16aug92 seen VKO 21mar93 in Aeroflot c/s with titles; I/n VKO 18aug93 as such; f/n SVO 16may95 as Arkhangelsk Airlines
	RA-65667	Tu-134A-3	Tupolev OKB	rgd	12sep96	/n ZIA 23aug97 in basic Aeroflot c/s, no titles; I/n ZIA 19sep99 operational; engines removed 23sep99; f/t 9,492 hours and 6,036 cycles by 01jul00; seen ZIA aug01, wfu; I/n aug03; scrapped at Zhukovski in 2004
1 35 12 08	CCCP-65671 CCCP-65671	Tu-134AK Tu-134AK	KGB/Border Guards Soviet Gvt/AFL c/s	mfd trf	13may71 14nov73	with glass nose; in Aeroflot c/s; rgd 23jun71 opb 235 OAO at VKO
	CCCP-65671	Tu-134AK	AFL/Privolzhsk-UFA	trf	19dec73	f/n SVO 17feb75
	RA-65671 RA-65671	Tu-134A-3 Tu-134A-3	Aeroflot Aeroflot c/s, n/t	DME UFA	15may93 12jun94	f/o DME 07m3v0Ev1/o HEA 103v000 w/s but abill in float list 214ac00 00001 10: 100
1 25 12 22	RA-65671	Tu-134A-3	Bashkirian Al	trf	30jun94	f/n DME 07may95; I/n UFA 18aug99, wfu but still in fleet list 31dec00; canx 09nov01; soc 18oct02 as life- time expired
1 35 12 09	LZ-TUK	Tu-134A	Bul Gvt/Balkan c/s	d/d	early71	f/n CPH 19jun71; one of the very few Tu-134A "Salons" built as such (with VIP interior but no rear entry door!), possibly due to an error in processing the order; converted to standard Tu-134A before transfer to
1 35 12 10	LZ-TUK CCCP-65664	Tu-134A Tu-134A	Balkan AFL/Azerbaijan	SXF toc	feb74 02jul71	Balkan; I/n LHR 20nov72 seen LHR dec86; wfu SOF 1989, scrapped 1998/99 rgd 27jul71; f/n VKO 04oct72

1 35 13 01	CCCP-65664 EW-65664 HA-LBI	Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Belavia MALÉV	trf MSQ mfd	27may82 10jul94 08jun71	I/n MSQ 07sep93 seen MSQ sep94, in basic ex Aeroflot c/s with Belavia titles, wfu; I/n MSQ 12may96, broken up rgd 18jun71; d/d 19jun71; first service 30jun71 to Berlin; was converted to Tu-134A-3 mar84, last service 15nov94; grounded 18nov94 because of the accident of HA-LBK and wfu 10dec94; canx 03apr96; used for
1 35 13 02	HA-LBK	Tu-134A	MALÉV	mfd	17jun71	spares and broken up Ferihegy 06feb97/14feb97 d/d and rgd 26jun71; first service 02jul71 to Copenhagen; converted to Tu-134A-3 29nov84; on 18nov94 gear failed to deploy until the crew cut a hole in the floor with the on-board axe to force the gear; although landed safely, was grounded and not flown anymore; wfu 10dec94 and stored for spares; canx 03apr96;
1 35 13 03	LZ-TUP 050 (2) LZ-TUP LZ D 050 LZ-TUP LZ-ACS	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Bul AF/Balkan c/s Bulgarian AF Bul AF/Balkan c/s Bulgarian AF Hemus Air Transair	d/d SXF SXF FFD PRG SOF	1971 06dec78 08sep80 21jul95 07sep97 05jul02	broken up Ferihegy from 24feb97 to 04mar97 f/n SOF jul71; I/n CGN 24nov75 see c/n 0350922 I/n SOF 17apr95 in basic Balkan c/s with Bulgarian Air Force titles; I/n SOF 11feb97 I/n SOF 26apr01 operational I/n SOF 10feb04; bought by a film studio to make movies about hijacking airplanes; scrapped in 2004
1 35 13 04	DM-SCK DM-SCK DDR-SCK	Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug Interflug	mfd trf rgd	22jun71 nov75 01jul81	rgd 30jul71; /n CGN 15jan74 //n VIE 23jun80 f/n HEL 17apr87; wfu 09sep90; canx 29sep90; last flight 30sep90 (to Augsburg); was preserved at Augsburg; moved to Hermeskeil in spring 1994 and preserved at Flugausstellung Junior (N49.686045 E6.9625261), f/n mar95, //n 04jun23
1 35 13 05	D-AOBB DM-SCL 182 DM-SCL	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Interflug EGAF/Interflug c/s East German AF Interflug	res rgd Max trf	1990 30jul71 14jan76 12may77	not taken up seen ARN 25sep73; I/n CGN 25apr74 used call-sign DM-VBD until jul76 initially in ex East German Air Force c/s with Interflug titles and small tail logo; repainted in full Interflug c/s; I/n LGW 12jul80
	DDR-SCL	Tu-134AK	Interflug	rgd	08may81	f/n LGW 02jan82; withdrawn from service 09sep89; canx 29jan90; last flight 29jan90 (to Lahr); preserved at the 'Hydro Gerätebau' headquarters at Biberach (N48.334426 E8.0345259) in white c/s with blue trim
1 35 13 06	CCCP-65668	Tu-134A	AFL/Armenia-EVN	toc	04aug71	and 'Hydro' titles, I/n nov10/23jun21 rgd 01oct71; had a radio operator, which regular Tu-134As did not have; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n HEL 18aug72; w/o 30jun73 on the leg from Amman to Beirut of a flight from Amman to Moscow when overran the runway at Amman after an aborted take-off during a partial solar eclipse, the piloting check-pilot had the impression that the speed dropped due to failure of one engine (although both engines were working normally) and aborted the take-off at a speed of 265 km/h (although V1 was 252 km/h), the aircraft overran the runway, came down the slope of a ravine, collided with trees and eventually with a one-storey concrete building 290 metres behind the runway threshold and broke into three parts, 2 of the 7 crew and 7 persons in the building killed while all 78 passengers escaped unhurt or with minor injuries; the accident investigation commission did not rule out that the partial solar eclipse could have influenced the perceptions of the pilot; t/t 2,822 hours; soc and canx 31oct73
1 35 13 07	CCCP-65727(1) CCCP-65727(1)	Tu-134A Tu-134A	AFL/Azerbaijan AFL/Moldova-KIV	mfd trf	31jul71 15jun82	rgd 24aug71; on charge as of 01oct71; f/n DME 23oct72 converted to Tu-134A-3, date unknown; damaged 28aug87 at Yerevan-Zvartnots; soc 27dec87 as life-time expired; was preserved as a café in a park at Murom; damaged by arson probably in the 1990s; remains dumped at Murom North, seen aug03/oct06; see c/n 64820
1 35 13 08 1 35 13 09	CCCP-65728(1) CCCP-65729(1) CCCP-65729(1) CCCP-65729(1)	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Moldova AFL/Privolzhsk-GOJ AFL/Latvia AFL/GosNII GA	toc mfd trf trf	13aug71 23aug71 15feb82 21may82	rgd 31aug71; f/n VKO 04oct72; soc 19mar84 as life-time expired; see c/n 49858 toc 27aug71; rgd 15sep71; f/n LED 30sep72; reportedly wfu in 1982; transferred to Riga Institute of Civil Aviation Engineers (RIIGA) for fatigue tests; soc 22oct87 having been used for research; see c/n 63961
1 35 13 10	CCCP-65730 CCCP-65730 CCCP-65730 CCCP-65730 EY-65730	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Latvia-RSC AFL/Tajikistan-LBD Hemus Air Aeroflot Tajik Air	mfd trf BOJ SVX MHP	31aug71 03jun80 01jul90 20apr93 10jul94	toc 03sep71; f/n RIX 16sep71; rgd 24sep71  seen in ARZ-407 18aug97 and 22apr98 with 'Tochikiston' titles, ever delivered ?; in fleet list 30sep00 as canx
1 35 14 01	4L-65730 CCCP-65731	Tu-134A-3 Tu-134A	privately owned AFL/Armenia-EVN	TBS toc	05sep03 12sep71	in basic white c/s, no titles rgd 01oct71; opb Leninakanskaya OAE Yerevanskogo OAO; f/n BEY 07apr73; reported to be an A-3 at EVN
	EK-65731	Tu-134A-3	Armenian Airlines	VKO	03sep93	mar93; I/n VKO 27apr93 in basic Aeroflot c/s, no titles; I/n active VKO 31aug94, still with prefix; seen Gyumri jun97, wfu; I/n nov01, without prefix
1 35 14 02	CCCP-65732 CCCP-65732 CCCP-65095(2)	Tu-134A Tu-134A Tu-134A	AFL/Latvia AFL/Moldova Aeroflot	toc trf MSQ	25sep71 03jul80 07sep93	rgd 22oct71; f/n VKO 02oct72 soc 18mar85 as life-time expired c/n checked as '1402' this date; derelict and without wings; photo shows it does not have the small galley window behind the front door on the starboard side, consistent with a batch 14 aircraft, but would have been present on the original CCCP-65095 (batch 44); presumably painted as such and used as a training aircraft following the demise of CCCP-65095 a Belarus directorate (Minsk based) aircraft in a fire accident at ARZ-407 in early 1984; J/n 12may96, in the process of being broken up; see c/n 60256
1 35 14 03 1 35 14 04 1 35 14 05	CCCP-65733(1) CCCP-65733(1) CCCP-65734 CCCP-65735	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Soviet Gvt/AFL c/s	toc trf mfd trf mfd	22oct71 11jun73 14sep71 03dec73 05nov71	rgd 10nov71; opb 235 OAO at VKO; f/n CPH O2dec71; see c/n 64425 and 64450 soc 18mar85 as life-time expired; seen ROV jul92/may96, scrapped toc 05nov71; opb 235 OAO at VKO; rgd 26nov71; f/n FRA 23jun73 soc 18jan85 as life-time expired toc 12nov71; opb 235 OAO at VKO; rgd 26nov71; f/n CPH 02dec71; in revised Aeroflot c/s (specific to the
	CCCP-65735	Tu-134AK	AFL/Belarus-MHP	trf	24oct73	Tu-134A) with blue tail opb 104 LO; w/o 11aug79 on the leg from Donetsk to Minsk of a flight from Tashkent to Minsk when collided in clouds at a height of 8,400 metres near Dneprodzerzhinsk (at N48°33'35" E34°40'33") with Tu-134A CCCP-65816 due to ATC error and crashed between Kurilovka, Nikolayevka and Yelizavetovka in the Petrikovka district of the Dnepropetrovsk region, all 7 crew and 77 passengers (among them the famous Tashkent "Pakhtakor" football team) killed; t/t 10,753 hours 26 minutes and 7,075 cycles; soc 17sep79
1 35 14 06 1 35 14 07	OK-AFA 1407 OK-AFD	Tu-134A Tu-134AK Tu-134AK	CSA Czechoslovak AF Czechoslovak AF	d/d mfd rgd	21nov71 08dec71 05feb80	rgd 23nov71; wfu 20may88; canx 05jan89; returned to Minsk and tested to destruction d/d 16dec71 this registration was used several times for flights to the West; seen SXF 18apr80; no canx date given on
	1407	Tu-134AK	Czechoslovak AF	ret	oct81	register seen Prague-Kbely 30apr82; repainted in white/light grey c/s with white/red/blue cheatline, no titles; f/n
	1407 EW-65861(2)	Tu-134AK Tu-134AK	Czech Air Force TechAviaService	trf SIP	01jan93 25apr98	as such FFD 1989  last flight 26nov96; ferried to Minsk for overhaul 18nov97  operated for Lukoil; in basic 'blue' Aeroflot with 'TechAviaService' titles on the lower fuselage, 'Lukoil' titles
	RA-65861(2)	Tu-134AK	Kolavia	Isd	10jun99	on the engines and the stylised logo of an 'A' on the fin; I/n CDC 27oct98; see c/n 28269 in full c/s; f/n DME 15aug99; rgd 10sep99 to KUGIIPZh of Kogalym; new CofR issued 02oct03; in oct06 fleet list as a Tu-134A-3; I/n active DME 01dec06; CofA expired 08dec06; t/t 12,992 hours and 9,413 cycles; canx between aug10 and mar16; sat wfu at KGP, seen without engines but otherwise still complete 30jan12; scrapped at KGP starting 07feb12
1 35 14 08	OK-BYR LZ-TUV	Tu-134AK Tu-134A-3	CS-Gvt (LSFMV) Balkan	mfd d/d	07dec71 sep83	rgd 17jan72; d/d 19jan72; Leteck+ sprava federalniho ministerstva vnitra; wfu 26sep83; canx 13oct83 seen ORY 29nov86; t/t 15,947 hours 10,749 cycles at 01aug92; wfu and stored SOF since 1998; slowly
1 35 14 09	OK-BYQ LZ-TUU	Tu-134AK Tu-134A-3		mfd d/d	28dec71 sep83	broken up 2003-2005 Leteck+ sprava federalniho ministerstva vnitra; d/d 17jan72; rgd same date; wfu 26sep83; canx 13oct83 seen LHR 25dec85; t/t 16,042 hours, 10,777 cycles by 01aug92; l/n SOF 26jun93; wfu 1994
	RA-65939 RA-65939 RA-65939	Tu-134A-3 Tu-134A-3 Tu-134A-3	Ashab Air VTS Trans	LHR ZIA rgd	02apr95 19sep99 23may01	in Aeroflot c/s, no titles; CofR renewal 07jul97; also reported for Gromov Air I/n DXB nov99 in Aeroflot c/s, no titles; f/n VKO 15aug01; soc 21nov05 as life-time expired; seen AER 12jun07, dumped near the threshold of runway 20; seen again 18sep09 near the, by than to bullt, VIP terminal at the South side and VTS Trans titles readable again; and seen displayed (N43.44182 E39.947881) jan13/aug20 in
1 35 14 10	OK-AFB	Tu-134A	CSA	rgd	05jan72	poor condition d/d 09jan72; damaged in hard landing Prague-Ruzyne 11oct88 and withdrawn from service; last flight to Piestany and preserved t/t 21,793 hours and 20,131 cycles (not counting the flight to PZY); canx 09jun89; preserved as 'Air Snack-Bar Gemer' at PZY, f/n nov03; offered for sale 14jul11 on the internet; I/n 14may13 wings and tail removed for move to Dubnica nad Vahom-Slavnica; seen Dubnica nad Vahom-Slavnica 22jul13 repainted in original CSA c/s, but no titles on fuselage and again 28jul13 with titles; I/n 04auu19
2 35 15 01	CCCP-65736 CCCP-65736 ER-65736 ER-65736	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Azerbaijan AFL/Moldova-KIV Kolkol Airlines	mfd trf rgd LOS	12feb72 11nov82 23mar94 dec96	toc 27feb72; rgd 04apr72 f/n AER 21sep87 in basic Air Moldova c/s; f/n KIV 20sep94, no titles; l/n KIV 19dec94, with titles; but the lease fell through titles and operator not reported; canx 26mar98
1 35 15 02	CCCP-65676 CCCP-65676 EW-65676	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet AF/AFL c/s AFL/Belarus-MSQ Belavia Gomelavia	mfd trf FRA GME	25apr72 05jul78 08jun94 06aug06	rgd Offeb73, late rgd; f/n PRG 17dec73; /n SXF 11apr77 rgd O5sep78; f/n Sperenberg 20sep80; still CCCP- 15may93; canx but date unknown l/n SVO 03jul94; reported for Gomelavia wfu; wings and gear removed, to be used as a cafe
1 35 15 03	OK-BYS	Tu-134A	CS-Gvt (LSFMV)	mfd	14feb72	d/d 07mar72; rgd same date; Leteck+ Sprava Federalne Ministerstvy Vnítra; seen LHR 28may77 and 12aug78 operating CSA flights; wfu 26sep83; canx 13oct83
2 35 15 04	LZ-TUZ OK-CFC	Tu-134A-3 Tu-134A	Balkan CSA	d/d d/d	sep83 05mar72	seen LHR 14jul84; t/t 17,07 hours, 11,700 cycles by 01aug92; wfu SOF f/n jan98; in Balkan c/s with additional titles on forward fuselage, only the 'Z' of the reg on the nose wheel door, used for anti-terrorist training and still intact (N42.698613 E23.418254); I/n 20jul20 rgd 06mar72; f/n LHR 17sep72; I/n LGW 15jun86; wfu 15nov90; broken up at Prague, seen without tail
						11jul92; canx 13dec92; the forward fuselage section without any markings apart from 'CSA' titles sat at Wädenswil railway station (near Zurich), seen apr98, but gone later
2 35 15 05	OK-CFD	Tu-134A	CSA	d/d	10mar72	rgd 14mar72; f/n LHR 11apr72; dbr during landing Prague 02jan77 after hitting Il-18 OK-NAA; photo showing wings and undercarriage torn away; canx 16may77

2 35 15 06	CCCP-65737(1)	Tu-134A	AFL/N.Kavkaz-VOG	toc	25mar72	rgd 19apr72; soc 17apr84 as life-time expired; seen in the Kirsanov technical School (N52.646391
2 35 15 07	CCCP-65738	Tu-134A	AFL/Privolzhsk	toc	02apr72	E42.772966) aug99/mar22; see c/n 64195 rgd 14sep72; soc 04jul84
	RA-65738	Tu-134A	SibNIA	trf	20jul84	rgd 04may86; in Aeroflot c/s; f/n OVB 30jun92; l/n OVB 21apr93
	RA-65738 RA-65738	Tu-134A Tu-134A	Tyumen Airlines Alrosa-Avia	TJM trf	15aug99 02apr02	Isf SibNIA; not in fleet list 27oct00; I/n VKO 01oct02 Isf SibNIA; in basic Aeroflot c/s with Cyrillic titles; photo exists; soc 09dec04
	65738	Tu-134LL	SibNIA	OVB	27nov07	avionics test-bed with a conus-shaped fairing (looking like a missile homing device) on the nose; in
						blue/white/blue c/s with very small 'SibNIA' titles, Russian Navy flags on engine nacelles; first reported Novosibirsk-Mochishche aug07; I/n OVB feb08
	65738	Tu-134A	SibNIA	IKT	sep08	again with a standard nose; in the same c/s as above; I/n TOF 13sep11; converted in early 2012 to, see next line
	65738	Tu-134LL	SibNIA	Ovy	29apr12	"Optik-E" remote sensing aircraft with equipment from Institut optiki atmosfery im. V.Ye. Zuyeva at Tomsk
				•	·	and Institut khimicheskoi kinetiki i goreniya at Novosibirsk; based at Novosibirsk-Yeltsovka; in the same
2 35 15 08	YU-AJD	Tu-134A	Aviogenex	d/d	apr72	c/s as above; I/n Novosibirsk-Yeltsovka jun15, stored named 'Skopje'; f/n AMS 22may72; modified in late 1975/early 1976 with type III (large) rear emergency
	RA-93927	Tu-134A-3	KnAAPO	rad	16cen92	exits; I/n FRA 01sep89; returned to the Soviet Union 24dec90 in basic Aeroflot c/s, no titles; f/n MHP 09sep93; I/n DME 12may95; soc and canx 25mar99 as life-time
	KA-93927	TU-134A-3		rgd	16sep92	expired
2 35 15 09	CCCP-65739	Tu-134A	AFL/N.Kavkaz-VOG	toc	09jun72	rgd 10jul72; f/n MCX 22jun74; canx 1984; seen in the Kirsanov technical School (N52.646434 E42.772452) aug99/mar22
2 35 15 10	CCCP-65740	Tu-134A	MAP LII Zhukovski	rgd	28aug72	multi-purpose test vehicle; used for wake turbulence tests in summer 1980 and later for ecological
	RA-65740	Tu-134A	MAP LII Zhukovski	ZIA	24aug95	research, but also as an UAV engine test-bed; in Aeroflot c/s; f/n ZIA mar91; l/n ZIA 03sep93 multi-purpose test vehicle; in Aeroflot c/s; seen ZIA 19aug01; canx but date unknown; sat wfu at ZIA,
						seen mar10/aug13; used as a trainer for the rescue services at ZIA, I/n 08nov19; reported broken up in
2 35 16 01	CCCP-65741	Tu-134A	AFL/Latvia-RSC	mfd	28apr72	2022 by russianplanes.net rgd 23may72; f/n VKO 02oct72
	CCCP-65741 ER-65741	Tu-134A Tu-134A-3	AFL/Moldova-KIV Kolkol Airlines	trf rgd	15may81 23mar94	lease fell through; f/n KIV 20sep94 in Air Moldova c/s, no titles
	ER-65741	Tu-134A-3	Air Moldova, n/t	VKO	16apr97	canx 26mar98
2 35 16 02	OK-CFE OK-9522	Tu-134A Tu-134A	CSA	d/d d/d	12may72 dec90	rgd 13may72; f/n LHR 23sep72; wfu jan90; canx 04jan90 registration applied for flight to Ancona 14dec90; preserved at disco and restaurant "Michelangelo Da Vinci,
				-, -		Airplane's" some 11 km southwest of Rovigo along road 434 (N45.020275 E11.662802), together with DC-
						6 c/n 44251, f/n may98 registered OK,; seen jun10 again painted as OK-CFE; l/n oct20/dec23 abandoned in dirty condition with graffiti
2 35 16 03	OK-CFF	Tu-134A	CSA	d/d	19may72	rgd same date; f/n LHR 18jun72; wfu 04jul87; canx 18aug89; part of the fuselage was used as a cabin
2 35 16 04	CCCP-65742	Tu-134A	AFL/N.Kavkaz-VOG	toc	02jun72	trainer at PRG until 1991; scrapped rgd 10jul72; photo AER 1974 in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n DME early
2 25 16 05	CCCD 65742					1978; soc 27may85 as life-time expired; seen ZIA aug92/aug95 dumped
2 35 16 05	CCCP-65743	Tu-134A	AFL/Privolzhsk-UFA	toc	05jun72	rgd 20jun72; f/n DME late 1977; trf 23mar84 to the Kiev Institute of Civil Engineering and used as a ground instructional airframe, soc 21aug84 as life-time expired; seen sep92/aug02; c/n checked as 1605,
						falsely marked on a placard as a 'Tu-134' with correct production total for that version; preserved without titles in the Oleg Antonov State Aviation Museum at Kiev, (N50.406823 E30.460252), seen oct03/oct21
2 35 16 06	CCCP-65744	Tu-134A	AFL/North Kavkaz	toc	30jun72	rgd 17aug72; f/n SXF 14apr81; soc 21aug84 as life-time expired; t/t 24,500 hours; tested to destruction
						by the SibNIA institute in 1987, building on the results of these tests the Tu-134A's design life was increased to 35,000 hours
2 35 16 07	CCCP-65745	Tu-134A	AFL/Privolzhsk	mfd	1972	on charge as of 01jul72; rgd 15aug72; f/n DME early 1978; suffered structural damage during a hard
						landing at Erfurt; soc 17sep84 as life-time expired; donated or sold to East Germany, repaired, ferried to SXF jul85, dismantled, transported by road to Wartin (near Angermünde) and used as an anti-terrorist
						trainer at the MfS training centre; towed by 7 tractors over 4 km of fields and meadows to Grünz in
						summer 1992; was preserved in basic Aeroflot c/s with a German flag on the fin and without titles behind the "Deutsches Haus" restaurant at Grünz (N53.282601 E14.131041) from summer 1992; sold to
						Flugplatzmuseum Cottbus feb17, dismantled in spring/autumn 2017 and transported on flat-bed trailers
						from Grünz to Cottbus during the night 16/17oct17; preserved in Flugplatzmuseum Cottbus, seen 04jul21, still dismantled; seen 01oct21 tail still detached; I/n may23 as such
2 35 16 08	CCCP-65746	Tu-134AK	AFL/Ukraine	mfd	31jul72	toc 02aug72; rgd 25aug72; VIP aircraft for the Government of the Ukrainian Soviet Republic from 1972 until 1984; f/n KBP 25sep75; trf to Aeroflot in 1984 after the Government of Ukraine received their new
						VIP aircraft CCCP-65556
	CCCP-65746 UR-65746	Tu-134AK Tu-134A-3	AFL/Ukraine-HRK Avialini. Ukrayiny	trf VKO	1984 15may95	f/n LED 04apr87; I/n HRK jun92 as Tu-134A-3 opb Avialiniyi Kharkova; I/n HRK 04may98
2.25.16.00	UR-65746	Tu-134A-3	Air Kharkiv	HRK	apr99	Avialiniyi Kharkova; wfu without engines; canx 13aug08; l/n mar09
2 35 16 09	CCCP-65747(1) CCCP-65747(1)	Tu-134A Tu-134A	AFL/Azerbaijan AFL/North Kavkaz	trf	01oct72 14dec83	on charge as of; rgd 20oct72; f/n DME late 1977 soc 31dec86 as life-time expired
2 35 16 10	CCCP-65748 CCCP-65748	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s Aeroflot/UShVLP	toc trf	26sep72 04jul75	rgd 20nov72; opb 235 OAO at VKO; f/n NIC 19apr74; l/n DUS 15mar75 Ulyanovsk Advanced Flying Training College; soc 22oct87 as life-time expired; stored at ULV, seen
	CCCF-03740	TU-134AK	Aeronot/ OSHVEF	Ci i	04)0173	may93/aug99; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291558 E48.234038), seen
2 35 17 01	CCCP-65749	Tu-134AK	Soviet Gvt/AFL c/s	toc	11oct72	aug01/jun22 rgd 30oct72; had the extra emergency door on the port rear fuselage; opb 235 OAO at VKO; f/n MUC
						28jul73
2 35 17 02	CCCP-65749 CCCP-65950	Tu-134AK Tu-134AK	AFL/Tyumen Soviet Gvt/AFL c/s	trf mfd	12nov74 21nov72	soc 31dec86 as life-time expired; sat derelict at VOZ, I/n around 1990 toc 11dec72; opb 235 OAO at VKO; rgd 04jan73; f/n HEL 03mar73
	CCCP-65950	Tu-134AK	AFL/Tyumen	trf	23may75	photo AER 1977, in revised Aeroflot $c/s$ (specific to the Tu-134A) with blue tail
	RA-65950 RA-65950	Tu-134AK Tu-134AK	Tyumen Airlines Tyumen Airlines	trf DME	17apr94 29jun96	f/n DME 25may94, in Aeroflot c/s and titles; I/n DME 21may96 canx 17apr98; soc 20apr98 as life-time expired
2 35 17 03	CCCP-65951	Tu-134A	AFL/International	mfd	29sep72	toc 05nov72; f/n AMS 23nov72; rgd 14dec72; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; l/n ARN 1975
	CCCP-65951	Tu-134A	AFL/Latvia	trf	30sep76	
	CCCP-65951	Tu-134A	AFL/N.Kavkaz-VOG	trf	08may80	w/o 13jan90 on the leg from Tyumen to Ufa of a flight from Tyumen to Volgograd when a short circuit occurred below the floor of the cargo bay, starting a fire, the aircraft force-landed in a snow-covered field 3
						km east of Pervouralsk (49 km from Sverdlovsk), turned over and broke up, 4 of the 6 crew and 23 of the
2 35 17 04	CCCP-65952	Tu-134A	AFL/GosNII GA	toc	03may73	65 passengers killed; t/t 30,755 hours 30 minutes and 18,102 cycles; soc and canx 09oct90
2 35 17 05	CCCP-65952 CCCP-65675	Tu-134A Tu-134AK	AFL/Ukraine	trf mfd	16jan74 28dec72	rgd 06feb74; f/n HEL 24aug74; soc 20sep86 as life-time expired; seen KBP 07sep92/19mar97, dumped rgd 29dec73; delivered to NII VVS at Chkalovski; damaged 14mar73 in an off-field landing, but repaired;
2 35 17 05	CCCP-636/3	1U-134AK	Soviet AF/AFL c/s	IIIIu	ZoueC/Z	f/n Sperenberg 17may74; in Aeroflot c/s with additional thin red 'lightning-bolt' cheatline and 'wavy' Soviet
	CCCP-65675	Tu-134AK	AFL/Belarus-MSQ	rgd	30nov78	flag; still as such ARN sep74; last reported as a VIP aircraft Sperenberg 15feb78 on charge as of 01jan79; f/n VAR 27sep87; opb 104 LO 2-ogo Minskogo OAO; w/o 27feb88 on the leg from
	CCC1 03073	TO ISTAIN	Al Ly belal us 115Q	rgu	30110470	Tyumen to Surgut of a flight from Minsk to Surgut when approached in below-minima weather conditions
						(poor visibility) at night, the decision to go around was taken too late, the aircraft touched down very hard (with 4.6-4.8 g) on a snow-covered grass runway 113 metres left of the main runway, the landing gear
						and the right wing broke off, the aircraft came to rest upside down and caught fire, 3 of the 6 crew and 17 of the 45 passengers killed and all survivors injured; t/t 18,900 hours and 12,656 cycles; soc and canx
						13may88
2 35 17 06	CCCP-65953 CCCP-65953	Tu-134A Tu-134A	AFL/International AFL/Tyumen-TJM	toc trf	22dec72 19jul76	f/n ZRH 06jan73; rgd 16jan73
	CCCP-65953	Tu-134A	AFL/N.Kavkaz-ROV	trf	24nov83	soc 28may87 as life-time expired; seen ROV 19jul92/19sep94 being broken up, finally scrapped 30jun97
2 35 17 07	CCCP-65954 CCCP-65954	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Moldova-KIV	mfd trf	01dec72 12mar76	toc 29dec72; opb 235 OAO at VKO; f/n LBG 06jan73; rgd 18jan73
	CCCP-65954	Tu-134AK	AFL/Komi	trf	20dec90	f/n SVO 16apr92 Tu-134A-3; I/n LED 07sep92
	RA-65954 RA-65954	Tu-134A-3 Tu-134A-3	Combi Airlines Aeroflot	rjk Prg	21nov92 03mar93	
2 35 17 08	RA-65954 CCCP-65955	Tu-134A-3 Tu-134A	Komiavia AFL/International	trf mfd	22feb94 29dec72	soc 09feb99 as life-time expired; canx 12feb99; broken up at Syktyvkar toc 15jan73; f/n ZRH 21jan73; rgd 30jan73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail;
2 33 17 00						I/n ZRH may74
	CCCP-65955 RA-65955	Tu-134A Tu-134A-3	AFL/ArkhangelARH Aeroflot	trf ARH	13apr77 10jun94	with additional 'Arkhangelsk Airlines' badge; I/n LED 14jul94; soc 29may95 as life-time expired; canx
2 25 17 00					-	09jun95
2 35 17 09	CCCP-65956 RA-65956	Tu-134AK Tu-134AK	MOM NPO "Energiya" MOM NPO "Energiya"	mfd VKO	17jan73 15may93	rgd 01mar73; f/n VKO 23apr89 in Aeroflot c/s; l/n VKO 11sep92 in Aeroflot c/s
	RA-65956 RA-65956	Tu-134AK Tu-134AK	MOM Vnukovo Kosmos	VKO trf	03sep93 03mar97	carried 'Rossiya' titles; I/n VKO 22apr97 f/n STN 12jun98; Tu-134A-3 by aug03; I/n VKO 02nov13; canx before apr16
2 35 17 10	OK-CFG	Tu-134A	CSA	d/d	15jan73	rgd 16jan73; wfu 14dec90, broken up PRG 1992, canx 03dec92
2 35 18 01	OK-CFH	Tu-134A	CSA	d/d	22jan73	rgd 22jan73; f/n LHR 28apr73; l/n SVO 18may91; wfu 04jul91; canx 03dec92; became a restaurant near a reservoir at Brno-Bystrc, carried 'Starobrno' brewery advertising and 'Bombardér dobré nálady' titles on
2.25.46.62	CCCD CECE	Tu 424***	Coulot C: ±/AEI '		06	the left-hand side; partially destroyed by fire in late aug00 or early sep00 and scrapped soon after that
2 35 18 02	CCCP-65957 CCCP-65957	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Belarus-MSQ	mfd trf	06apr73 12apr76	toc 20apr73; opb 235 OAO at VKO; rgd 03may73; f/n mar75 still CCCP- 16jun93
2 35 18 03	EW-65957 CCCP-65965	Tu-134AK Tu-134AK	Belavia AFL/International	SVO mfd	22dec93 may73	l/n GME 30jun95; reported for Gomelavia; not in 1999 fleet list, fate unknown rgd 21may73; 'salon' aircraft; delivered to the MGA according to the Soviet register, but no reports in the
2 33 10 03					•	West in the 1970s; f/n SVO 21jul73
	CCCP-65965	Tu-134AK	Soviet AF/AFL c/s	trf	unknown	f/n SZW 07jul77; I/n Sperenberg 30sep80; opb 10 okbon and later 8 adon at CKL until 1981; CofA canx 14apr82, but for what reason ?; restored; I/n SVO 21sep93
	RA-65965	Tu-134AK	Russian Air Force	Kln	2001	in full Aeroflot c/s and titles; seen 12apr06 at Chita-Chememushki; featured in a tender held 18may07; trf to SVX in 2010; stored SVX by mar12; seen SVX aug12; I/n SVX oct18; seen preserved SVX aug19, on
						concrete blocks (N56.749640, E60.822637), still with Aeroflot titles

	'RF-77979'	Tu-134AK	Russian Air Force	SVX	aug21	still preserved (N56.749640, E60.822637) in basic ex Aeroflot c/s with this fake registration (military unit
3 35 18 04	CCCP-65958	Tu-134A	AFL/Komi-SCW	mfd	22feb73	77979 is located at SVX), with 'Ekaterinburg' titles on the port side '32 otsap' titles on the starboard side toc 12mar73; rgd 26mar73; f/f SYV 12mar73, first Syktyvkar-based Tu-134; f/n SVO 03aug90; I/n SVO 16auo92
	RA-65958 RA-65958	Tu-134A Tu-134A	Aeroflot Komiavia	LED trf	18sep93 22feb94	I/n SCW jun/jul94, Aeroflot c/s and titles, engineless, wfu; soc 07jun99 as life-time expired; canx 05aug99; scrapped Syktyvkar
3 35 18 05	CCCP-65959 CCCP-65959	Tu-134A Tu-134A	AFL/Belarus AFL/Georgia-SUI	mfd trf	02mar73 25jun84	toc 14mar73 rgd 02apr73 f/n DME 30aug88
3 35 18 06	CCCP-65959 CCCP-65960	Tu-134A Tu-134A	AFL/Georgia-TBS AFL/Privolzhsk	trf mfd	unknown 26mar73	//n TBS may96/jun97 stored as Tu-134A-3; not canx from Soviet register, fate unknown rgd 27apr73; on charge as of 01jul73; f/n KBP 20aug75; soc 04jul84
3 33 10 00	CCCP-65960 RA-65960	Tu-134A Tu-134A	MAP SIBNIA SIBNIA	trf OVB	20jul84 21apr93	rgd 18jul86; in full Aeroflot c/s including titles in full Aeroflot c/s including titles
	RA-65960	Tu-134A	Tyumen Airlines	trf	31aug95	leased from SibNIA; in white c/s with blue cheatline (with thin black stripes above and below), with 'Tyumenskiye Avialinii' and 'Tyumen Airlines' titles; already f/n DME 07may95; not in fleet list 27oct00
	RA-65960 RA-65960	Tu-134A Tu-134A	Norilsk Avn Ent. KrasAir	VKO VKO	09jul01 01feb03	leased from SibNIA; I/n TJM 09Jul04; not in fleet list 02nov04
	RA-65960	Tu-134A	UTair		22mar05	leased from SibNIA; in white c/s with a thin blue stripe and light grey undersides, with titles; I/n operational SCW 22jul07; not in fleet list 15nov07; canx before aug10; sat wfu at Novosibirsk-Yeltsovka,
						seen may12/jun15; the cockpit section was cut off and is preserved in Muzei SSSR (USSR Museum) at Novosibirsk (N55.0847 E82.8928), seen 19may23
3 35 18 07	CCCP-65961 CCCP-65961	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Privolzhsk-UFA	mfd trf	15may73 03jun76	opb 235 OAO at VKO; rgd 29may73; on charge as of 01jul73; f/n PRG 17feb74
	RA-65961	Tu-134A-3	Bashkirian Al	trf	01jul92	seen DME 21mar93 in full Aeroflot c/s and titles; seen UFA 12jun94, in Aeroflot c/s without titles; f/n BTS 29dec95 in full c/s; l/n UFA 12aug01; soc 09jun04 as life-time expired; canx 21jun04; seen as an
						instructional airframe at the Ufa Aviation University military faculty (N54.578102 E55.898798) 23may15, without engines; I/n 19dec18
3 35 18 08	SP-LHA 104	Tu-134A Tu-134A	LOT Polish Air Force		29mar73 13mar86	f/n LHR 02jul73; named 'Pawel Strzelecki'; photo dec84 in all-white c/s with LOT titles and SVO 14jun90; no records in Poland of this!
	SP-LHA SP-LHA	Tu-134A Tu-134A	LOT LOT c/s, n/t	ret WAW	unknown 07jul95	wfu 07jun93; canx 09dec96 transported from WAW to the Polish Ministry of the Interior training site at Rembertów (a suburb of
						Warsaw, N52.242139 E21.147028) 18sep97; used for training of the GROM anti- terrorist group (Grupa reagowania operacyjno-mobilnego, Mobile Rapid Reaction Group, 'grom' is also Polish for 'thunder'); I/n
3 35 18 09	SP-LHB	Tu-134A	LOT	rgd	06apr73	26jul17 named 'Jozef Bem'; seen LHR 14apr84
	103 SP-LHB	Tu-134A Tu-134A	Polish Air Force LOT	Spr ret	15sep87 unknown	no records in Poland of this ! noted LHR aug88
	SP-LHB	Tu-134A	LOT c/s, n/t	WAW	07jul95	wfu 18jun92; canx 09dec96, I/n WAW aug97 stored; left Warsaw 25oct99 for Kraków museum (NS0.078350 E19.990851) and preserved there without engines, seen oct02/aug13 in very poor condition
3 35 18 10	SP-LHC	Tu-134A	LOT	rad	10apr73	without registration and with graffiti; last seen 08sep17, registration still just visible on starboard side; l/n 04jul23 named 'Janusz Kusocinski'; seen LHR 02nov73
3 33 16 10	SP-LHC	Tu-134A Tu-134A	LOT LOT c/s, n/t	rgd WAW		wfu 19mar93; canx 09dec96, removed WAW 10oct97 and to Warsaw Police force, Szczesliwici housing estate near Mszczonowska street, in Warsaw (N52.211341 E20.946922), //n 20feb21, derelict
3 35 19 01	CCCP-65962 CCCP-65962	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s Soviet AF/AFL c/s	mfd trf	11mar73 15feb78	toc 25jul73; rgd 06aug73; opb 235 OAO at VKO; f/n LBG 30may75 opb mil. unit 15565; last reported as VIP aircraft Sperenberg 13sep80
	RA-65962 RA-65962	Tu-134AK Tu-134AK Tu-134AK	Russian AF/AFL c/s Aeroflot c/s, n/t	rgd BUD	15jul92 05apr97	still in 223 LO fleet list 30mar95 reported for Flight Air Company; I/n IST 06nov97
	RA-65962 RA-65962	Tu-134A-3 Tu-134A-3	Bakoji Air Aviaenergo	MHP rgd	01nov99 26jun01	already f/n VKO 02jun01; I/n SVO 17jan09; t/t 7,774 hours and 6,430 cycles; canx 30aug09
3 35 19 02	CCCP-65966	Tu-134A	MAP LII Zhukovski	mfd	27jul73	rgd only 20jun75; was the first Tu-134A built with the new ABSU-134 automatic landing system; built with standard airframe
	CCCP-65966 CCCP-65966	Tu-134A Tu-134A	AFL/GosNII GA MAP LII Zhukovski	trf trf	06jun76 07sep83	soc 07sep83, see next line converted in 1983 to 96-seater with large entry door and large rear emergency exits; in Aeroflot c/s; f/n
	RA-65966	Tu-134A-3 Tu-134A-3	MAP LII Zhukovski	TLS LCA	02nov93	CKL 06sep93 in Aeroflot c/s
	RA-65966 RA-65966 RA-65966	Tu-134A-3 Tu-134A-3 Tu-134A-3	Touch & Go Al Moscow Airways Tatarstan	IKT VKO	may94 06jul94 unknown	in basic ex Aeroflot c/s with Moscow Airways titles photo as such taken in 1995
	RA-65966 RA-65966	Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Aeroflot c/s, n/t	ZIA ZIA	24aug95 19aug01	In ZIA 23sep97; reported for Tupolev Aerotrans; seen ZIA 19aug99, titles not reported no engines, wfu ?; //n ZIA 23aug03
3 35 19 03	DM-SCI DDR-SCI	Tu-134A-3 Tu-134A Tu-134A	Interflug Interflug	mfd rgd	07may73 13apr81	rgd 19jul73; f/n LHR 03sep73; l/n SXF 30apr80
	D-AOBA CCCP-65611(2)	Tu-134A Tu-134A	Interflug AFL/Komi-SCW	rgd rgd	03oct90 11jul91	f/n SXF 03oct90; I/n SXF 24aug91, see next line to Komiavia; in basic ex-Interfluq c/s; f/n DME 17feb92; I/n SVO 11sep92; see c/n 49985
	RA-65611(2) RA-65611(2)	Tu-134A Tu-134A	Aeroflot Komiavia	SVO trf	17jul93 22feb94	in basic ex-Interflug c/s I/n SCW 10jun94, Tu-134A-3 by this date
	RA-65611(2) RA-65611(2)	Tu-134A-3 Tu-134A-3	Harka Air Komiavia	SCW ph.	13jul94 1998	I/n SVO 19aug01; reported for Komiinteravia
	RA-65611(2) RA-65611(2)	Tu-134A-3 Tu-134A-3	Komiavia c/s, n/t Kogalavia	DME	14aug02 07apr03	I/n DME 11jun04; Isf Komiinteravia since 15oct01
	RA-65611(2) RA-65611(2)	Tu-134A-3 Tu-134A-3	UTair UTair Express		25may05 sep10	Isf Komiinteravia; I/n VKO 10apr10 I/n GOJ 21oct11; seen SCW 21mar12/04jul12 stored
3 35 19 04	DM-SCM	Tu-134A	Interflug	rgd	18may73	seen LHR 18mar74; dbr SXF 22nov77 in a heavy landing accident, the port wing was torn off, the landing gear collapsed and the fuselage skidded for 400 metres before coming to rest next to the runway; the
3 35 19 05	CCCP-65967	Tu-134A	AFL/Azerbaijan		31may73	forward fuselage was on display aug94/dec99 at Aeropark Diepensee adjacent to Berlin-Schönefeld on charge as of 01jul73; rgd 16jul73; f/n SVO 24oct75
	CCCP-65967 RA-65967	Tu-134A Tu-134A-3	AFL/Northern-LED Aeroflot	trf ARN	05dec83 20feb93	f/n as Tu-134A-3 SXF 02may90; I/n LED 31may92
	RA-65967 RA-65967	Tu-134A-3 Tu-134A-3	Pulkovo Avia Aeroflot c/s, n/t	trf LED	22nov94 10aug00	soc 03oct96 as life-time expired; canx 16oct96; wfu at LED, seen jul98/sep99, Aeroflot c/s, no titles used as a rescue trainer, no markings; later dumped at LED, seen aug01/apr07; broken up at LED apr/may07
3 35 19 06	LZ-TUM	Tu-134AK	Bul Gvt/Balkan c/s	mfd	11jun73	d/d jun73; the first Tu-134AK with a radar nose (export configuration); f/n LHR 02jul73; opb Avio Detachment 28 (VIP) until 1984
	LZ-TUM LZ-TUM	Tu-134AK Tu-134A-3	Balkan Kish Air	VIE SOF	jun86 apr92	seen DUB may87; converted to Tu-134A-3 by jan89 and in new colours; I/n SOF 06oct91
	LZ-TUM RA-65940	Tu-134A-3 Tu-134A-3	Balkan Aeroflot c/s, n/t	AMS MHP	14may92 06jul95	t/t 13,807 hours 10,224 cycles on 01aug92; I/n SOF 25jun93; wfu 1994 I/n VKO 18jun02; operated by ShaNS-Air; 'shans' is Russian for chance or opportunity, but the name is an
	RA-65940	Tu-134A-3	ShaNS-Air	rgd	31jan01	acronym referring to the company's head, Shabulidze Nana Sergeyevna very small titles below front door; f/n VKO 16jan04; l/n VKO 27jun04; soc 05jan05 as life-time expired;
3 35 19 07	CCCP-65968	Tu-134A	AFL/Tyumen	toc	03jul73	broken up at VKO jan05 rgd 11jul73; reported Kuibyshev-Kurumoch 05feb75 in an incident report; last mentioned in a flight safety report with regards to an incident 26jan85, location not stated; soc 30apr87 as life-time expired
3 35 19 08	OK-DFI	Tu-134A	CSA	rgd	03jul73	d/d 04jul73; wfu 17jan92; canx 03dec92; broken up at Prague oct93; cockpit preserved in Air Park at Zruc, I/n jun03/apr13; part of the fuselage kept at Rokycan training ground but moved to Zruc and noted
3 35 19 09	CCCP-65969	Tu-134A	AFL/Komi-SCW	mfd	13jul73	29apr21; I/n 14sep21 toc 13jul73; rgd 01aug73; f/n DME late 1977; in revised Aeroflot c/s (specific to the Tu-134A) with blue
	RA-65969 RA-65969	Tu-134A-3 Tu-134A-3	Aeroflot Komiavia	LED trf	20jul93 22feb94	tail  I/n VKO 22aug95, in Aeroflot c/s and titles; soc 07jun99 as life-time expired; canx 05aug99; broken up at
3 35 19 10	CCCP-65970	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16oct73	Syktyvkar photo exists in natural metal c/s on its maiden flight; rgd 05nov73; opb 235 OAO at VKO from 05nov73
	CCCP-65970	Tu-134AK	AFL/Privolzhsk-KZN	trf	23aug80	until early 1974 by mil. unit 2450 (replaced CCCP-65671); f/n SXF 29jan75 in non-standard c/s with blue tail until late 1980s
	CCCP-65970 RA-65970	Tu-134AK Tu-134AK	AFL/Privolzhsk-GOJ Aeroflot	trf DME	unknown 20mar93	f/n DME 02apr92
	RA-65970 RA-65970	Tu-134AK Tu-134AK	Nizhni Novgorod Al Alaniya	trf rgd	25nov93 24nov00	l/n IST 13jan97, in Aeroflot c/s and titles leased from ARZ-412 at Rostov-na-Donu; f/n VKO 14jan01; l/n VKO 17apr02
2.25.25.5	RA-65970 RA-65970	Tu-134AK Tu-134AK	Samara Tatarstan	SVO	16aug03 03jun05	already in Samara fleet list 19nov02; I/n LED 12jan04 I/n DME 21may08; not on Russian register nov09
3 35 20 01	CCCP-65971 CCCP-65971	Tu-134A Tu-134A	AFL/International AFL/Latvia	mfd trf	31jul73 03jul76	toc 10aug73; rgd 28aug73; f/n ARN 15sep73; photo HAJ 30apr74 in revised Aeroflot c/s (specific to the Tu-134A) with blue tail
	CCCP-65971 CCCP-65971	Tu-134A Tu-134A Tu-134A	AFL/Latvia AFL/Azerbaijan AFL/Moldova	trf trf trf	040ct80 07jul82	
	CCCP-65971 RA-65971	Tu-134A Tu-134A Tu-134A-3	AFL/Moldova AFL/Komi Aeroflot	trf SVO	16oct90 04jul93	seen SVO 12apr91 as Tu-134A-3
	RA-65971	Tu-134A-3	Komiavia	trf	22feb94	l/n SVO 24sep94, in Aeroflot c/s and titles; soc and canx 13jan00 as life-time expired; wings now mounted on c/n $63110$
3 35 20 02	CCCP-65972	Tu-134A	AFL/International	mfd	17aug73	toc 24aug73; f/n VIE 03sep73; rgd 13sep73; photos SXF sep74 and dec74 in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; seen HEL 16apr76 in standard Aeroflot c/s
	CCCP-65972 CCCP-65972	Tu-134A Tu-134A	AFL/North Kavkaz AFL/Komi-SCW	trf trf	28dec76 15aug90	
	CCCP-65972	Tu-134A	Komiavia	trf	22feb91	f/n SVO 16may91, in Aeroflot c/s and titles; f/n SCW 10jun94 as Tu-134A-3; l/n SCW 13jul94, wfu; soc and canx 23apr97 as life-time expired; broken up at Syktyvkar

3 35 20 03	CCCP-65973	Tu-134A	AFL/International	mfd	30aug73	toc 07sep73; rgd 09oct73; f/n HEL 06apr74; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; I/n FRA 27jul74
	CCCP-65973 LY-ABA	Tu-134A Tu-134A	AFL/Lithuania-VNO Lietuva	trf MHP	04apr77 10jul94	//n VNO 10sep93, LY-ABA not taken up as yet I/n PMI 1996
	LY-ABA RA-65973	Tu-134A Tu-134A	Air Lithuania Tatarstan	KUN trf	22aug96 <oct99< td=""><td>/n IST 15jul98; CofA expired 14aug99 in all-white c/s; f/n PRG 02jan00; CofR renewal 05jun00; l/n DME 13jul08; seen wfu KZN 04aug11; broken</td></oct99<>	/n IST 15jul98; CofA expired 14aug99 in all-white c/s; f/n PRG 02jan00; CofR renewal 05jun00; l/n DME 13jul08; seen wfu KZN 04aug11; broken
3 35 20 04	CCCP-65974	Tu-134A	AFL/International	mfd	30aug73	up; canx before apr16 toc 11sep73; rgd 09oct73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n ARN 23sep73
	CCCP-65974 EW-65974	Tu-134A Tu-134A	AFL/Belarus-MSQ Belavia	trf SVO	28oct76 11apr94	I/n SVO 03sep93 for Gomelavia but not in 1999 fleet list; seen MSQ mar04, wfu; I/n may07; seen broken up in three pieces
3 35 20 05	101 (1)	Tu-134AK	Polish Air Force	d/d	1973	07may13 opb 36 SPLT; in white c/s with grey undersides and blue cheatline; I/n CGN 04dec75; see c/n 49909
	SP-LHF SP-LHF	Tu-134AK Tu-134AK	LOT LOT c/s, n/t	rgd WAW	02aug77 07jul95	wfu 29jun94 canx 09dec96; left WAW 25mar98 to Szymaki, north of Warsaw on road E77, converted into a restaurant
						between apr98 and sep99; basic LOT c/s, no titles; seen may03/jul12; restaurant due to close aug12; gone by may13; moved to Kaszubski Park Gigantow at Strysza Buda; visible on GE image dated 03aug13
						in a dismantled state and as such on another image dated 04mar14; re-assembled by 19jul14; photo 09aug15 (N54.39399 E18.045231), still in basic ex LOT c/s, without titles or registration; l/n aug21
3 35 20 06	CCCP-65975	Tu-134A	AFL/Armenia-EVN	mfd	27sep73	toc 08oct73; rgd 29oct73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; I/n STW jun83, as such
	CCCP-65975 EK-65975	Tu-134A-3 Tu-134A-3		EVN VKO	may92 15may93	in basic Aeroflot c/s with Armenian flag on the fin and 'Armenia' titles; I/n EVN mar93 in basic Aeroflot c/s with Armenian flag on the fin and 'Armenia' titles; I/n LHR 12feb94, as such; repointed
						in 1994 in revised white c/s with dark blue undersides and 'Armenia' titles, type painted as Tu-134A; f/n CDG aug94; l/n IST 14jun02; wfu in 2003, having been replaced by EK-65072 c/n 49972 as the
3 35 20 07	CCCP-65976(1)	Tu-134A	AFL/International	mfd	29sep73	Presidential aircraft toc 11oct73; opb Sheremetyevski OAO; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n
	CCCP-65976(1)	Tu-134A	AFL/Arkhangelsk	trf	07sep76	AMS 05nov73; rgd 26nov73; l/n BOJ aug76; see c/n 63976 opb 1-y Arkhangelski OAO; repainted into the standard c/s by early jul77
	RA-65976(1)	Tu-134A-3	Aeroflot	LED	11sep93	opb Arkhangelskiye vozdushnyye linii; dbr 07may94 on a flight from Moscow-Sheremetyevo to Arkhangelsk-Talagi when the hydraulic system failed on landing and the right main landing gear did not lower (the system had been damaged due to fatigue during taxiing at SVO), the aircraft landed on the remaining two gears, veered to the right, went off the side of the runway and crossed a road, suffering severe damage, all 6 crew and 56 passengers escaped unhurt; t/t 33,606 hours and 21,071 cycles; seen in
						damaged condition at ARH jun94/jul94; soc 28apr95 and canx 19may95; the hulk sat at ARH, but was no longer seen jul05; probably scrapped
3 35 20 08	102 (1) SP-LHG	Tu-134AK Tu-134AK	Polish Air Force LOT	d/d rgd	1973 27sep78	opb 36 SPLT; in white c/s with grey undersides and blue cheatline; seen LHR 16dec76; see c/n 49985 delivery date also quoted as 27aug78; f/n LHR 28oct78; wfu 31mar94
	SP-LHG	Tu-134AK	LOT c/s, n/t	WAW		canx 09dec96; left Warsaw for Wladyslawowo (N54.809122 E18.373550) 11oct99; to serve as restaurant Odlotowa, opened 27apr02, titles and reg painted out; seen oct09 with large 'RESTAURACJA' titles; after
						the restaurant closed, date not known, the titles were removed and it became an attraction in a children's cornfield maze at Gniezdzewo some time after jun18; seen 14sep20 with Polish Airlines titles; I/n oct22
3 35 20 09	CCCP-65800	Tu-134A	AFL/Privolzhsk-KUF	mfd	22feb74	toc 26feb74; rgd 22mar74; late dates because this was to be a pre-production aircraft with an ABSU-134 automatic landing system but this was never installed due to development problems, the aircraft was eventually delivered late with the old BSU-3P ALS; f/n AER 22sep87
	RA-65800 RA-65800	Tu-134A Tu-134A	Aeroflot Samara	KUF trf	25apr93 24nov94	f/n DME 15may95; seen KUF 28jun02 parked, f/n since 1998; leased from 'Progress OKB'; I/n stored KUF
3 35 20 10	CCCP-65801	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20nov73	jul04/may05; broken up and cockpit used in the Ural Civil Aviation training centre toc 08dec73; opb 235 OAO at VKO; rgd 04jan74; f/n SXF 18apr74
	CCCP-65801 CCCP-65801	Tu-134AK Tu-134AK	AFL/Moldova AFL/Ulyanovsk HFS	trf trf	23jun76 22jan90	
	CCCP-65801 CCCP-65801	Tu-134AK Tu-134AK	AFL/Privolzhsk AFL/Ulyanovsk HFS	trf trf	23may90 01jul90	f/n ULV 09sep92; I/n ULV 31aug93
	RA-65801 RA-65801	Tu-134AK Tu-134AK	all-white c/s, n/t Phoenix Airlines	ZIA SVO	22aug95 07jul98	I/n BKA 21may96 seen stored VOZ jun06/apr12, parked on the grass
3 35 21 01	CCCP-65802	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16nov73	toc 28nov73; opb 235 OAO at VKO; rgd 07dec73; in revised Aeroflot c/s (specific to the Tu-134A) with blue tail; f/n VIE 30apr74
	CCCP-65802 RA-65802	Tu-134A-3 Tu-134A-3	Aeroflot		10mar76 21may94	photo NUX mar87
	RA-65802		Tyumen Airlines	trf	31aug94	seen TJM jul00/aug04, in Aeroflot c/s, derelict; offered for sale on the Internet 16jun04; soc 03nov04 as life-time expired
3 35 21 02	DM-SCN DM-SCN	Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug	mfd trf	20nov73 17nov77	rgd 08jan74; had East German Air Force serial 170 allocated f/n LGW 03jun78; I/n SXF 30apr80
	DDR-SCN D-AOBC	Tu-134AK Tu-134AK	Interflug Interflug	rgd rgd	02apr81 03oct90	seen HEL 19apr83 f/n SXF 04oct90; I/n SXF 14sep91
	CCCP-65612(2) CCCP-65612(2)	Tu-134AK Tu-134AK	Interflug AFL/Komi-SCW	SXF SVO	27sep91 01jun92	with Soviet flag; was rgd 11jul91 to Komiavia; according to Soviet register; see c/n 7350205 on charge as of 01jul92; I/n SVO 11sep92
	CCCP-65612(2) RA-65612(2)	Tu-134AK Tu-134AK	Combi Airlines Aeroflot	RJK SVO	09oct92 29aug93	seen SVO 24jun93 in IFL c/s with 'Aeroflot' logo, no titles
	RA-65612(2) RA-65612(2)	Tu-134AK Tu-134AK	Harco Air Komiavia	PRG trf	22dec93 22feb94	photo PRG feb94 with Harka Air titles
	RA-65612(2) RA-65612(2)	Tu-134AK Tu-134A-3	Harka Air Interflug c/s, n/t		10jun94 14may96	Isf Komiavia; photo SVO 1995, still basic ex-Interflug c/s
	RA-65612(2) RA-65612(2)	Tu-134A-3 Tu-134A-3	Komiavia Komiavia c/s, n/t	IST SVO	may98 22aug01	I/n SVO 14aug01 with additional small 'Aeroflot' titles I/n SVO 03apr03; leased to Aeroflot Russian Airlines 15dec00/15dec03; only 'Aeroflot' titles
	RA-65612(2) RA-65612(2)	Tu-134A-3 Tu-134A-3	UTair no titles	rgd SCW	05aug03 29jun05	f/n SGC 25aug03; soc and canx 03sep04 as life-time expired rescue trainer; no engines, basic old Komiavia c/s; l/n may10; broken up at SCW aug10
3 35 21 03	CCCP-65803 CCCP-65803	Tu-134A Tu-134A	AFL/Latvia-RSC AFL/Belarus-MSQ	mfd trf	12nov73 08jul80	toc 06dec73; rgd 20dec73 f/n SVO 31aug88
	CCCP-65803 EW-65803	Tu-134A Tu-134A	Belarussia Al Belarussia Al	SVO SVO	29aug93 23mar94	with additional small 'Aeroflot' titles below the cheatline
3 35 21 04	EW-65803 CCCP-65804	Tu-134A Tu-134A	Belavia AFL/Privolzhsk-KUF	toc	09may95 unknown	I/n MSQ 12may96, missing an engine, wfu ?; not in 2001 fleet list; reportedly still at MSQ 2006 on charge as of 01jan74; rgd 30jan74; soc 15nov84 as life-time expired; seen KUF 25apr93, derelict
3 35 21 05	CCCP-65805(1)	Tu-134A	AFL/Komi-SCW	mfd	20dec73	toc 28dec73; rgd 09jan74; f/n LED 19aug83; seen SVO 12apr92 as Tu-134A-3; l/n 14may93; see c/n 03564775
	RA-65805(1)	Tu-134A-3		trf	22feb94	f/n SCW 10jun94, in Aeroflot c/s and titles; I/n SCW 13jul94, wfu and without engines; soc and canx 01mar96 as life-time expired; broken up at Syktyvkar; cockpit section retained and used for training purposes, I/n dec16
3 35 21 06	DM-SCO DM-SCO	Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug	mfd trf	18dec73 11may79	rgd 27dec73; had East German Air Force serial 171 allocated //n LGW 02jan81
	DDR-SCO D-AOBD CCCP-65613(2)	Tu-134AK Tu-134AK Tu-134AK	Interflug Interflug Interflug	rgd rgd SXF	19may81 03oct90 02oct91	f/n LGW 24aug81 I/n SXF 14sep91 awaiting delivery: see c/n 8350403
	CCCP-65613(2) CCCP-65613(2) 65613(2)	Tu-134AK Tu-134AK Tu-134AK	AFL/Komi-SCW Aeroflot	trf SVO	unknown 14may93	on charge as of 01jul92; f/n SVO 08jul92; was rgd 11jul91 to Komiavia; l/n SVO 11sep92
	RA-65613(2) RA-65613(2)	Tu-134AK Tu-134AK	Aeroflot Komiavia	SVO trf	04jul93 22feb94	f/n AER 14may96, in basic Interflug c/s without titles; l/n VKO mar97
	RA-65613(2) RA-65613(2)	Tu-134AK Tu-134AK	Yamal Karat	SVO VKO	12jul98 19jun99	I/n VKO 20aug99
	RA-65613(2)	Tu-134AK	Alaniya	rgd	23may01	reported as such already VKO 04oct00!; Isf Rostov-na-Donu ARZ-412, badge near right-hand front door; seen again DXB 07aug01
	RA-65613(2) RA-65613(2)	Tu-134AK Tu-134AK	Alyans Avia Alaniya	trf i/s	21feb03 21jun04	f/n DUS 27may03 in full c/s with titles; wfs 24may04 f/n VKO 22may05; l/n VKO 16sep05
3 35 21 07	RA-65613(2) CCCP-65806	Tu-134AK Tu-134A	UTair AFL/Lithuania-VNO	VKO toc	02jul06 05jan74	//n operational VKO 06aug08; canx 18jul09; sat wfu at SCW, I/n jan11; broken up aug11 MGA document gives year as 73 in error; rgd 16jan74; f/n LHR 25mar76; first Vilnius-based Tu-134; soc
3 35 21 08	CCCP-65807	Tu-134A	AFL/Georgia-TBS	mfd	17dec73	26jun86 as life-time expired toc 24jan74; rgd 08feb74; opb 347 LO; f/n TBS 18aug80; dbr 18nov83 when hijacked by a group of 7
						people on the leg from Tbillisi to Batumi of a flight from Tbillisi to Leningrad, some of the hijackers burst into the cockpit and opened fire, during the ensuing shoot-out (in Soviet times flight crews carried guns to be able to put up resistance in the event of a hijacking) 3 of the 7 crew and 4 out of 59 passengers (among them 2 hijackers) were killed plus 3 crew and 9 passengers (among them 2 hijackers) injured, the captain made sharp manoeuvres to prevent the hijackers from taking aim, in so doing the aircraft was subjected to g-loads of +3.15/-0.6, which exceeded the design limit, eventually the attackers were forced out of the cockpit and the aircraft returned to Tbilisi where it was stormed by the "A" team of the 7th Directorate of the KGB, the aircraft received 63 bullet holes but was dbr/written off on account of permanent structural deformations caused by excessive g-loads; t/t 13,273 hours and 10,506 cycles; canx 23dec83; soc 23jan84
3 35 21 09	CCCP-65808	Tu-134A	AFL/Georgia	mfd	23dec73	toc 16jan74; rgd 29jan74; first service 16jan74 (to TBS), first Tblisi based Tu-134; reported in an incident report at SIP 11jan87; not canx from Soviet register
	65808	Tu-134A	Sukhumi Avn Ent.	no	reports	operator and lack of prefix not confirmed; probably still in Aeroflot c/s; dbr 20/23sep93 whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties
3 35 21 10	CCCP-65809 65809	Tu-134A Tu-134A	AFL/Georgia-TBS Orbi	mfd BAK	21jan74 10dec92	toc 21jan74; rgd 08feb74; soc 01apr90 as no residual value, see next line dbr 20sep93 (according to Abkhaz sources possibly already 26jun93) whilst parked at Sukhumi when was
3 35 22 01	CCCP-65810	Tu-134A	AFL/Georgia-TBS	mfd	10jan74	hit by Abkhaz artillery or small arms fire, no casualties; wreck sat at SUI for some time toc 31jan74; rgd 21feb74; f/n DME 14jul76

	CCCP-65810	Tu-134A	AFL/Georgia-SUI	trf	unknown	converted to Tu-134A-3, date unknown (f/n as such aug93); dbr 29aug92 on landing at Kharkov-Osnovnoi when overran the runway; t/t 26,173 hours and 18,701 cycles; cannibalised for spares, (N49.920241
3 35 22 02	CCCP-65811 RA-65811 RA-65811	Tu-134A Tu-134A-3 Tu-134A-3	AFL/ArkhangelARH Aeroflot Arkhangelsk Al	mfd LED trf	06mar74 jun93 22feb94	E36.288166); I/n HRK mar14 toc 07mar74; rgd 08apr74; f/n LED 19apr80  I/n ARH 12jul94, in Aeroflot c/s and titles, engineless, wfu; soc 28jun96 as life-time expired; canx 04jul96;
			-			stored ARH, reported broken up 1999
3 35 22 03 3 35 22 04	CCCP-65812 CCCP-65813	Tu-134A Tu-134A	AFL/Lithuania AFL/Komi-SCW	toc mfd	15mar74 26mar74	rgd 17apr74; f/n dec76; soc 26nov86 as life-time expired toc 26mar74; rgd 16apr74; f/n SVO 25sep87; this also was to be delivered with the ABSU-134 ALS but was eventually delivered late with the old BSU-3P, hence the late mfd/rgd; Tu-134A-3 by jun92; I/n KBP 07sep92
	RA-65813 RA-65813	Tu-134A-3 Tu-134A-3	Aeroflot Komiavia	SVO trf	13apr93 22feb94	l/n SCW jun/jul94, Aeroflot c/s and titles, engineless; soc 07jun99 as life-time expired; canx 05aug99; broken up at Syktyvkar
4 35 22 05	DM-SCP DM-SCP DDR-SCP D-AOBE CCCP-65615(2) RA-65615(2) RA-65615(2) RA-65615(2) RA-65615(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug Interflug Interflug Aeroflot Komiavia Aeroflot c/s, n/t Sibaviatrans	mfd trf rgd rgd SXF MHP trf VKO VKO	28feb74 13oct78 15jul81 03oct90 sep91 09sep93 22feb94 08aug00 14jan01	rgd 07mar74; had East German Air Force serial 175 allocated  /n SXF 30apr80   f/n LGW 02aug81   f/n DUS 04oct90;  /n SXF 14sep91   was rgd 11jul91 to Komiavia;  /n SXF 11oct91 with Soviet flag; see c/n 7350303   reported for Komiinteravia initially in basic Komiavia c/s; last overhaul completed 13aug03; f/n in new Sibaviatrans c/s in 2005;  /n
4 35 22 06	DM-SCR	Tu-134AK	EGAF/Interflug c/s	mfd	11mar74	operational GOJ 01aug08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 29,698 hours and sold to Roman A. Sudakov of Krasnoyarsk 09jun11; stored at KJA, I/n aug11, stored; subsequently broken up, just the nose remains by oct14 rgd 15mar74; had East German Air Force serial 176 allocated
4 33 22 00	176 DM-SCR DDR-SCR D-AOBF	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	East German AF Interflug Interflug Interflug	rgd ret rgd rgd	27may77 04jun80 10jun81 03oct90	but already seen as such SXF 04may77 !  f/n SXF 03oct90
	CCCP-65616(2) CCCP-65616(2)	Tu-134AK Tu-134AK	Interflug  AFL/Komi-SCW	SXF d/d	01sep91 07dec91	photo available with 'BF' on nose wheel door; rgd 11jul91 to Komiavia and d/d 15oct91 SXF-SCW with Soviet flag; see c/n 7350304  /n AMS 25jun92
	RA-65616(2)	Tu-134AK	Harco Air	KAN	06aug92	
	RA-65616(2) RA-65616(2)	Tu-134AK Tu-134AK	Komiavia Alaniya	trf VKO	22feb94 sep98	f/n SCW 10jun94, ex-Interflug c/s, no titles; I/n IST 16jun98; reported for Komlinteravia ex-Interflug c/s, small titles behind the nose; I/n SHJ 12dec99; I/n DXB 28mar01, titles not noted but not in Alaniya fleet list end 2001
	RA-65616(2) RA-65616(2) RA-65616(2)	Tu-134AK Tu-134AK Tu-134AK	all-white c/s, n/t TyumenAviaTrans UTair	VKO VKO rgd	20aug02 28aug02 29jan03	in KrasAir fleet list jan02 still in KrasAir fleet list dec02 leased from Komiinteravia since 25dec02; f/n DME 13aug03; l/n operational SCW 07jan09; canx 11jan09; sat wfu at SCW, scrapped SCW oct11
4 35 22 07	DM-SCS DM-SCS	Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug	mfd trf	11mar74 22may79	rgd 20mar74; had East German Air Force serial 178 allocated I/n SXF 30apr80
	DDR-SCS D-AOBG	Tu-134AK Tu-134AK	Interflug Interflug	rgd rgd	13apr81 03oct90	f/n LGW 22jul81; I/n SXF 26may90 f/n SXF 03oct90; I/n SXF 24aug91, see next line
	CCCP-65614(2)	Tu-134AK	Komiavia	rgd	11jul91	f/n SXF 03sep91, with Soviet flag; toc 15apr92; see c/n 7350302
	RA-65614(2) RA-65614(2)	Tu-134AK Tu-134AK	Harco Air Aeroflot	PRG MHP	06oct92 10jul94	l/n PRG 09nov93 with additional 'Aviaprima' titles IST 16may95 and 14jan97
	RA-65614(2) RA-65614(2)	Tu-134AK Tu-134AK	Aeroflot c/s, n/t Alaniya	VKO IST	24aug97 13may99	l/n IST 06jul98; reported for Komiinteravia l/n PRG 02nov99; leased from Komiinteravia
	RA-65614(2)	Tu-134AK	TyumenAviaTrans	VKO	02jan02	l/n VKO 11jun02
	RA-65614(2) RA-65614(2)	Tu-134AK Tu-134AK	UTair UTair Express	rgd VKO	04jul03 24jul10	lsf Komiinteravia since 25dec02; f/n VKO 18aug03; l/n LED 02jul10 l/n GOJ 18oct11; seen SCW 21mar12/04jul12 stored; broken up by oct14
4 35 22 08	CCCP-65814 EY-65814	Tu-134A Tu-134A-3	AFL/Tajikistan-LBD Tajikistan Al	mfd BUD	15mar74 23may97	toc 21mar74; rgd 17apr74; f/n LBD 04dec75; seen TAS 16apr92 as Tu-134A-3; l/n KBP 08sep92 in basic Aeroflot c/s with Tajik tail logo only, green radome, no titles; l/n DME 16aug97; still in Tajikistan fleet list 30sep00; not in fleet list 2001; preserved and displayed on a plinth outside the terminal at LBD with large Tajikistan titles; l/n 20oct19
4 35 22 09	CCCP-65815 RA-65815	Tu-134A	AFL/Leningrad	mfd HAM	23mar74 03oct92	toc 01apr74; rgd 05may74; f/n HEL 07jun74; in non-standard c/s on lower fuselage, wings and engine nacelles unpainted; reported in an incident report at LED 09jan87; l/n LED 06sep92
4 35 22 10	CCCP-65816	Tu-134A Tu-134A	Aeroflot AFL/Moldova-KIV	mfd	24mar74	I/n LED 09jun94; soc 26oct94 as life-time expired; canx 08nov94 toc 26mar74; rgd 05may74; opb 269 LO; w/o 11aug79 on the leg from Voronezh to Kishinyov of a flight from Chelyabinsk to Kishinyov when collided in clouds at a height of 8,400 metres near Dneprodzerzhinsk (at N48°33'35" E34°40'33") with Tu-134AK CCCP-65735 due to ATC error and crashed between Kurilovka, Nikolayevka and Yelizavetovka in the Petrikovka district of the Dnepropetrovsk region, all 6 crew and 88 passengers killed; t/t 12,739 hours 16 minutes and 7,683 cycles; soc and canx 17sep79
4 35 23 01	CCCP-65817	Tu-134A	AFL/Georgia-SUI	toc	30mar74	rgd 05may74; f/n TBS 27may75; not canx from Soviet register; dbr 20/23sep93 whilst parked at Sukhumi when was hit by Abkhaz artillery or small arms fire, no casualties; l/n SUI 2008/29oct20 (N42.861659 E41.126519), still in Aeroflot c/s
4 35 23 02	CCCP-65818	Tu-134A	AFL/N.Kavkaz-VOG	toc	03apr74	rgd 05may74; f/n DME early78; soc 06dec78 after an accident, details unknown; cockpit preserved in the Kiev National University; I/n may13; moved to Aeropark Budapest at Ferenc Liszt Airport to be used as a simulator; f/n 18jun23
4 35 23 03	LZ-TUL LZ-TUL	Tu-134A Tu-134A	Balkan Hemus Air	d/d SOF	apr74 29apr91	seen LHR 02nov74; I/n SOF 17sep90 Tu-134A-3 by jul95; wfu SOF 2001; canx 30jan07; I/n mar08; scrapped sep08, part of the aircraft is located at the yard of the local 'Big Brother' show house; remains I/n jan09; seen 24mar12 near lake at Ravno-Pole (N42.668442 E23.512411) fuselage in two sections with both wings and tail
4 35 23 04	CCCP-65819 CCCP-65819	Tu-134A Tu-134A	AFL/Azerbaijan AFL/Moldova	mfd trf	23apr74 unknown	toc 23apr74; rgd 28may74; f/n LED sep87 on charge as of 01jan83
	CCCP-65819	Tu-134A	AFL/ArkhangelARH	trf	30jun89	seen LED 07apr91 as Tu-134A-3
	RA-65819 RA-65819	Tu-134A-3 Tu-134A-3	Gotvil Enterprise Aeroflot c/s, n/t		12sep93 22may94	
	RA-65819 RA-65819	Tu-134A-3 Tu-134A-3	Arkhangelsk Al	trf ARH	10jun94 02jul05	soc 20jan97 and canx 21jan97 as life-time expired rescue trainer, no tail, basic Aeroflot c/s, 'Gotvil Enterprise' titles; I/n may11/18jul17; just the nose remains by 12oct23, full of bullet holes
4 35 23 07	LZ-TUN LZ-TUN LZ-TUN LZ-TUN LZ-TUN LZ-TUN	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Albanian Airlines	d/d SOF ZRH LLA BLQ PRG	may74 27apr91 15aug95 jun96 05sep96 29oct97	I/n SDQ 1997  I/n SQF 07nov97, opb Hemus Air
	LZ-TUN	Tu-134A-3	Hemus Air	BUD	16feb98	I/n BLQ 25jul98, in basic Albanian c/s with titles
	LZ-TUN LZ-TUN	Tu-134A-3 Tu-134A-3	Albanian Airlines Hemus Air	BLQ SOF	27jan00 06jul05	operational; wfu SOF (N42.687421 E23.410652) 2001, seen apr06/mae15 without titles and logo; canx
4 35 23 08	LZ-TUN LZ-TUR	Tu-134A-3 Tu-134A	Balkan Balkan	d/d	25jun18 may74	30jan07; seen 26sep16 in front of the Lufthansa Technik hangar, being dismantled; to be preserved repainted in Balkan c/s, put on display outside Terminal 1 at Sofis; (N42.688041, E23.402273); I/n apr23 f/n LHR 05oct74; w/o 10jan84 when hit power lines and crashed 2 km from Sofia

# Production since 1974 when the five digit computer numbers were introduced

There is an indication that in the civil sequence; s, c/n 66101 is the next c/n after 63998, therefore there were no c/ns in the 64000's series (numbers used for the military Tu-134UBLs) and the 65000 series (allocated for the civil registrations).

Most line numbers given are surmised. However, they are 99.9 % sure and those that actually have been confirmed are reported as such in the listing. Batch 63 consists of 75 aircraft. This probably was done to avoid mixing up numbers with the military Tu-134UBLs that were being built at the same time.

08056	CCCP-65820 EY-65820	Tu-134A Tu-134A-3	AFL/Tajikistan-LBD Tajik Air	mfd MHP	26apr74 10jul94	line # 23-05; toc 12may74; rgd 28may74; f/n AKX 09nov77; l/n ALA 23apr93, as Tu-134A-3 seen on overhaul in ARZ-407 22apr98 and 13jun99 with 'Tochikiston' titles, ever delivered ?; in fleet list 30sep00 as canx
08060	CCCP-65821	Tu-134AK	Soviet Gvt/AFL c/s	mfd	14jun74	line # 23-06; rgd 18jul74; toc 25jul74; opb 235 OAO at VKO; f/n VIE 20may75; c/n given in the 235 OAO document and MGA document as 08061
	CCCP-65821	Tu-134AK	AFL/Belarus-MSQ	trf	21auq78	still CCCP- 16may93 and 09jul93
	EW-65821	Tu-134AK	Aeroflot c/s, n/t	MSQ	07sep93	, -
	EW-65821	Tu-134AK	Belavia	SVO	10jul94	I/n FRA 14may99; not in 2000 fleet list, fate unknown
08068	DM-SCT	Tu-134A	Interflua	mfd	17may74	line # 23-09: rgd 10may74: f/n LGW 26iul77
	DDR-SCT	Tu-134A	Interflug	rgd	08may81	
	D-AOBH	Tu-134A	Interflug	rgd	03oct90	seen SXF 03oct90; I/n SXF 26jun91
	CCCP-65617(2)	Tu-134A	Interflug	SXF	26aug91	prior to delivery to the Soviet Union; see c/n 8350305
	CCCP-65617(2)	Tu-134A	Komiavia	rgd	11jul91	d/d 07dec91; still in full Interflug c/s
	CCCP-65617(2)	Tu-134A	Harco Air	-	photo	at SVO, basic ex Interflug c/s with titles and tail logo
	RA-65617(2)	Tu-134A	Harco Air	PRG	15dec92	I/n PRG 19feb94
	RA-65617(2)	Tu-134A	Harka Air	SCW	13jul94	leased from Komiavia; w/o 24jun95 on a flight from Kaduna to Lagos-Murtala when entered a zone of heavy rainfall and strong cross winds shortly before touch-down, touched down late, overran the runway by 147 marter, bit a concrete water drain and caught fire, all 6 crows example by 150 feb 24 assengers.

						killed; t/t 24,844 hours 25 minutes and 15,740 cycles; canx 24jun95 (the day of the accident, as such in
09070	DM-SCU DM-SCU	Tu-134A Tu-134A	Interflug MfS/Interflug c/s	mfd trf	24may74 17feb76	the Russian register); soc 15oct95 line # 23-10; mfd also given as 11may74; rgd already 10may74; f/n GLA 30oct74 Ministerium für Staatssicherheit (Ministry of State Security); trf after overhaul at Leningrad; was equipped with 8 seats and 2 tables only, so had to be modified by the MfS for its purposes; operated by Fluggruppe X at SXF; in full Interflug c/s; first operational flight 22mar76; last operational flight 04aug76 (operated 38
	DM-SCU	Tu-134A	Interflug	trf	aug76	flights) I/n SXF 30apr80
	DDR-SCU D-AOBI CCCP-65605(2)	Tu-134A Tu-134A Tu-134A	Interflug Interflug AFL/Komi	rgd rgd no	22jul81 03oct90 reports	f/n LGW 04aug83; I/n SXF 14sep90 still in Interflug c/s; ferried from SXF to MHP for overhaul 06dec90; see c/n 6350102
	CCCP-65605(2)	Tu-134A	Komiavia	rgd	25apr91	sold to ARZ-407 at Minsk dec91, after sitting in storage for a year, to pay for the overhaul of two other aircraft; overhaul completed in 1993
	EW-65605(2) RA-65605(2)	Tu-134A Tu-134A	Belair Chernomorskiye Al	SHJ trf	29apr93 05sep94	based at Sochi-Adler; f/n VKO jul95
	RA-65605(2)	Tu-134A	Chernomor-Soyuz	VKO	11aug96	in basic 'blue' Aeroflot c/s, no titles; I/n IST may98; reported for Severaero in 1998/99 and for the Norilsk Aviation Enterprise in 1999/2001; rgd 16oct01 to Kinnerton Financial
	RA-65605(2)	Tu-134A	KrasAir	KJA	27jan02	damaged on landing at Irkutsk 16jul02 when the nose wheel folded at the end of the landing run; seen IKT aug03/oct03, stored; I/n ROV 15nov04, stored; leased by Chernomoravia in 2004 and stored at AER
	RA-65605(2)	Tu-134A	Sibaviatrans	NSK	21jan05	in white/light grey c/s with blue cheatline; 'KrasAir' titles mostly rubbed out when seen at NSK 21jan05; seen without titles KJA 20jun06; rgd 18jul06 to V.Ye. Zurnadzhyan, with the operator still being
00074	0000 65000	<b>-</b>	45.04.11			Sibaviatrans; I/n operational KJA 26jul06; still in the operator's certificate apr07; CofA expired 24jun08; the operator's certificate of Sibaviatrans was revoked 05oct08; sat wfu at KJA, seen oct09/sep19
09071	CCCP-65822 CCCP-65822	Tu-134A Tu-134A	AFL/Moldova AFL/Armenia-EVN	mfd trf	31may74 09oct89	line # 24-01; toc 31may74; rgd 21jun74; 221st aircraft built; f/n KBP 20dm-sdhaug75 on charge as of jan90 according to MGA document
09073	EK-65822 CCCP-65823	Tu-134A-3 Tu-134A	Armenian Airlines AFL/Privolzhsk-UFA	IST rgd	18jun93 04jul74	last seen operational EVN 28mar02; wfu EVN, I/n may04; not reported oct07 line # 24-02; on charge as of 01jul74; f/n TAS 16aug74; transferred to AFL/Privolzhsk-KUF or AFL/Privolzhsk-GOJ, probably 1986
	RA-65823 RA-65823	Tu-134A Tu-134A	Nizhni Novgorod Al Nizhni Novgorod Al	trf GOJ	25nov93 26aug97	f/n GOJ 25aug95, in Aeroflot c/s and titles was also leased to Yukosavia; soc 14jun01 as life-time expired; canx 12sep01; cannibalised and broken up
09074	CCCP-65824	Tu-134A	AFL/Belarus-KGD	mfd	07jun74	at GOJ in 2001 line # 24-03; toc 07jun74; rgd 18jun74; f/n SVO 23apr85
	CCCP-65824 CCCP-65824	Tu-134A Tu-134A	AFL/Vnukovo Kaliningradavia	trf trf	10may90 21jan93	I/n VKO 15aug92 canx 15apr93 as to Hungary
	HA-LBS	Tu-134A	Air Serv. Hungary	d/d	03may93	leased from Aeroflot-Kaliningrad division; reported ATH 08may93, but registration reported only applied 11may93; photo BUD oct93, in basic ex Aeroflot c/s with titles, badge on tail with Hungarian flag on the
	RA-65824	Tu-134A	Aeroflot	VKO	01jul95	rudder; returned 04aug94 I/n DME nov98
00070	RA-65824	Tu-134A	Kaliningradavia	KGD	apr01	wfu (N54.891383 E20.589460), stored without engines and equipment, still in full Aeroflot c/s; I/n KGD 20apr05
09078	CCCP-65825 CCCP-65825	Tu-134A Tu-134A	AFL/Lithuania AFL/N.Kavkaz-ASF Aeroflot	mfd trf	12jun74 01apr88	line # 24-04; toc 13jun74; rgd 29jul74 f/n DME 02aug90; seen DME 16aug92 as Tu-134A-3; l/n DME 10sep92
	RA-65825 RA-65825 RA-65825	Tu-134A-3 Tu-134A-3 Tu-134A-3	Astrakhan Airlines Astrakhan Airlines	LED trf SHJ	15jun93 14apr94 30sep00	f/n ASF 18may96, in Aeroflot c/s, no titles //n DME 11jul04; company acquired by Karat and ceased operations may05
	RA-65825	Tu-134A-3	Karat	VKO	10dec05	sold to Tatarstan for spares may07 but remained at GOJ, I/n 31aug07; cannibalised by sep07; broken up at GOJ 08nov07
12083	CCCP-65826 CCCP-65826	Tu-134A Tu-134A	AFL/Tyumen AFL/Ukraine-HRK	mfd trf	17jun74 25nov83	line # 24-05; toc 18jun74; rgd 02jul74 upgraded to Tu-134A-3 by 27dec87; f/n LED 04sep88; l/n HRK 15jul93/30aug93; broken up ?; reported in
12084	CCCP-65827	Tu-134A	AFL/ArkhangelARH	mfd	25jun74	an Avialiniyi Ukrayiny sep93 fleet list line # 24-06 confirmed; toc 26jun74; rgd 14aug74; f/n LED 11sep87; seen SVO 16aug92 as Tu-134A-3;
	RA-65827	Tu-134A-3	Aeroflot	ARH	10jun94	I/n LED 07sep92 not present at ARH 12jul94; soc 30aug94 by order dated 20apr94; seen RIX 11sep94, without engines and disassembled; canx 19dec94; probably broken up; photos/reports as a fire trainer at RIX, are in fact in
12086	CCCP-65828(1)	Tu-134A	AFL/N.Kavkaz-VOG	mfd	29jun74	error for c/n 29315 line # 24-07 confirmed; toc 29jun74; rgd 18jul74; f/n DME late 1977; see c/n 73 60142
	CCCP-65828(1) RA-65828(1)	Tu-134A Tu-134A	AFL/N.Kavkaz-ASF Astrakhan Airlines	trf trf	1988 14apr94	f/n DME 27aug95, Aeroflot c/s and titles
12087	RA-65828(1) CCCP-65829	Tu-134A-3 Tu-134A	Astrakhan Airlines AFL/Privolzhsk-UFA	AAQ mfd	01jul98 30jun74	l/n ASF jun05; company acquired by Karat and ceased operations by may05 line # 24-08; toc 02jul74; rgd 16aug74; transferred to AFL/Privolzhsk-KUF, date unknown; f/n KUF
	RA-65829 RA-65829	Tu-134A-3 Tu-134A-3	Aeroflot Nizhni Novgorod Al	UFA trf	10jul93 25nov93	19oct75; reported as such LED 23nov87 in an incident report; I/n DME 16aug92, as Tu-134A-3  I/n GOJ 26aug97, Aeroflot c/s and titles; soc 20nov00 as life-time expired; canx 27nov00; cannibalised and
12093	CCCP-65830	Tu-134AK	Soviet Gvt/AFL c/s	mfd	28nov74	broken up at GOJ in 2000 (or 2001) line # 24-09; toc 19dec74; opb 235 OAO at VKO; rgd 17jan75; f/n GVA 16feb75; with HF communication
	CCCP-65830	Tu-134AK	Soviet AF/AFL c/s	trf	23jun78	equipment; I/n LBG 30may75 opb mil. unit 15565 (replaced CCCP-65675); f/n Sperenberg 08dec78
	RA-65830 RA-65830	Tu-134AK Tu-134A-3	Aeroflot Transaero Ekspress	MHP trf	06jul95 02aug96	last overhaul completed 20jan95 at MHP; I/n MHP 13may96; HF removed f/n SVO late1996; I/n LED may99
12095	RA-65830 DM-SCV	Tu-134A-3 Tu-134A	Karat	rgd mfd	08jun99 12jul74	f/n SVO 16aug99; Cofk renewal 15oct03; I/n VKO 16jan04; t/t 8,243 hours and 4.317 cycles as of jan04; not canx from register line # 24-10 confirmed; rgd 18jul74; f/n AMS 20aug76; I/n SXF 30apr80
12093	DDR-SCV D-AOBJ	Tu-134A Tu-134A	Interflug Interflug Interflug	rgd rgd	09apr81 03oct90	f/n AMS 25apr81 seen SXF 03oct90
	CCCP-65618(2) CCCP-65618(2)	Tu-134A Tu-134A	Interflug AFL/Komi-SCW	SXF	03aug91 jun92	full c/s with titles, 'BJ' on the nose wheel door and Soviet flag was rgd 11jul91 to Komiavia; on charge as of 01jan93; in basic ex Interflug c/s; see c/n 7350301
	RA-65618(2) RA-65618(2)	Tu-134A Tu-134A	Harco Air Komiavia	PRG trf	11nov93 22feb94	in basic ex Interflug c/s f/n SVO 30aug95, in basic ex Interflug c/s, no titles; l/n SVO jan96
	RA-65618(2) RA-65618(2)	Tu-134A Tu-134A	Komiavia TymenAviaTrans	IST rgd	13jul98 24may00	reported for Komiinteravia f/n VKO 22mar01
	RA-65618(2) RA-65618(2)	Tu-134A Tu-134A	KrasAir Komiavia c/s, n/t	KJA rgd	27jan02 28mar02	f/n SVO 01apr02; l/n LED 26jun03; was leased to Aeroflot Russian Airlines since 15dec00
	RA-65618(2) RA-65618(2)	Tu-134A Tu-134A-3	Kolavia UTair	SGC	25aug03 25mar05	I/n DME 08nov04; leased from Komiinteravia since 23oct00; still Tu-134A according to Russian register nov04 leased from Komiinteravia; I/n operational GOJ 01oct08; canx 25oct08; scrapped at SCW sep11
12096	HA-926	Tu-134AK	Hungarian Gvt	mfd	22jul74	line # 25-01; extended range version with an additional fuel tank; d/d 28aug74; carried 'Hungarian People's Republic' titles in Hungarian and English; I/n CGN 11jun75
	HA-YSA	Tu-134AK	Hungarian Gvt	rgd	01sep75	carried 'Hungarian People's Republic' titles in Hungarian and English; f/n LHR 03may76; seen LHR 27feb77; underwent maintenance at Minsk 13mar78/23may78; l/n HEL 21oct78
	HA-YSA HA-LBM	Tu-134AK Tu-134AK	MALÉV Hungarian MoI	h/o	04may81	f/f 13may81; ferried to Minsk 13oct81 for maintenance not taken up; 'BM' stood for Belügyminisztérium (Ministry of the Interior)
	HA-LBN HA-LBN	Tu-134AK Tu-134A-3	MALÉV MALÉV	rgd	18dec81	already returned from maintenance in Minsk 17dec81; //n LHR 13nov82 converted 13mar84; //n in its old c/s in 1986; repainted in the new c/s; f/n as such LHR 06apr90; last service 17dec97; canx 23jun98 and ferried to Minsk the same day
	EW-65944 RA-65944	Tu-134A-3 Tu-134A-3	Lukoil Kolavia	rgd rgd	23jun98 04oct99	not taken up, but directly sold as, see below in basic Yamal c/s with 'Kolavia' titles; f/n DME 10jul00; new CofR issued 16sep03; l/n operational TOF
	RA-65944		Tsentr-Yug	GOJ	16aug11	Offeb11; wfu before may11; stored at SGC, l/n may11 in basic Yamal c/s, no titles; new CofR issued 23nov11; l/n operational PEE 19jul14; sat wfu at CEK, l/n
						oct18; the hulk was transported by Tehclub on low loaders over a distance of some 6,000 km to Muravyinaya probably jul19, assembled and parked there close to the coast of the Ussuri Bay (N43.288161
17102	CCCP-65831	Tu-134A	AFL/Armenia-EVN	mfd	31jul74	E132.289882), seen aug20/sep20; still current on register jan21; I/n 28aug21 in poor condition line # 25-02; rgd 28aug74; on charge as of 01oct74; f/n BEY 15feb75; f/n as Tu-134A-3 KUF 12sep87; I/n EVN mar93
	EK-65831 EK-65831	Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Armenian Airlines	VKO SOF	07sep93 17apr95	I/n EVN mar03/may04 wfu; not reported oct07
17103	HA-927	Tu-134AK	Hungarian Gvt	mfd	25jul74	line # 25-03; extended range version with additional fuel tank; d/d 29aug74; carried 'Hungarian People's Republic' titles in Hungarian and English; f/n SXF 03nov74; l/n CGN 05may75
	HA-YSB	Tu-134AK	Hungarian Gvt	rgd	01sep75	f/n LHR 23jul76; carried 'Hungarian People's Republic' titles in Hungarian and English; underwent maintenance at Minsk 05jan78- 07mar78; seen LHR 15jul79; last flight 02mar81
	HA-YSB HA-LBO	Tu-134AK Tu-134AK	MALÉV MALÉV	d/d d/d	11mar81 15oct81	f/f 06apr81; returned to Minsk for maintenance aug/sep81 returned from maintenance in Minsk this day; rgd 03dec81; converted to Tu-134A-3 31jul83; last service 18dec97; canx 01jul98 and delivered to Minsk same day
	EW-65942 RA-65942	Tu-134AK Tu-134AK	Lukoil Kolavia	rgd rgd	01jul98 01oct99	not taken up, directly sold as, see below f/n DME 24may00; I/n DME 12jul05; in oct06 fleet list as Tu-134A-3, but not in service; still in operator's
17106	CCCP-65832 CCCP-65832	Tu-134A Tu-134A	AFL/Belarus-MSQ AFL/North Kavkaz	mfd trf	16aug74 22nov78	certificate apr07 line # 25-04; toc 21aug74; rgd 16sep74; f/n KGD 22jun77 according to old Soviet register but no return to Belarus reported, see next lines; trf not mentioned in MGA
	65832	Tu-134A	Belarussia Al	SVO	19mar93	document I/n SVO 02sep93; with additional small 'Aeroflot' titles below the cheatline
	EW-65832 EW-65832	Tu-134A Tu-134A	Belarussia Al Belavia	SVO SVO	22may94 16may95	not in 1999 fleet list; I/n MSQ 27mar04, wfu; fate unknown
17107	CCCP-65833 CCCP-65833	Tu-134A Tu-134A	AFL/Ukraine AFL/North Kavkaz	toc trf	22aug74 01nov78	line # 25-05; rgd 16sep74; f/n VKO 27aug75 soc 31dec86 as life-time expired
17109	CCCP-65834 RA-65834	Tu-134A Tu-134A-3	AFL/N.Kavkaz-ROV Donavia	mfd trf	27aug74 25nov93	line # 25-06; toc 29aug74; rgd 16sep74; f/n sep75; l/n ULV 09sep92 as Tu-134A-3 f/n ROV 14jul94, Aeroflot c/s and titles

	RA-65834	Tu-134A-3	Donavia	SVX	23aug95	Aeroflot c/s, no titles; seen ROV (N47.250277 E39.800028) may96/jul22, derelict; soc 06aug98 as life-
17112	CCCP-65835	Tu-134A	AFL/Tajikistan-LBD	mfd	30aug74	time expired; canx 17aug98 line # 25-07; toc 04sep74; rgd 24sep74; f/n LWN 12mar87
17112	EY-65835	Tu-134A-3	Tajik Air	DME	04jul94	in basic ex Aeroflot c/s with Tajik tail logo, no titles; Tajik Air was renamed Tajikistan Airlines; was leased to Kavkazskiye Aviatrassy sep95; I/n VKO 02jun96
17113	EY-65835 CCCP-65836	Tu-134A-3 Tu-134A	Tajikistan Al AFL/Georgia-SUI	KHI mfd	28mar97 23aug74	in full c/s with Tajikistan titles; I/n SHJ 17nov97; still in fleet list 01nov04; in JP-07 as stored LBD line # 25-08; toc 03sep74; rgd 12dec74; opb 297 LO; f/n LED 05sep81; dbr 14aug82 on take-off from Sukhumi for a flight to Moscow-Vnukovo when L-410M CCCP-67191 unlawfully entered the runway in the path of the Tu-134A, the crew of the Tu-134A aborted the take-off, but the remaining distance was not sufficient and the right wing of the Tu-134A hit the L-410M at a speed of 216 km/h, the right wing of the Tu-134A was destroyed and the fuselage suffered structural damage, all 6 crew and 76 passengers
17114	CCCP-65837 RA-65837 RA-65837	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	18sep74 14oct92 22nov94	escaped unhurt; t/t 17,003 hours and 10,406 cycles; soc and canx 16sep82 line # 25-09; toc 20sep74; rgd 09oct74; f/n AMS 16oct74; l/n LED 05sep92 l/n LED 09jun94 seen AMS 20oct96, in full Aeroflot c/s and titles; l/n HAJ 17apr97; soc and canx 05jun97 as life-time
18116	CCCP-65838 RA-65838	Tu-134A Tu-134A-3	AFL/Tyumen-TJM Aeroflot	mfd PRG	23sep74 21oct92	expired line # 25-10; toc 03oct74; rgd 18oct74; I/n PRG 1992 as CCCP and not a A-3 model
18117	RA-65838 CCCP-65839	Tu-134A-3 Tu-134A	Tyumen Airlines AFL/Moldova-KIV	trf mfd	31aug94 29sep74	I/n TJM 15may95, Aeroflot c/s and titles; soc 03apr97 as life-time expired; canx 25jun97 line # 26-01; toc 03oct74; rgd 10nov74; f/n sep77; w/o 19may79 on the leg from Novosibirsk to Ufa of a flight from Novosibirsk to Chisinau when deviated from the glide path on final approach at night, touched down with the wheel brakes locked (destroying all tyres) and veered off the runway, the left main gear broke and the left wing hit the runway, rupturing a fuel tank, the aircraft calplt fire and burnt out, 2 of the 6 crew and 8 of the 83 passengers injured; t/t 9,994 hours 36 minutes and 6,113 cycles; soc 22jun79
18118	CCCP-65840 RA-65840 RA-65840	Tu-134A Tu-134A Tu-134A	AFL/Komi-SCW Aeroflot Komiavia	mfd LED trf	30sep74 06sep92 22feb94	line # 26-02; toc 03oct74; rgd 15oct74; f/n KBP aug76; photo VKT 1986  f/n SCW 10jun94, in Aeroflot c/s and titles; soc and canx 05mar97 as life-time expired; broken up at
18120	CCCP-65841 CCCP-65841	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine	mfd trf	22oct74 16jun77	Syktyvkar line # 26-03 confirmed; toc 04nov74; opb 235 OAO at VKO; rgd 21nov74; f/n SXF 08oct75
	CCCP-65841 UR-65841	Tu-134AK Tu-134AK	Avialini. Ukrayiny Avialini. Ukrayiny	LED rgd	30may92 21jan93	l/n KBP 07sep92 f/n KBP 17jun93; seen EVN 16may96/13apr01, used for spares; canx 29may96
18121	CCCP-65842	Tu-134A	AFL/Latvia	mfd	22oct74	line # 26-04 confirmed; toc 25oct74; rgd 21nov74
	CCCP-65842 RA-65842	Tu-134A Tu-134A-3	AFL/Urals-KVX Aeroflot	trf DME	24nov80 25may94	f/n LED 13sep87
	RA-65842	Tu-134A-3	Izhavia	trf	29aug95	f/n IJK 16aug99, in Aeroflot c/s, no titles; soc 23dec96 as life-time expired; canx 08jan97; seen stored at IJK 09feb07, ten years later; I/n IJK 02jun11 as such; broken up at IJK in 2012
18123	CCCP-65843	Tu-134A	AFL/Lithuania	mfd	26oct74	line # 26-05; toc 04nov74; rgd 19nov74
	CCCP-65843 CCCP-65843	Tu-134A Tu-134A	AFL/Urals-KVX AFL/Privolzhsk	trf trf	03jun88 30aug91	f/n ROV 06aug88
	RA-65843 RA-65843	Tu-134A Tu-134A-3	Bashkirian Al Bashkirian Al	trf KRR	01jul92 20sep94	seen UFA 13jun94, in Aeroflot c/s and titles seen UFA 13aug99, wfu but still in fleet list 31dec00; l/n 12aug01; canx 07dec01; soc 18oct02 as life-time
10125					•	expired
18125	CCCP-65844 CCCP-65844	Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	mfd trf	31oct74 1978	line # 26-06; toc 05nov74; rgd 21nov74; f/n feb75 photo KZN 1979
	RA-65844 RA-65844	Tu-134A-3 Tu-134A-3	Aeroflot KavMinVody Avia	MRV trf	mar93 15dec94	no reports; probably never painted in KavMinVody Avia colours; current on Russian register sep01/mar03;
23128	OK-EFJ	Tu-134A	CSA	d/d	21nov74	soc 11mar04 as life-time expired; broken up at MRV line # 26-07; rgd 25nov7; f/n LHR 13mar75; trf to CSA Czech Airlines 01jan93, but titles were not changed; l/n PRG 18aug94, wfu 23jan95; canx 26oct95; broken up at PRG oct95; cockpit seen Kbely
23130	OK-EFK	Tu-134A	CSA	d/d	22nov74	sep96; preserved in hanger B of the CSA training centre at PRG, f/n jan07; l/n 27nov17 line # 26-08; rgd 25nov74; f/n LHR 07dec74; trf to CSA Czech Airlines 01jan93, but titles were not
23131	CCCP-65845	Tu-134A	AFL/Belarus-MHP	mfd	23nov74	changed; I/n BLQ 10sep94; wfu 30jan95, canx 26oct95; broken up at PRG oct95 line # 26-09; toc 28nov74; rgd 17dec74
	CCCP-65845	Tu-134A	AFL/Belarus-KGD	trf trf	03feb79	f/n SVO 19jul88; trf to Russia 06aug90; l/n VKO 21mar93
	RA-65845 RA-65845	Tu-134A Tu-134A	Kaliningradavia Aeroflot c/s, n/t	VKO	20jan94 11jun01	f/n KGD 03jul94, Aeroflot c/s and titles; I/n as such GRO 21aug99 I/n VKO 08jul01
	RA-65845 RA-65845	Tu-134A-3 Tu-134A-3	Sibaviatrans Orenburg Airlines	rgd DME	20jul01 29nov06	in basic Aeroflot c/s; f/n KJA 01oct01; wfu KJA, no engines, l/n KJA jun06 leased for a short period; in basic Sibaviatrans c/s
	RA-65845	Tu-134A-3	Sibaviatrans	KJA	27aug07	operator's certificate revoked 05oct08; stored at KJA, I/n oct09
23132	CCCP-65846 RA-65846	Tu-134A Tu-134A-3	AFL/ArkhangelARH Aeroflot	mfd LED	28nov74 20jul93	line # 26-10; rgd 17dec74; on charge as of 01jan75; f/n VKO 27aug75; l/n LED 06sep92 as Tu-134A-3
23135	RA-65846 CCCP-65847	Tu-134A-3 Tu-134A	Arkhangelsk Al AFL/Privolzhsk-REN	trf mfd	22feb94 04dec74	soc 09jun96 as life-time expired; canx 12jul96; stored at ARH, not seen jul05, possibly broken up line # 27-01; toc 01jan75; rgd 07feb75; f/n DME 12apr92 as Tu-134A-3
25155	RA-65847	Tu-134A-3	Aeroflot	DME	05may94	
	RA-65847 RA-65847	Tu-134A-3 Tu-134A-3	Orenburg Airlines TyumenAviaTrans	trf rgd	25nov95 18may01	f/n OVB jun96 f/n VKO 02jun01; l/n VKO 21aug01
	RA-65847 RA-65847	Tu-134A-3 Tu-134A-3	UTair Orenburg Airlines	rgd DME	11feb03 11jun05	f/n SGC 25aug03; I/n LED 29aug03 I/n DME 22aug06; not in Orenair fleet list 15jan08 due to retirement; seen REN (N51.787887 E55.468338)
			Orenburg Animes	DINE	11,01103	mar1/aug11 wfu, still with Orenburg Airlines titles; reportedly used as a simulator until 2019 when it fell into complete disrepair
23136	CCCP-65848	Tu-134A	AFL/Armenia-EVN	mfd	11dec74	line # 27-02 confirmed; toc 19dec74; rgd 23jan75; f/n DME 27aug75; reported as such HRK 31may87 in an incident report; l/n LED 07sep92, Tu-134A-3 by this date
	EK-65848 EK-65848	Tu-134A-3 Tu-134A	Armenian Airlines Air Armenia	MHP EVN	09sep93 13oct07	I/n EVN 25may04, stored canx 30dec08; in basic Armenian Airlines with 'Air Armenia' titles, wfu/parked at the Air Armenia
						maintenance facility; version painted as such; I/n 06jan10/01mar12; seen jul14/aug14, with registration painted out
23138	CCCP-65849	Tu-134A	AFL/Ukraine-HRK	mfd	19dec74	line # 27-03; on charge as of 01jan75; rgd 22jan75; reported Novyy Urengoy-Yaghelnoye 29nov89 in an accident report; soc 26jun90 due to the accident and canx 23jun90
23240	CCCP-65850	Tu-134A	AFL/Komi-SCW	mfd	18dec74	line # 27-04; toc 24dec74; rgd 20jan75; soc 30jan87 as life-time expired; canx 1987 with 15,000 cycles; seen SCW jun94/jul94, derelict; not seen jul05, possibly broken up
23241	CCCP-65851	Tu-134A	AFL/Leningrad	mfd	23dec74	line # 27-05; on charge as of 01jan75; rgd 23jan75; f/n AMS 05mar75; seen LHR 08oct88 as Tu-134A-3; I/n AMS 20sep92
	RA-65851 RA-65851	Tu-134A-3 Tu-134A-3	Aeroflot Pulkovo Avia	BRU trf	17oct92 22nov94	//n PRG 14aug94 seen HEL 11jul95, in full Aeroflot c/s and titles; soc 21nov96 as life-time expired; canx 26dec96; broken up
23244	CCCP-65852	Tu-134A	AFL/Ukraine	mfd	13dec74	line # 27-06; toc 08jan75; rgd 04feb75; f/n MUC 20mar75; seen CWC autumn 1991, with Aeroflot titles
	UR-65852	Tu-134A	Avialini. Ukrayiny	rgd	26jan93	and without flag on the fin; I/n KBP 07sep92, as such f/n VKO 17may93; I/n KBP 18mar97; canx 04nov96
23245	CCCP-65853 CCCP-65853	Tu-134A Tu-134A	AFL/Privolzhsk-REN AFL/Ukraine	mfd trf	14jan75 15feb90	line # 27-07; toc 18jan75; rgd 14feb75; f/n UFA late 1977
23248	CCCP-65853 CCCP-65854	Tu-134A Tu-134A	AFL/GosNII GA AFL/Leningrad	trf mfd	apr90 10jan75	canx 21nov90 line # 27-08; toc 18jan75; rgd 11feb75; f/n CGN 13apr75; seen LHR 06may89 as Tu-134A-3; l/n LED
23240			· -			05sep92
	RA-65854 RA-65854	Tu-134A-3 Tu-134A-3	Aeroflot Pulkovo Avia	HEL trf	13nov92 22nov94	I/n HEL 09jun94 seen HEL 04aug95, in full Aeroflot c/s and titles; soc 18oct96 as life-time expired; canx 11feb97; broken
23249	CCCP-65679	Tu-134AK	Soviet AF/AFL c/s	mfd	22feb75	up line # 27-09; rgd 13mar75; initially opb 5 ae 10 okbon at Chkalovski; trf to 2 ae 354 apon at Chkalovski dec81; personal aircraft of the commander-in-chief of the Soviet Air Force, Marshall P.S. Kutakhov; f/n
	RA-65679	Tu-134AK	Russian AF/AFL c/s	Rzd	20aug95	Sperenberg 23jun76 initially opb 8 adon at Chkalovski; CofR renewal to 223 LO 09jan01; t/t 8,194 hours and 6,128 cycles by 01jul02; trf to an unknown unit, date not known; seen CKL 13aug12, still with Aeroflot titles; l/n CKL
23252	CCCP-65855	Tu-134A	AFL/N.Kavkaz-VOG	mfd	10jan75	17jul18 line # 27-10; toc 10feb75; rgd 27feb75
23232	CCCP-65855	Tu-134A-3	MAP EMZ Myasishch.	trf	16feb89	in Aeroflot c/s; f/n DME 12apr92 as Tu-134A-3; l/n ZIA 16aug92
	RA-65855	Tu-134A-3	Aeroflot c/s, n/t	ZIA	31aug93	probably opb STIGL; used by several Chechen leaders to flee to Cairo 04dec94; trf to ?? 28dec94; I/n VKO 15may95; damaged 24oct95 during an assault of Russian special forces on the airport of Sleptsovskaya
						(Ingushetiya) when was hit by several stray bullets; obviously not repaired; canx 17apr98; preserved at Ordzhonikidzevskaya Ingushetia; photo as such taken in 2003; GE in 2013 shows it has moved to the far
23253	CCCP-65856	Tu-134A	AFL/Estonia-TLL	mfd	20feb75	side of the airport (N43.314459 E45.031815) and been replaced by a Mig-29 line # 28-01; toc 25feb75; rgd 28mar75; opb 141 LO, was the first Tu-134 based at Tallinn; w/o 03may85
						on the leg from Tallinn to Lviv of a flight from Tallinn to Kishinyov, while flying in clouds at a height of 3,900 metres the aircraft collided 6 km north-west of Zolochiv with Soviet in Force An-26 "101" red" (c/n 9506 calls in CCC9-26492) due to ATC error and crashed all 6 crow and 13 presented with the control of the
		_				9506, call-sign CCCP-26492) due to ATC error and crashed, all 6 crew and 73 passengers killed; t/t 18,548 hours and 12,306 cycles; canx 30may85; soc 17jun85
23255	CCCP-65857 CCCP-65857	Tu-134 Tu-134	AFL/Latvia AFL/Lithuania-VNO	mfd trf	20feb75 19dec80	line # 28-02; toc 21feb75; rgd 01apr75; f/n mar78
	CCCP-65857	Tu-134	AFL/Georgia-TBS	trf	30may88	L/n TDC 17iun07; not in 1009 floot list
	4L-65857 4L-65857	Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Air Zena	TBS	08may94 oct99	I/n TBS 17jun97; not in 1998 fleet list not in 2001 fleet list, fate unknown
23256	CCCP-65858 CCCP-65858	Tu-134A Tu-134A	AFL/Lithuania AFL/N.Kavkaz-GRV	mfd trf	10feb75 28mar88	line # 28-03; toc 27feb75; rgd 20mar75 f/n LED 22sep91
	CCCP-65858	Tu-134A-3	Aeroflot	VKO	25jan94	trf to STIGL in early 1990s; no flag on fin (all-white tail); probably damaged in an air raid by the Russian
		_				Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; soc 01jan99
23264	CCCP-65859	Tu-134A	AFL/Tyumen-TJM	mfd	13feb75	line # 28-04; toc 01mar75; rgd 20mar75

	RA-65859 RA-65859	Tu-134A-3 Tu-134A-3	Aeroflot Tyumen Airlines	VOG trf	31aug93 31aug94	f/n TJM 14may95; canx 17apr98; soc 20apr98 as life-time expired; l/n TJM 27jul00 wfu
28265	CCCP-65860 RA-65860	Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN  Orenburg Airlines	mfd trf	28feb75 24nov93	line # 28-05; toc 05mar75; del to REN 28may75, first Orenburg-based Tu-134; rgd 02jun75; f/n DME 30aug88; seen DME 16apr92 as Tu-134A-3; l/n DME 16aug92 f/n DME 04may94, Aeroflot c/s and titles
	RA-65860 RA-65860	Tu-134A-3 Tu-134A-3	Orenburg Airlines TyumenAviaTrans	REN rgd	21apr97 23may01	f/n VKO 02jun01; I/n as such VKO 16aug01; soc and canx 23jan02 as life-time expired; seen REN 26aug03/28aug04 without titles (in basic Aeroflot c/s ?); wfu (wing spar cut) at REN, I/n oct07
28269	CCCP-65861(1) EW-65861(1)	Tu-134A Tu-134A	AFL/Belarus-MSQ Belavia	mfd MSQ	28feb75 10jul94	line # 28-06; toc 08mar75; rgd 25mar75; f/n LED sep87; see c/n 1351407; l/n SVO 30jun92 soc 15jan96 as life-time expired; l/n MSQ 09sep94/12may96, still in basic ex Aeroflot c/s, white tail, engineless
28270	no reg CCCP-65862	Tu-134A Tu-134A	ex Belavia c/s  AFL/Leningrad	mfd	08apr18 28feb75	seen at the MChS Belarus training site at Svetlaya Roscha, (NS4.33398819 E28.38845825) together with Tu-154 EW-85748, An-26 SP-FPL and Yak-40 UR-YVS; photo comparison confirms ex EW-65861(1) line # 28-07; toc 07mar75; rgd 28mar75; f/n AMS 07jul76; reported LED 27dec87 in an incident report;
	RA-65862 RA-65862	Tu-134A-3 Tu-134A-3	Aeroflot Pulkovo Avia	HEL trf	09feb93 22nov94	seen SXF nov89 as Tu-134A-3; I/n LED 06sep92 I/n LED 10jun94 seen HAM 05nov95, in full Aeroflot c/s and titles; soc 23jul97 as life-time expired; canx 06aug97; broken
28283	CCCP-65863 RA-65863	Tu-134A Tu-134A-3	AFL/N.Kavkaz-ROV Aeroflot	mfd VKO	18mar75 05jul93	up line # 28-08; toc 21mar75; rgd 07apr75; f/n sep75; l/n LWO 1991
28284	RA-65863 RA-65863 CCCP-65864	Tu-134A-3 Tu-134A-3 Tu-134A	Donavia Aeroflot-Don AFL/Ukraine-KBP	trf rgd mfd	25nov93 05oct01 15mar75	f/n ROV 13may96, Aeroflot c/s, no titles; I/n VKO 16apr97; current in fleet list dec02 f/n LED 22oct01; I/n ROV nov04/jan05, stored; soc 23dec04 as life-time expired line # 28-09; on charge as of 01apr75; rgd 07may75; f/n DUS 12may75; reported EVN 24jan83 in an
28286	UR-65864 CCCP-65865	Tu-134A Tu-134A	Avialini. Ukrayiny AFL/Georgia-TBS	rgd mfd	28jan93 27mar75	incident report; I/n KBP 07sep92  f/n VKO 21mar93; I/n KBP 22sep94; canx 04nov96 line # 28-10; toc 29mar75; rgd 21jul75; f/n SXF 16apr77; seen as Tu-134A-3 VKO 11apr91; still CCCP-
20200	4L-65865	Tu-134A-3	GACo Kavkasia		26may95	17jul93 In basic ex Aeroflot c/s with titles and logo on the fin; I/n TBS 17jun97; not in 2001 fleet list; seen bare metal MHP aug07/may16 with '65865' on nose wheel door
28292	CCCP-65866 RA-65866	Tu-134A Tu-134A-3	AFL/Komi-SCW Aeroflot	mfd RJK	apr75 06nov92	line # 29-01; toc 16apr75; rgd 14may75; f/n DME late 1977; Tu-134A-3 by apr92; l/n SVO 14aug92
28296	RA-65866 CCCP-65867	Tu-134A-3 Tu-134A	Komiavia Soviet Gvt/AFL c/s	trf mfd	22feb94 17apr75	soc and canx 13jan00 as life-time expired; broken up at Syktyvkar line # 29-02, not a VIP aircraft, without rear door; toc 25apr75; opb 235 OAO at VKO; f/n DUS 07jun75
20290	CCCP-65867	Tu-134A	AFL/Privolzhsk-GOJ	rgd	18mar77	
	RA-65867 RA-65867	Tu-134A-3 Tu-134A-3	Aeroflot Nizhni Novgorod Al	DME trf	06sep93 25nov93	I/n GOJ 25aug95; see trf date next line f/n IST jun97; canx 13jan00 as to Komiinteravia, but never actually transferred; soc and canx 06dec01 as
28305	CCCP-65868 CCCP-65868	Tu-134A Tu-134A	Soviet Gvt/AFL c/s AFL/N.Kavkaz-GRV	mfd trf	15apr75 13may77	life-time expired; broken up at GOJ line # 29-03; toc 29apr75; rgd 16may75; opb 235 OAO at VKO; f/n VIE 20may75 still 'CCCP-' 03nov93; I/n VKO 21apr94 as Tu-134A-3, with 'Aeroflot' logo, but no titles or flag (all-white
	65868	Tu-134A-3	STIGL		photo	tail) taken in Sudan, basic Aeroflot c/s with all-white tail, titles not visible on the photo
	RA-65868 ST-MGC	Tu-134A-3 Tu-134	AZZA (Sudan) not reported	ROV SHJ	14may96 25sep03	owned by Vaynakhavia; a Tu-134 in AZZA c/s was seen KRT 14mar01 wfu, probably this one; registration current on Russian register feb98/sep01 but not current mar03; see also c/n 49080 c/n not confirmed !; canx before jan07
28306	CCCP-65869 RA-65869 RA-65869	Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-VOG Aeroflot Volga Airlines	mfd VOG trf	17apr75 30aug93 22feb94	line # 29-04; toc 22apr75; rgd 20may75; f/n DME late 1977; reported VOG 20sep87 in an incident report seen VOG 09aug01/aug04, Aeroflot c/s, apparently wfu ?;
28310	CCCP-65870 CCCP-65870	Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD	mfd trf	16apr75 1979	line # 29-05; toc 22apr75; rgd 16may75; f/n SXF 24jun75 I/n KBP 08sep92, as Tu-134A-3
	RA-65870 RA-65870	Tu-134A-3 Tu-134A-3	Aeroflot Kaliningradavia	VKO trf	21apr94 20jan95	I/n VKO 15may95 I/n KGD (N54.892168 E20.589588) 20apr05, stored without engines and equipment, still in full Aeroflot
28311	CCCP-65871	Tu-134A	AFL/Ukraine-KBP	mfd	25jun75	c/s; I/n KGD 20apr05 line # 29-06; toc 30apr75; f/n FRA 17may75; rgd 25jun75; a wheel on the starboard main gear overheated during an aborted take-off at Kiev-Borispol 28jun81, took off again and exploded after
29312	CCCP-65872	Tu 1244	AEL /Loningrad	mfd	29apr75	touchdown at Simferopol, puncturing a fuel tank and causing a massive fire, t/t 11,492 hours 50 minutes and 8,206 cycles; soc 23feb82
29312	RA-65872 RA-65872	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	AMS trf	29nov92 22nov94	line # 29-07; toc 05may75; rgd 10jun75; f/n HEL 06sep75; l/n LED 06sep92 l/n LED 09jun94 seen AMS 30mar97, in full Aeroflot c/s and titles; soc 21apr98 as life-time expired; l/n LED 09jul98, as
29314	CCCP-65873 CCCP-65873	Tu-134A Tu-134A	AFL/Latvia AFL/Privolzhsk	toc trf	08may75 28jun80	such, derelict; canx 31aug98; broken up line # 29-08; rgd 26may75 f/n SVO 04apr91; soc 25dec87 as life-time expired
29315	CCCP-65874	Tu-134A-3	AFL/Ukraine-KBP	rgd	23jun75	line # 29-09; toc 22may75; f/n FRA 18oct75; reported IFO 23jul87 in an incident report; soc 19nov87 as life-time expired; I/n RIX 09sep93, derelict
	65874	Tu-134A-3	Aeroflot c/s, n/t	RIX	11sep94	used as a fire-trainer; registration on right-hand side and under wings only, no engines, windows or doors; carried red 'Training' titles; seen 07oct05 with burn marks and 'Titair' titles on partly grey fuselage, apparently for a movie; seen RIX (N56.924685 E23.960984) sep13/jun15; I/n in overall graffiti c/s mar16/aug16
29317	CCCP-65875 CCCP-65875	Tu-134A Tu-134A	AFL/Latvia AFL/Tajikistan-LBD	mfd trf	21may75 04oct80	line # 29-10; toc 22may75; rgd 13jun75 f/n BAK mar88
	CCCP-65875 CCCP-65875	Tu-134A-3 Tu-134A-3	Hemus Air	NTE	17oct90 23may93	in basic Aeroflot c/s, white tail with Hemus Air titles I/n LBD 25may93; to Tajik Air in 1993 which was renamed Tajikistan Airlines
31218	EY-65875 DM-SCW	Tu-134A-3 Tu-134AK	Tajikistan Al EGAF/Interflug c/s	no mfd	reports 22may75	soc by 1997; still in fleet list 01nov04 and in fleet list 02oct07 awaiting to be disposed of line # 30-01; rgd 07jun75; toc 10jun75; opb TG-44 at Marxwalde; had East German Air Force serial '179'
31210	DDR-SCW	Tu-134AK	EGAF/Interflug c/s	r/r	23oct81	allocated; seen LHR 06sep76 and LHR 04jun77
	DDR-SCW	Tu-134AK Tu-134AK	Interflug	trf	27may82 03oct90	I/n SXF 03oct90
	D-AOBK CCCP-65619(2)	Tu-134AK	Interflug Komiavia	rgd rgd	11jul91	f/n SXF 04oct90; l/n SXF 24aug91 f/n SXF 19sep91, Interflug c/s with Soviet flag; see c/n 8350401
	RA-65619(2) RA-65619(2)	Tu-134AK Tu-134AK	Aerotranservice Aeroflot	PRG IST	24dec95 18mar96	leased from Komiavia I/n SVO 16may95
	RA-65619(2) UN-65619(2)	Tu-134AK Tu-134A-3	Komiinteravia Atyrau Airways	IST VIE	06nov97 28feb02	in basic Aeroflot c/s, no titles; soc and canx 30jan02 as sold to Kazakhstan VIP aircraft; named 'Venera'; I/n DXB 23mar08
	UP-T3405	Tu-134A-3	Kazakhstan Emercom	ALA	15oct08	in standard c/s with 'TZhM' titles; c/n confirmed; has the Tu-134AK style emergency door on the left rear fuselage; seen GUW 07jun13 with additional small 'Kazaviakutkaru' titles; I/n TSE 24may14 reportedly stored; was offered for sale 15jan18, nothing since
31220	CCCP-65876	Tu-134A	AFL/Tajikistan-LBD	mfd	29may75	line # 30-02; toc 07jun75; rgd 26jun75; f/n KBP sep82; still CCCP- 20jul93; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-65876 EY-65876	Tu-134A-3 Tu-134A-3	Sasco Air Lines Tajikistan Al	SHJ rgd	13jan96 21may96	returned to Tajikistan Airlines, date not known
	EY-65876 EY-65876	Tu-134A-3 Tu-134A-3	all-white c/s, n/t Tajikistan Al	VKO ALA	01jul98 13may99	with Russian flag behind cockpit, unknown tail logo; was leased to Kavkazskiye Aviatrassy jul97/jul98 a wing was damaged by a bullet at LBD 06nov98; in full c/s, no titles; I/n SHJ jul99; still in fleet list 30sep00, not in fleet list 01nov04
31250	CCCP-65877 UR-65877 UR-65877	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Ukraine-HRK Avialini. Ukrayiny Adjarian Airlines	mfd rgd VKO	30jun75 22jan93 25aug95	line # 30-03; toc 03jul75; rgd 29jul75; f/n BUD 02oct78 f/n HRK 15jul93; opb Avialiniyi Kharkova; //n VKO 07sep93 leased from Avialiniyi Kharkova; //n HRK 04may98; seen wfu at HRK may08/mar09, still as Adjarian
31260	CCCP-65878	Tu-134A	AFL/Privolzhsk-GOJ	mfd	17jun75	Airlines; canx 13aug08 line # 30-04; on charge as of 01jul75; rgd 22jul75; f/n DME early78
31265	CCCP-65878 CCCP-65879	Tu-134A Tu-134A	AFL/Privolzhsk-KUF AFL/Latvia	trf mfd	<jun86 07jun75</jun86 	soc and canx 05apr88 as life-time expired; seen KUF 25apr93, derelict line # 30-05; toc 29jun75; rgd 17jul75; f/n VKO late 1977
31203	CCCP-65879	Tu-134A	AFL/Georgia-TBS	trf	12oct80	
	CCCP-65879 4L-65879	Tu-134A Tu-134A-3	AFL/Georgia-SUI Adjal Avia/Taifun	trf VKO	earl90s 16jun94	to Tu-134A-3 by jul92; I/n VKO 05sep93 with dark blue undersides and tail, red cheatline and small titles on lower fuselage; I/n TBS 17jun97; reported for Abavia
	4L-65879	Tu-134A-3	Georgian Airlines	TBS	02may00	with dark blue undersides and tail, red cheatline and without titles, wfu missing engines and ailerons; I/n may11; broken up at TBS jun11/jul11
35180	181 DDR-SDC	Tu-134AK Tu-134AK	East German AF Interflug	mfd rgd	30jun75 09mar82	line # 30-06; registered 1975; call-sign DM-VBD f/n LGW 30oct82
	D-AOBN CCCP-65620(2)	Tu-134AK Tu-134AK	Interflug Komiavia	rgd rgd	03oct90 11jul91	f/n SXF 03oct90 f/n SXF 19aug91, Interflug c/s with Soviet flag; see c/n 8350402
	RA-65620(2) RA-65620(2)	Tu-134A-3 Tu-134A-3	Aeroflot Komiinteravia		22may94 05may95	
	RA-65620(2) RA-65620(2)	Tu-134A-3 Tu-134A-3	Aviaprima Komiaviatrans	SHJ	24nov95 03sep98	l/n IST 14apr97; leased from Komiinteravia l/n SVO 26apr01; reported for Komiinteravia
	RA-65620(2)	Tu-134A-3	no titles	SVO	11may01	
	RA-65620(2) RA-65620(2)	Tu-134A-3 Tu-134A-3	Komiinteravia UTair	SVO VKO	16aug01 24jun05	I/n LED 29aug04 Isf Komiinteravia; I/n VKO 18jul10 KKOMIinteravia; I/n VKO 18jul10
35200	RA-65620(2) CCCP-65880	Tu-134A-3 Tu-134AK	UTair Express Soviet Gvt/AFL c/s	ROV mfd	19aug10 20aug75	l/n LED 15jun12; seen SCW 04jul12/31oct14. parked; broken up 08nov14 line # 30-07; toc 29aug75; opb 235 OAO at VKO; rgd 02oct75; f/n SXF 15oct75
	CCCP-65880 RA-65880	Tu-134AK Tu-134AK	AFL/Centr.RegVOZ Aeroflot		26may78 15may93	
	RA-65880 RA-65880	Tu-134AK Tu-134AK	Voronezhavia Sirius Aero	trf VKO	01aug94 16aug01	also reported as executive aircraft; f/n VKO 16apr97; l/n VKO 21aug99 with very small titles; leased from Voronezhavia 11feb00/20jul05; l/n as such VKO 18aug03; l/n VOZ
						01sep04, titles not reported

	RA-65880	Tu-134A-3	Voronezhavia	wfu	2004	t/t about 35,000 hours; preserved near the terminal at Voronezh-Chertovitskoye (N51.811118
35220	CCCP-65881 CCCP-65881	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Centr.RegVOZ	mfd trf	21nov75 13oct78	E39.224744) since may05, I/n 07oct21 line # 30-08; toc 08dec75; rgd 12dec75; opb 235 OAO; f/n CGN 25mar76; I/n HEL 31dec77 I/n LED 06sep92 as Tu-134A-3
	RA-65881 RA-65881 RA-65881	Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot Voronezh Avia Sibaviatrans	VKO trf rgd	28aug93 01aug94 03dec99	f/n MHP 13may96; I/n VOZ 10aug99 f/n VKO 22may00; seen with additional '5 let' (5 years) titles 09mar01/27jul02; repainted in white c/s with blue and red trim, f/n as such OVB 13mar07; I/n as such KUF 31may07; seen OVB 01mar08 with additional 'Samara/arenda' titles; I/n operational DME 17aug08; operator's certificate revoked 05oct08 and
35270	CCCP-65882	Tu-134A	AFL/Estonia-TLL	toc	22jul75	operator declared bankrupt Oloct09; offered for sale by Sberbank 17dec08 and sold to Roman A. Sudakov of Krasnoyarsk 09jun11; stored at KJA, I/n oct09 as such; photo oct14, with outer wings removed line # 30-09; rgd 06aug75; f/n VKO 27aug75; I/n SVO 02jun92
35300	ES-AAH ES-AAH CCCP-65883	Tu-134A Tu-134A Tu-134A	Estonian Air Estonian Air AFL/ArkhangelARH	SVO TLL toc	08jun92 27aug93 21jul75	in full Aeroflot c/s with 'Aeroflot' titles seen TLL aug97/aug99, stored line # 30-10; rgd 12aug75; f/n LED 1978; trf 02mar78 to the Kirsanov technical School; soc 23may82 as
36150	CCCP-65884 EK-65884	Tu-134A Tu-134A	AFL/Armenia-EVN Aeroflot c/s, n/t	mfd VKO	30jul75 05jul93	worn out; seen Kirsanov (NS2.646551 E42.771319) aug99/mar22 line # 31-01; on charge as of 01oct75; rgd 28aug75; f/n FRA 06jun76; l/n KBP 13apr92 seen VKO 23aug95; l/n EVN 16may96/19jun97 as Tu-134A-3, wfu; broken up by aug00
36160	CCCP-65885 CCCP-65885 RA-65885 RA-65885	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Azerbaijan AFL/Leningrad Aeroflot Pulkovo Avia	rgd trf AMS trf	27aug75 17nov83 28oct92 22nov94	line # 31-02; on charge as of 01oct75; f/n DME 27aug75 f/n LED 12jul87; l/n LED 05sep92 l/n LED 09jun94 seen KBP 13oct95, in full Aeroflot c/s and titles; soc 28may96 as life-time expired; canx 10jul96; broken
36165	CCCP-65886 CCCP-65886	Tu-134A Tu-134A	AFL/Latvia AFL/Georgia-SUI	mfd trf	27jul75 30may80	up line # 31-03; toc 05aug75; rgd 15aug75 f/n VKO 20aug92
36170	CCCP-65886 CCCP-65887 RA-65887	Tu-134A Tu-134A Tu-134A	AFL/Georgia-TBS AFL/N.Kavkaz-MRV KavMinVody Avia	trf toc trf	unknown 28jul75 15dec94	I/n TBS 16may96/17jun97, stored, as Tu-134A-3 line # 31-04; mfd given as 13aug975 !; rgd 02sep75 in full Aeroflot Cy; f/n MRV 15may96; stored without engines at MRV; soc 11mar04 as life-time expired;
36175	CCCP-65888 CCCP-65888	Tu-134A Tu-134A	AFL/Latvia AFL/Ukraine	mfd trf	19aug75 26jun80	I/n MRV 25jun06; broken up at MRV line # 31-05; toc 22aug75; rgd 08sep75; f/n VKO 27aug75 f/n Krzywa-Osla 20aug90
38010	UR-65888 CCCP-65889	Tu-134A-3 Tu-134A	Avialini. Ukrayiny AFL/Privolzhsk-KUF	HRK mfd	15jul93 18aug75	I/n HRK 23jun97; seen HRK 04may98/27apr99, no titles, wfu line # 31-06; c/n given as 32010 in MGA document; toc 02sep75; rgd 02mar76; f/n TJM 09jan79; reported KZN 15sep87 in an incident report; I/n SVO 16may91, Tu-134A-3 by this date
38020	RA-65889 CCCP-65890 CCCP-65890	Tu-134A-3 Tu-134A Tu-134A	Samara AFL/Lithuania AFL/Estonia-TLL	trf toc trf	24nov94 04sep75 05dec88	f/n KUF 19may96; I/n KUF 16sep97; soc 06oct00 as life-time expired; canx 11oct00 line # 31-07; rgd 12sep75 on charge as of 01jan89 according to MGA document; f/n SVO 01aug90; I/n SVO 16may91, as Tu-134A-3
	ES-AAP ES-AAP	Tu-134A-3 Tu-134A-3	Aeroflot Aeroflot c/s, n/t	SVO SVO	30jun92 20aug92	with Aeroflot titles, white tail never had 'Estonian' titles, seen with 'Airport Fire Training' titles TLL aug97/dec04 and used as such; seen TLL dec04/nov15 (N59.415154 E24.861981), derelict, without titles, CCCP-65890 bleeding through; seen
38030	CCCP-65891 RA-65891	Tu-134A Tu-134A-3	AFL/Komi-SCW Komiavia	mfd trf	30aug75 22feb94	jun16, now painted in all over red/orange/ yellow c/s and adorned with various artwork; l/n 30jul19 line # 31-08; toc 05sep75; rgd 12sep75; f/n LED 05may89; Tu-134A-3 by apr92; l/n LED 07sep92 f/n SCW 10jun94, Aeroflot c/s and titles; soc and canx 13jan00 as life-time expired; broken up at
38040	DM-SDE	Tu-134AK	EGAF/Interflug c/s	mfd	18sep75	Syktyvkar line # 31-09; rgd 21sep75; had East German Air Force serial '183' allocated but never wore this; see c/n 1351304; J/n SXF 30apr80
	DDR-SDE DDR-SDE	Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug	rgd trf	07jul81 mar85	
	D-AOBO CCCP-65608(2)	Tu-134AK Tu-134AK	Interflug Interflug	rgd SXF	03oct90 13sep91	seen DUS 29mar91; I/n SXF 24aug91 with Soviet lag; rgd 11jul91 to Komiavia according to Soviet register, see previous and next lines; see c/n 6350105
	CCCP-65608(2) CCCP-65608(2)	Tu-134AK Tu-134AK	AFL/Komi-SCW Harco Air	toc PRG	08feb92 07feb94	f/n SVO 16apr92; l/n SVO 11sep92; in basic ex-Interflug c/s in basic ex-Interflug c/s
	CCCP-65608(2) RA-65608(2) RA-65608(2)	Tu-134AK Tu-134AK Tu-134AK	Komiavia Harka Air ex Interflug c/s	trf SCW SVO	22feb94 10jun94 03jul95	leased from Komiavia; in basic ex-Interflug c/s; $I/n$ SVO 09feb95 no titles
	RA-65608(2) RA-65608(2)	Tu-134AK Tu-134AK	Komiavia KrasAir	SVO KJA	aug96 03jun01	I/n LED may99; reported for Komlinteravia I/n SCW dec01; leased from Komlinteravia, but returned as not in KrasAir fleet list jan02
	RA-65608(2) RA-65608(2)	Tu-134AK Tu-134AK Tu-134AK	TAT Leasing Comp no titles	rgd KUF VKO	12feb03 29may05	to UTair, never seen as such white/grey c/s; //n VKO 11aug05
38050	RA-65608(2) CCCP-65892	Tu-134AK Tu-134A	UTair AFL/Belarus-MSQ	mfd	24jun06 15sep75	in all-white c/s with small 'UTair' titles; Tu-134A-3 VKO 05oct08; l/n SCW 03oct14, as such; broken up at SCW by 28jan15 line # 31-10; d/d 19sep75; toc 19sep75; rgd 01oct75; f/n MHP 16may76
	CCCP-65892 HA-LBL	Tu-134A Tu-134A	MALÉV MALÉV	d/d	03apr78	full Aeroflot c/s with 'MALÉV' titles and Hungarian flag; compensation for loss of HA-LBC and first MALÉV service on 15apr78 to Bucharest allocated but not used due to Soviet restrictions
	CCCP-65892 CCCP-65892	Tu-134A Tu-134A	MALÉV Aeroflot	ret	10jan80 24jan80	was last MALÉV service; 'MALÉV' titles and flag removed 21jan80 in full Aeroflot c/s; I/n MSQ 08sep93
53 40120	EW-65892 CCCP-65893 CCCP-65893	Tu-134A Tu-134A Tu-134A-3	Belavia AFL/Georgia AFL/Georgia	SVO mfd VKO	03may94 25sep75 23feb92	soc 15jan96 as life-time expired; I/n MSQ 12may96 line # 32-01; toc 02oct75; rgd 14oct75; opb 297 LO of Sukhumski OAO; f/n VKO 23apr89 opb 297 LO of Sukhumski OAO (ceased to exist mar92); I/n VKO 05jun92
	65893	Tu-134A-3		no	reports	Georgian Air Transportation Department; probably still in Aeroflot c/s; w/o 21sep93 on a flight from Sochi to Sukhumi when was shot down on final approach to Sukhumi by Abkhaz troops who fired a "Strela-2" shoulder-fired SAM from a patrol boat off the coast, the aircraft was hit at a height of some 300 metres, caught fire, went out of control and crashed into the sea about 2 km off the coast, all 5 crew members and 22 passengers (mostly Russian and foreign iopumalists) were killed
40130	CCCP-65894 RA-65894 RA-65894	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Leningrad Aeroflot Pulkovo Avia	mfd AMS trf	30sep75 08oct92 22feb94	line # 32-02; toc 03oct75; rgd 21oct75; f/n AMS 17mar76; Tu-134A-3 by aug90; l/n LED 07sep92 l/n LED 09jun94 seen SVO 18apr94, in full Aeroflot c/s and titles; l/n SVO 21jun96 as such; soc 28oct96 as life-time
40140	CCCP-65895 CCCP-65895	Tu-134A Tu-134A	AFL/GosNII GA AFL/Latvia	mfd trf	29oct75 03jun76	expired; canx 31oct96; broken up line # 32-03; toc 28nov75 rgd 04aug76; f/n KJA-Severny 1980
	CCCP-65895 CCCP-65895	Tu-134A Tu-134A	AFL/Moldova-KIV AFL/Tajikistan-LBD	trf trf	03dec80 07may88	f/n at a Moscow airfield 03jun89
40150	EY-65895 DM-SDF	Tu-134A Tu-134AK	Tajikistan Al EGAF/Interflug c/s	no mfd	reports 20oct75	in fleet list 01nov04, still in JP-07 line # 32-04; rgd 24oct75; had East German Air Force serial '185' allocated; I/n SXF 30apr80
	DDR-SDF DDR-SDF D-AOBP	Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s Interflug Interflug	rgd trf rgd	20aug81 mar83 03oct90	f/n SXF 03oct90; I/n SXF 24aug91
	CCCP-65610(2) CCCP-65610(2)	Tu-134AK Tu-134AK Tu-134AK	Interflug Interflug AFL/Komi-SCW	SXF	10sep91 31feb92	with Soviet flag; see c/n 7350202 rgd 11jul91 to Komiavia according to Soviet register, see previous lines
	CCCP-65610(2) RA-65610(2)	Tu-134AK Tu-134AK	Harco Air Harco Air	KAN MLA	06aug92 17oct92	in basic ex Interflug c/s with Harco Air titles and tail logo in basic ex Interflug c/s with Harco Air titles and tail logo
	RA-65610(2) RA-65610(2) UN-65610(2)	Tu-134AK Tu-134AK Tu-134AK	Komiavia Aeroflot c/s, n/t Atyrau Airways	trf SVO BUD	22feb94 25apr97 21nov00	f/n SVO 10jul94, in Aeroflot 'blue' c/s and titles I/n IST 20aug98; reported for Komlinteravia; soc 28jun00 and canx 07jul00 as to Kazakhstan f/n as Tu-134A-3 BUD 14mar01; named 'Bayterek'; I/n DME nov07
42200	UP-T3406 CCCP-65896	Tu-134A-3 Tu-134A	Kazakhstan Emercom AFL/N.Kavkaz-GRV	ALA mfd	26oct08 31oct75	in standard c/s with 'TZhM' titles; c/n confirmed; l/n ALA 25jan11; seen ALA apr11/02may22 stored; was offered for sale 15jan18 line # 32-05; toc 04nov75; rgd 12nov75; f/n LED 13sep83; reported in an incident report ROV 20mar87
42210	CCCP-65896 CCCP-65897	Tu-134A Tu-134A	STIGL AFL/Moldova-KIV	trf mfd	1990s 14nov75	I/n KBP 08sep92; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during on the subsequent air raids between then and 01dec94; soc by 01jan01 line # 32-06; toc 14nov75; rgd 26nov75; f/n AMS 05jul87
42220	ER-65897 CCCP-65898	Tu-134A-3 Tu-134A	Air Moldova  AFL/ArkhangelARH	rgd mfd	12apr94 25nov75	was already f/n VKO 16jul93 in basic ex-Aeroflot c/s with white tail; I/n KIV 20sep94; canx 20dec99; broken up line # 32-07; toc 29nov75; rgd 12dec75; f/n VKO late77; Tu-134A-3 by jul92; I/n LED 06sep92
	RA-65898 RA-65898	Tu-134A-3 Tu-134A-3	Aeroflot Arkhangelsk Al	LED trf	15jun93 22feb94	I/n SVO 16may95, Aeroflot c/s and titles; soc 04sep97 as life-time expired; canx 05sep97; used as a rescue-trainer at Arkhangelsk-Talagi, without tail, I/n aug07
42225	CCCP-65899 RA-65899 RA-65899	Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd DME trf	29nov75 11jul94 31aug94	line # 32-08; toc 08dec75; rgd 22dec75; f/n IKT 03mar92 was trf 31aug94 to Tyumen Airlines seen TJM jul00/aug04, Aeroflot c/s and titles, derelict; offered for sale on the Internet 16jun04; soc 17jun04 as life-time expired
42230	CCCP-65000 CCCP-65000	Tu-134A Tu-134A	AFL/Latvia-RIX AFL/Komi-SCW	mfd trf	12dec75 14apr81	1/junu4 as life-time expired line # 32-09; toc 19dec75; rgd 23jan76 f/n SVO 29aug88; seen as Tu-134A-3 SVO 12apr91; l/n SCW jun/jul94 engineless, wfu; soc and canx 18nov94 as life-time expired; broken up at Syktyvkar
42235	CCCP-65001(1) CCCP-65001(1) CCCP-65001(1)	Tu-134A Tu-134A Tu-134A	AFL/Georgia-TBS AFL/Georgia-SUI Sukhumi Avn Ent.	mfd trf ph.	08dec75 1990s 23sep93	line # 32-10; toc 23dec75; rgd 14jan76; f/n LED 01sep88 l/n VKO 21mar93 still in Aeroflot c/s; w/o 23sep93 at Sukhumi when was hit by rockets from an Abkhaz BM-21 "Grad" multiple rocket launcher while Georgian refugees were boarding for a flight to Tbilisi, caught fire and burnt
44020	CCCP-65002 CCCP-65002 RA-65002 RA-65002	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Latvia AFL/Urals-IJK Aeroflot Izhavia	mfd trf LED trf	26dec75 12dec80 18sep93 29aug95	out, 1 of the 6 crew killed while all 24 passengers escaped; see c/n 62835 line # 33-01; toc 30dec75; rgd 23jan76 f/n mar83; l/n DME 16aug92 as Tu-134A-3

	RA-65002	Tu-134A-3	Aeroflot c/s, n/t	LED	10jul98	I/n as such SVO 24apr02; not in Izhavia fleet list dec00, but was still on charge later; seen stored at IJK
	no reg	Tu-134A-3	UdmurtNefteProdukt	IJK	16aug07	09feb07, in all-white c/s, no titles; officially wfu in 2009, see next line in white c/s with blue trim and company logo on fin; with 'UdmurtNeftyeProdukt' (a local oil company)
						titles; preserved at the 'AZS-Servis' petrol station (N56.829594 E53.438484) at Krylatskoye near Izhevsk airport since 22jun07; I/n sep11; seen 13feb12 with additional "Frolof K.V." titles on the nose; I/n mar14;
44040	CCCP-65003	Tu-134A	AFL/Tajikistan-LBD	toc	06jan76	no longer visible on GE by 12sep14 line # 33-02 ?; rgd 19jan76; f/n ALA 23apr84
	EY-65003 EY-65003	Tu-134A-3	Tajik Air	DME	16jun94	in basic ex Aeroflot c/s with Tajik tail logo, no titles; Tajik Air was renamed Tajikistan Airlines; CofR renewal 21may96; was leased to Kavkazskiye Aviatrassy jul97; //n IST 06nov97
44060	CCCP-65004	Tu-134A-3	Tajikistan Al	SHJ	27jul00 25feb76	in full new c/s, no titles; I/n SHJ 20dec00; seen ALA 08sep03 and FRU nov04 with Tajikistan titles; in fleet list 01nov04; in fleet list oct07 as awaiting disposal line # 33-03; toc 1976; rgd 10mar77; photo sep77; seen LED 06may78
44060	CCCP-65004 CCCP-65004 RA-65004	Tu-134A Tu-134A Tu-134A-3	AFL/Akademiya GA AFL/Leningrad Aeroflot	mfd trf AMS	28jun83 30dec92	inte # 33-03; tot 1976; tgd 10thar/7; prioto sep/7; seen LED 06thay/8 seen LED 02jul90 as Tu-134A-3; l/n LED 06sep92 l/n LED 10jun94
	RA-65004 RA-65004	Tu-134A-3 Tu-134A-3	Pulkovo Avia Pulkovo Avia	trf PRG	22nov94 24aug97	the first Tu-134 repainted in the new c/s, with additional small 'Aeroflot' titles on the lower fuselage; dbr
	101 05001	10 15 5	Talke ve 7111a		L ladgs,	LED 08jan02, during routine maintenance and was decommissioned; seen stored LED sep02/oct06; not canx from the Russian register
44065	CCCP-65005 CCCP-65005	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Tyumen-TJM	mfd trf	20apr76 07jul79	line # 33-04; toc 23apr76; rgd 07may76; opb 235 OAO; f/n SXF 10nov76; l/n VKO 18jun77
	CCCP-65005 RA-65005	Tu-134AK Tu-134A-3	AFL/Komi-SCW Aeroflot	trf SVO	02apr86 01sep93	I/n SVO 04apr91, Tu-134A-3 by this date
	RA-65005 RA-65005	Tu-134A-3 Tu-134A-3	Komiinteravia RusAir	trf SVO	22feb94 dec98	f/n SVO sep97; I/n BUD 18sep98 Isf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; I/n SVO 10may04
44080	RA-65005 CCCP-65006	Tu-134A-3 Tu-134A	UTair AFL/Komi-SCW	rgd mfd	27may04 31jan76	lsf Komiinteravia; f/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14 line # 33-05; toc 06feb76; rgd 17feb76; f/n SVO 02jun82; l/n LED 07apr91 as Tu-134A-3
46100	CCCP-65006 CCCP-65007	Tu-134A-3 Tu-134A	Komiavia AFL/Privolzhsk-GOJ	trf mfd	22feb94 31jan76	l/n SCW 2001, Aeroflot c/s and titles, engineless, wfu; not seen jul05, possibly broken up line # 33-06; toc 06feb76; rgd 23feb76
	RA-65007 RA-65007	Tu-134A-3 Tu-134A-3	Aeroflot Cheboksary Avn Ent	trf	20mar93 12jan94	f/n DME 14may95, Aeroflot c/s and titles
46105	RA-65007 CCCP-65008	Tu-134A-3 Tu-134A	Cheboksary Avn Ent AFL/N.Kavkaz-VOG	toc	27aug97 26feb76	in Aeroflot c/s, no titles; I/n CSY 27aug04, stored; soc 20sep05 as life-time expired line # 33-07; rgd 10mar76; f/n DME late77
	RA-65008 RA-65008	Tu-134A-3 Tu-134A-3	Aeroflot Volga Airlines	VOG rgd	30aug93 22feb04	I/n VOG 09aug01  I/n LED 08sep06; still in fleet list 15nov07
46120	RA-65008 CCCP-65009	Tu-134A-3 Tu-134A	UTair Soviet Gvt/AFL c/s AFL/Tyumen-TJM	VKO mfd	11aug05 19feb76	line # 33-08; toc 19feb76; rgd 01mar76; opb 235 OAO; f/n HEL 31jan77
	CCCP-65009 RA-65009 RA-65009	Tu-134A Tu-134A Tu-134A-3	Aeroflot Tyumen Airlines		06may78 06may94 30nov94	f/n TJM 14may95 as Tu-134A-3 f/n DME 29jun98; I/n TJM 09jul04; offered for sale on the Internet 16jun04 and again 18jan05; t/t 36.614
46130	CCCP-65010	Tu-134A-3	Soviet Gvt/AFL c/s	mfd	30jun76	hours and 20.980 cycles by 18jan05; soc 22dec05 as life-time expired line # 33-09; toc 10apr76; rgd 20apr76; opb 235 OAO; f/n HEL 10feb77
40130	CCCP-65010 CCCP-65010	Tu-134A Tu-134A	AFL/Belarus-KGD AFL/Vnukovo	trf	28jun78 10may90	ille # 33-03, toc 10api70, igd 20api70, opp 233 OAO, i/i ille 10ie077
	RA-65010 RA-65010	Tu-134A Tu-134A	Kaliningradavia Kaliningradavia	rgd DME	22sep93 10aug01	f/n VNO 04aug95, in Aeroflot c/s and titles; I/n DME 21aug99; seen MHP jun01 without prefix, on overhaul I/n active DME 02sep04; wfu Zhukovski, I/n aug05/aug06
	RA-65010	Tu-134A	Kosmos	VKO	17jun07	named 'Yelena'; already reported in technical inspection document 07may04, see previous line; I/n VKO 14jul18, wfu and reportedly broken up there jun19; canx 29jan19
46140	CCCP-65011	Tu-134A	AFL/Belarus	mfd	20feb76	line # 33-10; toc 27feb76; rgd 10mar76; initially opb 104 LO Minskogo OAO; f/n MHP 02may76; trf to 380 LO Kaliningradskogo OAO 06jan78; reported in an incident report at SVO 11feb87; touched down at ODS
	CCCP-65011	Tu-134A	AFL/Vnukovo	trf	01jan90	31dec88 at 415 km/h! opb 3 LO VPO (the redesignated 380 LO)
	RA-65011 RA-65011	Tu-134A Tu-134A	Aeroflot Kaliningradavia	trf	08may93 20jan95	f/n GRO 08aug98; I/n DME 17jun99
	RA-65011	Tu-134A-3	Kaliningradavia	VKO	18jun02	owned by EDAS Trade (affiliated with Kaliningradavia); in basic 'blue' Aeroflot c/s with own titles and tail colours and additional small 'Aeroflot Russian International Airlines' titles; I/n active VKO 21aug02; new CofR issued 06mar03 (again to EDAS Trade); wfu 02mar05; CofA expired 27apr05; sat wfu at KGD, seen
						autumn 2005/jul12; used as a rescue operations trainer at KGD and received respective 'Spasop Trenazhor' titles, seen as such feb14/mar17; repainted in all-white c/s with 'Trenazhor Spasop' titles,
46155	DM-SDG	Tu-134AK	EGAF/Interflug c/s	mfd	22feb76	without registration now, seen as such sep19/oct19; still current on register sep20 line # 34-01; rgd 13mar76
	186 DDR-SDG	Tu-134AK Tu-134AK	East German AF Interflug	rgd ret	22feb80 15feb88	used call-sign Y4-186; seen SXF 11mar85 f/n AMS 08jan90; l/n DUS 07sep90
	D-AOBQ CCCP-65609(2)	Tu-134AK Tu-134AK	Interflug Interflug	rgd SXF	03oct90 19aug91	f/n SXF 04oct90; l/n AMS 30dec90 with Soviet flag; rgd 11jul91 to Komiavia; d/d 21aug91; photo exists without titles and small Aeroflot
	RA-65609(2)	Tu-134AK	Harco Air	PRG	1993	emblem only; see c/n 7350201 in basic ex Interflug c/s
	RA-65609(2) RA-65609(2)	Tu-134AK Tu-134AK	Komiavia Harka Air		22feb94 25mar94	in basic ex Interflug c/s; lsf from Komiavia; photo SVO 1995
	RA-65609(2) RA-65609(2)	Tu-134AK Tu-134AK	Komiavia TyumenAviaTrans	DXB VKO	08oct96 11sep00	I/n IST 17jul98; reported for Komiinteravia; I/n seen VKO 19aug99, titles not reported I/n VKO 18feb02; leased from Komiinteravia
	RA-65609(2) RA-65609(2)	Tu-134AK Tu-134AK	UTair UTair Express	rgd ROV	29jan03	Isf Komiinteravia; f/n SGC 25aug03 as Tu-134A; Tu-134A-3 since at least 2005; I/n VKO may10; photo KRR 08jun10, titles not visible I/n SCW dec11/aug13 stored; broken up at SCW nov14
46175	CCCP-65012 RA-65012	Tu-134A Tu-134A Tu-134A-3	AFL/Tyumen Aeroflot	mfd DME	29jan11 03mar76 04feb94	line # 34-02; toc 11mar76; rgd 29mar76; opb 2-i Tyumenski OAO seen TJM 15may95; trf to Tyumen Airlines 29aug95, but still in full Aeroflot c/s including titles; I/n
						operational ROV 19jun99; offered for sale on the internet 16jun04, but could not be sold; soc 13nov04 as life-time expired; was used as a training aid by the rescue services at TJM, seen jul00/jun18
	CCCP-65012	Tu-134A-3	no titles	MLT	30oct19	repainted in white/light grey c/s; flown underslung by Mi-26T RA-06031 from the apron at TJM to the access road of the airport 30oct19 and preserved there, I/n aug23
46180	CCCP-65013 CCCP-65013	Tu-134A Tu-134A	AFL/Ukraine-HRK AFL/Tajikistan	mfd trf	04mar76 11jun87	line # 34-03; toc 09mar76; rgd 30mar76 f/n ALA 22sep87; soc 25dec87 as life-time expired
46200	CCCP-65014 CCCP-65014	Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-GRV	mfd trf	01mar76 1984	line # 34-04; toc 25mar76; rgd 16apr76; f/n VKO 18jun77
	65014	Tu-134A-3	STIGL	MHP	09sep93	I/n VKO 16jul94; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; registration readable on
46300	DM-SDH	Tu-134AK	MfS/Interflug c/s	mfd	20mar76	TASS photo; canx but date unknown; soc by 01jan01 line # 34-05; Ministerium für Staatssicherheit (Ministry of State Security); rgd 20mar76; toc 31mar76;
	DDR-SDH D-AOBR	Tu-134AK Tu-134AK	MfS/Interflug c/s Interflug	rgd	04jun81	operated by Fluggruppe X at SXF; in full Interflug c/s; f/n LGW 01jun77; I/n SXF 30apr80 operated by Fluggruppe X at SXF; I/n SXF 20oct90, see line below allocated, but registration not taken up (as Interflug refused to take over the aicraft); was on charge of
	CCCP-65606(2)	Tu-134AK	AFL/Komi	no	reports	Treuhandanstalt (the German Privatisation Agency) after 30mar90  still in Interflug c/s; ferried from SXF to MHP for overhaul 21dec90; rgd 25apr91 to Komiavia; overhaul
	RA-65606(2)	Tu-134AK	Aeroflot	AMS	08dec92	completed 09oct92; see c/n 6350103 opb Komiavia
	RA-65606(2) RA-65606(2)	Tu-134AK Tu-134AK	Komiavia Yukosavia	SCW	late 96	on charge as of 01jan93 in basic 'blue' Aeroflot c/s with own titles
	RA-65606(2) RA-65606(2)	Tu-134AK Tu-134AK	Komiavia Komiinteravia	ZIA rgd	20aug99 20jan00	overhaul completed 29dec99 in white c/s with blue and black trim, with titles and logo; f/n LUX 17apr00; l/n SVO 29jun04
	RA-65606(2)	Tu-134A-3	Tupolev Des.Bureau	rgd	02aug04	a Tu-134A-3 since at least aug05; opb Gromov Air; in white/light grey c/s with thin red cheatline and 'Tupolev' titles; f/n VKO 26aug04; l/n ZIA 26aug07; t/t 11,480 hours and 6,445 cycles by 01jan08; canx
	65606(2)	Tu-134A-3	Tupolev Des.Bureau	rgd	2009	before aug10 on the experimental aviation register; in white/light grey c/s with thin red cheatline and 'Tupolev' titles; f/n ZIA 23aug09; I/n as such ZIA 09aug13; seen ZIA aug15 painted in false markings for a film, the port side
						painted in white/red and yellow c/s with 'LodAir' titles and the fake serial '11-78040' and the starboard side in white c/s with a blue emblem on the tail and fuselage with 'LegRang' titles and the fake serial 'LI-
48320	DM-SCX	Tu-134A	Interflug	mfd	31mar76	197324', retained the original small red cheatline on each side; scrapped at ZIA jun17 line # 34-06; rgd 02apr76; seen HEL 22apr78; l/n LGW 22dec80
	DDR-SCX D-AOBL	Tu-134A Tu-134A	Interflug Interflug	rgd rgd	19may81 03oct90	I/n SXF 14sep91
	CCCP-65621(2) CCCP-65621(2)	Tu-134A Tu-134A	Komiavia Harco Air	rgd LOS	11jul91 23may92	see c/n 8350404 leased from Komiavia
	RA-65621(2) RA-65621(2)	Tu-134A Tu-134A	Harco Air Aeroflot	PRG SVO	24oct92 01sep93	leased from Komiavia f/n SVO 11may96 as Tu-134A-3; I/n VKO 16apr97
	RA-65621(2) RA-65621(2)	Tu-134A Tu-134A	Aeroflot c/s, n/t Komiinteravia	VKO rgd	01jul98 06dec01	Isd to SAAK Stavropol Avia 23sep99 and seen STW 23jul99 in basic Aeroflot c/s; I/n VKO 02jan02
	RA-65621(2) RA-65621(2)	Tu-134A Tu-134A	TyumenAviaTrans UTair UTair Express	VKO rgd	17apr02 06mar03	in basic Aeroflot c/s with titles; I/n VKO 21aug02  Isf Komiinteravia since 25feb02; f/n SGC 25aug03 as Tu-134A; Tu-134A-3 by jun05; I/n LED 28may10  I/n VKO 21may12; seep SCW 04kl/12/33feh13, parked; in the process of being broken up 19may14.
48325	RA-65621(2) CCCP-65015 CCCP-65015	Tu-134A Tu-134A Tu-134A	UTair Express AFL/Privolzhsk-REN AFL/Privolzhsk-KZN	UCT toc trf	01oct10 06apr76 1979	//n VKO 21mar12; seen SCW 04jul12/23feb13, parked; in the process of being broken up 19may14 line # 34-07; rgd 28apr76; f/n DME late77
	CCCP-65015 CCCP-65015 RA-65015	Tu-134A Tu-134A Tu-134A-3	AFL/Privolzhsk-CSY Cheboksary Avn Ent	trf trf	1979 1987 12jan94	seen as Tu-134A-3 LED 07apr91; I/n DME 16aug92 f/n DME 04may94, in Aeroflot c/s and titles
48340	RA-65015 CCCP-65016	Tu-134A-3 Tu-134A	Cheboksary Avn Ent AFL/Latvia	DME mfd	25aug95 31mar76	in Aeroflot c/s, no titles; I/n CSY 27aug97; soc 09mar99 as life-time expired; canx 15mar99 line # 34-08; toc 02apr76; rgd 21may76; f/n sep80
	CCCP-65016	Tu-134A	AFL/N.Kavkaz-ROV	trf	17dec80	I/n VKO 23sep92, as Tu-134A-3

48360	RA-65016 RA-65016 CCCP-65017 CCCP-65017 RA-65017	Tu-134A-3 Tu-134A-3 Tu-134AK Tu-134AK Tu-134AK	Aeroflot Donavia, n/t Soviet Gvt/AFL c/s AFL/Tyumen-TJM Aeroflot	trf	03sep93 25nov93 31may76 14mar80 06may94	basic AFL c/s; f/n ROV 13may96; seen operational ROV feb98; l/n ROV aug01, wfu without engines line # 34-09; toc 08jun76; rgd 29jun76; opb 235 OAO; f/n HEL 17sep78
48365	RA-65017 CCCP-65018 CCCP-65018 RA-65018	Tu-134A-3 Tu-134A Tu-134A Tu-134A	Tyumen Airlines AFL/N.Kavkaz-VOG AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS	trf toc trf ULV	31aug94 23apr76 23nov88 31aug93	f/n STR 05mar95; seen TJM jul00/jul04, derelict; not in fleet list 27oct00; soc 22dec05 as life-time expired line # 34-10; rgd 25may76; f/n at a Moscow airfield 1979    /n ULV 09sep92 soc and canx 05feb96 as life-time expired; I/n ULV 17aug99, titles not reported; stored ULV, not seen
63 48370	YU-AJS	Tu-134A	Aviogenex	d/d	early76	jul05, possibly broken up line # 35-01; named 'Mostar'; f/n LGW 29apr76; I/n STN 30mar77; crashed on final approach to Libreville 02apr77 after the crew failed to realize the altitude was too low, struck the ground and caught fire short of
48375	CCCP-65019 CCCP-65019 CCCP-65019 RA-65019 RA-65019 RA-65019 RA-65019	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD AFL/Moscow-VKO Aeroflot Aeroflot c/s, n/t Kaliningradavia Volga Aviaexpress	mfd trf trf VKO VKO trf DME	27apr76 30dec76 10may90 08sep93 01sep97 21jan93 25jun05	runway, killing all 6 crew and 2 passengers (was operating a cargo flight) line # 35-02; toc 29apr76; rgd 27may76 first Kaliningrad based Tu-134 f/n VKO 20aug92 l/n VKO 21may96 l/n KBP 03jul99 f/n DME 13aug03; l/n LED mar04 in basic Kaliningradavia c/s; offered for sale on the internet 29mar05 but apparently not sold; seen VKO
48380	RA-65019 RA-65019 CCCP-65020 CCCP-65020 RA-65020 RA-65020	Tu-134A Tu-134A-3 Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	no titles no titles AFL/Ukraine AFL/Leningrad Aeroflot Pulkovo Avia	DME DME mfd trf r/r trf	05jul07 may09 28apr76 28jun79 10nov92 22nov94	25jun06 with additional small 'Aeroflot-Don' titles in basic Kaliningradavia c/s; I/n DME 31aug08 in basic Kaliningradavia c/s; seen VOG 28mar12, wfu; scrapped at VOG may12, tail cut off 16may12 line # 35-03; toc 03may76; rgd 24may76 //n HEL 04apr80; I/n LED 18apr92 //n DUB 25oct93 //n LED 01dec98, in Aeroflot c/s and titles, wfu; soc 03nov98 as life-time expired; no longer present by
48390	CCCP-65021	Tu-134AK	Soviet Gvt/AFL c/s	mfd	04may76	jan99, broken up ?; canx 17mar99 line # 35-04; c/n given in MGA document as 48381 which is incorrect; toc 10jun76; rgd 05jul76; opb 235
	CCCP-65021 CCCP-65021 CCCP-65021 CCCP-65021 RA-65021	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	AFL/Privolzhsk-KZN AFL/Privolzhsk-KUF AFL/Privolzhsk-GOJ AFL/Privolzhsk-CSY Cheboksary Avn Ent	trf trf trf trf trf	05jan80 1982 1982 1992 12jan94	OAO at VKO; f/n LHR 28nov76; I/n SOF 14sep78  seen MHP 10jul94, in full Aeroflot c/s and titles; I/n MHP 13may96, as such; f/n DME 25aug97 in full c/s;
	RA-65021 RA-65021 RA-65021 RA-65021 RA-65021 RA-65021	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Tatarstan ex Tatarstan c/s Karat Cheboksary Avn Ent Volga Aviaexpress UTair	KZN VKO VKO rgd DME VKO	02apr99 16aug01 05sep01 18aug04 20mar05 jul05	I/n IST 13jul98 I/n PRG 18oct99 overpainted former 'Tatarstan' titles still visible; I/n VKO 19aug01 leased from Cheboksary Aviation Enterprise; I/n ROV 10aug02 I/n DME 08nov04, titles not reported I/n VKO 03jul05 initially in basic Volga Aviaexpress c/s with white tail and small 'UTair' titles on the lower fuselage behind the nose; repainted in full c/s, f/n as such DME 18apr06; I/n GOJ 01feb07; w/o 17mar07 on the leg from Surgut to Samara of a flight from Surgut to Belgorod when the crew tried to land at Samara-Kurumoch in below-minima weather conditions (low clouds and fog) of which they had not been informed, the aircraft deviated from the glide path, the decision to go around was taken too late, the aircraft touched down with more than 3.5 g 305 metres before the runway threshold and 100 metres to the right of the runway's extended centreline, broke up and came to rest upside down, 6 of the 50 passengers killed and 34 injured
48395	CCCP-65022 ES-AAE ES-AAE	Tu-134A Tu-134A Tu-134A	AFL/Estonia-TLL Estonian Air Estonian Air		19may76 08may93 27aug93	plus 4 of the 7 crew injured; t/t 35,154 hours and 22,611 cycles line # 35-05; toc 25may76; rgd 18jun76; f/n LED 19aug82 in full Aeroflot c/s with 'Aeroflot' titles l/n TLL 09sep93; restored 04oct94, in basic ex Aeroflot c/s with white tail and Estonian Air titles; I/n FRA 09feb96
	EY-65022	Tu-134A-3	Tajikistan Al	DME	07jul98	in full c/s with Tajikistan titles; not in fleet list 02oct07; I/n RKT 10feb08; stored from 15feb08 according to an official document of assets dated 01jan18; seen LBD 20aug12/26aug16, stored; was offered for sale by auction 25sep15
48400	SP-LHD SP-LHD	Tu-134A Tu-134A	LOT LOT c/s, n/t	rgd WAW	10jun76 07jul95	line # 35-06 ?; f/n LHR 26jun76 wfu 31jul94; canx 09dec96, removed from WAW 13dec97 to Wroclaw LZN technical School, scrapped
48405	SP-LHE SP-LHE	Tu-134A Tu-134A	LOT LOT c/s, n/t	rgd WAW	03jun76 07jul95	aug/sep02 line # 35-07 ?; f/n LHR 07aug76 wfu 05nov93; canx 09dec96; removed from WAW 15mar98 to Lodz- Lublinek museum (N51.721094 E19.409519) and preserved there; I/n sep04/jul15; seen jun16, dismantled; for sale mar17 by AeroBayArt at Nowa Sarzyna for 516000 PLN; reported as sold to the museum at Zruc in 2018 and f/n there 18dec18;
48415	CCCP-65023 LY-ABB	Tu-134A Tu-134A-3	AFL/Lithuania-VNO Aeroflot c/s, n/t		31may76 14may93	seen 06sep20 fuselage resting on pallets, other parts alongside; I/n 14sep21 line # 35-08; toc 03jun76; rgd 15jul76; f/n sep77; I/n VNO feb90 with Lithuanian flag; Tu-134A-3 since at least aug93; CofA expired 21dec96; I/n KBP 24apr97; sold to Ukraine jul97
	UR-65023 UR-65023	Tu-134A-3 Tu-134A-3	Transago Prestige Avia	DME TAT	20aug97 04feb98	I/n PRG 21oct97 owned by Ukrayina-LAN; based at KBP; seen KBP may04, wfu without engines; canx 13auq08; I/n sep08;
48420	CCCP-65024	Tu-134A	AFL/International	mfd	16jun76	to be scrapped line # 35-09; toc 25jun76; rgd 22jul76; f/n HEL 24jul76; carried additional 'Official Olympic Carrier' titles
	CCCP-65024 CCCP-65024 RA-65024 RA-65024 RA-65024 RA-65024	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Privolzhsk-KUF AFL/Privolzhsk-CSY Aeroflot Avialin. Dagestana Aeroflot c/s, n/t Karat	trf trf OVB Isd ROV VKO	10jan80 unknown 21apr93 30apr95 21jul01 28jun02	l/n DME 23sep94 leased from Cheboksary Aviation Enterprise and 13aug01 wfu; RA- faded and CCCP- visible rgd 09jul02; //n SVO 20may05; all-white c/s with titles and logo; leased from Cheboksary Aviation Enterprise 25jun02/01nov04
63 48430	RA-65024 RA-65024 VN-A108	Tu-134A Tu-134A Tu-134AK	UTair UTair Express Háng Không Viêtnam	DME VKO SVO	18jun05 18jul10 22jul77	//n VKO 18mar10 //n GOJ 22aug11; seen SCW mar12/jul13, stored; broken up by 31oct14 line # 35-10; in ex-Aeroflot VIP c/s, dbr in landing Hanoi 17feb88 and l/n there in old Háng Không Việtnam
48450	CCCP-65025 RA-65025 UN-65025 65025 RA-65025	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Tyumen-TJM Tyumen Airlines not reported Kazakh Air Force Tyumen Airlines	mfd trf ALA ALA rgd	22jun76 31aug94 26may02 06aug02 17sep02	c/s sep02 and gone by jan04 line # 36-01; toc 23jun76; rgd 16jul76; f/n SVO early78; l/n ULV 09sep92 in Aeroflot c/s and titles; f/n DME 21may94; l/n TJM 27jul00, temporarily wfu; not in fleet list 27oct00 l/n ALA 03sep02; in Aeroflot c/s, no titles and Kazakh flag on the fin l/n TJM 25aug03; offered for sale on the internet 16jun04 and again 18jan05; t/t 39.416 hours and
48470	CCCP-65026 RA-65026 RA-65026	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-UFA Aeroflot Bashkirian Al	mfd UFA trf	24jun76 10jul93 30jun94	23,217.5 cycles by 18jan05; soc 22dec05 as life-time expired line # 36-02; on charge as of 01jul76; rgd 15nov76; f/n 31may89  f/n DME 23aug97; l/n UFA 18aug99, wfu, but still in fleet list 31dec00; canx 03sep02; soc 18oct02 as life-
48485	CCCP-65027	Tu-134A	AFL/International	mfd	30jun76	time expired line # 36-03; toc 02jul76; rgd 22jul76; f/n HEL 29jul76, carried additional 'Official Olympic Carrier' titles;
	CCCP-65027 CCCP-65027	Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD	trf trf	04dec79 1982	photo SVO may79
	CCCP-65027 CCCP-65027 RA-65027 RA-65027	Tu-134A Tu-134A Tu-134A Tu-134A	Vnukovo AP Kaliningradavia Kaliningradavia		1982 10may90 20aug93 may00	already seen DUS 17jul93, in Aeroflot c/s and titles; I/n LED 09jul98 I/n operational DME 26sep04; for sale on the Internet since 12apr05; seen MHP may05/jul15, wfu in ARZ-
48490	CCCP-65028 CCCP-65028 CCCP-65028 CCCP-65028 RA-65028	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s AFL/Urals-CEK AFL/Privolzhsk-KUF Bashkirian Al Bashkirian Al	mfd trf trf trf trf	14jul76 23may80 27jul91 01jul92 30jun94	407, tail engines and outer wings removed; not canx from the Russian register line # 36-04; toc 27jul76; rgd 10aug76; opb 235 OAO; f/n DUS 25may77  f/n DME 21may94; I/n UFA operational 26jan03; offered for sale in non-airworthy condition 15nov08, for some Ç 10,000; I/n UFA may10, wfu; seen Ufa city (N54.854465 E56.117072) wings and tail separated
48500	CCCP-65029 RA-65029	Tu-134A Tu-134A	AFL/Komi-SCW Komiavia	mfd trf	15jul76 22feb94	jun12/16jun17 / line # 36-05; toc 20jul76; rgd 13aug76; f/n SVO 29aug88; l/n SVO 11sep92 f/n SCW 10jun94, Aeroflot c/s and titles; not in 1999 fleet list; l/n SCW 24aug03; not seen jul05, possibly
48520	CCCP-65030 65030	Tu-134A Tu-134A-3	AFL/N.Kavkaz-GRV Aeroflot c/s, n/t	mfd	15jul76 21may94	broken up line # 36-06; toc 20jul76; rgd 11aug76; f/n DUS 07feb77; reported in an incident report at GRV 03dec87 trf to STIGL in early 1990s; l/n VKO 16jun94
48530	65030 CCCP-65031	Tu-134A-3	STIGL  AFL/Latvia-RIX	VKO	1994 27jul76	in basic Aeroflot c/s; probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dce94; '6503'readable on photo of the wreckage, since 65039 escaped destruction, this is the the only possible candidate; soc by 01jan01 line # 36-07; toc 29ju176; rgd 25aug76; w/o 22mar79 on a cargo flight from Omsk via Gorki to Liepaja, carrying electronic components, when the fixation mounts (installed by the maintenance base at Riga airport without knowledge of OKB Tupolev) broke and the cargo got displaced, changing the centre of
						gravity of the aircraft while it was on finals to Liepaja at night in bad weather, the aircraft dropped below the glide path and collided with trees 1,690 m from the runway threshold and 155 m to the right of its extended centre-line, eventually hit a railway embankment, broke apart and caught fire; 4 of 5 crew killed (only the flight engineer survived); t/t 5,838 hours and 3,894 cycles; soc 10may79

48535	CCCP-65032	Tu-134A	AFL/Privolzhsk-UFA	mfd	27jul76	line # 36-08; rgd 27aug76; on charge as of 01oct76; opb 282 LO; f/n SVO 21dec76; damaged 20sep85
48540	CCCP-65033	Tu-134A	AFL/Latvia-RIX	mfd	20jul76	when overran the runway on landing at Orenburg and suffered structural damage; repaired; soc 12oct86 as life-time expired; I/n REN 22apr97 derelict; canx 12oct89 according to Soviet register line # 36-09; toc 02aug76; rgd 25aug76; f/n VKO 11aug80
	CCCP-65033 CCCP-65033	Tu-134A Tu-134A	AFL/Privolzhsk-GOJ AFL/Privolzhsk-CSY	trf trf	20aug80 1982	seen LED 06sep92 as Tu-134A-3; I/n SVX 25sep92
	RA-65033 RA-65033	Tu-134A-3 Tu-134A-3	Aeroflot Cheboksary Avn Ent		20mar93 21sep94	seen IST 14apr97, Aeroflot c/s, no titles; I/n IST may98
	RA-65033 RA-65033	Tu-134A-3 Tu-134A-3	Cheboksary Avn Ent Tatarstan	PRG	02aug00 17may01	photo exists with small titles above thin red/blue cheatlines
	RA-65033	Tu-134A-3	Cheboksary Avn Ent	rgd	23dec03	f/n DME 17jul02; l/n DME 17aug03
	RA-65033 RA-65033	Tu-134A-3	Chuvashiya Al UTair	OVB	16jun04 26aug05	I/n DME 07jul04; 'Chuvashiya Airlines' tail logos, 'Chuvashiya' titles on left-hand side, small 'Bashkirian Airlines' titles on right-hand side; leased from Cheboksary Aviation Enterprise since 24jun04 (Chebokskary is the capital of Chuvashiya) I/n AAQ 22jul10
48560	RA-65033 DM-SDI	Tu-134A-3 Tu-134AK	UTair Express MfS/Interflug c/s	AER mfd	09oct10 12aug76	In LED 11may11; seen SCW mar12/jun13, stored; broken up by 09nov14 line # 36-10; Ministerium für Staatssicherheit (Ministry of State Security); rgd 27aug76; toc early sep76; operated by Fluggruppe X at SXF; in full Interflug c/s; seen LGW 27jun77
	DDR-SDI D-AOBS	Tu-134AK Tu-134AK	MfS/Interflug c/s Interflug	rgd	13apr81	operated by Fluggruppe X at SXF; seen NCE 16oct89 allocated, but registration not taken up (as Interflug refused to take over the aicraft); was on charge of Treuhandanstalt (the German Privatisation Agency) after 30mar90
	CCCP-65607(2) RA-65607(2)	Tu-134AK Tu-134AK	AFL/Komi Aeroflot	no VKO	reports 21mar93	still in Interflug c/s; ferried from SXF to MHP for overhaul 30dec90; rgd 25apr91 to Komiavia; overhaul completed in 1993; see c/n 6350104
	RA-65607(2)	Tu-134AK	Komiavia	toc	01jul93	
	RA-65607(2) RA-65607(2)	Tu-134AK Tu-134AK	Uralinteravia Komiavia	MAN SCW	10aug95 oct96	leased from Komiinteravia in white/light grey c/s with blue/green cheatline and blue fin
	RA-65607(2)	Tu-134A-3	Komiinteravia	SVO	12jun01	in white c/s with blue and black trim, with titles and logo; f/n as a Tu-134A-3 SVO 18apr04; I/n SVO 25apr04
	RA-65607(2) RA-65607(2)	Tu-134A-3 Tu-134A-3	UTair UTair Express	VKO rgd	12may05 30jul07	leased from Komiinteravia; in full c/s; I/n LED 13jul10; see rgd date below t/t 20,810 hours and 12,045 cycles by 01jan10; in full c/s; f/n VKO 08aug10; reported as opb Tsentr-Yug
						from mar14; canx between 24mar16 and 22apr16; I/n GOJ 05jul16, at the terminal; seen in an initial stage of scrapping at GOJ 05jun16, the tail was cut off by 22jul16
63 48565	CCCP-65034 ES-AAF	Tu-134A Tu-134A	AFL/Estonia-TLL Estonian Air	mfd HEL	02aug76 01jun92	line # 37-01; mfd also given as 12aug76; toc 13aug76; rgd 31aug76; f/n VKO 18jun77 in all-white c/s; l/n TLL 09sep93
	OM-GAT OM-GAT	Tu-134A Tu-134A	Estonian Air Air Transp. Europe		31may95 31jan96	in all-white c/s; leased to Air Transport Europe; I/n TAT 17jun95 in white c/s with green trim; named 'David'; I/n BTS 23jun00; sold to Tiramavia 18nov00 and left Slovakia
	ER-TCH	Tu-134A	Tiramavia	rgd	15nov00	the same day canx 01mar01
	UR-BZY	Tu-134A	South Airlines	ODS	30aug01	last overhaul completed in 2003; reportedly leased from Trans Cargo of Gibraltar; in white c/s with green trim, with titles; I/n VKO jul02
	UR-BZY UR-BZY	Tu-134A-3		VKO	may04	in white c/s with blue trim, with titles, carried a dolphin logo with 'Georgia' on the nose in white c/s with blue trim, with titles, carried a dolphin logo with 'Odessa' on the nose; additional
	UK-BZ1	TU-134A-3	South Airlines	SAW	09mar05	'AeroSvit' titles on the nose applied between late jun05 and sep06; all titles in English on the left side and
	D	T 4044.0			05 105	in Cyrillic on the right side; I/n KBP 10jun06; ferried ODS-ARH 03jul06, possibly already with Russian registration
40500	RA-65034		Aeroflot-Nord	rgd	05oct06	painted up in full c/s at Bykovo aug06; f/n ARH 28nov06; l/n operational ARH 07nov09; CofA expired 12nov09; t/t 39,593 hours and 26,728 cycles; sat wfu at ARH, seen dec09/jun10
48590	CCCP-65035	Tu-134A	AFL/International	mfd	30aug76	line # 37-02; toc 03sep76; rgd 21sep76; f/n AMS 02oct76; carried additional 'Official Olympic Carrier' titles in 1979
	CCCP-65035 RA-65035	Tu-134A Tu-134A	AFL/Urals-PEE Aeroflot	trf DME	17jan80 06sep93	
	RA-65035 RA-65035	Tu-134A Tu-134A-3	Kirov Avn Enterpr. Primair	trf DME	18apr94 10jul00	f/n as a Tu-134A-3 SXF jun97 leased from Kirov Air; I/n DME 18aug02; still reported as such in an incident report at KUF 10oct02
	RA-65035	Tu-134A-3	RusLine	rgd	11jul03	leased from Kirov Air; f/n SVO 19aug03; l/n LWO 30sep06; offered for sale by Kirov Air 29nov08; seen parked on the grass KUF may07/nov10 and broken up by 2014
63 48700	CCCP-65036	Tu-134A	AFL/International	mfd	27aug76	line # 37-03; already f/n SVO 07aug76; toc 07sep76; rgd 21sep76; also see c/n 61033, with the same fake registration
	CCCP-65036 CCCP-65036	Tu-134A Tu-134A	AFL/Moldova-KIV Air Moldova	trf VKO	18aug79 19aug92	canx but date unknown
	ER-65036	Tu-134A-3	Air Moldova	rgd	29mar94	f/n VIE 05may94; undershot runway KIV 21nov97 but repaired; l/n KIV 21sep03, wfu; current on register mar04; earmarked for display in 2004; repainted in new Air Moldova c/s in 2005; canx 23aug05; again
	no reg	Tu-134A-3	Moldova	KIV	09sep05	repainted in all-white c/s without titles early sep05 displayed in front of Chisinau terminal (N46,936891 E28,932907), interior and engines removed, lifted in place by Mi-26 ER-MCV 11sep05 and cranes following days, monument officially opened 17sep05; seen
48850	CCCP-65037 UR-65037	Tu-134A Tu-134A-3	AFL/Ukraine-HRK Avialini. Ukrayiny	mfd rgd	17sep76 22jan93	mar16; seen 15may18, with Air Moldova markings being applied; I/n dec21 line # 37-04; on charge as of 01oct76; rgd 06oct76; f/n VKO 18jun77 f/n HRK 15jul93; opb Avialiniyi Kharkova; sat wfu at HRK; canx 13aug08; I/n HRK 03jun09, resting on its
48950	CCCP-65038	Tu-134A	AFL/International	mfd	30sep76	tail line # 37-05; toc 14oct76; rgd 01nov76; f/n BRU 27nov76; carried additional 'Official Olympic Carrier'
	CCCP-65038	Tu-134A	AFL/Tyumen-TJM	trf	21sep79	titles
	RA-65038 RA-65038	Tu-134A Tu-134A	Aeroflot Tyumen Airlines	SVO trf	04may94 31aug94	I/n PRG 18aug94 f/n STR 19nov94, in Aeroflot c/s and titles; seen SXF 07dec94, in basic Aeroflot c/s; seen HAJ jan00 in full
						c/s; photo as Tu-134A-3 exists; I/n active DME 19aug02; offered for sale on the internet 16jun04/18jan05 with t/t 44.989 hours and 24.634 cycles, but not sold; sat wfu in ARZ-407 at MHP mar03/may08 as
						Tyumen Airlines did not have the money for an overhaul and eventually lost ownership of the aircraft to ARZ-407; transported on 4 trailers to Minsk-Borovaya 29/30apr10; I/n Minsk-Borovaya 30may10
	CCCP-65038	Tu-134A	Aeroflot	Msb	08aug10	repainted in its original c/s; preserved in the museum at Minsk- Borovaya (N53.96246 E27.651189), l/n jun19; transferred to Lipki; f/n there 01may21 awaiting re-assembly; seen 20aug21, same state: l/n
49020	CCCP-65680	Tu-134AK	Soviet AF/AFL c/s	mfd	02dec76	14oct23 complete line # 37-06; equipped with a "Karpaty-S" HF communications suite (characterised by a fat dorsal fairing
						running all the way to the fin); initially opb 7 ae 10 okbon at Chkalovski; trf to 1 ae 353 apon at Chkalovski dec81; reserve personal aircraft of the Soviet Minister of Defence, Marshall D.F. Ustinov; f/n Sperenberg
	"680" black	Tu-134AK	Soviet Air Force	СРН	22feb89	03jun77; I/n ARN 28sep88 still with the "Karpaty-S" HF communications suite; in basic Aeroflot c/s with Red Stars, no titles; I/n ARN
	"680" black	Tu-134A-3	Russian Air Force	CKL	09apr92	22jun89 without the "Karpaty-S" HF communications suite now; I/n Sperenberg 23mar94
	RA-65680					
	KA-03080	Tu-134A-3	Russian Air Force	rgd	28apr94	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light
	KA-03000		Russian Air Force	rgd		opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CofR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n
	KA-03060		Russian Air Force	rgd		opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and
49080	CCCP-65039 CCCP-65039		Russian Air Force  AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	rgd mfd trf	28apr94 18oct76	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; lyn without titles GOJ oct10; f/n with small 'VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen
49080	CCCP-65039	Tu-134A-3 Tu-134A	AFL/N.Kavkaz-ROV	mfd	28apr94	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CofR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small 'VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but
49080	CCCP-65039 CCCP-65039	Tu-134A-3 Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV	mfd trf	28apr94 18oct76 01sep81	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii" titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles
49080 63 49100	CCCP-65039 CCCP-65039 CCCP-65039	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ?	mfd trf trf	18oct76 01sep81 1984 05feb02	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such
	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC	Tu-134A Tu-134A Tu-134A Tu-134A3 Tu-134A3 Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ? AFL/Lithuania-VNO Aeroflot c/s, n/t	mfd trf trf KRT	18oct76 01sep81 1984 05feb02 21oct76 07sep92	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; to 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93
	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040	Tu-134A-3 Tu-134A Tu-134A Tu-134A-3 Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt	mfd trf trf KRT mfd LED	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with "Bashkortostan" titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98
	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC	Tu-134A Tu-134A Tu-134A Tu-134A3 Tu-134A3 Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ? AFL/Lithuania-VNO Aeroflot c/s, n/t	mfd trf trf KRT mfd LED trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii" titles on fin KBP 14ap11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.59939) E32.55796); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with
	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040	Tu-134A-3 Tu-134A Tu-134A Tu-134A-3 Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt	mfd trf trf KRT mfd LED trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CoRf renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.59399) E32.55796); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 untifitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with 'Bashkortostan' titles; trf given as 01nov94 in MCA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000!; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition
63 49100	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040	Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ? AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian AI	mfd trf trf KRT mfd LED trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CKL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14ap11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.59939) E32.557906); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with "Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000!; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some C 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15
63 49100	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040 RA-65040	Tu-134A-3  Tu-134A Tu-134A Tu-134A-3  Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/N. Kavkaz-ROV AFL/N. Kavkaz-MRV AFL/N. Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt Bashkirian Al	mfd trf trf KRT mfd LED trf HAJ	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with "Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n 2RH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s reportedly in 2001 but photo in mid-2000!; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some C 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15 line # 37-09; rgd 17dec76 f/n VKO 11aug80
63 49100 49200	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040 RA-65040 CCCP-65041 CCCP-65041 CCCP-65041	Tu-134A-3 Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-MRV AFL/N.Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt Bashkirian Al  AFL/Latvia AFL/Central Region AFL/GosNII Ga Soviet Gvt/AFL c/s	mfd trf trf KRT mfd LED trf HAJ toc trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00 02dec76 29aug80 01jan88 626nov76	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.S99399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with "Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000 !; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some Ç 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15 line # 37-09; rgd 17dec76 f/n VKO 11aug80 transferred to Riga Research Institute, by this date; and soc 30oct87
63 49100 49200	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040 RA-65040 CCCP-65041 CCCP-65041 CCCP-65041 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134AK	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-RRV AFL/N.Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt Bashkirian Al  AFL/Latvia AFL/Central Region AFL/GosNII GA Soviet Gvt/AFL c/s AFL/Belarus AFL/Othern-LED	mfd trf trf KRT mfd LED trf HAJ toc trf mfd trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00 02dec76 29aug80 01jan86 26nov76 07jun79 22now84	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14apr11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.S99399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late27 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with "Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000 !; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some Ç 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15 line # 37-09; rgd 17dec76 f/n VKO 11aug80 transferred to Riga Research Institute, by this date; and soc 30oct87 line # 37-10; toc 15dec76; rgd 20dec76; opb 235 OAO from Soviet register, MGA document gives on charge as of 01jan85; f/n LGW 08jun85; l/n AMS may92 l/n AMS 17may98, see trf date next line f/
63 49100 49200	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040 CCCP-65041 CCCP-65041 CCCP-65041 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042	Tu-134A-3  Tu-134A	AFL/N. Kavkaz-ROV AFL/N. Kavkaz-MRV AFL/N. Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt Bashkirian AI  AFL/Latvia AFL/Central Region AFL/GosNII GA Soviet Gvt/AFL c/s AFL/Belarus AFL/Northern-LED Aeroflot Pulkovo Avia AFL/Pivolzhsk-GOJ	mfd trf trf KRT mfd LED trf HAJ toc trf mfd trf trf trf AMS	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00 02dec76 29aug80 01jan86 26nov76 07jun79 22nov84 16dec92 22nov94	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/n without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14ap11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; Cof4 expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with 'Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000 !; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some Ç 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15 line # 37-09; rgd 17dec76; rgd 20dec76; opb 235 OAO from Soviet register, MGA document gives on charge as of 01jan85; f/n LGW 08jun85; l/n AMS may92 l/n AMS 17may98, see trf date next line
63 49100 49200 49350	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040 RA-65040 CCCP-65041 CCCP-65041 CCCP-65042 CCCP-65042 CCCP-65042 RA-65042 RA-65042	Tu-134A-3 Tu-134A Tu-134A-3	AFL/N. Kavkaz-ROV AFL/N. Kavkaz-MRV AFL/N. Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aeroflot c/s, n/t Bashkirian Gvt Bashkirian Al  AFL/Latvia AFL/Central Region AFL/GosNII GA Soviet Gv/AFL c/s AFL/Belarus AFL/Northern-LED Aeroflot Pulkovo Avia	mfd trf trf KRT mfd LED trf HAJ toc trf mfd trf trf trf trf AMS trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00 02dec76 29aug80 01jan82 26nov76 07jun79 22nov84	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/m without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14ap11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; CofA expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with Bashkortostan' titles; trf given as 01nov94 in MCA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000!; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some C 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15 line # 37-09; rgd 17dec76; rgd 20dec76; opb 235 OAO from Soviet register, MGA document gives on charge as of 01jan85; f/n LGW 08jun85; l/n AMS 17may98, see trf date next line f/n AMS 01jul98; seen LED nov05/apr07, wfu; broken up at LED around 27apr07; t/t 47,997 hours and 27,458 cycles; canx befor nov09
63 49100 49200 49350	CCCP-65039 CCCP-65039 CCCP-65039 65039 CCCP-65040 LY-ABC RA-65040 CCCP-65041 CCCP-65041 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65042 CCCP-65043 RA-65043 RA-65043 RA-65043	Tu-134A-3  Tu-134A Tu-134A3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/N. Kavkaz-ROV AFL/N. Kavkaz-MRV AFL/N. Kavkaz-GRV STIGL ?  AFL/Lithuania-VNO Aerofiot c/s, n/t Bashkirian Gvt Bashkirian Gvt Bashkirian Gvt Bashkirian Gvt Bashkirian Al  AFL/Latvia AFL/Central Region AFL/GosNII GA Soviet Gvt/AFL c/s AFL/Belarus AFL/Northern-LED Aerofiot Pulkovo Avia AFL/Privolzhsk-GOJ Aerofiot Nizhni Novgorod Al	mfd trf trf KRT mfd LED trf HAJ toc trf mfd trf trf trf AMS trf mfd DME trf	18oct76 01sep81 1984 05feb02 21oct76 07sep92 30jun94 01jul00 02dec76 29aug80 01jan86 26nov76 07jun79 22nov84 14dec76 20mar93 25nov93	opb 8 adon at Chkalovski; a slide exists in full Aeroflot c/s with grey engines, date and location unknown, (possibly PRG between 1994 and 1997) the Aeroflot titles are in a non-standard style with AERO in light blue and FLOT plus Aeroflot logo in standard dark blue c/s; seen in basic Aeroflot c/s with blue engines and lower tail no titles; f/n CkL 20jul97; CoR renewal to 223 LO 08aug00; canx 12feb02 but restored; l/m without titles GOJ oct10; f/n with small "VVS Rossii' titles on fin KBP 14ap11; seen Kubinka 28jun14; seen Chelyabinsk-Shagol 25oct14 also coded "02" black on the nose wheel door; l/n Levashovo nov19 line # 37-07; toc 25oct76; rgd 12nov76; f/n ASF 26apr77  seen LED 07apr91 as Tu-134A-3; l/n VKO 27apr93, without a flag on the fin; became a STIGL aircraft but was not damaged beyond repair at Groznyy during the war in 1996 dumped, in basic ex-Aeroflot c/s, overpainted stripe across the tail and titles painted out; STIGL titles visible under the paint; already soc by 01jan01; seen KRT dec09/jun12; moved to a new location (N15.599399 E32.557096); l/n KRT nov12/mar23, as such line # 37-08; toc 01dec76; rgd 17dec76; f/n VKO late77 with Lithuanian flag on tail; Cof4 expired 03sep93; l/n VNO 10sep93 outfitted as a VIP aircraft for Bashkirian president Murtaza Rakhimov; in basic Bashkirian Airlines c/s with 'Bashkortostan' titles; trf given as 01nov94 in MGA document; f/n ZRH 27aug95; l/n BUD sep98 reconverted to a 76-seater and repainted in standard Bashkirian Airlines c/s, reportedly in 2001 but photo in mid-2000 !; l/n DME 20aug05; photo UFA feb06, stored; offered for sale in non-airworthy condition 15nov08, for some C 10,000; seen UFA 06jun14 (N54.564919 E55.892231), resting on concrete blocks; l/n aug15 line # 37-09; rgd 17dec76 f/n VKO 11aug80 transferred to Riga Research Institute, by this date; and soc 30oct87 line # 37-10; toc 15dec76; rgd 20dec76; opb 235 OAO from Soviet register, MGA document gives on charge as of 01jan85; f/n LGW 08jun85; l/n AMS may92 l/n AMS 17may98, see trf date next line f/n

	RA-65043 RA-65043	Tu-134A Tu-134A-3	Primair Aeroflot-Nord	SVO SVO	12jan05 17aug05	photo with these titles and still as Tu-134A, sole report as Primair in basic Aeroflot c/s, no titles, only carried logo of bankrupt Volga-Avia on fin; I/n active SVO 26oct08; returned to GOJ in autumn 2008; sat wfu at GOJ (N56.215500 E43.789119), being slowly cannibalised, I/n
49450	CCCP-65044	Tu-134A	AFL/International	mfd	20dec76	01feb12; transported by Mi-26 as underslung load 02feb12 to Lyskovo line # 38-02; toc 28dec76; f/n SVO 04jan77; rgd 06jan77; carried additional 'Official Olympic Carrier'
	CCCP-65044 65044	Tu-134A Tu-134A-3	AFL/Armenia Armenian Airlines	trf SHJ	10jan80 29apr93	titles; seen as such SVO may79 opb Yerevanski OAO
	EK-65044	Tu-134A-3	Armenian Airlines Armenian Airlines	VKO	23may94	originally in white c/s with light grey undersides; I/n as such EVN 16may96; repainted in white/dark blue c/s with yellow cheatline; f/n as such BLQ 10oct98; slowly broken up by Zavod 412 GA at RVI, seen apr05/may07 and without tail jun08, an engine nacelle was still extant in the scrap area jan15
49500	CCCP-65045 CCCP-65045	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s KGB/Border Guards	mfd trf	27jan77 01sep77	line # 38-03; toc 14feb77; rgd 02mar77; opb 235 OAO; in Aeroflot c/s opb mil. unit 2450; f/n SXF 26may78
	CCCP-65045 RA-65045	Tu-134AK Tu-134AK	AFL/Privolzhsk-GOJ Nizhni Novgorod Al	trf trf	13mar81 25nov93	via 235 OAO (on paper); I/n MHP 06jul95. on overhaul f/n VKO 12may96; not in 1998 fleet list
	RA-65045 RA-65045	Tu-134AK Tu-134A-3	Gazpromavia Gazpromavia		25aug97 10may01	I/n VKO 06sep00, logo only, no titles, big G on fin full colours with titles; I/n DME 25aug02
40550	RA-65045	Tu-134A-3	Kolavia	DME	28jun03	Isf Gazpromavia; in basic Gazprom c/s; I/n active DME 30oct09; returned to owner feb10 and stored at OSF since, I/n jun10/aug17; will probably not fly again; canx between 04aug17 and 13sep17
49550	CCCP-65046 CCCP-65046	Tu-134A Tu-134A	AFL/Ukraine AFL/Urals-PEE	mfd trf	28dec76 21oct77	line # 38-04; toc 06jan77; rgd 09feb77; f/n SXF 10apr77
	RA-65046 RA-65046	Tu-134A-3 Tu-134A-3	Aeroflot Permskiye Avialin.	LED trf	14jun93 30mar94	I/n PEE 23aug95, in Aeroflot c/s and titles
	RA-65046 RA-65046	Tu-134A-3 Tu-134A-3	Permskiye Avialin. Harka Air		16sep97 17may99	/n DME 11jul98 leased from Permskiye Avialinii; I/n LOS 09aug99; correct ?, see dates next line
	RA-65046 RA-65046 RA-65046	Tu-134A-3 Tu-134A-3 Tu-134A-3	Bashkirian Al red tail, n/t Bashkirian Al	rgd PEE PEE	29jul99 14aug01 24aug05	f/n UFA 13aug99; I/n UFA 18aug99; confirmed, see previous line, probably just leased as not in fleet list 31dec00  full colour tail, white/grey fuselage with standard small titles; seen PEE (N57.913351 E56.008763)
49600	CCCP-65047	Tu-134A	AFL/Ukraine	mfd	26aug77	jun06/sep15, wfu line # 38-05; 'Salon' version; toc 27aug77; rgd 09sep77; f/n DME late77
.5000	CCCP-65047 RA-65047	Tu-134A Tu-134A	AFL/GosNII GA GosNII GA	trf SVO	02oct78 19mar93	I/n SVO 08apr91, in Aeroflot c/s in Aeroflot c/s; seen STW aug96, opb Stavropol Avia; seen SVO apr97/aug99, engineless, no titles
	RA-65047	Tu-134A	Gromov Air	rgd	27jun01	f/n VKO 15aug01; seen ZIA aug09/29aug19, wfu; preserved in the Verkhnyaya Pyshma Museum of Military Technology, f/n dec21; l/n aug23; seen 14oct23, stripped of paint apart from the fin
49750	CCCP-65048	Tu-134A	AFL/Ukraine-KBP	mfd	07sep77	line # 38-06; on charge as of 01oct77; rgd 07oct77; f/n VKO 11aug80; seen SXF 06may92 as Tu-134A-3; l/n HEL aug91
	CCCP-65048 UR-65048	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Avialini. Ukrayiny	VKO rgd	11aug92 10jan93	with Aeroflot titles only and Soviet flag removed; I/n TXL 26dec92 f/n PRG feb93; I/n BUD jul98; seen KBP sep99/may04 derelict/wfu; canx 30dec03; not present may07
49752	VN-A106 VN-A106	Tu-134AK Tu-134A-3	Háng Không Việtnam Vietnam Airlines	d/d fr.	nov77 1990	line # 38-07; f/n BKK 08apr78; with glass nose; l/n BKK 20nov89 f/n BKK 03dec90; seen BKK 10jan93 as Tu-134A-3; wfu end 1996; seen HAN mar99/sep02, wfu but gone
49755	CCCP-65049	Tu-134A	AFL/Belarus-MHP	mfd	31jan77	by jan04; seen Hanoi-Tu Liem Police Training School (N21.040636 E105.75194) 23mar12/jul13 line # 38-08; toc 10feb77; rgd 02mar77; f/n HEL 07mar77
	CCCP-65049 CCCP-65049	Tu-134A Tu-134A	AFL/Belarus-KGD AFL/Belarus-MSQ	trf trf	1983 09sep86	I/n MSQ 07sep93
	EW-65049 EW-65049	Tu-134A Tu-134A	Belavia Gomelavia	SVO PSA	17jun94 08jul97	I/n SHJ 08nov97
	EW-65049 RA-65049	Tu-134A Tu-134A	Imair Orenburg Airlines	DME REN DME	18nov98 20sep02 11dec02	I/n DME 21aug99; Azeri flag; leased from Gomelavia
	RA-65049 RA-65049 RA-65049	Tu-134A Tu-134A Tu-134A	TyumenAviaTrans UTair Orenburg Airlines	rgd LED	04dec02 03dec04	f/n SVO 11jun03;
	RA-65049	Tu-134A-3	UTair	LED	05jun05	old AFL c/s with UTair titles; standard UTair tail since at least apr06; I/n VKO 22sep07; still in fleet list 15nov07 but see next line!
	RA-65049	Tu-134A-3	Orenair	MHP	18mar08	in full c/s; already reported in technical inspection document 11apr07 and in fleet list 15jan08; I/n REN 01apr11; preserved in the Orenburg Aviation Museum which opened 17aug15; I/n 21jul22
49756	CCCP-65050 CCCP-65050	Tu-134A Tu-134A	AFL/International AFL/Moldova-KIV	mfd trf	23mar77 15jan80	line # 38-09; toc 31mar77; rgd 14apr77; f/n PRG apr77; carried additional 'Official Olympic Carrier' titles
	CCCP-65050 ER-65050	Tu-134A-3 Tu-134A-3	Air Moldova Air Moldova	VKO rgd	05jun92 05apr94	I/n VKO 16aug92 f/n KIV 20sep94; stored KIV (N46.933398 E28.926145), 'Aeroflot' titles and 'CCCP-' bleeding through old
49758	CCCP-65051	Tu-134A	AFL/International	mfd	23mar77	paint; canx 12jun07; I/n 21may19 registration painted out line # 38-10; toc 08apr77; f/n AMS 23apr77; rgd 07jun77
	CCCP-65051 CCCP-65051	Tu-134A Tu-134A-3	AFL/Moldova-KIV Air Moldova, n/t	trf FRA	22jan80 31mar93	f/n VKO apr91 as Tu-134A-3 in basic Aeroflot c/s, white tall; I/n FRA 14apr93
	ER-65051 ER-65051	Tu-134A-3 Tu-134A-3	Air Moldova, n/t Kolkol Airlines	rgd KIV	11mar94 20sep94	was already f/n FRA 05may93 ! in basic Air Moldova c/s with Kolkol Airlines titles; seen KIV 19dec94; but the lease fell through; I/n VKO
	ER-65051	Tu-134A-3	Air Moldova	VKO	02jun96	apr95, opb Air Moldova, still with Kolkol Airlines titles wfu KIV, CCCP- prefix readable on port side; I/n jul03/27may21 and in very poor condition by may21; canx between 26jan15 and 14apr15
49760	CCCP-65681	Tu-134AK	Soviet AF/AFL c/s	mfd	27dec77	line # 39-01; VIP aircraft for 44 passengers, equipped with a "Karpaty-S" HF communications suite (Characterised by a fat dorsal fairing running all the way to the fin); rgd 30jan78; initially opb 7 ae 10 okbon at Chkalovski; tr ft o 1 ae 353 apon 8 adon at Chkalovski dec81; was the majersonal aircraft of
	"681" black	Tu-134AK	Soviet Air Force	LED	05may89	the Soviet Minister of Defence, Marshall Dmitri Ustinov; f/n Sperenberg 22jan79; I/n SXF sep80 still with the "Karpaty-S" HF communications suite; in basic Aeroflot c/s with Red Stars, no titles; I/n HAN
	"681" black	Tu-134A-3	Russian Air Force	STR	sep92	12oct90 without the "Karpaty-S" HF communications suite now; I/n Sperenberg 24mar94
	RA-65681 RA-65681	Tu-134A-3 Tu-134A-3	Atlant-Soyuz Russian Air Force	rgd CKL	28apr94 03jul95	leased from the Russian Air Force; f/n ATH 20dec94 initially opb 8 adon at Chkalovski; in basic Aeroflot c/s with blue engines and lower tail, initially no titles;
						CofR renewal to 223 LO 10feb00; t/t 7,352 hours and 6,202 cycles by 01jul09; I/n without titles CKL 14jun10; f/n with small 'VVS Rossii' titles on the fin AER 30nov10; I/n as such OVB 19aug13; the titles were removed again; f/n as such CKL mar14; based at SVX from 2015; I/n operational OVB 21sep16;
	RF-65681	Tu-134A-3	Russian Air Force	MSQ	11feb22	stored at OVB from late 2016, seen mar17/oct19; ferried to ZIA 06feb20; I/n MSQ 23feb20 after overhaul at MZGA-407; in light grey c/s with cheatlines in the colours of the Russian flag, grey
	14 05001		rassian / in 1 orec	1.00	11.0022	undersides, no titles; I/n IJK 01apr22; ferried to Minsk-Machulishchi 08dec22, underwent overhaul at MSQ dec22/may23
	EW-772DV	Tu-134A-3	Belarus Air Force		18may23	opb the Belarussian MoD, based Minsk-Machulishchi; in white c/s with red/green cheatline, no titles; l/n Minsk-Machulishchi 16dec23
49825	CCCP-65052 RA-65052	Tu-134A Tu-134A	AFL/ArkhangelARH Aeroflot	mfd LED	24feb77 19sep93	line # 39-02; toc 04mar77; rgd 30mar77; f/n LED 19apr80
	RA-65052 RA-65052	Tu-134A Tu-134A	Arkhangelsk Al Arkhangelsk Al	trf SVO	22feb94 02jul95	f/n ARH 12jul94, Aeroflot c/s and titles; seen 12jul94 with badge
	RA-65052 RA-65052	Tu-134A Tu-134A	TyumenAviaTrans UTair	SVO rgd	12aug02 31jan03	Isf Arkhangelsk Airlines (bought by Aeroflot aug04); f/n VKO 20aug03; Tu-134A-3 at least since 2005; I/n
	RA-65052	Tu-134A-3	Aeroflot-Nord	SVO	02sep06	SVO 05jul06, see next line already reported in technical inspection document 29may06; initially in white c/s with titles; I/n as such
	RA-65052 RA-65052	Tu-134A-3 Tu-134A-3	Katekavia Turukhan	trf PEE	nov10 22oct15	SVO 27nov06; seen in full c/s NNM 30sep07; seen ARH jun10, wfu photo, blue/grey c/s with titles; I/n PEE 25jul15 already opb Turukhan jan15; seen USK 21jan17; canx between 05may17 and 07jun17; scrapped KJA
49830	D2-ECC	Tu-134AK	Angolan Government	SVO	15apr78	16sep17 line # 39-03 ?
	SG-104 D2-ECC	Tu-134AK Tu-134AK	Angolan Air Force Angolan Government	BEG MLA	jun83 26aug84	sole report; c/n not confirmed c/n confirmed; seen LAD jun03, airworthy; seen LAD jun06/oct14 (S8.858861 E13.228871) wfu; broken up
49838	CCCP-65053 CCCP-65053	Tu-134A Tu-134A	AFL/Latvia AFL/Georgia-SUI	mfd trf	20feb77 23may78	line # 39-04; toc 16mar77; rgd 19apr77; f/n VKO 18nov77 1st Sqn of 297 lo; damaged 05nov89 on a flight from Vnukovo to Batumi when an engine exploded in-flight
						(photo of rear fuselage portside with damaged engine nacelle in accident report shows there is no door there!; repaired; dbr 24jan92 on landing at Batumi when overran on a runway badly cleared from snow,
49840	CCCP-65054 CCCP-65054	Tu-134A Tu-134A	AFL/Belarus-KGD Vnukovo PO	mfd trf	28feb77 10may90	nose gear collapsed; wreck sat at Batumi until broken up in late 1990s line # 39-05; toc 24mar77; rgd 11apr77; f/n MSQ 08sep87
	CCCP-65054 CCCP-65054 RA-65054	Tu-134A Tu-134A Tu-134A	Kaliningradavia Kaliningradavia	trf DUS	21jan93 10jun93	f/n DUS 22may93, in Aeroflot c/s and titles rgd 20aug93; in Aeroflot c/s and titles; I/n KUF 01dec97
	RA-65054 RA-65054	Tu-134A Tu-134A	Kaliningradavia Kaliningradavia Orenburg Airlines	DME LED	06aug99 17apr06	I/n DME 25aug02; wfu, I/n MHP 19may05 in ARZ-407, bare metal I/n LED 24mar07 still as a Tu-134A; f/n DME 13may07 as Tu-134A-3
	RA-65054 no reg	Tu-134A-3 Tu-134A-3	Orenair Orenburg Airlines	DME ph.	24jun07 07nov13	I/n DME 29aug11; wfu jan12 in ex Orenair c/s with white tail; small 'Orenburgskiye Avialinii' titles added beneath the type designation;
	-		-	·		preserved on the territory of the Svyato-Troitskaya obitel (Monastery of the Holy Trinity) at Saraktash from early nov13 (N51.788551 E56.356381); photo 28jul14 with 'fairy tale' titles; I/n jan15; canx before apr16
49856	CCCP-65055	Tu-134A	Soviet Gvt/AFL c/s	mfd	15apr77	line # 39-06; toc 06may77; rgd 23may77; f/n ORY 08jun77; opb 235 OAO; not a Tu-134AK; l/n HEL 21apr78
	CCCP-65055 CCCP-65055	Tu-134A Tu-134A	AFL/N.Kavkaz-VOG AFL/N.Kavkaz-ASF Astrakhan Airlines	trf trf trf	05jul78 1987	I/n DME 10sep92
	RA-65055 RA-65055 RA-65055	Tu-134A Tu-134A Tu-134A	Astrakhan Airlines Astrakhan Airlines Astrakhan Airlines	ASF DME	12apr94 18may96 06jul98	f/n SVO 06may94, Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n DME 27nov97 f/n as a Tu-134A-3 oct99; I/n DME 09apr05; company acquired by Karat and ceased operations per may05
	RA-65055	Tu-134A-3	Karat	DME	11jun05	I/n DME 25jun05

73 49858	RA-65055 RA-65055 OK-BYT LZ-TUG	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3	UTair UTair Express CS-Gvt (LSFMV) Bul Gvt/Balkan c/s	VKO LED d/d d/d	24jun06 29jun10 30mar77 sep83	leased from Avia-Trans since 07aug06; I/n SGC 29mar10 I/n SVX 01apr14; broken up at SCW by 25may14 line # 39-07; rgd same date; Leteck+ sprava federalniho ministerstva vnitra; wfu 26sep83; canx 13oct83 opb Avio Detachment 28 (VIP), but also used by Balkan for normal pax flights, in full Balkan c/s; seen with 'Republic of Bulgaria' titles, starboard side MLA 31dec96 until at least aug01; with bese titles both sides from nov99; seen LHR 06oct01 with titles removed; I/n CDG 30dec01 as such, later wfu and stored at SOF,
49860	MSN-49858 RA-65728(2) RA-65728(2) CCCP-65056 CCCP-65056 RA-65056 RA-65056	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3	no titles UTair UTair Express AFL/N.Kavkaz-VOG AFL/Urals-PEE Aeroflot Izhavia	SOF VKO GOJ mfd trf LED trf	16jun06 22jul07 aug10 26mar77 21oct77 17sep93 29aug95	seen sep05/apr06 c/n painted on tail as registration; departed SOF 16jun06; I/n ROV 09jul06 see c/n 1351308; I/n VKO mar10 I/n SCW apr12/oct14 stored line # 39-08; toc 31mar77; rgd 22apr77; f/n DME early 1978 in an incident report Naberezhnyye Chelny 06jun90; I/n LED 06sep92, as Tu-134A-3 f/n DME 18nov98, in Aeroflot c/s, no titles; I/n IJK 16aug99
49865	RA-65056 RA-65056 RA-65056 CCCP-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057 RA-65057	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Arkhangelsk Al Izhavia Izhavia Izhavia AFL/Lithuania AFL/Centr.RegVOZ Aeroflot Voronezh Avia Voronezh Avia Tretyakovo Air Tr. no titles Gromov Air Zapolyarye white/grey c/s Aeroflot-Nord	DME DME mfd trf LED trf PRG DME DME DME LED LED LED LED	06sep00 10jun01 17jul02 21mar77 22jan78 01aug94 28apr96 23jun02 28jun03 27jun04 27may05 16jun06 07sep06	/n DME 10may01; leased from Izhavia in Aeroflot c/s, no titles;  /n DME 21aug01 in full c/s with additional 'Udmurtiya' titles;  /n IJK 15mar14; broken up at IJK in 2014 line # 39-09; toc 05apr77; rgd 19apr77 f/n TAS 15sep87;  /n LED 18apr92
49868	CCCP-65058 CCCP-65058 CCCP-65058	Tu-134A Tu-134A Tu-134A	AFL/Latvia AFL/Centr.RegVOZ AFL/Centr.RegIWA	mfd trf trf>	30mar77 20apr78 26dec87	broken up VOZ 2008 line # 39-10; toc 06apr77; rgd 19apr77; f/n VKO late 1977 w/o 27aug92 on the leg from Donetsk to Ivanovo of a flight from Mineralnyye Vody to Ivanovo when deviated from approach pattern and glide path on approach to Ivanovo in difficult weather conditions (due to poor crew interaction), struck tree tops 2,962 metres before the runway threshold, turned over and crashed 512 metres further on (at Lebyazhi Lug), all 7 crew and 77 passengers killed and some buildings
49870	CCCP-65059 CCCP-65059 RA-65059 RA-65059	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus AFL/Urals-PEE Aeroflot Permskiye Avialin. UTair	mfd trf DME trf	31mar77 06jan78 20mar93 30mar94 26may07	on the ground damaged; t/t 26,307 hours and 16,388 cycles; canx but date unknown line # 40-01; toc 07apr77; rgd 28apr77; f/n SXF 14jun77  I/n KUF 10feb98 in Aeroflot c/s, no titles until at least jun98; seen LED may99 with titles; f/n as Tu-134A-3 AER 18jul05; I/n DME 30jul06 I/n VKO 12sep09; CofA expired 30mar10; seen PEE 16aug14, stored; seen PEE 25aug15, missing outer
49872	CCCP-65060 CCCP-65060 CCCP-65060 RA-65060 RA-65060	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Soviet Gvt/AFL c/s AFL/Urals-CEK AFL/Urals-KVX Aeroflot Kirov Avn Enterpr.	mfd trf trf LED trf	04may77 22jun78 unknown 23oct93 18apr94	wings; the forward fuselage including the cockpit section was seen 01jul17, displayed at an unknown location; now owned by the Perm Aviation museum and will normally reside there line # 40-02; toc 24may77; rgd 17jun77; f/n HEL 21jun77; opb 235 OAO  f/n DME 16aug97; Tu-134A-3 by aug97; leased to Chernomor Soyuz 19apr99/31dec04
49874	RA-65060 CCCP-65061 CCCP-65061 4L-65061 4L-65061 4L-65061	Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Chernomor Avia  AFL/Estonia  AFL/Georgia-SUI  Aeroflot c/s, n/t  Adjal Avia/Taifun  Taifun c/s, n/t  Air Bisec	rgd mfd trf VKO VKO VKO VKO	20apr99 08apr77 07sep78 04may94 25sep94 02jun01 22aug03	f/n VKO 02aug02, Isf Kirov Air; I/n operational VKO 02sep04; seen MHP 19may05/18sep17 at ARZ-407, stored line # 40-03; toc 04may77; f/n VKO 16jun77; rgd 17jun77 seen as Tu-134A-3 VKO 11apr91; I/n VKO 04sep93 with Georgian flag on tail; I/n VKO 16jul94 with dark blue undersides and tail, red cheatline; reported for Abavia; I/n TBS 01apr03 with dark blue undersides and tail, red cheatline; reported for Abavia; I/n TBS 01apr03 with dark blue undersides and tail, red cheatline; reported for Abavia; I/n TBS 01apr03 with dark blue undersides and tail, red cheatline; I/n LED 30aug03; in JP-05 under Georgian National
49875	CCCP-65062 CCCP-65062 CCCP-65062 RA-65062 RA-65062 RA-65062 RA-65062 RA-65062	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Ukraine AFL/Centr.RegIWA AFL/Centr.RegVOZ Aeroflot Voronezh Avia Voronezh Avia Zapolyarye no titles	mfd trf trf LED trf IST KJA SVO	19apr77 09sep77 unknown 23may93 01mar95 25jun98 18apr05 mar06	Airlines, but never used as such; seen TBS (N41.675195 E44.954176) jul05/jun09, wfu; scrapped at TBS jun11/jul11 line # 40-04; rgd 23may77; f/n WAW jun77; on charge as of 01jul77 line # 40-04; rgd 23may77; f/n WAW jun77; on charge as of 01jul77 f/n IST 23sep97, Aeroflot c/s and titles; I/n IST may98, titles not reported I/n EVN 10nov00; leased to Gromov Air 19aug03/31dec04 Voronezh Avia cheatline; I/n KJA 09jul05 white with Voronezh Avia cheatline; I/n SVO 09apr06
49880	RA-65062 CCCP-65063	Tu-134A-3 Tu-134A	Aeroflot-Nord  AFL/Tyumen-TJM	SV0 toc	26may06 06may77	leased from Voronezh Avia, reportedly returned to owner by 2009; not of Russian register nov09; I/n VOZ 22mar10; reported broken up in 2010 line # 40-05 ?; rgd 23may77
49886	RA-65063 RA-65063 RA-65063 CCCP-65064 CCCP-65064 RA-65064	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	Aeroflot Tyumen Airlines Tyumen Airlines AFL/ArkhangelARH AFL/Urals-PEE Aeroflot Permskiye Avialin.	DME trf TJM mfd trf DME LUX	04jul94 31aug94 28jul00 03may77 16mar78 20mar93 27dec97	I/n DME 27nov97, Aeroflot c/s and titles I/n TJM 09jul04; offered for sale on the Internet 16jun04; soc 22dec05 without documents line # 40-06; toc 07may77; rgd 02jun77 I/n DME 16aug92 I/n DME 14may95 reportedly leased to S7 Summer 2007; I/n PEE jun11/jun16, stored; scrapped jul18; fuselage only
49890	CCCP-65065	Tu-134AK	Soviet Gvt/AFL c/s	mfd	24may77	preserved at Perm Aviation Museum, I/n 10jul21 line # 40-07; toc 06jun77; rgd 08jul77; opb 235 OAO until 09oct81; trf to Aviaexport 12oct81 for export to Kampuchea (based on a decree of the Council of Ministers dated 20sep79) according to the MGA document, Soviet register gives as 09oct81
	XU-101 RA-65065 RA-65065 RA-65065 RA-65065 RA-65065	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Kampuchea Airlines Nizhni Novgorod Al Nizhni Novgorod Al Tretyakovo Al Tatarstan Aeromoskovia	PNH rgd GOJ DME trf NNM	13nov88 25nov93 04aug01 17apr02 02jun03 15feb10	checked as ex CCCP-65065 when seen PNH 18nov93 f/n GOJ 22aug95, in Aeroflot c/s and titles l/n BAK 28aug01 l/n DME 28aug03, see next line f/n LED 26jul04; l/n GOJ nov09 with titles; l/n PEE 19may10
49898	CCCP-65066 RA-65066 RA-65066 RA-65066 RA-65066 RA-65066	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	AFL/ArkhangelARH Aeroflot Arkhangelsk Al Arkhangelsk Al UTair Aeroflot-Nord	mfd SVO trf SVO rgd SVO	04jul77 19mar93 22feb94 22aug97 04jun03 22apr05	line # 40-08; toc 08jul77; rgd 01aug77; f/n LED 19aug83  I/n MHP 13may96, in Aeroflot c/s and titles I/n SVO 19aug02 Isf Arkhangelsk Airlines (bought by Aeroflot aug04); f/n SVO 11jun03; I/n SVO 27mar05 I/n active ARH 04sep07; seen ARH may08/jan09, wfu; seen preserved in the museum at ARH nov09/jun22
49900 49905	DM-SDK DDR-SDK VN-A122 CCCP-65067	Tu-134AK Tu-134AK Tu-134AK Tu-134A	EGAF/Interflug c/s EGAF/Interflug c/s Vietnam Airlines AFL/Centr.RegVOZ	rgd rgd d/d toc	27may77 31aug81 jun90 06jul77	line # 40-09; had East German Air Force serial '123' allocated; I/n SXF 30apr80 seen AMS 10oct87; departed SXF 17jun90 on delivery to, see below was wfu by end 1996; seen HAN mar99/oct02, wfu and gone by jan04 line # 40-10; mfd given as 07ju177; rgd 10aug77; f/n KJA 01ju192
	RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067 RA-65067	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot Voronezh Avia Voronezh c/s, n/t Phoenix Air, n/t Voronezh Avia Voronezh c/s, n/t Voronezh Avia Polet	LED trf SVO PRG SVO TBS VOZ DME SVO	16jun93 01mar95 16jul00 08sep00 09may01 15dec01 27aug03 15aug05 02jul06	f/n PRG 11mar99; I/n SVX 20aug99 I/n SVO 30jul00 I/n BUD 01nov00 I/n SVO 07nov01 I/n SVO 19aug02 leased to Gromov Air 04aug03/30apr04 Voronezh Avia cheatline, white tail; I/n DME 03dec05 leased; with Voronezh Avia cheatline and white tail; initially no titles, 'Aeroflot-Nord' titles added sep06; I/n
49907	CCCP-65068 ES-AAG RA-65068	Tu-134A Tu-134A Tu-134A	AFL/Estonia-TLL Estonian Air Aeroflot	mfd rgd LED	15jul77 20jan92 30aug95	SVO 26feb07; reportedly wfu by jan08 and returned to owner line # 41-01; toc 16jul77; rgd 15aug77; f/n SVO 25sep87 f/n AMS 08jan93; l/n TLL 09sep93
49908	RA-65068 RA-65068 CCCP-65069 CCCP-65069 CCCP-65069	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A Tu-134A	Pulkovo Avia Pulkovo Avia AFL/Belarus AFL/Central Region AFL/Azerbaijan AFL/Uzbekistan-TAS	trf LED mfd trf trf trf	10nov95 08jan99 15jul77 12dec77 11jul80 06jan82	f/n as Tu-134A-3 SXF Z6dec96; //n AMS 15apr98, in Aeroflot c/s and titles //n LED oct06, wfu; broken up at LED apr/may07; t/t 47,998 hours and 28,793 cycles; canx before nov09 line # 41-02; toc 16jul77; rgd 08aug77; f/n SXF late 1977 opb 219 LO
73 49909	CCCP-65069 RA-65069 RA-65069 UN-65069 UP-T3408 101 (2)	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134AK	AFL/Komi-SCW Aeroflot Komiavia Atyrau Airways Atyrau Airways Polish Air Force	trf AMS trf BUD no mfd	09apr88 11jul93 25apr95 22mar99 reports 17jun77	opb 75 LO; seen LED 07apr91 as Tu-134A-3; I/n SVO 27sep91  opb Stavropol Avia oct95; canx 15dec98 and soc 19dec98 as to Kazakhstan named 'Kashagan'; I/n GUW 01jul11/05feb12; seen GUW 07jun13 registration painted out, see next line c/n confirmed by Kazakhstan CAA, see previous line; was offered for sale 15jan18, nothing since line # 41-03 confirmed; with radar nose; d/d 26jun77; opb 36 SPLT; in white c/s with grey undersides and blue chedition to RWW 17actbl; reserved 3250057.
	65559 CCCP-65559	Tu-134AK Tu-134AK	Ukraine INFPP AN Ukraine	ATH rgd	dec91 12mar92	blue cheatline; I/n WAW 17oct91; see c/n 3352005 with blue cheatline; 'Ukraine' titles on starboard side and Ukraine flag on tail; no prefix in Avialiniyi Ukrayiny c/s; f/n VIE 16oct92, 'CCCP-' in smaller letters than 65559

	RA-65559 RA-65559	Tu-134AK Tu-134AK	ex Avial Ukr, n/t Aeroflot Rus. Al	toc	17may93 01jul93	in basic Avialiniyi Ukrayiny c/s, no titles f/n SVO 07sep93; initially in basic Avialiniyi Ukrayiny c/s, no titles; l/n SVO 15oct93
	RA-65559 RA-65559	Tu-134AK Tu-134A-3	Aeroflot Rus. Al Aeroflot-Plus	FRA SVO	17jan94 27nov06	in Aeroflot c/s with grey tail; I/n WAW 17jan04; repainted in full dark blue/red and silver c/s; Tu-134A-3 by aug05; I/n SVO 03nov06 first Tu-134 in full 'Aeroflot-Plus' colours; officially trf 28may08
49912	RA-65559 CCCP-65070	Tu-134A-3 Tu-134A	Tsentr-Yug  AFL/Privolzhsk	LED mfd	05mar12 28jul77	in basic ex-Aeroflot-Plus c/s with small titles; I/n SVO 02dec13; offered on the internet by Atlas-Jet for charter, 46/50 seater; reported broken up at Zhukovski jan14; canx before apr16 line # 41-04; toc 09aug77; rgd 18aug77; f/n DME early 1978
	CCCP-65070 CCCP-65070 CCCP-65070	Tu-134A Tu-134A Tu-134A	AFL/Azerbaijan AFL/Uzbekistan-TAS AFL/Komi	trf trf trf	14jul78 08jan82 08apr88	opb 219 LO opb 75 LO; I/n IKT 06jul92 as Tu-134A-3; seen SVO 20aug92, with Russian flag
	RA-65070 RA-65070	Tu-134A-3 Tu-134A-3	AFL/Komi Komiavia	SVO trf	13apr93 22feb94	I/n GOJ 26aug97, Aeroflot c/s and titles; soc 19jan98 and canx 20jan98 as to Kazakhstan
	UN-65070 UP-T3407	Tu-134A-3 Tu-134A	Atyrau Airways Kazakhstan Emercom	BUD AYT	06mar98 02may09	new c/s, named 'Tungysh'; I/n GUW 15apr08 c/n confirmed by Kazakhstan CAA; in standard c/s with small 'Kazaviaspas' titles by the nose; painted as
49913	OK-HFL	Tu-134A	CSA	d/d	01jul77	just Tu-134A; already in official document sep08; I/n GUW 29mar19; was offered for sale 15jan18 line # 41-05 confirmed in document 25sep77; originally had c/n 49955 allocated, mentioned in document 05apr77, but this was changed; rgd 06jul77; f/n LHR 15oct77; I/n FCO feb95, see trf next line
	OK-HFL LZ-TUJ	Tu-134A Tu-134A	CSA Czech Airlines ex CSA c/s, n/t	fr. PRG	01jan93 19dec97	f/n PRG jul95; performed the last CSA Tu-134 flight BEG-PRG 09dec97; canx 16dec97 l/n PRG 06may98
	LZ-TUJ LZ-TUJ LZ-TUJ	Tu-134A Tu-134A Tu-134A	Hemus Air Albanian Airlines Hemus Air	BUD FRA VAR	15jun98 21nov98 24may04	I/n FRA 03nov98 I/n IST 07sep03 last service to TUN 12aug05; ferried to ALA 18sep05 and reportedly sold to Kazakhstan; fate ?
49915	CCCP-65071	Tu-134A	AFL/Ukraine	mfd	28jul77	line # 41-06; originally had c/n 49963 allocated, mentioned in document 05apr77, but this was changed; toc 30jul77; rgd 17aug77; confirmed in document 25sep77; f/n SVO early 1978
	CCCP-65071 CCCP-65071	Tu-134A Tu-134A	AFL/Moldova-KIV Air Moldova	trf MSQ	09jul80 12jul92	was also to 6/4 MUD 10/4/04 I
	ER-65071 ER-65071	Tu-134A-3 Tu-134A-3	Air Moldova Air Moldova c/s	rgd VKO	23nov94 24aug97	was already f/n MHP 10jul94! seen KUF 28nov97, no titles; opf GACO Kaskavia; 4L-65071 not taken up; seen stored KIV jul03/21may19; no reg visible on later date; canx between 26jan15 and 14apr15
49972	CCCP-65072 CCCP-65072	Tu-134A Tu-134A	AFL/Lithuania-VNO AFL/Komi-SCW	mfd trf	30jul77 17nov77	line # 41-07; toc 03aug77; rgd 17aug77
	CCCP-65072 EK-65072 EK-65072	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Armenia-EVN Armenian Airlines Armenian Governmt.	trf VKO CDG	05jan81 05jul93 26sep98	f/n KBP 02jun89 I/n VKO 16jul93 replaced EK-65975 c/n 3352006 as the Presidential aircraft; in white c/s with dark blue undersides and
						'Armenia' titles; current on Armenian register 01jan09, operator given as Armavia; seen TBS 25may09; auctioned by the Government in aug10; I/n EVN 01may14, stored
49980	CCCP-65073 CCCP-65073 UR-65073	Tu-134AK Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s AFL/Ukraine-HRK Avialini. Ukrayiny	mfd trf rgd	19dec77 05jun82 03may93	line # 41-08; toc 25jan78; rgd 03feb78; opb 235 OAO f/n aug85; l/n RWN 01aug89 as Tu-134A-3 f/n VKO 28aug93; l/n VKO 09sep94
73 49985	UR-65073 102 (2)	Tu-134A-3 Tu-134AK	Adjarian Airlines Polish Air Force	VKO mfd	jul95 23jul77	owned by San Air General Trading FZE (UAE); stored at HRK, I/n 25may08; canx 01oct08 line # 41-09 confirmed; c/n in official document 25sep77; opb 36 SPLT; in white c/s with grey undersides
	SP-LHI 102 (2)	Tu-134AK Tu-134AK	Polish AF/LOT c/s	rgd LHR	09aug88 14apr91	and blue cheatline; I/n WAW 12may88; see c/n 3352008 f/n LHR 19feb90; I/n KRK 25may90; canx 12jun91 in basic ex LOT c/s with roundel on the tail, no titles; I/n WAW 17oct91
	102 (2) CCCP-65623(2) CCCP-65623(2)	Tu-134AK Tu-134AK Tu-134AK	Polish Air Force Avialini. Ukrayiny ex Avial Ukr, n/t	rgd ZIA	12mar92 17may93	in basic ex Cor /s with routilet of in the tail, in titles, yil waw 170091 carried additional small 'Aeroflot' titles; photo KBP jun92; f/n 07sep92; see c/n 8350505 in basic Avialiniyi Ukrayiny c/s, no titles
	RA-65623(2)	Tu-134AK	Aeroflot Rus. Al	toc	01jul93	f/n ZIA 03sep93;initially in basic Avialiniyi Ukrayiny c/s, no titles; I/n as such PRG 20nov93; repainted in standard Aeroflot c/s; f/n as such SXF 14may94; repainted in new Aeroflot c/s; f/n as such SVO 05jan07; label source for Aeroflot Purela P
						last service for Aeroflot Russian Airlines 07dec07; opb Aeroflot-Plus from early 2008; //n operational SVO 01aug09; wfu sep09; t/t 28,864 hours and 18,478 cycles by 01jan10; l/n SVO 17jan10, wfu and broken up there
49987	CCCP-65074 RA-65074	Tu-134A Tu-134A-3	AFL/N.Kavkaz-MRV Aeroflot	mfd MHP	07sep77 09sep93	line # 41-10; toc 14sep77; rgd 06oct77; f/n VKO late 1977
	RA-65074 RA-65074 RA-65074	Tu-134A-3 Tu-134A-3 Tu-134A-3	KavMinVody Avia KavMinVody Avia KavMinVody Avia	trf IST LCA	15dec94 14apr97 02jun00	I/n MRV 15may96, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n UFA 29aug97 I/n operational MRV 25jun06; still in fleet list nov06; sat wfu at MRV, seen 05jul08 in the process of being
49998	CCCP-65075	Tu-134A	AFL/N.Kavkaz-GRV	mfd	19sep77	dismantled and 21aug08, partially dismantled; gone by 03sep08 line # 42-01; toc 29sep77; rgd 09nov77; f/n GRV 1978; l/n VKO 20aug92
	65075 65075	Tu-134A Tu-134A-3	Aeroflot STIGL	IST MUC	20nov92 16jun93	probably damaged in an air raid by the Russian Air Force on Grozny Severny 24nov94 and finally destroyed during the subsequent air raids between then and 01dec94; registration readable on TASS photo; soc by
60001	CCCP-65076	Tu-134A	AFL/Ukraine-KBP	mfd	23sep77	01jan01 line # 42-02; toc 29sep77; rgd 18oct77; f/n SXF 11dec77; l/n KBP 15apr92; converted to a TU-134A-3 in 1992
	UR-65076 UR-65076 UR-65076		Aeroflot c/s, n/t Avialini. Ukrayiny	ALA VKO PRG	24apr93 05jul93 19sep00	l/n VKO 11aug00; not in 2000 fleet list Ukrainian Mediterranean Airlines: l/n BUD 26mar01
	UR-65076	Tu-134A-3	Sibaviatrans	VKO	apr01	still with prefix 'UR-' although registered on Russian register 19feb01; in basic Air Ukraine c/s; l/n DME 17jul02
	UR-65076 UR-65076	Tu-134A-3 Tu-134A-3	UM Air Komplektimpex	KBP GDN	29sep02 30jun05	Ukrainian Mediterranean Airlines, in basic Air Ukraine c/s; I/n KBP 09aug03 operator registered in Bulgaria; in all-white c/s, no titles; sat wfu at KBP, seen sep09/sep12; canx 02oct09; broken up KBP 27mar16
60028	CCCP-65077	Tu-134A	AFL/Ukraine-KBP	mfd	29aug77	line # 42-03; toc 05sep77; rgd 21sep77; f/n SXF 18dec77; seen KBP 13apr92 as Tu-134A-3; l/n KBP 08sep92
	65077 UR-65077	Tu-134A-3 Tu-134A-3	Aeroflot Avialini. Ukrayiny	BAK rgd	10dec92 21jan93	f/n LCA 21jan93; additional 'AGO' titles 1994/1995; seen PRG 1995, additional Adjarian Airlines titles; wfu KBP, seen KBP apr03/nov06 engineless; not present may07; canx 15jun07
60035	YU-AJV CCCP-65563	Tu-134A Tu-134A	Aviogenex MAP NovosibirskAPO	mfd rgd	26aug77 22feb85	line # 42-04; d/d aug77; f/n DUS 02sep77; named 'Mostar' in Aeroflot c/s; f/n MHP 10sep87; f/n as Tu-134A-3 DME sep91; l/n ZIA 11aug92
	RA-65563 RA-65563	Tu-134A-3 Tu-134A-3	MAP NovosibirskAPO NAPO Aviatrans	SVO MHP	20apr93 18aug97	in Aeroflot c/s owned by Novosibirsk aircraft factory and opb Sibir; last overhaul completed 26sep97; I/n OVB dec99, in basic ex Aeroflot c/s with a blue tail
	RA-65563	Tu-134A-3	Flight/Astrakhan	SHJ	30dec01	owned by Gazpromavia; with additional 'Astrakhangazprom' titles; I/n as such DME 10feb03; last flight 12mar03 to Astrakhan and stored there; seen ASF 23may04; offered for sale by Astrakhangazprom
						11nov05 with t/t 21,766 hours and 10,540 cycles; seen in primer ROV 27jun08 in ARZ-412; seen aug12 parked outside now bare metal without registration, with clipped wings and tail removed; I/n aug13/aug16; still current on register aug16
60043	CCCP-65078	Tu-134A	AFL/Ulyanovsk HFS	mfd	26sep77	line # 42-05; toc 15oct77; rgd 23nov77; f/n sep85; soc and canx 05feb96 as life-time expired; seen ULV (N54.276188 E48.242394) aug97/26jul19 wfu
60054	CCCP-65079 LY-ABD LY-ABD	Tu-134A Tu-134A Tu-134A	AFL/Lithuania-VNO Lithuanian Al Aurela	mfd FRA MHP	26sep77 19jul92 13may96	line # 42-06; toc 09oct77; rgd 16nov77 Seen HAJ 16jul94 CofA expired 25aug96
	LY-ASK RA-65079	Tu-134A Tu-134A	Aurela Tulpar	IND GVA	21aug96 02jan01	I/n PRG 13feb00; CofA expired 03aug00; canx from Lithuanian register, date unknown
	RA-65079 RA-65079	Tu-134A Tu-134A-3	Tagazinvest, n/t Sirius Aero	rgd VKO	29jun01 28jun05	f/n SVO 12aug01; I/n SVO 29aug03 in executive c/s with small titles; I/n GOJ 11nov08; offered for sale may09 with t/t 37,115 hours and 23,388 cycles, but could not be sold; scrapped at GOJ may/jun11, left wing removed 30may11 (reportedly
60065	CCCP-65080	Tu-134A	AFL/N.Kavkaz-VOG	mfd	19jul77	for a monument) line # 42-07; toc 13oct77; rgd 17nov77; f/n SXF jul78
	CCCP-65080 RA-65080 RA-65080	Tu-134A Tu-134A Tu-134A	AFL/N.Kavkaz-ASF Aeroflot Astrakhan Airlines	trf DME trf	1987 01sep93 14apr94	I/n DME may95, in Aeroflot c/s and titles, as Tu-134A-3
	RA-65080 RA-65080	Tu-134A-3 Tu-134A-3	Astrakhan Airlines Astrakhan Airlines	DME ASF	26aug95 18may96	in Aeroflot c/s, no titles I/n DME aug96
	RA-65080 RA-65080	Tu-134A-3 Tu-134A-3	Madina KrasAir	rgd rgd	26jan01 18jul01	leased from Astrakhan AI 15jan01 leased from Astrakhan AI 15jan01 with 'Ast' on the fin, no titles; I/n IST 29may02
	RA-65080	Tu-134A-3	Kolavia	rgd	30aug02	leased from Astrakhan Al 04jun02; f/n DME 14jun04; in full c/s with type panted as just Tu-134A; l/n DME 22jul04, see rgd next line
	RA-65080	Tu-134A-3	Volga Aviaexpress	rgd	11jan04	leased from Astrakhan Al O5jan04; f/n DME 01aug04; in basic ex Kolavia, no titles; type panted as just Tu- 134A; l/n VOG 23aug04; crashed 24aug04 on flight 1303 from DME to Volgograd near the village of Buchalki, in Klimov district, Tula region at 22:56 hours Moscow time, after an explosion inside the cabin
60076	CCCP-65081 LY-ABE	Tu-134A Tu-134A-3	AFL/Lithuania-VNO Lithuanian Al	mfd FRA	19oct77 29mar92	(terrorist attack), all 9 crew and 35 passengers were killed; t/t less than 30.000 hours; soc 21feb05 line # 42-08; toc 28oct77; rgd 14dec77; f/n LED 10jun82; //n LGW 30jun89 and PRG 28aug92, Aeroflot c/s, no titles with Lithuanian flag on tail; f/n in full c/s with titles LHR 13apr93;
	UR-65081 UR-65081	Tu-134A-3 Tu-134A-3	Lithuanian Al Transago	MST MST	07jul96 19jul96	I/n KBP 03jul96; CofA expired 07may97 arrived for painting that day named 'Nina'; carried additional 'Unex Bank' titles; I/n KBP 03jul99
60081	UR-65081 CCCP-65082	Tu-134A-3 Tu-134A	Prestige Avia AFL/Belarus	KBP mfd	jul07 29sep77	wfu, without engines; owned by Aviakompaniya Trans AGO; based at KBP; canx 13aug08; to be scrapped line # 42-09; toc 29oct77; rgd 28nov77; f/n BSL 21jan78
	CCCP-65082 EW-65082 EW-65082	Tu-134A-3 Tu-134A-3 Tu-134A-3	Belarussia Al Belarussia Al Belavia	MHP FRA MSQ	28apr92 25oct93 07oct95	still CCCP- 20sep93; with small additional Aeroflot titles below cheatline  I/n DME 03dec01
	RA-65082	Tu-134A-3	Severlizing	rgd	10jul03	

	RA-65082	Tu-134A-3	UTair	VKO	16jan04	leased from Severlizing since 22jun03; thereafter lsf Arkhangelsk Airlines (bought by Aeroflot aug04); opf Aeroflot-Nord in full UTair c/s apr05; l/n SVO 06nov05
60090	RA-65082 CCCP-65083	Tu-134A-3 Tu-134A	Aeroflot-Nord AFL/ArkhangelARH	SVO mfd	22dec05 15oct77	I/n ARH 12oct08, on racks; possibly scrapped by jan09 line # 42-10; toc 22oct77; rgd 22nov77; f/n VKO late 1977; l/n LED 07sep92, as Tu-134A-3
	RA-65083 RA-65083	Tu-134A-3 Tu-134A-3	Aeroflot Arkhangelsk Al	SVO trf	04jul93 22feb94	f/n SVO 03jul95
	UN-65083 RA-65083	Tu-134A-3 Tu-134A-3	not reported TyumenAviaTrans		26may02 jun02	probably not UN-, see next line I/n VKO 01feb03
	RA-65083 RA-65083	Tu-134A-3 Tu-134A-3	UTair Aeroflot-Nord	rgd SVO	29jan03 27mar05	f/n VKO 06may03; I/n VKO 26aug04 operator renamed Nordavia in late 2009; seen SVO 28feb10, active; I/n ARH 03jun10, stored
	RA-65083	Tu-134A-3	Katekavia	ph.	20jul10	in basic new Aeroflot c/s; presented on company website 20jul10; seen TOF 16jan15; reported for Turukanm, I/n TOF 14jun15, still in full Katekavia c/s with titles
	RA-65083	Tu-134A-3	Turukhan	NNM	29aug15	in ex-Katekavia c/s with titles; I/n UFA 23jan17; canx between 05may17 and 07jun17; scrapped KJA 16sep17
60108	DM-SDL DDR-SDL	Tu-134AK Tu-134AK	EGAF/Interflug c/s EGAF/Interflug c/s	rgd rgd	22nov77 20nov81	line # 43-01; had East German Air Force serial 115 allocated seen LHR 29oct84; departed SXF 17jun90 on delivery to, see below
60115	VN-A124 CCCP-65084	Tu-134A Tu-134A	Vietnam Airlines AFL/ArkhangelARH	d/d	jun90 30nov77	f/n SGN 30aug91; f/n as a Tu-134A-3 HAN 26oct93; seen SGN mar96/mar01, stored and gone by jan04
00113	RA-65084	Tu-134A-3	Polise Air	mfd HEL	14apr93	line # 43-02; toc 02dec77; rgd 16dec77; f/n LED 10jun82 operated for United Nations this day; J/n SIP 14jun93
	RA-65084 RA-65084	Tu-134A-3 Tu-134A-3	Air Guinée Polise Air	SVO	12oct93 dec93	I/n CKY nov93, in basic Polise Air c/s, orange cheatline and tail, with titles; photo ATH dec93, still as such reported in full Polise c/s again
	RA-65084 RA-65084	Tu-134A-3 Tu-134A-3	Arkhangelsk Al Arkhangelsk Al	trf MHP	22feb94 09sep94	f/n MHP 10jul94, in Aeroflot c/s and titles I/n VKO 02sep97, reportedly no titles, only AVL on fin ?
	RA-65084 RA-65084	Tu-134A-3 Tu-134A-3	TyumenAviaTrans Arkhangelsk Al	SVO rgd	18jun00 15jan03	rgd 10jul01!; seen again KZN 15aug01; Isf Arkhangelsk Airlines; I/n VKO 01feb03 in new c/s with large cyrillic 'AVL' titles; f/n SVO 18aug03; company acquired by Aeroflot aug04; I/n active
60123	CCCP-65085	Tu-134A	AFL/Belarus-MSQ	mfd	30nov77	SVO 15dec07; stored at ARH without engines, I/n may08; not present oct08 line # 43-03; toc 06dec77; rgd 26dec77; r/n BSL 21jan78; I/n ZRH 01aug93
	EW-65085 EW-65085	Tu-134A Tu-134A	Aeroflot Belavia	MSQ FRA	07sep93 11nov93	I/n SXF 19sep93 I/n MSQ 28aug03; not in Belavia fleet list feb08; scrapped Orsha, Belarus, 2013
60130	CCCP-65086 RA-65086	Tu-134A Tu-134A-3	AFL/N.Kavkaz-VOG Aeroflot	mfd VOG	12dec77 30aug93	line # 43-04; toc 30dec77; rgd 14feb78; f/n PRG 28aug78
	RA-65086 RA-65086	Tu-134A-3 Tu-134A-3	Volga Airlines Volga Aviaexpress	trf DME	22feb94 11jul04	f/n VIE apr97; I/n DME 21oct03 I/n VKO 11jun09; seen VOG mar12/apr18, stored; dismantled by sep21 with wings and tail removed; seen
						again complete preserved Srednyaya Akhtuba (N48.725937, E44.86453008) may22; repainted in sand/dark green and brown camouflage c/s without registration by jan23; not canx from the Russian
73 60142	OK-HFM	Tu-134A	CSA	mfd	02jan77	register; l/n aug23 line # 43-05 ?; rgd 21dec77; d/d 22dec77; f/n LHR 16may78; l/n PMI sep93, see trf next line
	OK-HFM LZ-TUH	Tu-134A Tu-134A	CSA Czech Airlines Hemus Air	fr. PRG	01jan93 06nov97	f/n PRG jun95; I/n BCN 28jun97; wfu 26oct97; canx 03nov97 t/t 25,724 hours and 22,948 cycles by 06nov97; I/n BUD 02mar98
	LZ-TUH LZ-TUH	Tu-134A Tu-134A	Albanian Airlines Albanian c/s, n/t	BLQ	15mar98 15may99	I/n IST 28aug98
	LZ-TUH	Tu-134A-3	Hemus Air	FRA	26feb00	last overhaul completed 27jan00; seen CPH 23jun01 with additional 'Cargospeed' titles and NUE 18aug01 again without them; CofA expired 02dec04; seen stored at SOF jun05/feb06; offered for sale by
	MSN-60142	Tu-13/1/	all-white c/s, n/t		photo	SkyBirdHeli 27may06 with t/t 28,278 hours; sold to unknown Russian airline still with 'Hemus Air' logo on fin; c/n painted on engines as registration; ferried SOF-VKO 15may06 with
	11514 00142	14 15-77 5	un white c/3, n/c		prioto	call-sign '65828'; seen stored at VKO 29may07; seen in ARZ-407 at MHP 12may08, registration painted out
	RA-65828(2) RA-65828(2)	Tu-134A-3 Tu-134A-3	UTair UTair Express	VKO GOJ	08jun09 aug10	I/n PEE 17jul10; see c/n 12086 I/n VKT 17may12; seen SCW jul12/mar14, stored; broken up by 08nov14
60155	CCCP-65087 CCCP-65087	Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD	mfd trf	23dec77 09sep86	line # 43-06; toc 06jan78; rgd 20jan78; f/n SXF 02may84
	CCCP-65087 RA-65087	Tu-134A Tu-134A	Vnukovo PO Kaliningradavia		10may90 21jan93	rgd 22sep93; f/n KGD 03jul94, in Aeroflot c/s and titles
	RA-65087 RA-65087	Tu-134A Tu-134A-3	Kaliningradavia	DME KGD	23aug97 10sep98	in Aeroflot c/s, no titles
	RA-65087	Tu-134A-3	Kaliningradavia RusAir	SVO	28jul05	fuselage in Aeroflot c/s with Kaliningradavia tail c/s; I/n SVO 24jun05 remnants of previous c/s, logo on fin; seen SVO 21feb07 in all-white c/s with small 'RusAir' logo on lower formand final control of the control
60172	CCCP-65088 LY-ABF	Tu-134A	AFL/Lithuania-VNO	mfd HAM	09jan78 29feb92	forward fuselage;  /n ZIA 17aug11, stored; canx before apr16 line # 43-07; toc 13jan78; rgd 27jan78; f/n LED 19apr80  /n LHR 01dec93
	LY-ABF	Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Lithuanian Al	VNO	10sep94	reported in full Lithuanian Airlines c/s SVO 19oct93, but see l/n date above !; l/n MHP 13may96; canx as
	RA-65088 RA-65088	Tu-134A-3 Tu-134A-3	Transaero Ekspress Clintondale	rgd SVO	21aug96 30jun98	sold to ARZ-407 at Minsk; CofA expired 28feb97 f/n SVO late 1996; l/n BUD 12mar97, opf Clintondale Aviation l/n SVO 19sep98
	RA-65088	Tu-134A-3	Pulkovo Avia	rgd	28oct98	f/n LED 08jan99; wfu at LED, seen oct06/27apr07; broken up at LED apr/may07; t/t 42,007 hours and 26,974 cycles; canx before nov09
60180	CCCP-65089 CCCP-65089	Tu-134A Tu-134A	AFL/GosNII GA AFL/Ukraine-KBP	mfd trf	31jan78 07jun78	20,374 Cycles, Calix Derote Invol9 line # 43-708; toc 03mar78 rgd 29jun78; f/n FRA 02sep78; I/n KBP 15apr92
	UR-65089	Tu-134A	Avialini. Ukrayiny	VKO	03sep94	trf to Bukovyna Airlines according to JP-00
83 60185	UR-65089 CCCP-65090	Tu-134A-3 Tu-134A	UM Air	BUD	13feb02 30dec77	Ukrainian Mediterranean Airlines; owned by JTR Company SAL (Lebanon); named 'Yaroslav'; canx 01oct08; l/n KBP sep09/sep12, stored; broken up KBP oct14 line # 43-09; f/n SXF 10jan78; rgd 20jan78; toc 10feb78
65 00165	CCCP-65090 CCCP-65090	Tu-134A Tu-134A Tu-134A	AFL/Belarus-MHP AFL/Belarus-KGD	trf	03nov87	ille # 45-05, I/II 5AF 10Jail76, Igu 20Jail76, toc 10leu76
	RA-65090	Tu-134A	Vnukovo PO Kaliningradavia	trf	10may90 21jan93 22sep97	f/n DUS 19jun93, in Aeroflot c/s and titles; rgd 20aug93; l/n GRO jul97
	RA-65090 RA-65090	Tu-134A Tu-134A	Kaliningradavia Orenburg Airlines	IST SVX	15jul05	I/n DME 20mar05 carried additional small 'Ural Airlines' titles on nose since mar06 and as Tu-134A-3; in operator's certificate of Ural Airlines apr07; I/n DME 20oct07
60195	RA-65090 CCCP-65091	Tu-134A-3 Tu-134A	Orenair AFL/Lithuania-VNO	DME mfd	17jun08 09jan78	I/n DME 20aug11; canx before apr16 line # 43-10; toc 06jan78; rqd 03feb78; f/n VNO feb90; l/n LED 17may91, as Tu-134A-3
00193	LY-ABG LY-ABG	Tu-134A-3	Lithuanian Al	LED	17apr92	in basic ex-Aeroflot c/s, no titles with Lithuanian flag on tail in full c/s and with titles; I/n VNO 22aug96, wfu; CofA expired 01feb97
	RA-65091	Tu-134A-3 Tu-134A-3	Lithuanian Al Orient Avia	AMS	11jul93	bought end 1996 but probably never delivered; registration is not present on Russian register/canx
	ES-LTA	Tu-134A-3	ELK Airways	rgd	29aug97	register; Orient Avia filed for bankruptcy jul97  f/n TLL 25apr98; seen stored in full c/s, TLL apr02; I/n aug06; seen at the Tartu Aviation Museum (Tartu
60206	CCCP-65092	Tu-134AK	AFL/Kazakhstan	mfd	09feb78	Lennundusmuuseum, off airport) (NS8.288565 E26.764631) aug06; I/n 27apr22 line # 44-01; toc 20feb78; rgd 10mar78; VIP aircraft, operated for the government of the Kazakh Soviet Republic
	CCCP-65092 CCCP-65092	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine-HRK	trf trf	10aug81 16jul82	Republic opb 235 OAO f/n LED 17sep86; reported as Tu-134A-3 in an incident report at Ufa 14dec87
	UR-65092 OB-1492	Tu-134A-3 Tu-134A-3	Aero Tumi Aero Tumi	rgd res	22jan93 feb93	f/n LIM 24apr93; leased from Avialiniyi Kharkova; reportedly returned from lease jun93; see next line ntu, see previous line
	UR-65092 OB-1553	Tu-134A-3 Tu-134A-3 Tu-134A-3	Imperial Air Imperial Air	i/s rgd	08nov93 19oct93	lidi, see previous line leased from Avialiniyi Kharkova; reportedly subleased from Katram jun93; canx only 13aug08 named initially "Yawar Huaca" and later "Atahualpa"; f/n LIM 15jan94; dbr 15apr95 when made a wheels-
	OB-1555	10-154A-5	Imperial All	rgu	1900093	up landing at Lima after a tyre had exploded on take-off from Cuzco; CofR expiry 25oct95; seen derelict at
60215	CCCP-65093 CCCP-65093	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine	mfd trf	18feb78 09sep82	LIM sep97/apr06; canx 08feb00; broken up jul07 line # 44-02; toc 09mar78; rgd 17mar78; opb 235 OAO at VKO opb Kharkovski OAO; f/n IKT 25sep86
	CCCP-65093 UR-65093	Tu-134A-3 Tu-134A-3	AFL/Ukraine AFL/Ukraine Aero Tumi	rgd	22jan93	converted by 1988; opb Kharkovski OAO; I/n HRK 1991 f/n LIM 10apr93; reported returned from lease jun93, see next line
	OB-1491	Tu-134A-3	Aero Tumi	res	feb93	ntu, see previous line
	UR-65093 OB-1552	Tu-134A-3 Tu-134A-3	Imperial Air Imperial Air	i/s rgd	25jul93 19oct93	I/n LIM 15jan94, still as UR-65093, see next line named 'Sinchi Roca' after the second Sapa Inca of the Kingdom of Cusco; registration not worn and ntu; CofR expired 25oct93; canx 13apr94; returned to Ukraine 14may94; see previous line
	UR-65093	Tu-134A-3	not known	HRK	23jun97	in basic Imperial Air c/s with white fin, no titles; l/n HRK 22aug97; canx 02oct97
	RA-65093 RA-65093	Tu-134A-3 Tu-134A-3	Pulkovo Avia Rossiya Russian Al	rgd rgd	10nov97 12oct06	in full c/s; f/n LGW 15feb98; I/n LED 04oct06 repainted in full c/s during overhaul; f/n LED 17apr07; I/n operational LED 26dec08; wfu jan09; CofA expired 18feb09; t/t 38,885 hours and 25,001 cycles; sat wfu at LED, I/n nov10; canx 03aug10; reportedly
83 60255	CCCP-65094	Tu-134AK	Soviet Gvt/AFL c/s	mfd	13mar78	expired 1876009; YC 38,865 nours and 25,001 cycles; Sat Wru at LED, I/n nov10; canx 03aug10; reportedly scrapped at LED dec10 line # 44-03; toc 13mar78; rgd 27mar78; opb 235 OAO; f/n LED 19aug83
00 00200	CCCP-65094 CCCP-65094	Tu-134AK Tu-134AK Tu-134A-3	AFL/Moldova-KIV Moldovan Governmt	trf HEL	28jan83 08jul92	I/n VKO 19may91, as Tu-134A-3
	ER-65094	Tu-134A-3	Moldovan Governmt	rgd	22mar94	was already f/n BRU 14mar94; with just 'Moldova' titles; l/n CDG 24aug99
60256	ER-65094 CCCP-65095(1)	Tu-134A-3 Tu-134A	Air Moldova AFL/Belarus-MSQ	FRA mfd	22may00 31jan78	seen KIV (N46.935388 E28.925836) 2007, wfu; //n KIV 21may21 line # 44-04; toc 16feb78; rgd 10mar78; f/n LED 05jun78; dbr by fire at ARZ-407 (Minsk 1-Loshitsa) in early 1984, respective MGA order dated 16feb84; black and white photo exists and shows, in bare metal
						early 1984, respective MGA order dated 16feb84; Diack and white photo exists and shows, in bare metal c/s?, the gutted fuselage broken before and after the wings, with nose and tail laying on the ground; canx 05jun84; soc 05jun85 as life-time expired according to the MGA document; see c/n 1351402
60257	CCCP-65096 RA-65096	Tu-134A Tu-134A-3	AFL/ArkhangelARH Aeroflot	mfd AMS	22feb78 12jul93	line # 44-05; toc 07mar78; rgd 04apr78; f/n LED 01sep88; l/n LED 17may91
	RA-65096 RA-65096 RA-65096	Tu-134A-3 Tu-134A-3 Tu-134A-3	Arkhangelsk Al Arkhangelsk Al	trf LED	22feb94 14apr99	f/n ARH 10jun94, Aeroflot c/s and titles; l/n RTM 14jan98 in Aeroflot c/s, no titles; l/n LED 2.may99
	RA-65096 RA-65096	Tu-134A-3 Tu-134A-3 Tu-134A-3	Arkhangelsk Al Aeroflot-Nord	SVO SVO	14aug01 26feb07	Arkhangelsk Airlines was bought by Aeroflot aug04; I/n LED 17apr06 I/n active SVO 31jul09; stored at ARH, I/n 03jun10
60258	RA-65096 CCCP-65100	Tu-134A-3 Tu-134A-3 Tu-134A	Aeromoskovia AFL/N.Kavkaz-ROV	GOJ mfd	03mar11 22feb78	in basic Aeroflot-Nord c/s with small 'Tsentr-Yug' titles by nose; I/n VKT 30apr12 line # 44-06; toc 01mar78; rgd 17mar78; f/n VKO 31aug81
00230	CCCL-03100	1u-134A	ALL/ N.Navkaz-KUV	mu	22160/0	mic # ++ 50, tot offiner/o, tyu f/fill tho staugof

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f/n ROV 14jul94, in Aeroflot c/s and titles
                                                              Tu-134A-3
Tu-134A-3
                                                                                       Donavia
                                                                                                                                                         25nov93
                           RA-65100
                                                                                        Donavia
                                                                                                                                           LCA
                                                                                                                                                         19sep95
                                                                                                                                                                                  in Aeroflot c/s, no titles
                           RA-65100
                                                               Tu-134A-3
                                                                                        Donavia
                                                                                                                                           ROV
                                                                                                                                                        13may96
                                                                                                                                                                                 I/n FRA 23sep00
                           RA-65100
                                                               Tu-134A-3
                                                                                        Aeroflot-Don
                                                                                                                                                                                  f/n ROV 21jul01; l/n ROV oct04/jan05, engineless; not in fleet list 01oct03; soc 23dec04 as life-time
                                                                                                                                                                                   expired line # 44-07; toc 07mar78; rgd 20mar78
                                                              Tu-134A
Tu-134A
      60260
                                                                                        AFL/Privolzhsk-REN
                                                                                                                                          mfd
                                                                                                                                                          22feb78
                                                                                                                                                                                  line # 44-07; toc
I/n DME 06sep93
                           RA-65101
                                                                                        Aeroflot
                                                                                                                                                           early93
                                                                                                                                                                                 f/n DME 00sep93
f/n DME 27may96; l/n REN 21apr97 as Tu-134A-3
leased 02feb00/31dec00
                                                                                        Orenburg Airlines
                           RA-65101
                                                               Tu-134A
                                                                                                                                          trf
                                                                                                                                                         25nov94
                                                                                       KavMinVody Avia
Orenburg Airlines
TyumenAviaTrans
UTair
                                                                                                                                          rgd
rgd
VKO
                           RA-65101
                                                               Tu-134A-3
                                                                                                                                                        02mar00
                           RA-65101
                                                               Tu-134A-3
                                                                                                                                                         07iun01
                                                                                                                                                                                  f/n LED 10jul01; l/n DME 20jun02
                                                              Tu-134A-3
Tu-134A-3
Tu-134A-3
Tu-134A-3
                                                                                                                                                           11jul02
                                                                                                                                                                                 last overhaul completed 25apr03 seen DME 12jul04 in all-white c/s, no titles; seen OVB 11jul05 with additional 'Alrosa' titles Isf Orenburg Airlines; in white c/s with grey undersides, blue rudder; I/n DME 22jul06, in white c/s with
                           RA-65101
                                                                                                                                                        22may03
                                                                                                                                           rgd
                                                                                        Orenburg Airlines
                           RA-65101
RA-65101
                                                                                                                                           rgd
                                                                                                                                                         01jun04
feb06
                                                                                        Alrosa
                                                                                                                                                                                 grey undersides in Orenair fleet list 15jan08; t/t 49,997 hours and 28,122 cycles by jan10; l/n REN 23mar11/28aug11, wfu, in all white c/s, no titles; broken up REN mar13 line # 44-08; toc 07mar78; rgd 29mar78; f/n DME 12apr92 as Tu-134A-3; l/n DME 15aug92
                          RA-65101
                                                              Tu-134A-3
                                                                                       Orenburg Airlines
                                                                                                                                          DMF
                                                                                                                                                         01dec06
                           CCCP-65102
                                                                                        AFL/N.Kavkaz-ASF
                                                                                                                                                          28feb78
                                                               Tu-134A-3
                           RA-65102
RA-65102
                                                                                        Aeroflot
Astrakhan Airlines
                                                                                                                                           LED
                                                                                                                                                          23oct93
                                                                                                                                                                                  f/n IST 18mar96, Aeroflot c/s, no titles; l/n ASF 19may96, engineless
                                                               Tu-134A-3
                                                                                                                                                          13apr94
                                                                                                                                            VKO
                           RA-65102
                                                              Tu-134A-3
                                                                                        Astrakhan Airlines
                                                                                                                                                         19aug99
                                                                                                                                                                                  leased to Bashkirian Airlines from 25jun01
                                                                                                                                           UFA
SAW
ASF
OVB
                          RA-65102
RA-65102
RA-65102
RA-65102
                                                              Tu-134A-3
Tu-134A-3
Tu-134A-3
Tu-134A-3
                                                                                       Bashkirian Al
Astrakhan Airlines
no titles
                                                                                                                                                         28apr02
12apr05
2005
                                                                                                                                                                                 in incident report; I/n DME 11jun04
company acquired by Karat and ceased operations per may05
in basic Bashkirian c/s
in white/grey c/s; I/n DME apr07; still in operator's certificate apr07
                                                                                                                                                        18may05
                           RA-65102
                                                              Tu-134A-3
                                                                                        Tatarstan
                                                                                                                                           DME
                                                                                                                                                         04iun07
                                                                                                                                                                                 in white/grey c/s; I/n DME 06sep09
I/n PEE 22mav10
                                                                                                                                                                                In PEE 22may10
all-white c/s with small titles near front door; I/n KUF 21jun15; offered on the internet by Atlas-Jet for charter, 68/76 seater; canx between 23may18 and 20jul18
line # 44-09; d/d 11mar78; rgd 14mar78; f/n LHR 11apr78; /n FCO feb95, see trf next line
seen PRG jun95; wfu 19nov97; canz 24nov97
rgd 02dec97; in basic CSA c/s without titles; f/n VKO sep98; I/n VOZ 10aug99; seen KUT
19sep99/25feb01, wfu; sold to Rus 06dec00 for only US$ 30,000 (the low price was due to its poor
condition); restored to flying condition and formally handed over to new owner 21feb01; started ferry flight
from Kutaisi to Zhukovski 26feb01 with call-sign (55979), but suffered multiple fuel transfer pump failure
and fuel leak and force-landed at ROV; repaired and ferried to Zhukovski, subsequently stored
Rus had its licence revoked after the crash of I1-76TD RA-76588 on 14jul01, so the preparations for
repainting were stopped; seen ZIA 22aug03 with only ex OK-1FN under wing; I/n stored ZIA
31mar10/sep13; scrapped, only front part of the fuselage left apr21
line # 44-10; toc 07mar78; rgd 04apr78; f/n VKO 11aug88; Tu-134A-3 by apr91; I/n SVO 24jun92
                           RA-65102
                                                               Tu-134A-3
                                                                                        Aeromoskovia
                                                                                                                                           DME
                                                                                                                                                          20jan10
                                                                                        Tsentr-Yug
                           RA-65102
                                                               Tu-134A-3
                                                                                                                                           MHP
                                                                                                                                                         03apr12
83 60282
                                                               Tu-134A
                                                                                                                                           mfd
                                                                                                                                                          28feb78
                                                                                        CSA Czech Airlines
                           OK-IFN
4L-AAE
                                                              Tu-134A
Tu-134A
                                                                                                                                                         01jan93
19nov97
                                                                                                                                           fr.
h/o
                                                                                        Georgian Airlines
                                                              Tu-134A
                                                                                                                                           ZIA
                                                                                                                                                        14aug01
                          no rea
                                                                                        bare metal
                         CCCP-65103
RA-65103
RA-65103
RA-65103
                                                                                                                                                         28feb78
10jan93
22feb94
                                                              Tu-134A
Tu-134A-3
Tu-134A-3
Tu-134A-3
      60297
                                                                                        AFL/Arkhangel.-ARH
                                                                                       Aeroflot
Arkhangelsk Al
Arkhangelsk Al
                                                                                                                                                                                 rgd 04jul94; f/n ARH 12jul94, Aeroflot c/s with 'Arkhangelsk Airlines' badge; l/n ATH 02oct00 named 'Naryan-Mar'; in new c/s with large cyrillic 'AVL' titles; Arkhangelsk Airlines was bought by Aeroflot aug04; l/n SVO 03jun05
                                                                                                                                           trf
SVO
                                                                                                                                                        22aug01
                                                                                                                                                                                 aug04; //n SVO 03jun05 already reported in technical inspection document 18sep06; //n active LED 22apr09; wfu apr09; t/t 48,571 hours and 30,218 cycles; //n ARH jun10, wfu; reportedly b/u 2014 line # 45-01; on charge as of 01apr78; rgd 07apr78; f/n VKO 13sep87
                           RA-65103
                                                              Tu-134A-3
                                                                                       Aeroflot-Nord
                                                                                                                                          LED
                                                                                                                                                          15oct06
                                                              Tu-134A
Tu-134A-3
Tu-134A-3
                                                                                                                                                        20mar78
                          CCCP-65104
                                                                                        AFL/N.Kavkaz-ROV
      60301
                          RA-65104
RA-65104
                                                                                        Aeroflot
Donavia
                                                                                                                                                         24apr93
25nov93
                                                                                                                                                                                  f/n FRA 02jul95, in Aeroflot c/s, no titles
                                                                                                                                           MHP
                           RA-65104
                                                               Tu-134A-3
                                                                                        Donavia
                                                                                                                                                         09oct95
                                                                                                                                                                                  I/n ROV 21jul01
                                                                                                                                                                                 |/n ROV 21Jul01
no engines, wfu ?; soc 10dec00 as life-time expired; canx 15mar02; reported derelict at ROV line # 45-02; toc 24mar78; rgd 07apr78 |
|/n KUN 10sep94; CofA expired 10oct96 |
23nov95 according to MGA document; f/n SVO 15mar96; converted to Tu-134A-3 before mid-2004; |/n DME 06sep08; operator's certificate revoked 30sep08; current on register nov09; t/t 47,850 hours and
                                                              Tu-134A-3
Tu-134A
Tu-134A
Tu-134A
                                                                                                                                                       13aug01
20mar78
11jan92
22nov95
                           RA-65104
                                                                                        Aeroflot-Don
                                                                                                                                           ROV
                                                                                                                                           mfd
SNN
trf
      60308
                           CCCP-65105
                                                                                        AFL/Lithuania-VNO
                                                                                        Lithuanian Al
Samara
                           RA-65105
                                                                                                                                                                                 29,335 cycles line # 45-03; toc 29mar78; rgd 18apr78; f/n LED 22sep87; l/n SVO 11sep92
      60315
                          CCCP-65106
                                                              Tu-134A
                                                                                        AFL/Belarus-MSO
                                                                                                                                           mfd
                                                                                                                                                       23mar78
                                                                                        Pyramid Airlines
Belavia
                                                              Tu-134A
Tu-134A
Tu-134A
Tu-134A
                           CCCP-65106
                                                                                                                                            CAT
                                                                                                                                                         16nov92
                                                                                                                                                                                 I/n 02may93
                                                                                                                                                                                 i/ii Uzinayas
seen VIE 28feb02 as Tu-134A-3; not in Belavia fleet list feb08; seen MSQ may08/jul14, wfu
line # 45-04; d/d 24mar78; named 'Pristina'; f/n AMS 29apr78; seen LGW 22sep79; returned to Soviet
Union 1984
                          EW-65106
YU-AJW
                                                                                                                                                       09jul93
22mar78
                                                                                        Aviogenex
                           CCCP-69313
CCCP-65560
                                                               Tu-134A
Tu-134A
                                                                                        MAP Ulan-Ude APO
MAP Ulan-Ude APO
                                                                                                                                                        11mar86
                                                                                                                                                                                 as such in old Soviet register marked as re-rgd to, see next line
                                                                                                                                           rgd
                                                                                                                                           rgd
VKO
                                                                                                                                                           18iul89
                                                                                                                                                                                 in basic Aeroflot c/s, with Rossiya titles and small Aeroflot titles below the cheatline operated for Ulan-Ude Aviation plant (UUAPO); f/n VNO 28aug95; I/n KUF 28aug97 in white c/s with dark blue and thin light blue cheatline, titles in red; I/n VKO 08jul01 in incident report; I/n KJA 04jul03; Isd to Enkor 08sep03/08sep04 I/n DME 26apr04; with small 'Enkor' titles DME 04jul04?
                          RA-65560
RA-65560
RA-65560
RA-65560
                                                              Tu-134A-3
Tu-134A-3
Tu-134A-3
Tu-134A-3
                                                                                       Rossiya
Rossiya c/s
Aviakomp. Bargizin
KrasAir
                                                                                                                                                       30aug93
20jul95
06jun01
01feb03
                                                                                                                                           trf
IKT
KJA
                           RA-65560
                                                               Tu-134A-3
                                                                                        no titles
                                                                                                                                           DME
                                                                                                                                                       03mar04
                                                                                                                                                                                 I/n MMK 02jun10
I/n as such SCW 23sep11; seen SCW 25sep11, all-white c/s with small titles only; I/n UFA 09jan15, as such
                                                              Tu-134A-3
Tu-134A-3
Tu-134A-3
                           RA-65560
                                                                                        Sibaviatrans
UTair
                                                                                                                                            OVB
                                                                                                                                                          25oct04
                           RA-65560
                                                                                                                                           OVB
GDZ
                                                                                                                                                         08jul05
05sep10
                           RA-65560
                                                                                        UTair Express
                                                                                                                                                                                 all-white c/s with titles and small UTair Express titles by the nose; seen KJA 09sep15/04jun16; canx between 25mar16 and 21apr16; reported for the Siberian State Aerospace University; still present KJA
                           RA-65560
                                                              Tu-134A-3
                                                                                       Turukhan
                                                                                                                                           UFA
                                                                                                                                                         04jun15
                                                                                                                                                                                 Union # 45-05; on charge as of 01jul78; rgd 20apr78; f/n FRA 22jul78; l/n KBP 08sep92 f/n KBP 16jul93; canx 01oct08 line # 45-06; toc 07apr78; rgd 21apr78; f/n LED 13sep87; l/n MSQ 07sep93 l/n SNN 14aug00
      60328
                          CCCP-65107
                                                              Tu-134A
                                                                                        AFI /Ukraine-KBP
                                                                                                                                           mfd
                                                                                                                                                        25mar78
                          UR-65107
CCCP-65108
EW-65108
                                                              Tu-134A-3
Tu-134A
Tu-134A
                                                                                        Avialini. Ukrayiny
AFL/Belarus-MSQ
                                                                                                                                           rgd
mfd
ZRH
                                                                                                                                                        26jan93
30mar78
12dec93
                                                                                        Belavia
                                                                                        Severlizing
UTair
                           RA-65108
RA-65108
                                                                                                                                                          29jan04
                                                                                                                                           rgd
ARH
                                                              Tu-134A
                                                                                                                                                        01aug04
                                                                                                                                                                                  according to Russian register leased to Arkhangelsk Airlines (bought by Aeroflot aug04) 15sep03/15sep05;
                                                                                                                                                                                  I/n ARH 02oct04
                                                                                                                                                                                 I/n ARH 02oct04
I/n LED 25may08; stored from autumn 2008
in basic new Aeroflot c/s, small titles on nose only; I/n PEE 27nov09
still with small "Tsentr-Yug" titles on the nose; I/n PEE jun14/apr16, stored; broken up may16; remains still present 21may16; canx between 23may16 and 20jun16
line # 45-07; toc 19may78; rgd 31may78; f/n SXF 20jun78; opb 235 OAO; I/n HEL 02sep80
                                                                                                                                          SVO
VOG
GOJ
                           RA-65108
                                                               Tu-134A-3
                                                                                       Aeroflot-Nord
Tsentr-Yug
Aeromoskovia
                                                                                                                                                       17mar05
20aug09
jan10
                          RA-65108
RA-65108
                                                              Tu-134A-3
Tu-134A-3
Tu-134A-3
                                                                                        Soviet Gvt/AFL c/s
      60339
                         CCCP-65109
                                                              Tu-134AK
                                                                                                                                           mfd
                                                                                                                                                         27apr78
                                                                                                                                                                                line # 45-07; toc 19may78; rgd 31may78; f/n SXF 20jun78; opb 235 OAO; I/n HEL 02sep80 f/n VKO 11ap091; seen LED 17apr92 as Tu-134A-3; I/n LED 07sep92 trf via ARZ-407 at Minsk to Pulkovo Avia f/n SVO 19sep98; seen CDG 21nov98 with small additional 'Aeroflot' titles; version painted as Tu-134A and subsequently Tu-134A-3 by jun99; I/n LED 01oct06 repainted in full c/s during overhaul; operated last Rossiya Tu-134 flight 26apr09 KRR-LED; t/t 39,832 hours 24,482 cycles; still current on register nov09; seen LED may09/01jun10, stored line # 45-08; toc 11apr78; rgd 12jul78; I/n DME 10sep92 as Tu-134A-3 in official register but not taken up
                                                              Tu-134AK
Tu-134A-3
Tu-134A-3
                                                                                       AFL/Ukraine-HRK
Avial. Ukr c/s n/t
Pulkovo Avia
                                                                                                                                                       13jan83
23jun97
05may98
                           CCCP-65109
                                                                                                                                           trf
HRK
                          UR-65109
RA-65109
                                                                                                                                           rgd
                          RA-65109
                                                              Tu-134A-3
                                                                                       Rossiva Russian Al
                                                                                                                                          LED
                                                                                                                                                       28may07
      60343
                          CCCP-65110
                                                              Tu-134A
                                                                                        AFI /Privolzhsk-RFN
                                                                                                                                           mfd
                                                                                                                                                        31mar78
                                                              Tu-134A
Tu-134A-3
Tu-134A-3
                           HA-LBT
                                                                                        Balaton Airlines
                                                                                                                                           rgd
DME
                                                                                                                                                               1993
                          RA-65110
RA-65110
                                                                                       Aeroflot
Orenburg Airlines
                                                                                                                                                        20mar93
                                                                                                                                                                                  f/n REN 22apr97; I/n DME 19aug01; last overhaul completed 25apr02
                                                                                                                                                         25nov93
                                                                                                                                            VKO
                                                               Tu-134A-3
Tu-134A-3
                           RA-65110
RA-65110
                                                                                        TyumenAviaTrans
UTair
                                                                                                                                                         02auq02
                                                                                                                                                                                  I/n DME 08oct02
f/n DME 28jun03
                                                                                                                                          rgd
rgd
DME
                                                                                                                                                          29ian03
                         RA-65110
RA-65110
RA-65110
RA-65110
CCCP-65111
                                                              Tu-134A-3
Tu-134A-3
Tu-134A-3
Tu-134A-3
Tu-134A
Tu-134A
                                                                                                                                                                                 t/n DME 28Jun03
f/n REN 27aug03, in basic Aeroflot c/s, no titles
with titles; I/n DME 12aug05
l/n LED 21nov08, active; t/t 51,534 hours and 29,208 cycles by jan10; seen REN 09may11, wfu
line # 45-09; toc 07apr78; rgd 16may78
month and year assumed, as unable to see the full date in the MGA document
                                                                                       Orenburg Airlines
Orenburg Airlines
Orenair
AFL/Latvia
                                                                                                                                                        07jul03
23jun04
03jan08
24mar78
      60346
                                                                                                                                           mfd
                                                                                        AFL/Tajikistan
                                                                                                                                                       26may80
                                                                                                                                           trf
                           CCCP-65111
                                                              Tu-134A
Tu-134A-3
                                                                                       AFL/Kyrgyzstan-FRU
Kyrgyzstan Al
                                                                                                                                           trf
FRU
                                                                                                                                                          22oct80
                                                                                                                                                                                 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n FRU 17aug99; seen FRU jul02/nov04, dumped, in fleet list 31dec03 as stored line # 45-10; toc 13may78; rgd 25may78 f/n RIX 05sep81
                           FX-65111
                                                                                                                                                       08may95
                                                              Tu-134A
Tu-134A
Tu-134A
                          CCCP-65112
CCCP-65112
ES-AAI
                                                                                                                                                         25apr78
04jul80
17jun92
                                                                                        AFL/Latvia-RIX
AFL/Estonia-TLL
      60350
                                                                                                                                           mfd
                                                                                                                                           trf
HEL
                                                                                                                                                                                  I/n FRA 21jul94
                                                                                        Estonian Air
                           RA-65112
                                                              Tu-134A
                                                                                        Aeroflot
                                                                                                                                                          15apr96
                                                                                                                                                                                  f/n MHP 13may96; f/n as Tu-134A-3 25dec96; l/n IST 17sep98
                                                                                                                                           rgd
LED
                                                                                                                                                                                f/n MHP 13may96; f/n as Tu-134A-3 25dec96; |/n IST 17sep98  
I/n active SVO 16feb07; wfu at LED, I/n 27apr07; broken up at LED in late apr/early may07; t/t 49,672  
hours and 29,857 cycles; canx before nov09  
line # 46-01; rgd 31may78; f/n VKO 11aug80; I/n SVO 18may91  
still in full Aeroflot c/s, but without flag on fin  
in basic Aeroflot c/s with 'Estonian Air' titles; I/n TLL 09sep93  
f/n SVO 21aug95  
I/n KBP 04may99, in Aeroflot c/s and titles  
seen LED 29dec06 with additional 'Rossiya' titles; I/n SVO 09may07  
in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; I/n active LED 09feb08; wfu apr08; canx before  
nov09; I/n LED jun09, stored  
line # 46-02; toc 19may18; rgd 31may78; opb 235 OAO; f/n HEL 23sep78; I/n HEL 21jul79  
I/n VKO 08jul92 as Tu-134A-3
                           RA-65112
                                                               Tu-134A-3
                                                                                        Pulkovo Avia
                                                                                                                                                          01feb99
                          CCCP-65113
                                                              Tu-134A
Tu-134A
                                                                                       AFL/Estonia-TLL
Aeroflot c/s
                                                                                                                                                       11may78
14jun92
      60380
                                                               Tu-134A
                           ES-AAM
RA-65113
                                                                                        Estonian Air
                                                                                                                                           ARN
                                                                                                                                                           jun92
10jul95
                                                               Tu-134A
                                                                                        Aeroflot
                                                                                                                                            rgd
trf
                                                                                        Pulkovo Avia
Pulkovo Avia
Rossiya Russian Al
                                                                                                                                                         10nov95
19jan00
05jul07
                           RA-65113
                                                               Tu-134A
Tu-134A
                           RA-65113
                                                                                                                                            ΔMS
                                                               Tu-134A-3
      60395
                          CCCP-65114
                                                               Tu-134A
                                                                                        Soviet Gvt/AFL c/s
                                                                                                                                           mfd
                                                                                                                                                        12may78
                                                                                                                                                                                 I/n VKO 08jul92 as Tu-134A-3
                           CCCP-65114
UR-65114
                                                              Tu-134A
Tu-134A-3
                                                                                       AFL/Ukraine-HRK
Avialini. Ukrayiny
                                                                                                                                           trf
                                                                                                                                                         01sep79
                                                                                                                                                          22ian93
                                                                                                                                                                                  f/n HRK 30aug93: I/n HRK 04mav98
                           UR-65114
                                                                                        Air Kharkiv
                                                                                                                                                         27apr99
                                                                                                                                                                                  wfu and stored HRK; canx 16aug00; I/n HRK jul07, in metallic c/s, unmarked
                                                               Tu-134A-3
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60405	CCCP-65115 UN-65115 UN-65115	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Kazakhstan-ALA Aeroflot Air Kazakstan	toc DME trf	19may78 22sep93 26sep96	line # 46-03; rgd 02jun78; f/n ALA 21apr84; seen DME 26sep91 as Tu-134A-3; l/n ALA 22apr93 Almaty based, but never wore such titles
60420	UN-65115 CCCP-65116 RA-65116 RA-65116	Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3	Kazakstan Airlines AFL/ArkhangelARH Aeroflot Arkhangelsk Al	ALA mfd SVO trf	04jun97 24may78 07sep93 22feb94	in graveyard; I/n aug02 line # 46-04; rgd 30jun78; on charge as of 01jul78; f/n LED 17sep86; I/n LED 07sep92, as Tu-134A-3 in new c/s with large cyrillic 'AVL' titles; f/n SHJ 08may94; Arkhangelsk Airlines was bought by Aeroflot
60435	RA-65116 DM-SDM DDR-SDM VN-A126	Tu-134A-3 Tu-134AK Tu-134AK Tu-134AK	Aeroflot-Nord EGAF/Interflug c/s EGAF/Interflug c/s Vietnam Airlines	SVO rgd rgd d/d	06nov06 07jul78 14sep81 jul90	aug04; I/n SVO 14aug06 I/n SVO 28aug09, active; operator renamed Nordavia in late 2009; stored at ARH, I/n jun10 line # 46-05; had East German Air Force serial 116 allocated; I/n SXF 30apr80 departed SXF 02jul90 on delivery to, see below rgd 02jul90; f/n SIN 04aug90; reported dbr on heavy landing Ho Chi Minh 12jan91 and still present, wfu
60450	CCCP-65117 HA-LBU RA-65117 RA-65117 RA-65117	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-REN Balaton Airlines Aeroflot Orenburg Airlines Aviaexpresscruise	mfd rgd LED trf VKO	24may78 1993 16jun93 25nov93 20may00	25oct93/mar01, gone by jan04 line # 46-06; rgd 27jun78; on charge as of 01jul78; f/n jun80; Tu-134A-3 by feb92; l/n KBP 13apr92 in official register but not taken up f/n REN 30sep94; l/n BTS 24aug98 l/n VKO 01mar01; leased from Orenburg Airlines
	RA-65117 RA-65117 RA-65117 RA-65117	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Orenburg Airlines TyumenAviaTrans Orenburg Airlines Orenair	VKO VKO rgd DME	08jul01 08aug02 23jun03 04aug07	I/n VKO 22aug01  f/n DME 17aug03; I/n DME 21jul07  in full c/s; I/n REN jul12; wfu; t/t 51,716 hours and 28,965 cycles; seen dismantled at REN and being prepared for transportation to St. Petersburg, which commenced 16sep14, with onward shipping to Antwerp and transportation to Hahn-am-See, to be used as a simulator for aircraft recovery procedures by Kunz Gmbh; seen Hahn-am-See dec14 (N50.532622 E7.8807183) in basic ex Orenair c/s, 'www.kunz.aero'
60462	CCCP-65118 CCCP-65118 RA-65118 RA-65118 RA-65118	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s AFL/Urals-CEK Chelyabinsk Avia Chelyabinsk Avia Karat	mfd trf trf CEK CEK	12jun78 11jul80 19may93 22aug95 24jun05	titles and 'Kunz' on the tail; I/n oct23 line # 46-07; toc 26jun78; f/n HEL 08jul78; rgd 10jul78; I/n HEL 29jun79 l/n TAS 15apr92 as Tu-134A-3 f/n IST 18jun93, Aeroflot c/s and titles l/n FRU oct04; additional 'Enkor' titles on nose; lsd to Enkor 15jun01/31dec04 l/n SVX 15jul05, active; seen CEK 22jun06, stored; seen CEK 06mar12 in all-white c/s, no titles; I/n CEK
60475	CCCP-65119 CCCP-65119 CCCP-65119 65119	Tu-134A Tu-134A Tu-134A Tu-134A-3	Soviet Gvt/AFL c/s AFL/Moldova AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd trf trf FRU	14jun78 31mar81 19may81 25jan94	aug12/oct18, wfu line # 46-08; toc 27jun78; rgd 10jul78; f/n HEL 26aug78 l/n DME 10sep92, as Tu-134A-3 operated for the Kyrgyz Government; with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard
	EX-65119	Tu-134A-3	Kyrgyzstan Al	ZRH	26jan95	side operated for the Kyrgyz Government; with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n FRU 11may98
	EX-65119 EX-65119 60475 RA-65577 RA-65577	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	ITEK Air Benin Golf Air Benin Golf Air Tsentr-Avia Izhavia	FRU BZV ROV ROV ROV	12dec01 17aug04 06sep06 19feb08 27jun08	In DME 02may04  Isf ITEK Air; sin basic ITEK Air c/s; I/n COO 20dec04  Isf ITEK Air; still in basic ITEK Air c/s in ARZ-412; c/n confirmed in Russian register in ARZ-412; in all-white c/s with 'Izhavia Udmurtiya' titles; I/n IJK 03jul16; reported as scrapped in 2019
60482	CCCP-65120(1) CCCP-65120(1)	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Komi-SCW	mfd trf	24jun78 21may81	line # 46-09; toc 03jul78; rgd 13jul78; f/n HEL feb79; l/n HEL 16feb80; see c/n 93551025 opb 75 LO; w/o 02jul86 on the leg from Syktyvkar to Moscow of a flight from Vorkuta to Moscow when a fire erupted in the rear luggage compartment (probably petrol from the tank of a chain saw had leaked and incinerated), the fire was detected while the aircraft was flying at a height of 5,600 metres, the decision to return to Syktyvkar was taken too late (the crew initially tried to extinguish the fire manually), when it became clear that the aircraft would not make it to Syktyvkar the crew tried for 9 minutes to find a place for an emergency landing but could not find one (due to the low cloud cover they had to fly very low) so that the aircraft had to land in a forest near Kopsa (75 km south-west of Syktyvkar, at N61°12' E49°49') and broke up, 2 of the 6 crew and 52 of the 86 passengers killed and all survivors injured; t/t 13,988 hours
60495	DM-SCY DDR-SCY D-AOBM CCCP-65622(2) RA-65622(2) RA-65622(2) RA-65622(2) RA-65622(2)	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Interflug Interflug Interflug AFL/Komi-SCW Aeroflot Aeroflot c/s, n/t Alaniya UTair	mfd rgd rgd SXF SCW SVO rgd DME	16jun78 16apr81 03oct90 16sep91 10jun94 14apr97 26oct98 09auq07	and 7,989 cycles; soc 31dec86 line # 46-10; rgd 23jun78; l/n SXF 30apr80 f/n LGW 11jul81; l/n SXF apr90 f/n SXF 03oct90; l/n SXF 24aug91 was rgd 11jul91 to Komiavia; see c/n 8350504 in full c/s l/n SVO 19aug97; was reported for Komiavia named 'Georgi'; f/n VKO 06jun99; l/n VKO 22jul07 l/n PEE 13jun10
60505 60518	RA-65622(2) CCCP-65121 UN-65121 UN-65121 UN-65121 CCCP-65122	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A	UTair Express AFL/Kazakhstan-ALA Aeroflot Aeroflot c/s, n/t Air Kazakstan AFL/Privolzhsk-KUF	OVB mfd ALA DME trf mfd	19sep10 24jun78 24apr93 23sep94 26sep96 30jun78	//n operational VKO 19feb11; seen SCW sep11/jun13 stored; broken up there jul13 line # 47-01; toc 30jun78; rgd 20jul78; f/n DME 22may91 as Tu-134A-3; l/n DME 12apr92 l/n DME 07may95 Almaty based, but never had such titles; seen ALA jun97/aug02 in the graveyard, as was out of hours line # 47-02; toc 07jul78; rgd 07aug78
	RA-65122 RA-65122	Tu-134A-3 Tu-134A-3	Aeroflot Samara	KUF trf	25apr93 24nov94	f/n KUF 19may96; I/n DME 24jul08; operator's certificate revoked 30sep08; current on register nov09; t/t
60525	CCCP-65123 UR-65123 OB-1490 OB-1490	Tu-134AK Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Ukraine-HRK Imperial Air Aero Tumi Imperial Air	toc LIM d/d i/s	16aug78 feb94 sep92 23jul93	50,228 hours and 28,836 cycles line # 47-03; rgd 18sep78; f/n FRA 04oct82; l/n HRK jun92, as Tu-134A-3 rgd 25feb93; reported returned from lease jun93 named 'Atahualpa'; CofA expiry 28feb96; canx 06may96; seen LIM mar00/mar04, stored; broken up
60540	CCCP-65097 RA-65097 RA-65097 RA-65097 RA-65097 RA-65097	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MRP NPO "Vzlyot" MRP NPO "Vzlyot" United Nations ex UN c/s, n/t Neftyeyugansk AE Primair	mfd ZIA NBO MST MHP DME	29jul78 31aug93 25nov94 19aug96 30jul98 06aug99	aug07 line # 47-04; rgd 14aug78; in Aeroflot c/s; f/n VKO 11aug84; still 'CCCP-' 06jul93 in Aeroflot c/s, no titles leased from LII Zhukovski; I/n ZIA 24aug95 leased from LII Zhukovski; I/n REN 29aug97 in ARZ-407; in basic Aeroflot c/s leased from LII Zhukovski; wars 'Moscow Dept. of Construction' badqe; I/n ZIA 30jun06
	RA-65097 RA-65097	Tu-134AK Tu-134A-3	Kosmos	VKO	07feb07	with red/blue stripe and 'Kosmos' titles; already reported in technical inspection document 17oct06; Tu- 134A-3 by jan10; I/n TOF 01oct11
	RA-65097	Tu-134A-3	RusJet Tsentr-Yug	AAQ PEE	23sep12 14aug13	in full Kosmos c/s, no titles; operator from russianplanes.net; //n HMA 29jun13 in full Kosmos c/s, no titles; operator from russianplanes.net; //n KRR 29jun14; seen CEK 09feb15/jun17, stored; scrapped 2019; forward fuselage and cockpit only remaining on 27feb19
60560	CCCP-65124 ES-AAN ES-AAN RA-65124 RA-65124	Tu-134A Tu-134A Tu-134A Tu-134A-3 Tu-134A-3	AFL/Estonia-TLL Aeroflot Estonian Air Ashab Air RusAir	mfd ARN TLL rgd MHP	13jul78 27jun92 27aug93 20dec96 18may05	line # 47-05; toc 27jul78; rgd 27sep78; f/n AER 11aug80 in Aeroflot c/s with titles, no flag on tail l/n FRA 10oct95 f/n VKO 16apr97; seen ZIA aug01/aug03, stored in ARZ-407; l/n SVO 02aug12, stored, engineless and on the grass by 11oct12 seemingly to be scrapped
60575	CCCP-65125 CCCP-65125 EX-65125	Tu-134A Tu-134A Tu-134A-3	AFL/Latvia AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd trf FRU	29jul78 02jun80 09may95	soon line # 47-06; toc 02aug78; rgd 19sep78 f/n TAS 15sep87 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n operational FRU 05oct00; seen
60588	CCCP-65126 RA-65126 RA-65126	Tu-134A Tu-134A-3 Tu-134A-3	AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	mfd UFA trf	08aug78 12jun94 15dec94	FRU jul02/sep10, wfu line # 47-07; toc 14aug78; rgd 18sep78; f/n LWO aug88; l/n STW 01oct91 f/n MRV 15may96, type painted as Tu-134A, 'KMV' titles in black; underwent overhaul in 2001 and repainted with 'KMV' titles in red; seen painted as Tu-134A-3 LED mar02; stored MRV from sep07; l/n MRV
60612	DM-SDN DDR-SDN	Tu-134AK Tu-134AK	EGAF/Interflug c/s EGAF/Interflug c/s	rgd rgd	25aug78 15oct81	13feb09, wfu; broken up at MRV aug09 line # 47-08; had East German Air Force serial 117 allocated; l/n SXF 30apr80 seen LHR 18sep86 and AMS 27apr88; departed SXF 17jun90 on to, see below
60627	VN-A128 CCCP-65127 ES-AAJ EY-65127	Tu-134AK Tu-134A Tu-134A Tu-134A	Vietnam Airlines AFL/Estonia-TLL Estonian Air Tajik Air	rgd mfd MHP	17jun90 18aug78 09sep93	f/n BKK 18oct90; wfu 1996; seen SGN nov97/mar01, wfu and gone by jan04 line # 47-09; toc 24aug78; rgd 29sep78; f/n oct82; photo AER 1990 allocated but no reports and probably not taken up, see next line in basic ex Aeroflot c/s with 'Tajikistan' titles and coat of arms depicting a Lion; Tajik Air was renamed Tajikistan Airlines; type and version not worn; probably not delivered
	RA-65127 RA-65127 RA-65127	Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot Tyumen Airlines Tyumen Airlines	DUS trf TJM	17may94 31aug94 15aug99	I/n STR 18jun94 I/n SHJ 16mar98, in Aeroflot c/s and titles I/n TJM 25aug03; seen jul00/oct02 with small additional 'ZapSibGazprom' titles; Isd to Kogalavia since 17nov03
	RA-65127 RA-65127 RA-65127	Tu-134A-3 Tu-134A-3 Tu-134A-3	Kolavia UTair UTair Express	DME GOJ ROV	04jul04 04jul07 07jul11	'ZapSibGazprom' titles last reported may05; in oct06 fleet list; I/n DME 27may06 I/n LED 09aug10 I/n USK 25jul11; seen SCW dec11/jun15 stored; owned by KomiAviaTrans and used as a simulator for the
60628	CCCP-65128 LY-ABI	Tu-134A Tu-134A	AFL/Lithuania-VNO Lithuanian Al	mfd ATH	30aug78 may92	training of rescue services at the airport (N61.659143, E50.864195); I/n sep22 line # 47-10; toc 31aug78; rgd 27sep78; f/n aug81 no titles, with Aeroflot cheatline and Lithuanian flag on the tail; I/n HAJ 10sep94; canx 1996 as sold; CofA
	RA-65128 RA-65128	Tu-134A Tu-134A-3	Aeroflot Pulkovo Avia	trf FRA	20feb97 15mar01	expired 02mar96 rgd 23apr97; f/n LHR 17may97; seen CDG 15may98 as Tu-134A-3; I/n LED 10nov00 reported in an incident report at LED 06apr02 after hitting a dog whilst taxiing; wfu at LED, I/n jul06;
60630	CCCP-65129	Tu-134A	AFL/Privolzhsk-KZN	mfd	31aug78	broken up at LED apr/may07; t/t 42,928 hours and 27,375 cycles; canx before nov09 line # 48-01; on charge as of 01oct78; rgd 03oct78; opb 261 LO; w/o 30aug83 on the leg from Chelyabinsk to Alma-Ata of a flight from Kazan to Alma-Ata when deviated from the prescribed approach

						pattern at night due to crew error and negligence on part of the ATC officer and descended in mountainous terrain, even after the GPWS sounded the crew did not abort the approach and the aircraft crashed at a height of 1,365 metres (24 metres below the summit) into the western slope of the Dolan 36 km southeast of Alma-Ata airport, all 6 crew and 84 passengers killed, t/t 9,976 hours 37 minutes and 6,515 cycles;
60635	CCCP-65130 UN-65130 UN-65130	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Kazakhstan-ALA Aeroflot Kazair	mfd DME DME	31aug78 07jul93 11jul94	soc 26sep83 line # 48-02; toc 15sep78; rgd 29sep78; f/n ALA 21apr84; Tu-134A-3 by sep92; l/n ALA 23apr93
60637	UN-65130 UN-65130 CCCP-65131 RA-65131	Tu-134A-3 Tu-134A-3 Tu-134A Tu-134A-3	Air Kazakstan Air Kazakstan AFL/Urals-CEK Aeroflot	trf DME mfd HEL	26sep96 25nov98 22sep78 19dec92	but not painted up directly, Almaty based; f/n ALA 15may98, still in Kazair markings l/n ALA sep99/dec03 in graveyard; not in 2001 fleet list line # 48-03; toc 30sep78; rgd 11oct78; f/n ODS aug83
	RA-65131 RA-65131	Tu-134A-3 Tu-134A-3	Chelyabinsk Avia Chelyabinsk Avia	trf VKO	19may93 09jul94	f/n HEL 19jun93, Aeroflot c/s, no titles; l/n HEL 18sep93 additional 'Enkor' titles on nose, was Isd to Enkor 15jun01/31dec04; wfu CEK, CofR renewal 19dec02; l/n 22jun06
	RA-65131 RA-65131	Tu-134A-3 Tu-134A-3	Karat Kolavia	VKO DME	12aug06 24nov06	I/n VKO 14sep06 repainted by Roand Image at DME nov06; I/n operational DME apr08; canx 22may08; t/t 45,790 hours and 22,771 cycles; seen KGP (N62.192421 E74.529821) aug12/sep14 with last three of registration removed, in use as an emergency trainer by Lukoil
60639	CCCP-65132 RA-65132 RA-65132	Tu-134A Tu-134A-3 Tu-134A-3	AFL/ArkhangelARH Aeroflot Arkhangelsk Al	trf	25sep78 16may93 22feb94	line # 48-04; toc 05oct78; rgd 17oct78; f/n LED 17sep86; I/n DME 17may91 as Tu-134A-3 f/n BRU 24feb94 for repaint from Aeroflot c/s as, see next line
	RA-65132 RA-65132	Tu-134A-3 Tu-134A-3	Clintondale Yamal	BRU rgd	02mar94 20may99	r/o and delivered ex Brussels 04mar94, leased from Arkhangelsk Airlines and based Arkhangelsk; I/n BUD 05mar98 f/n SVO 16aug99; I/n SLY 13sep14; seen SLY 30aug15 after being lifted onto concrete blocks, for preservation; I/n 24jun20
60642	LZ-TUS	Tu-134A	Balkan	mfd	29sep78	line # 48-05 ?; Bulgarian sources give mfd as 10sep78; d/d sep78; seen LHR 23apr79; converted to Tu- 134A-3 by 1988; I/n SXF 16apr90
	LZ-TUS	Tu-134A-3 Tu-134A-3	Kish Air	SOF	1992	photo as such; t/t 23,311 hours, 15,207 cycles at 01aug92
	LZ-TUS RA-65941	Tu-134A-3	Balkan Aeroflot c/s, n/t	SOF ATH	26jun93 27jul95	wfu 1994 operated for Moscow Airways
	RA-65941 RA-65941	Tu-134A-3 Tu-134A-3	red/white/black Menatep Bank	d/d	13jun98	f/n 14jun96; leased from Garry Kasparov Holding
	RA-65941 RA-65941	Tu-134A-3 Tu-134A-3	Menatep Bank, n/t RusLine, n/t	VKO VKO	03oct00 12aug06	reported for Kosmos repainted during overhaul by ARZ-407 in 2006 in white/grey c/s with blue/red cheatline; I/n GOJ 29mar09
	RA-65941 RA-65941	Tu-134A-3 Tu-134A-3	Kosmos RusJet n/t	VKO GOJ	27jun09 12feb12	in white/light grey c/s with 'Russian flag' cheatline; I/n VKO 07jul11 in white/light grey c/s with 'Russian flag' cheatline; I/n GOJ 11dec15; broken up at GOJ mar16; canx between 01dec16 and 10mar17
60645	CCCP-65133 CCCP-65133 CCCP-65133	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Belarus-MSQ Belarussia Al Pyramid Airlines	mfd SNN SVO	30sep78 27apr92 sep92	line # 48-06; toc 06oct78; rgd 17oct78; f/n SVO 29aug88 l/n SNN 10aug92 with additional small 'Aeroflot' titles below the cheatline in basic Aeroflot c/s with blue emblem on tail and 'Arab A. Aviation Co.' titles; seen CAI 02nov92; l/n MSQ 09iul93
	EW-65133	Tu-134A-3	Belavia	MSQ	07sep93	//n SVO 11may01; seen ALA 08jun01 with additional 'Kazakhstan Airlines' titles; wfu, parked on the grass MSQ; seen aug07/apr11; not in Belavia fleet list feb08
60647	CCCP-65134 CCCP-65134 65134	Tu-134A Tu-134A Tu-134A	AFL/Ukraine-KBP Avialini. Ukrayiny Avialini. Ukrayiny	mfd VKO FRA	30sep78 19aug92 25dec92	line # 48-07; toc 11oct78; rgd 03nov78; f/n SXF 14apr79 with additional small Aeroflot titles below the cheatline, small prefix only; I/n DUS 14nov92
	UR-65134	Tu-134A-3	Avialini. Ukrayiny	rgd	21jan93	f/n ATH apr93; with titles and logo; Aeroflot cheatline; seen KBP sep99, wfu; canx 15jun07; l/n jul07, derelict, only front fuselage remaining
60648	CCCP-65135 CCCP-65135	Tu-134A Tu-134A Tu-134A-3	AFL/Moldova AFL/Ukraine-KBP	mfd trf PRG	24oct78 09jul80 03nov92	line # 48-08; rgd 10nov78; on charge as of 01jan79 f/n SXF 27dec80; Tu-134A-3 by aug92 still with Soviet flag; Soviet flag removed by sep92; l/n KBP 07sep92
60650	UR-65135 "01" red	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Avialini. Ukrayiny Soviet Air Force	PRG PRG mfd	26dec92 26oct78	rgd 10jan93; last seen operational VKO 08jul01; seen wfu KBP may04; adorned with painted birds since dec05; canx 15may07; I/n KBP jul07, engineless/to be scrapped line # 48-09; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin
00030	"01" red	Tu-134AK		ROV	11aug99	cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83 in ARZ-412; with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul
	"01" blue	Tu-134A-3	Russian Air Force Russian Air Force	CKL	19aug01	completed 30dec99  no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A.
	RF-65150	Tu-134A-3	Russian Air Force	CKL	19aug01 18mar09	Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999), tactical code on nose-gear doors only, 'Ra-' on fin; I/n CKL 04aug08 (/n confirmed; opb 70 oitap 0N at Chkalovski; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Y.A.
						Gagarin Space Training Centre) titles and badge; 'RA' painted under the right wing, but no number painted under the left wing; tactical code on nose-gear doors only; t/t 5,007 hours and 4,355 cycles by 09jul10; I/n CKL nov10; seen MHP flying in primer c/s with just '65150' on engine; seen MHP 07dec12 being resprayed
	RF-65150	Tu-134A-3	Roscosmos	CKL	25jan13	based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; I/n CKL 26apr19
60885	CCCP-65136 RA-65136	Tu-134A Tu-134A-3	AFL/Privolzhsk-REN Aeroflot	mfd DME	31oct78 20mar93	line # 48-10; toc 10nov78; rgd 05dec78; f/n LED 01sep81; l/n DME 16aug92, as Tu-134A-3
	RA-65136 RA-65136	Tu-134A-3 Tu-134A-3	Orenburg Airlines	trf DME	25nov93 11jun05	f/n IST may96; I/n DME 16aug02 Isf Orenburg Airlines; I/n VKO 24sep07; still in fleet list 15nov07
	RA-65136	Tu-134A-3	Orenair	VKO	16feb08	already in fleet list 15jan08; in basic Aeroflot c/s; I/n LED 26mar10; later stored at REN; used as a simulator from 2019 to replace RA-65847 which fell into disrepair; I/n 13nov20, all white, no titles or registration
60890	CCCP-65137 RA-65137	Tu-134A Tu-134A-3	AFL/Urals-KVX Kirov Avn Enterpr.	mfd trf	21nov78 18apr94	line # 49-01; rgd 12dec78; on charge as of 01jan79; f/n DME 30aug88 f/n LED 10jun94, in Aeroflot c/s and titles
	RA-65137 RA-65137	Tu-134A-3 Tu-134A-3	Kirov Avn Enterpr. Karat	DME rgd	04jul94 01nov00	in Aeroflot c/s, no titles; last overhaul completed 30jan99; I/n MHP 13jun99, all-white c/s, no titles leased from Kirov Air; f/n VKO 25feb01; I/n GOJ 10may07; sold to Tatarstan for spares may07 but remained at GOJ; cannibalised by sep07 and engineless 09aug11; t/t 44,595 hours and 22,943 cycles;
60907	CCCP-65138	Tu-134A	AFL/Kazakhstan-ALA	mfd	21nov78	broken up and only the tail remained 24sep12 line # 49-02; toc 28nov78; rgd 19dec78; f/n ALA 21apr84; reported as Tu-134A-3 in an incident report at
	UN-65138	Tu-134A-3	Kazair	ALA	oct94	FRU 15jul87 converted to a make-shift freighter with larger door, but rarely used as a freighter
60915	UN-65138 CCCP-65139	Tu-134A-3 Tu-134A	Air Kazakstan AFL/N.Kavkaz-MRV	trf mfd	26sep96 17nov78	Almaty based, but never had such titles; I/n ALA 30jun99; broken up at ALA aug/sep99 line # 49-03; toc 28nov78; rgd 05dec78; f/n SKD 28apr89; I/n STW 05oct91
	RA-65139 RA-65139	Tu-134A Tu-134A	Aeroflot KavMinVody Avia	ATH trf	02jun93 15dec94	I/n KUF 01dec97, in Aeroflot c/s and titles
	RA-65139 RA-65139	Tu-134A Tu-134A	KavMinVody Avia KavMinVody Avia	LED VKO	09jul98 29may00	in Aeroflot c/s, no titles; I/n VKO 20aug99 Tu-134A-3 since at least jul01; I/n operational MRV 27aug05; still in fleet list nov06; seen partly
60925	VN-A102	Tu-134A	Háng Không Việtnam	mfd	27dec78	dismantled MRV 24may08, tail and wings removed by 21aug08, gone by 03sep08 line # 49-04; f/n HAN apr80; crashed on approach BKK 09sep88 in poor weather due to wind shear or possibly after encountering wake turbulence from a Philippine Airlines DC-10, ½t 4,068 hours 56 minutes
60932	CCCP-65140	Tu-134AK	Soviet Gvt/AFL c/s	mfd	29dec78	and 1,537 cycles line # 49-05; toc 09jan79; rgd 12jan79; opb 235 OAO; f/n SXF 14mar79
	CCCP-65140 CCCP-65140 ER-65140	Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Moldova-KIV Air Moldova Air Moldova	trf FRA rgd	05jul83 16may92 12apr94	with additional small 'Aeroflot' titles below cheatline; I/n FRA 29aug92 f/n KIV 21sep94; seen VKO 25may00 without titles (after a lease); seen KIV 29may00, again with titles; I/n VKO 16aug01
	ER-65140	Tu-134A-3	Moldovan Governmt	LCA	01may03	in white c/s with blue stripes on tail, 'Moldo;va' titles and Moldovan coat-of-arms on fin; I/n KIV 21may19; canx between 01jan16 and 11mar16
60945	CCCP-65141	Tu-134A	AFL/Urals-PEE	mfd	25dec78	line # 49-06; toc 05jan79; rgd 25jan79
	CCCP-65141 RA-65141	Tu-134A Tu-134A-3	AFL/Urals-IJK Aeroflot	trf LED	unknown 12oct93	f/n DME 22may91 as Tu-134A-3; I/n LED 31may92
	RA-65141 RA-65141	Tu-134A-3 Tu-134A-3	Izhavia Izhavia	trf DME	29aug95 22nov01	f/n DME 20aug97, Aeroflot c/s, no titles with additional 'I'dmurtiya' titles; seen KUF 03oct08; CofA expired 19dec08; I/n Izhevsk 14jun11, stored;
60955	CCCP-65142	Tu-134A	AFL/Privolzhsk-REN	mfd	10jan79	broken up at IJK in 2014 line # 49-07; toc 17jan79; rgd 31jan79; opb 195 LO Orenburgskogo OAO; f/n DME oct85; damaged at CSY 17dec80 when hit a snow plough which had broken down on the runway; repaired; dbr 22jun86 on a flight from Penza to Simferopol at dusk when a false engine vibration warning made the crew abort the take-off, the aircraft overran the runway due to pilot error, ended up in a ravine 418 metres behind the runway threshold and broke up, all 6 crew escaped unhurt but 1 of the 59 passengers died of a heart
60967	CCCP-65143	Tu-134A	AFL/ArkhangelARH	mfd	18jan79	attack and 7 passengers were injured; t/t 15,938 hours 50 minutes and 10,397 cycles; soc 31dec86 line # 49-08; toc 26jan79; rgd 14feb79; f/n DME oct81; Tu-134A-3 by may91; l/n SVO 14aug92
	RA-65143 RA-65143	Tu-134A-3 Tu-134A-3	Aeroflot Arkhangelsk Al	LED trf	16jun93 22feb94	
	RA-65143 RA-65143	Tu-134A-3 Tu-134A-3	Yamal UTair	rgd	09jul98 07may07	f/n SVO 23sep98; I/n DME 29sep06 I/n GOJ 20may08
	RA-65143 RA-65143	Tu-134A-3 Tu-134A-3	Yamal	DME	18jun08	in white c/s with titles plus logo on tail; damaged at Novy Urengoi 14oct11 when the left engine caught fire, details are still unknown but it is reported that the aircraft either aborted the take-off run or took off and returned to the airport immediately after take-off, the fire was extinguished and all 7 crew and 67
60977	CCCP-65144 ES-AAK	Tu-134A Tu-134A	AFL/Estonia Estonian Air	mfd HEL	12jan79 04jun92	passengers escaped unhurt; l/n jun15/jul23, stored line # 49-09; rgd 31jan79; on charge as of 01apr79; f/n DME oct81 l/n TLL 09sep93

	RA-65144 RA-65144 RA-65144	Tu-134A-3 Tu-134A-3 Tu-134A-3	Orient Avia Aviaexpresscruise Pulkovo Avia	trf VKO rgd	21nov95 may98 03may00	named 'Kishinyov'; f/n MHP 13may96; Orient Avia filed for bankruptcy jul97; l/n SVO 25aug97, stored l/n VKO 08mar00 f/n LED 06aug00; additional small 'Rossiya' titles applied between early aug06 and mid-oct06; l/n LED
	RA-65144	Tu-134A-3	Rossiya Russian Al	KUF	27may07	30mar07 in basic Pulkovo c/s with large 'Rossiya' titles; I/n active DME 21jul07; wfu at LED 04oct07; used as a rescue trainer at LED, I/n with registration 25oct08; registration painted out mar09; seen at LED 26mar09 with 'Trenirovochny' (training) titles, all other markings painted out, and was airlifted from LED by Mi-26 RF-32821 16apr09 to be used for training by MChS Rossii, at Rybatskoe (N59.829606 E30.524095); canx
60985	CCCP-65145 CCCP-65145 65145 EW-65145	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Aeroflot Belavia Belavia	mfd SNN MSQ MSQ	18jan79 08mar93 07sep93 09sep93	before nov09; photo apr16; I/n 07apr19 in grey and blue colour scheme, no titles or registration line # 49-10; toc 24jan79; rgd 09feb79; f/n SXF 08jul83; I/n SVO 16apr92 still CCCP- 18aug93 initially in basic ex Aeroflot c/s with titles; repainted in full c/s by oct94; seen PRG aug99 as Tu-134A-3;
61000	CCCP-65146 CCCP-65146	Tu-134B Tu-134B	MAP Tupolev OKB AFL/Latvia	mfd trf	31mar80 08apr80	not in Belavia fleet list feb08; wfu, MSQ and parked on the grass; I/n may13/mar18 with wings clipped, poor condition without registration and titles; seen may18/apr19 without wings; seen 19may21, wings now attached; I/n aug21 line # 50-01 confirmed; note late mfd; Tu-134B prototype completed in late 1979 and used for tests rgd 05may80; f/n SVO 22sep99; I/n SVO 12apr91
	CCCP-65146 CCCP-65146 YL-LBA YL-LBA	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Latvian Airlines bare metal c/s Latavio LAT Charter	HEL SNN rgd rgd	08apr92 jul92 16dec92 20mar98	in basic ex-Aeroflot c/s with titles and tail logo, still with Aeroflot emblem arrived for repainting f/n RIX sep92; seen CDG 17aug95; canx 20mar98 canx 04may00; seen stored SVO may96/aug99 in Latavio c/s with titles and '146' on nose wheel doors
61012	RA-65146 CCCP-65147 UN-65147 UN-65147	Tu-134B-3 Tu-134A Tu-134A-3 Tu-134A-3	Alrosa AFL/Kazakhstan-ALA Aeroflot Kazair	rgd mfd ALA MHP	06jun00 06feb79 22apr93 09sep93	photo in early 2000; f/n DME 15aug02 in Alrosa c/s, no titles; f/n SVX 06jul03 with titles; l/n IKT 07jan14; seen MJZ 18jul16, stored; reported broken up in 2017 line # 50-02; toc 14feb79; rgd 28feb79; f/n ALA 21apr84 l/n ALA 03aug98; see trf date next line !
61025	UN-65147 CCCP-65148 RA-65148	Tu-134A-3 Tu-134A-3	Air Kazakstan AFL/Komi-SCW Aeroflot	trf mfd SVO	26sep96 06feb79 20apr93	Almaty based; f/n ALA 13may99; I/n ALA aug02/mar03 stored in maintenance area but was out of hours line # 50-03; toc 16feb79; rgd 22feb79; f/n LED sep87; reported SCW 12jan87 in an incident report already as Tu-134A-3; I/n LED 06sep92 I/n VKO 22aug95
	RA-65148 RA-65148 RA-65148 RA-65148 RA-65148 RA-65148	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aerotranservice Aeroflot c/s, n/t TyumenAviaTrans Aeroflot c/s, n/t UTair UTair Express	trf VKO VKO UFA rgd VKO	29aug95 29jun96 06sep00 16jun01 27jan03 07jan11	f/n PRG 28dec95; I/n IST 11apr96 I/n DME 21aug99; reported for Komiinteravia I/n SVO 18dec02 Isf Komiinteravia; f/n SCW 24aug03; I/n VKO 06jun10 I/n VKO 08mar11; seen SCW dec11/jun13 stored; broken up aug13
61033	CCCP-65149 CCCP-65149 EW-65149	Tu-134A Tu-134A Tu-134A	AFL/Belarus Belarussia Al Belavia	mfd MSQ SNN	22jan79 13jul92 09jun93	line # 50-04; toc 27feb79; rgd 15mar79; opb 104 LO of Minski OAO (became 104 LO of 2-i Minski OAO 01jul83 and Minski LO 01jul88); seen SXF 21may82 carried additional small 'Aeroflot' titles below the cheatline; 21feb93, still 'CCCP-' was a 'salon' VIP aircraft (President Alexander Lukashenko's aircraft) for a while until superseded in this role by Tu-154M 'salon' EW-85815 in late 1995 and reconverted to standard configuration; in full c/s; not seen between 09jan99 at WAW and 08apr04 at DME; I/n active LED 21aug09; wfu 05sep09 at MSQ (as the
	'CCCP-65036'	Tu-134A	Aeroflot	MSQ	11sep12	last Belavia Tu-134); sat wfu at MSQ, seen apr11/jun12; seen at MSQ 16aug12 being painted for preservation repainted in full standard 'blue' Aeroflot c/s, but received a fake registration; preserved in front of the
	CCCP-65149	Tu-134A	Aeroflot	-	01may23	terminal at Minsk-2, seen sep12/aug21; see c/n 6348700 received its original registration again; in standard 'blue' c/s; preserved in front of the terminal at Minsk-2
61042	CCCP-65750	Tu-134A	AFL/Georgia-TBS	mfd	26jan79	(N53.892904 E28.032329), seen may23/jul23 line # 50-05; mfd also reported as 22feb79; toc 02mar79; rgd 28mar79; f/n TBS 27nov82; first reported as a Tu-134A-3 in an incident report at TBS 28oct87; I/n VKO 13apr92
	65750 4L-65750	Tu-134A-3 Tu-134A-3	Aeroflot c/s, n/t Aeroflot c/s, n/t	LCA VAR	21may93 mar94	I/n IST 12jun93
	4L-65750 4L-65750	Tu-134A-3 Tu-134A-3	Orbi Air Zena	PRG MHP	06jul94 18aug97	I/n TBS 16may96 seen ATH 03dec99, white with red/green cheatline, Air Zena by the nose, large 'Georgia' tiles and red logo on a white tail; seen BUD jul01, in all-white c/s with blue tail logo and 'Georgian Airlines' titles; I/n PRG 04nov02
	4L-65750 4L-65750 EX-020	Tu-134A-3 Tu-134A-3 Tu-134A-3	all-white c/s, n/t Avial Kyrgyzstan	SHJ VAR VKO	05may03 18jul03 22jul06	I/n SHJ 12oct03 owned and operated by Altyn Air aka Kyrgyzstan Altyn; in basic Altyn Air c/s; I/n OSS 26oct11; w/o 28dec11 on a flight from Bishkek to Osh when landed very hard in bad visibility (low clouds and fog), the right main gear gave way, the aircraft rolled over losing its right wing, the fuselage without tail came to rest upside down on the snow-covered grass off the runway and caught fire, 5 of the 82 passengers injured (1 of them seriously) while all 6 crew and the other 77 passengers escaped basically unhurt; t/t 41,313 hours and 25,326 cycles; CofA was valid until 19jan12
61055 61066	VN-A104 VN-A104 CCCP-65751 RA-65751	Tu-134A Tu-134A Tu-134A Tu-134A	Háng Không Viêtnam Vietnam Airlines AFL/Urals Aeroflot	d/d fr. mfd DME	feb79 1990 26feb79 02sep93	line # 50-06; f/n BKK 10may85 f/n HAN 01nov90; wfu end of 1996; seen HAN mar99/oct02, as such; gone by jan04 line # 50-07; toc 01mar79; rgd 15mar79; f/n LED 27feb84
61079	RA-65751 CCCP-65752 UR-65752 UR-65752	Tu-134A-3 Tu-134A Tu-134A-3 Tu-134A-3	Permskiye Avialin. AFL/Ukraine-KBP Avialini. Ukrayiny Aeroflot c/s, n/t	trf mfd rgd HRK	30mar94 28feb79 22jan93 27apr99	f/n IST oct95; I/n PEE aug09/aug14, stored; broken up at PEE jul15 line # 50-08; toc 11mar79; rgd 03apr79; probably trf to AFL/Ukraine-HRK; f/n VKO 14mar90 f/n HRK 30aug93; opb Avialiniyi Kharkova; I/n HRK 04may98 opb Avialiniyi Kharkova
61099	UR-65752 CCCP-65753 RA-65753	Tu-134A-3 Tu-134A Tu-134A-3	Air Kharkiv AFL/Privolzhsk-KUF Aeroflot	HRK mfd KUF	jun99 02mar79 25apr93	Avialiniyi Kharkova; seen HRK jun99/mar09, wfu; canx 13aug08 line # 50-09; toc 30mar79; rgd 26apr79; f/n SXF 25nov79
62120	RA-65753 CCCP-65682	Tu-134A-3 Tu-134A	Samara Soviet AF/AFL c/s	trf mfd	24nov94 30mar79	f/n MHP 13may96; I/n DME 17oct06; operator's certificate revoked 30sep08 line # 50-10 confirmed; rgd 25apr79; f/n Sperenberg 13ju179; converted with stinger-tail (Balkany) after 1986; f/n as such Kubinka 11apr92, but photo exists as such at an earlier date; I/n Kubinka 14may94
	RA-65682 RA-65682 RA-65682	Tu-134AK Tu-134AK Tu-134AK	Russian AF/Rossiya Gromov Air Flight/Astrakhan	Kub TEQ VKO	06sep94 01apr01 18jun02	with stinger-tail (Balkany); with 'Rossiya' titles; last overhaul completed 14jul95 stinger-tail removed by then owned by Gazpromavia; I/n VKO 20aug02; last flight 14mar03 to Astrakhan and stored there; seen ASF 23may04; offered for sale by Astrakhangazprom 11nov05 with t/t 4,312 hours and 3,816 cycles; seen CKL 20auq07, but titles not reported
	RA-65682	Tu-134AK	Avialin. Dagestana	ROV	20dec09	in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; seen ROV 07oct10/19aug12, stored; inside RZGA No. 412 17aug15; I/n ROV 28jan17, stored outside
62144	VN-A110 VN-A110	Tu-134A Tu-134A	Háng Không Viêtnam Vietnam Airlines	d/d fr.	mar79 mar90	line # 51-01; in basic Aerofiot c/s; f/n HAN apr80; l/n BKK nov89 f/n 30aug91; converted to Tu-134A-3 after nov92 and before oct93; wfu end 1996; seen HAN mar99/nov02, wfu and gone by jan04
62154	CCCP-65754 EW-65754 RA-65754	Tu-134A Tu-134A Tu-134A	AFL/Belarus-MSQ Belavia Severnyye avial.	mfd ZRH MHP	27mar79 07may93 18aug09	line # 51-02; toc 01apr79; rgd 18apr79; f/n SXF 30mar80; l/n SVO 16apr92 seen in ARZ-407 at MHP aug06/may08; not in Belavia fleet list feb08 in ARZ-407; in basic Aeroflot c/s, but with blue fin and engines, 'Severnyye avialinii' titles; never left ARZ-407, canx before nov09; cannibalised by sep11; broken up at MHP apr12, only heaps of scrap metal remained by 12apr12
62165	CCCP-65755 CCCP-65755	Tu-134A Tu-134A	AFL/Armenia-EVN AFL/Komi	mfd trf	31mar79 31dec80	line # 51-03; toc 09apr79; rgd 14jun79 f/n TBS 27nov82; l/n KBP 07sep92 as Tu-134A-3
	RA-65755 RA-65755 RA-65755	Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot Komiavia Aeroflot c/s, n/t	SVO trf SVO	14may93 22feb94 27nov97	//n SVO 16may95 f/n VKO 23oct95, opb Stavropol Avia reported for Komiinteravia; //n SCW 04oct01
	RA-65755 RA-65755	Tu-134A-3 Tu-134A-3 Tu-134A-3	UTair UTair Express	rgd SCW	27jan03 mar12	Isf Komiinteravia since 25dec02; f/n OVB 23nov04; l/n VKO 16sep09 stored; l/n mar14; in the process of being broken up 31may14; canx before apr16
62179	CCCP-65756 CCCP-65756	Tu-134A Tu-134A	AFL/Azerbaijan AFL/Centr.RegVOZ	mfd trf	20mar79 11jul80	line # 51-04; toc 07apr79; rgd 18apr79
	CCCP-65756 RA-65756 RA-65756	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Centr.RegIWA Aeroflot Ivanovo Avn Ent.	trf LED trf	unknown 15jun93 30mar94	f/n LED 07sep92 as Tu-134A-3; still CCCP- 16may93 l/n LED 14mar94
	RA-65756 RA-65756	Tu-134A-3 Tu-134A-3 Tu-134A-3	ALAK Air Saravi Aeroflot c/s, n/t	BTS IWA	19sep94 21aug96	Russian/Slovak joint venture; noted BTS 16oct94 I/n IWA 06aug99, stored
	RA-65756 RA-65756	Tu-134A-3 Tu-134A-3	AT (Aerotex) RusLine	ZIA rgd	13aug99 26jun03	I/n GDN 10mar03 VIP aircraft with 34/44 seats; already f/n SVO 18may03; offered for sale 12aug09 with t/t 32,722 hours;
62187	CCCP-65760	Tu-134AK	MAP LII Zhukovski	rgd	24may79	seen GOJ oct10/dec11, stored and 12jun12 in the process of being broken up line # 51-05; flying test-bed; in Aeroflot c/s; photo at Zhukovski circa 1986 in formation flight with
	RA-65760	Tu-134AK	LII im. Gromova	ВQН	19jun93	"Buran" CCCP-3501002; f/n ZIA 12aug92 flying test-bed; in Aeroflot c/s; w/o 09sep94 on a flight from Zhukovski as the chase plane for Tu-22M3-LL "32" red (c/n 4830156, line # 30-05) when collided at a height of some 3,000 metres with the bomber near Samoilikha (45 km east of Yegoryevsk) due to pilot error on the part of the Tu-134AK's crew, went out of control and crashed in a swampy forest, all 5 crew and 3 passengers (test engineers) killed; soc
62199	CCCP-65683 UN-65683	Tu-134AK Tu-134AK	Soviet AF/AFL c/s Kazakh Government	rgd ALA	28may79 oct94	05apr96 line # 51-06; f/n Sperenberg 24dec79; converted to stinger-tail (Balkany) after 1986 stinger-tail (Balkany); 'Kazakhstan' titles; seen ALA 25jun10, parked in a storage compound; seen MHP 31nov11 in revised c/s with white top, light blue undersides and 'Kazakhstan' titles, stinger removed; seen MHD 1968-13 ch 2073 (AZ) (AZ) (AZ) (AZ) (AZ)
62205	CCCP-65684	Tu-134AK	Soviet AF/AFL c/s	rgd	28may79	MHP 18sep17 at ARZ-407; I/n Zhetygen 07may22 line # 51-07; f/n SXF 08oct79; converted to stinger-tail (Balkany) after 1986 and f/n as such CKL aug88; I/n SXX 20apr93
	RA-65684	Tu-134AK	Russian AF/AFL c/s	SVX	23aug95	/in SVX 24aug03 with 'Rossiya' titles and stinger-tail (Balkany)

	65684 RA-65684	Tu-134AK Tu-134AK	Russian Air Force Russian Air Force	SVX SVX	14jul05 22jun06	with stinger-tail (Balkany); in basic Aeroflot c/s, Russian flag on the tail and named 'Yekaterinburg' with stinger-tail (Balkany); in basic Aeroflot c/s, named 'Yekaterinburg'; carried code "04" blue on the nose wheel door; I/n as such KUF 27jan09; name changed to "Rostov-na-Donu" later in 2009, f/n as such CKL 05feb10; I/n Rostov-na-Donu-Tsentralny 03mar11
	RF-66052	Tu-134AK	Russian Air Force	Roc	16jun11	with stinger-tail (Balkany); still with old registration under the wings; named 'Rostov-na-Donu'; in basic Aeroflot c/s and carried code "04" blue on the nose wheel door with 'VVS Rossii' titles; I/n OVB 31jul18
62215	CCCP-65757 CCCP-65757 CCCP-65757 UR-65757	Tu-134A Tu-134A Tu-134A Tu-134A	AFL/GosNII GA AFL/Ukraine-KBP Avialini. Ukrayiny Avialini. Ukrayiny	mfd trf MUC rgd	28apr79 02oct79 aug92 10jan93	line # 51-08; toc 14jun79 rgd 18oct79; f/n SXF 10apr80 with additional small Aeroflot titles below the cheatline; I/n PRG 01dec92 f/n LGW 28dec92; f/n as Tu-134A-3 BUD 03dec96; seen KBP may04/jul07, wfu and stored; canx 15jun07,
62230	CCCP-65758 RA-65758 RA-65758	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-KUF Aeroflot Samara	mfd KUF trf	29apr79 25apr93 24nov94	in the process of being scrapped 04jun08 line # 51-09; toc 08may79; rgd 28may79; f/n AER 11aug80 f/n MHP 08oct95; version painted as Tu-134A; l/n DME 26aug06; operator's certificate revoked 30sep08;
62239	CCCP-65759	Tu-134A	AFL/Estonia-TLL	mfd	30apr79	t/t 44,161 hours and 25,133 cycles line # 51-10; toc 05may79; rgd 28may79; f/n SVO 25sep87
	ES-AAO ES-AAO	Tu-134A Tu-134A	Estonian Air Estonian Air	FRA TLL	13jun92 27aug93	still in full Aeroflot c/s with 'Aeroflot' titles; I/n SVO 07sep92 now with 'Estonian Air' titles; I/n LGW 25jul94
	RA-65759 RA-65759	Tu-134A Tu-134A	Aeroflot Pulkovo Avia	rgd AMS	10jul95 12nov97	to Pulkovo Avia; f/n AMS 04oct95; l/n AMS 06jul97 seen LGW 09jan00 as Tu-134A-3; l/n KUF 24may07 with additional 'Rossiya' titles
62244	RA-65759 CCCP-65761	Tu-134A-3 Tu-134AK	Rossiya Russian Al Soviet Gvt/AFL c/s	SVO mfd	28jul07 11may79	I/n LED 30oct08; wfu dec08; photo LED 17apr09; broken up aug09 at LED; canx before nov09 line # 52-01; toc 04jun79; rgd 08jun79; opb 235 OAO; f/n CDG 30apr80
02244	CCCP-65761	Tu-134AK	AFL/Ukraine-HRK	trf	22oct83	
	UR-65761 UR-65761	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Air Kharkiv	VKO HRK	05jul93 21jun99	opb Avialiniyi Kharkova; l/n IST 22may98 Avialiniyi Kharkova; l/n operational IST 10nov00; stored at HRK, seen may08/mar09; canx 13aug08
62259	DM-SDO DDR-SDO	Tu-134AK Tu-134AK	EGAF/Interflug c/s EGAF/Interflug c/s	rgd rgd	31may79 31aug81	line # 52-02; had East German Air Force serial 118 allocated seen LHR 13mar83; departed SXF 02jul90 on delivery to, see below
62270	VN-A130	Tu-134AK	Vietnam Airlines	rgd	02jul90	f/n 30aug91; wfu end 1996; seen HAN sep98/sep02, wfu and gone by jan04
62279	CCCP-65762 RA-65762	Tu-134A Tu-134A-3	AFL/Centr.RegVOZ Aeroflot	LED	23may79 15jun93	line # 52-03; toc 05jun79; rgd 26jun79; f/n VKO 31aug81; l/n LED 06sep92, as Tu-134A-3
	RA-65762 RA-65762	Tu-134A-3 Tu-134A-3	Voronezh Avia Voronezh Avia, n/t	trf SVO	01aug94 01may05	f/n VKO 24aug97; I/n VOZ 01sep04 had Rostov-na-Donu ARZ-412 sticker next to front door; I/n SVO 20aug05
	RA-65762	Tu-134A-3	Polet, n/t	DME	01oct05	has Rostov-na-Donu ARZ-412 sticker next to front door; seen GOJ 01nov08, no titles; seen KUF aug13 (N53.512467 E50.161276) as such with the registration painted out but still visible on top of the wing, parked on the grass with many parts missing; /n 22may19/12aug21
62299	CCCP-65763	Tu-134A	AFL/Tajikistan-LBD	mfd	31may79	line # 52-04; toc 05jun79; rgd 14jun79; f/n DUS 19sep87; l/n KUF 25apr93, as Tu-134A-3; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-65763 EY-65763	Tu-134A-3 Tu-134A-3	Tajikistan Al SAN Air Company	DME VKO	23sep94 25aug97	I/n SHJ 18jan97; in full c/s with Tajikistan titles in basic ex Tajikistan Al c/s with large 'SAN' titles and tail logo, German flag by the wings; I/n ATH 14sep97
	EY-65763 EY-65763	Tu-134A-3 Tu-134A-3	Tajikistan Al C.O.A.G.E.Airlines	SHJ	02jul98 11may00	in full c/s, no titles, just tail logo; still in fleet list 30sep00, see next line in basic Tajikistan c/s and tail logo with C.O.A.G.E Airlines titles and Equatorial Guinea flag on the nose; I/n
					•	SHJ 15jan01
	EY-65763 EY-65763	Tu-134A-3 Tu-134A-3	Tajikistan Al Tajikistan Al	SHJ SHJ	feb01 03nov01	full c/s, no titles, just tail logo carried a 'Shaheed Air' sticker mar02/2004; in full c/s with Tajikistan titles; I/n RKT 05may07; stored from 30may07 according to an official document of assets dated 01jan18; in fleet list 02oct07 as such; seen LBD
62305	CCCP-65764	Tu-134AK	Soviet Gvt/AFL c/s	mfd	22jun79	aug12/sep16 as such line # 52-05; toc 27jun79; rgd 02jul79; opb 235 OAO; f/n SVO 29dec79
	CCCP-65764 CCCP-65764	Tu-134AK Tu-134AK	AFL/Uzbekistan AFL/Ukraine-HRK	trf trf	27nov81 23sep83	I/n VKO 11sep92 as Tu-134A-3
	UR-65764 UR-65764	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Air Kharkiv	VKO IST	27apr93 15sep98	opb Avialiniyi Kharkova; I/n HRK 04may98 Avialiniyi Kharkova; I/n TAT 06jan99
	EW-65764 UR-65764	Tu-134A-3 Tu-134A-3	no titles Air Kharkiv	MSQ HRK	24sep99 10jul07	opb Avialiniyi Kharkova; in basic Avialiniyi Ukrayiny c/s
						in basic Avialiniyi Ukrayiny c/s with 'Air Kharkiv' titles; not in 2001 fleet list; seen HRK jul07, wfu without engines; canx 13aug08; I/n mar09
62315	CCCP-65765 UR-65765 UR-SAL	Tu-134A Tu-134A Tu-134A-3	AFL/Ukraine-KBP Avialini. Ukrayiny South Airlines	mfd rgd ODS	18jun79 26jan93 nov04	line # 52-06; toc 28jun79; rgd 06ju179; f/n CDG 19apr80; l/n KBP 07sep92, all white tall without flag f/n AMS 03mar93; f/n as a Tu-134A-3 08may00; l/n KBP 22may04; canx 02feb10, but see next line leased from Avialiniyi Ukrayiny and eventually bought in 2006; initially carried 'Pivdenni Avialiniyi' titles plus a dolphin logo with 'Odessa' above it (in Cyrillic on the right-hand sidel); l/n ODS 12jul06, as such; repainted in all-white c/s with blue engines and no titles; f/n VKO 02dec07, as such; canx 03feb10; stored
						at ODS, seen oct10/dec11; painted in full Aeroflot c/s (but with blue engines) on the port side only for a movie; seen ODS 27feb12, as such; fake registration 'CCCP-65632' was later added; photo 26sep14, with this registration already overpainted but just visible; I/n ODS apr17, in the same c/s as previously mentioned; see c/n 9350903
62327	CCCP-65766 CCCP-65766	Tu-134A Tu-134A	AFL/N.Kavkaz-ROV AFL/N.Kavkaz-GRV	mfd trf	28jun79 unknown	line # 52-07; toc 29jun79; rgd 09jul79 opb 82 LO; f/n VKO 31aug81; w/o 20oct86 on the leg from Sverdlovsk to Kuibyshev-Kurumoch of a flight
						from Sverdlovsk to Grozny when the captain decided to practise an instrument landing at Kurumoch (with the shutter of the cockpit window closed) although visibility was good, on touch-down vertical and horizontal speed were too high, the aircraft touched down with 4.8 g, the landing gear broke, the aircraft broke up, came to rest upside down and caught fire, 4 of the 7 crew and 66 of the 87 passengers killed and
	0000 55757	<b>-</b>	AFI (1/2 11 ) ALA		20: 70	all but 2 survivors injured; t/t 16,154 hours 20 minutes and 9,689 cycles; soc and canx 25dec86; the surviving captain was imprisoned for many years; wreck still present 28aug97
62335	CCCP-65767 UN-65767	Tu-134A Tu-134A-3			28jun79 30aug93	line # 52-08; toc 06jul79; rgd 20jul79; f/n AER 11aug80; l/n ALA 22apr93 as Tu-134A-3 reported for Kazakstan Airlines
62350	UN-65767 CCCP-65768	Tu-134A-3 Tu-134A	Kazakstan Airlines AFL/Urals	ALA mfd	04jul97 30jun79	in basic ex Aeroflot c/s with blue tail, no titles; seen ALA sep99/dec03 in the graveyard line # 52-09; toc 05jul79; rgd 19jul79; opb 124 LO Chelyabinskogo OAO
	CCCP-65768 ES-AAL	Tu-134A Tu-134A	AFL/Estonia Estonian Air	trf FRA	07jun85 27jun92	opb Tallinski OAO; f/n LED 13sep87; l/n FRA 01may92 in all-white c/s with titles; seen MHP 13may96; l/n MHP 23aug96
	RA-65575	Tu-134A	Chernomorskiye Al	rgd	11jul96	in white c/s with light blue/dark blue cheatline and light grey undersides, with titles; f/n KUF dec96; l/n VKO 03jun01; soc 19jun01 and canx 07auq01 as leased to Armenia
	EK-65575	Tu-134A	Armavia	VKO	15aug01	leased from Chernomorskiye Avialinii; in white c/s with light blue/dark blue cheatline and light grey
	EK-65575	Tu-134A	Gyumri Airlines	SXF	22jun04	undersides, with titles; I/n IST 24sep02 leased from Chernomorskiye Avialinii; I/n ROV 16apr05
	RA-65575	Tu-134A-3	UTair	rgd	19may06	to OOO "Mechta KK"; in white c/s with light grey undersides, with titles; f/n DME 01jun06; t/t 42,080 hours and 23,431 cycles by 01jan10; named 'Eduard' after her owner Eduard Pasotizhin; f/n as such LED 17jul10; l/n AER 19jul10
	RA-65575	Tu-134A-3	UTair Express	trf	jul10	in white c/s with light grey undersides; named 'Eduard'; f/n VKO 13sep10; I/n with name VKO 06oct10; f/n without name LED 06mar11; I/n SCW 15jun13
	RA-65575	Tu-134A-3	no titles	SCW	27jun13	in white c/s with light grey undersides, all markings apart from the registration painted out; left the maintenance area at SCW as such 27jun13; ferried from SCW to RVI 29jun13; the technical condition was assessed by Zavod 412 GA at RVI jul13, resulting in the decision to withdraw the aircraft from use; cannibalised at RVI, seen 13jan15; canx before mar16; used as a trainer by the Cynological Centre of the Southern Customs Directorate at Maikop, with part of a blue Aeroflot cheatline added in the area around
62375	CCCP-65685 RA-65685	Tu-134AK Tu-134A-3	Soviet AF/AFL c/s Russian Air Force	mfd Dmn	1979 09sep03	the left forward door, seen aug19 line # 52-10 initially based at Ulan-Ude and later at OVB; in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail, blue engine nacelles and no titles; overhauled by RZGA No.
	RF-90915	Tu-134A-3	Russian Air Force	OVB	14jun14	412 from 03oct12, t/t 5,124 hours and 4,473 cycles by then; l/n AER 13feb14 in non-standard c/s with a cheatline similar to Gazpromavia and Aeroflot RIA Tu-154M style grey/blue tail,
62390	CCCP-65686	Tu-134AK	Soviet AF/AFL c/s	mfd	26jul79	blue engine nacelles and no titles; I/n SCW 30mar22 line # 53-01; rgd 09oct79; f/n Sperenberg 22jan80; converted to stinger-tail (Balkany) after 1986 and f/n
	ER-65686	Tu-134AK	Moldovan Air Force	KIV	21sep94	as such CKL aug88 stinger-tail (Balkany); no titles
	ER-AAZ ER-TCF	Tu-134AK Tu-134A-3	Moldavian Airlines Moldavian Airlines	rgd BUD	27dec96 02mar98	f/n BUD 15may97; I/n BUD 16feb98; stinger-tail removed I/n KIV 03apr03
	ER-TCF	Tu-134A-3	Vichi Air Company	KIV	jul03	
	ER-TCF ER-TCF	Tu-134A-3 Tu-134A-3	UTAGE Vichi Air Company	SSG KIV	feb04 02sep04	and Bata 05feb04 seen KIV (N46.934831 E28.925370) sep05/feb15, wfu; logo on forward fuselage but not Vichi; no titles on
63400	CCCD 65697	Tu 1241/	MDD NII 17	rad	20may/90	the right hand side; canx between 09oct14 and 26jan15, but current again by apr15; still current on register 31dec15; canx by 11mar16; I/n KIV may19/mar20, stored, no reg visible
62400	CCCP-65687	Tu-134IK	MRP NII-17	rgd	20may80	line # 53-02; anti-submarine warfare systems test-bed, was the first Tu-134IK, see c/n 66140 and 64454; w/o 17jun82 on a positioning flight from Zhukovski to Severomorsk-1 (Murmansk region) when descended below the glide path while on an ILS approach to Severomorsk-1 in bad visibility, deviated to the left of the localizer, the pilot ignored the GPWS sound and warnings by ATC and the navigator, at an altitude of 206 metres the wing struck a wire of a radio mast on top of a hill, control was lost and the aircraft crashed onto a slope near the airfield, 9 out of 10 crew and all 6 passengers killed and the sole survivor (the captain) slightly injured; canx 30aug82
62415	CCCP-65769	Tu-134A	AFL/International	mfd	08aug79	line # 53-03; toc 22aug79; rgd 12sep79; was already f/n LGW 01sep79; carried additional 'Official Olympic Carrier' titles, still as such by jun80; Tu-134A-3 by apr91; l/n SVO 14aug92
62430	RA-65769 CCCP-65770	Tu-134A-3 Tu-134A	Aeroflot Rus. Al  AFL/International	MLA mfd	28oct92 28aug79	//n LED 27sep07; last Aerofiot service dec07; offered for sale 14apr08; sold 16may08; I/n SVO 07sep08; broken up at SVO, probably in 2009; t/t 46,820 hours and 22,821 cycles; canx before novolg line # 53-04; toc 30aug79; rgd 12sep79; f/n LGW 15sep79; carried additional 'Official Olympic Carrier'
02430					_	titles in 1979; Tu-134A-3 by may85; I/n SVO 14aug92
	RA-65770	Tu-134A-3	Aeroflot Rus. Al	HEL	14nov92	repainted in the new c/s; last service dec07; offered for sale 14apr08 with t/t 45,416 hours and sold 16may08 (to be scrapped ?); l/n complete SVO 09oct08; seen wfu at SVO, without engines, titles and registration painted out jan09; scrapped at SVO jan/feb09, wings cut off 29jan09

62445	CCCP-65771 CCCP-65771 RA-65771 RA-65771	Tu-134AK Tu-134AK Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV Aeroflot Donavia	mfd trf HEL trf	31aug79 15mar84 07nov92 25nov93	line # 53-05; toc 06sep79; rgd 18sep79; opb 235 OAO; f/n AMS 07jan80 I/n VKO 21jul91
	RA-65771 RA-65771 RA-65771	Tu-134A-3 Tu-134A-3 Tu-134A-3	Donavia Donavia Aeroflot-Don	ATH MHP rgd	30oct94 18aug97 18apr00	in Aeroflot c/s, no titles; I/n ROV 13may96 I/n VKO 04oct00 in basic old Donavia c/s; f/n ROV 08aug01; offered for sale nov08; I/n AER 19sep09; operator renamed
	RA-65771	Tu-134A-3	RusAir	OVB	04jan10	Donavia 25sep09 small logo only, old Donavia tail; I/n VKO 30jun10
62458	RA-65771 VN-A112	Tu-134A-3 Tu-134AK	Kosmos Háng Không Viêtnam	KJA d/d	07jul10 sep79	old Donavia tail; I/n ROV 25aug10 line # 53-06; with glass nose and ROZ-1 radar; initially in basic Aeroflot c/s; f/n HAN apr80; used for colour scheme experiments
62472	VN-A112 CCCP-65772	Tu-134AK Tu-134A	Vietnam Airlines AFL/Belarus-MSQ	fr. mfd	1990 19sep79	f/n SGN jan91; f/n as Tu-134A-3 BKK 24oct93; seen HAN sep98/nov02, wfu; no longer present jan04 line # 53-07; toc 29sep79; rgd 15nov79; f/n SXF 27may80; l/n MSQ 07sep93
	EW-65772	Tu-134A	Belavia	MHP	10jul94	f/n as Tu-134A-3 SVO 24sep94; I/n MSQ aug07/apr11, stored; not in Belavia fleet list feb08
62495	CCCP-65773 CCCP-65773	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Ukraine-HRK	mfd trf	05nov79 15mar84	line # 53-08; toc 23nov79; rgd 04dec79; opb 235 OAO; f/n SXF 17apr81
	UR-65773 UR-65773	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Air Kharkiv	HRK IST	15jul93 01sep98	opb Avialiniyi Kharkova; I/n HRK 22aug98 Avialiniyi Kharkova; I/n LCA 25oct99
	UR-65773	Tu-134A-3	South Airlines	EVN	27aug00	leased from Avialiniyi Kharkova; carried additional 'Pivdenni Avialiniyi' titles jan/feb01; I/n active ODS
62519	CCCP-65774	Tu-134A	AFL/Georgia-TBS	mfd	24sep79	30aug01; seen HRK jul08, wfu; canx 13aug08; l/n mar09 line # 53-09; toc 28sep79; rgd 15nov79; f/n TBS 20aug80; l/n LED 06apr91, as Tu-134A-3
	65774 4L-65774	Tu-134A-3 Tu-134A-3	Orbi Orbi	VIE PRG	02may92	I/n IST 18jun93 I/n CDG 09auq95
	4L-65774	Tu-134A-3	Georgian Airlines	DXB	26jan94 15mar98	seen TBS oct01/jul05, wfu; not in 2001 fleet list
62530	CCCP-65775 RA-65775	Tu-134A Tu-134A-3	AFL/Urals-PEE Aeroflot	mfd LED	11oct79 16jun93	line # 53-10; toc 11oct79; rgd 11nov79; f/n AMS mar74
	RA-65775 RA-65775	Tu-134A-3 Tu-134A-3	Permskiye Avialin. Permskiye Avialin.	trf IST	30mar94 08apr96	f/n PEE 23aug95, Aeroflot c/s, no titles I/n DME 18jun08; stored PEE 10apr10/aug14, missing its nose undercarriage; I/n 28jul18, forward fuselage
			•		-	and no wings, reported for a museum
62545	CCCP-65776 UN-65776	Tu-134A Tu-134A-3	AFL/Kazakhstan-ALA Kazair	mfd FRA	29sep79 04nov94	line # 54-01; toc 09oct79; rgd 22oct79; f/n ALA 22sep87 I/n BUD 03jul98
	UN-65776 UN-65776	Tu-134A-3 Tu-134A-3	Air Kazakstan Kaz TransAir	trf SVO	26sep96 20sep00	f/n BUD 13nov98; I/n ALA 24sep99: not in 2001 fleet list I/n ALA 08jun01
	UN-65776	Tu-134A-3	Air Kazakstan, n/t	DXB	29dec01	l/n ALA 29jun02 and FRU 16jul02, but titles not reported
	UN-65776 UN-65776	Tu-134A-3 Tu-134A-3	Kaz TransAir Euro-Asia Air	ALA TSE	06aug02 27may04	I/n DXB 31mar04 titles presumably small on nose
	UN-65776	Tu-134A-3	Kaz TransAir	SVO	04oct04	photo; I/n DXB 27mar05; still under Euro Asia Air in JP-05
	UN-65776	Tu-134A-3	SAT Airlines	trf	2006	named 'Kuatti'; f/n DXB 19oct06; l/n GOJ 11jan08; seen ALA 07may08, titles not readable but not yet 'Jet Airlines'
	UN-65776 UP-T3403	Tu-134A-3 Tu-134A-3	Jet Airlines Jet Airlines	ALA ALA	30may08 17iun08	c/n not checked; I/n ALA nov12/jul17, stored
62552	CCCP-65777	Tu-134A	AFL/International	mfd	17oct79	line # 54-02; toc 06nov79; rgd 07dec79; f/n FRA 25dec79; carried additional 'Official Olympic Carrier' titles, seen as such mar80
	CCCP-65777	Tu-134A	AFL/Komi-SCW	trf	12apr85	Tu-134A-3 by sep90; I/n SVO 30jun92
	RA-65777 RA-65777	Tu-134A-3 Tu-134A-3	Aeroflot Komiavia	RJK trf	06nov92 22feb94	I/n LCA 10aug98, in Aeroflot c/s and titles
	RA-65777 RA-65777	Tu-134A-3 Tu-134A-3	Komiavia Aeroflot Rus. Al	KBP	04may99 28dec00	//n SVO 20aug01; leased to Aeroflot Russian Airlines from Komiinteravia see previous line, bought from Komiinteravia; seen DME 30nov02
	RA-65777	Tu-134A-3	Komiinteravia	rgd DME	30nov02	
	RA-65777 RA-65777	Tu-134A-3 Tu-134A-3	UTair UTair Express	rgd VKO	28jan03 24oct10	lsf Komiinteravia since 25dec02; f/n TJM 09jul04; l/n KRR 21jun10 seen SCW mar12/jul16, stored
62561	CCCP-65777	Tu-134A-3 Tu-134AK	Aeroflot MRP NPO "Vzlyot"	SCW	20aug16 02nov79	repainted in full original Aeroflot c/s; I/n SCW 07sep20
02301	CCCP-65604(2) CCCP-65604(2)	Tu-134AK	Soviet Air Force	mfd trf	29jun88	line # 54-03; rgd 14dec79; see c/n 6350101
	CCCP-65604(2) RA-65604(2)	Tu-134AK Tu-134AK	MRP NPO "Vzlyot" NPO "Vzlyot"	rgd VKO	27jun91 05sep93	used as an avionics test-bed; in Aeroflot c/s; f/n ZIA 19aug92 c/s not reported; the experimental equipment was removed prior to the UN lease
	RA-65604(2)	Tu-134AK	United Nations	ZIA	06may94	opb the LII (Flight Research Institute) at Zhukovski for UNFP; in full all-white UN c/s; l/n ZIA 15jun94
	RA-65604(2) RA-65604(2)	Tu-134AK Tu-134AK	AK Grizodubovoi Chernomor Avia	OZH VKO	06jul96 24aug97	in all-white c/s, no titles in all-white c/s with a 'Chernomor' logo on the nose
	RA-65604(2) RA-65604(2)	Tu-134AK Tu-134AK	Neftyeyugansk AE Primair	DME DME	06jul98 20jun99	I/n DME 20nov98 I/n DME 19sep99; seen IST 12jun00, titles not reported
	RA-65604(2)	Tu-134AK	Chernomor Avia	ZIA	18aug00	in basic 'blue' Aeroflot c/s with own titles; seen ZIA aug02/aug04, stored ?; l/n MHP 19may05, stored
	RA-65604(2)	Tu-134AK	Sirius Aero	VKO	09jul05	VIP aircraft for 32 passengers; in white c/s with three thin dark blue stripes, small titles on the nose only; last overhaul completed 23jun05; offered for sale 05nov08 with t/t 9,834 hours and 5,096 cycles and again 22jun09; rgd 12nov09 to BEST Kompaniya; //n operational VKO 24jun12; canx between aug10 and mar16; sat wfu at GOJ, seen 18jan13; airlifted underslung by Mi-26T RF-32822 from GOJ to Orlovo 25jan13; used as a ground training aid by the Cynological Centre of the Russians Customs Service at Orlovo (N56.025829
62575	CCCP-65688	Tu-134AK	Soviet AF/AFL c/s	rgd	12dec79	E38.101636), I/n aug20 line # 54-04; initially opb 5 ae 10 okbon at CKL; trf to 2 ae 354 apon 8 adon at CKL dec81; f/n Sperenberg 12jul80; converted to stinger-tail (Balkany) after 1986 and f/n as such Sperenberg 10apr87; in full 'blue' Aeroflot c/s with blue/white fin; seen Sperenberg jul90; I/n Kubinka 11apr92
	RA-65688 RA-65688	Tu-134AK Tu-134AK	Russian AF/Rossiya Russian Air Force	TV ROV	jan95 21jul01	with stinger-tail (Balkany); I/n Ryazan-Dyagilevo 08aug99 with stinger-tail (Balkany); in basic 'blue' Aeroflot c/s, no titles; I/n CKL 03jun11
	RF-94247	Tu-134AK	Russian Air Force	Roc	29jun11	with stinger-tail (Balkany); opb TVVAUL at Tambov-Military (West); in basic 'blue' Aeroflot c/s with Russian flag on fin, no titles; I/n as such Tambov 26augl12; overhauled by RZGA No. 412 from 29mar13, t/t 6,385 hours and 5,362 cycles by then; the lower part of the fin was painted blue during the overhaul and the inscription 'Aviabaza Tambov' was added on the nose; f/n as such ROV 14sep14; received the code "688" blue on the nose-wheel door; f/n as such jun15; I/n 2021, location withheld
62590	CCCP-65778 EX-65778	Tu-134A Tu-134A-3	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd SKG	26oct79 05jun94	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n FRU 11may98; in fleet list
62602	CCCP-65779	Tu-134A	AFL/Kyrgyzstan-FRU	toc	29nov79	31dec03 as stored; seen FRU sep04/nov04 as such line # 54-06 ?: rod 21dec79
02002	EX-65779 EX-65779	Tu-134A-3 Tu-134A-3	Kyrgyzstan Al no titles	LED	25oct94 1999	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n LCA 21jul00 operator unknown; retained the Kyrgyzstan Al cheatline with a red tail and skewed five pointed black and
		Tu-134A-3		DME		white star on the tail; I/n FRU 17aug00
62622	EX-65779 CCCP-65780	Tu-134A	Kyrgyzstan Al AFL/International	mfd	10may01 13nov79	in fleet list 31dec03 as stored; I/n FRU sep04/nov04, as such line # 54-07; toc 13dec79; rgd 14jan80; f/n HEL 15mar80
	CCCP-65780 RA-65780	Tu-134A Tu-134A-3	AFL/Komi-SCW Combi Airlines	trf RJK	27sep85 09oct92	f/n as Tu-134A-3 SVO 18may91; I/n SVO 30jun92
	RA-65780 RA-65780	Tu-134A-3 Tu-134A-3	Aeroflot Komiavia	SVO trf	20apr93 22feb94	opb Komiavia since 1991 f/n AYT 18may96; f/n as Tu-134A-3 SVO 14apr97; l/n PRG 14dec97; reported for Komiinteravia
	RA-65780	Tu-134A-3	SAAK Stavrop. Avia	Isd	05jun95	f/n STW 05jun95
	RA-65780 RA-65780	Tu-134A-3 Tu-134A-3	KrasAir Komiinteravia	KJA SVO	16feb01 19aug02	l/n KJA 03jun01; leased from Komiinteravia 21feb00/31may02 l/n SVO 27aug04
	RA-65780 RA-65780	Tu-134A-3 Tu-134A-3	UTair UTair Express	VKO VKO	01may05 12sep10	Isf Komiinteravia; photo on web feb08 in flight; I/n VKO 04jun10 I/n SCW 30nov11; seen SCW jan12/nov13 stored; broken up at SCW 30sep14
62645	CCCP-65781 RA-65781	Tu-134A Tu-134A-3	AFL/International Aeroflot Rus. Al	mfd HEL	05dec79	line # 54-08; toc 13dec79; rgd 14jan80; f/n HEL 14jan80; Tu-134A-3 by jun92; l/n SVO 14aug92
					15jan93	still as Tu-134A-3 BRU 22aug99, but again as Tu-134A SVO 14jan03 and many times later; last service for Aeroflot Russian Airlines dec07; opb Aeroflot-Nord since early 2008; I/n SVO 10aug09, active; seen ARH 03jun10/18jul17, wfu
62655	CCCP-65689	Tu-134AK	Soviet AF/AFL c/s	mfd	18dec79	line # 54-09; rgd 09jan80; opb 2 ae 354 apon at Chkalovski; f/n Sperenberg 09aug80; converted to stinger-tail (Balkany) after 1986; f/n as such Sperenberg 29feb89
	RA-65689	Tu-134AK	Russian AF/AFL c/s	Spr	02apr93	with stinger-tail (Balkany); f/n as Tu-134A-3 CKL 25aug03; t/t 5,554 hours and 4,775 cycles by 01jan04; CofR renewal to 223 LO 21mar00; l/n CKL 25jul08
	RA-65689	Tu-134AK	Russian Air Force	CKL	mar10	opb 8 adon at Chkalovski; in basic Rossiya c/s, initially no titles; I/n without titles 23sep10; seen KRR
62672	CCCP-65782	Tu-134A	AFL/Ukraine-KBP	mfd	08dec79	oct10 with 'VVS Rossii' titles on fin; I/n CKL apr19; seen MSQ 23sep22, again without titles line # 54-10; on charge as of 01jan80; ryd 17jan80; ryfn FRA 18may80; carried additional 'Official Olympic Carrier' titles, seen as such NUE 05oct80; converted to a Tu-134A-3; f/n as such DUS 1985; I/n KBP 07cep30
	UR-65782	Tu-134A-3	Avialini. Ukrayiny	rgd	21jan93	07sep92  Initially in basic Aeroflot c/s, no titles; I/n as such CGN 23oct93; repainted in Avialiniyi Ukrayiny colours;
	UR-65782	Tu-134A-3	Ukraine Government		may97	f/n as such VKO 23may94; //n KBP 19mar97; not in 1997 fleet list opb Ukrayina Aviation Enterprise; initially in white c/s with tail in Ukrainian colours and 'Ukrayina' titles; I/n as such GRZ oct98; repainted in white c/s with 'Ukrainian flag' cheatline and 'Ukrayina' titles; f/n as such EIN 12sep00; I/n KBP 23jun11; canx 10jan12; t/t some 16,000 cycles; stored without registration at KBP, seen feb12/jul14; transported in dismantled condition on three flat-bed trailers from KBP to IEV during the night 29/30nov14; to become an exhibit of the Oleg Antonov State Aviation Museum at Kiev; I/n
62708	CCCP-65783	Tu-134A	AFL/International	mfd	20dec79	25may15/24dec19; I/n oct21 line # 55-01; toc 29dec79; rgd 14jan80; f/n HEL 30jan80, carried additional 'Official Olympic Carrier' titles
52,00	RA-65783	Tu-134A-3	Aeroflot Rus. Al	HEL	11nov92	this date; Tu-134A-3 by feb90; I/n SVO 14aug92 I/n SVO 15dec07; last AFL service dec07; offered for sale 14apr08 with t/t 46,565 hours; sold 16may08;
62715						l/n ZIA 03apr11; reported broken up in 2011
62715	CCCP-65784 RA-65784	Tu-134A Tu-134A-3	AFL/International Aeroflot Rus. Al	mfd FRA	15jan80 02nov92	line # 55-02; toc 16jan80; rgd 30jan80; f/n HEL 26jan80; Tu-134A-3 by jul89; l/n SVO 14aug92 last service for Aeroflot Russian Airlines dec07; opb Aeroflot- Nord since jul08; seen SVO 05jan10 active; l/n ARH 03jun10, wfu

62732	RA-65784 "02" red	Tu-134A-3 Tu-134LK	Aeromoskovia Soviet Air Force	ROV mfd	20may11 08may80	small 'Tsentr-Yug' behind the nose, in basic ex-Aeroflot Russian Airlines c/s; I/n DME 22may12 line # 55-03; opb 70 oitap on / Space Training Centre at Chkalovski; c/s à la Tu-1345h with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; I/n SVO 26apr93, c/n not checked
	"02" red	Tu-134LK	Russian Air Force	SVO	aug94	this date with the same blue twin cheatline, grey tail with Russian flag and 'RA-' on it; last overhaul completed
	"02" blue	Tu-134A-3	Russian Air Force	CKL	19aug01	21dec94;  /n in ARZ-412 at ROV 11aug99 no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1999),
	RF-65152	Tu-134A-3	Roscosmos	CKL	07nov08	tactical code on nose-gear doors only, 'RA-' on fin;  /n CKL 04aug08 c/n confirmed; based at Chkalovski; initially in basic Aeroflot c/s with 'TsPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge;  /n as such CKL 17aug09; tender for modifications published 24mar10 (still as Tu-134LK in tender); repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/Tsentr podgotovki kosmonavtov' titles on fuselage; f/n as such CKL 05may10; t/t 5,358 hours and 4,679 cycles by 09jul10;  /n CKL feb20
62750	CCCP-65785	Tu-134A	AFL/International	toc	16jan80	line # 55-04; rgd 30jan80; f/n HEL 26jan80; carried additional 'Official Olympic Carrier' titles in 1980; Tu- 134A-3 by apr85; l/n LHR 30jun92
	RA-65785	Tu-134A-3	Aeroflot Rus. Al	HEL	19sep92	seen SVO 16may95; dbr when hit by a truck driven by a drunk driver at SVO, exact date unknown (but probably on or just before 31jan97), flown to Minsk overhaul plant and deemed a w/o when the damage
62775	CCCP-65786 RA-65786	Tu-134A Tu-134A-3	AFL/Urals Aeroflot	mfd HEL	29dec79 19dec92	was found to be too serious, used for spares and broken up; soc 30dec97; canx 30dec98 line # 55-05; toc 08jan80; rgd 24jan80; opb 124 LO Chelyabinskogo OAO; f/n FRA 15apr86 reported for Aviaprima Sochi
	RA-65786 RA-65786	Tu-134A-3 Tu-134A-3	Chelyabinsk Avia SP Air	trf ATH	19may93 07sep94	in basic Aeroflot c/s, no titles; f/n HEL 11sep93; l/n SXF oct93 leased from Chelyabinsk Avia; carried small titles only
	RA-65786	Tu-134A-3	Chelyabinsk Avia	CEK	22aug95	in white c/s with blue fin and 'Chelyabinskoye Aviapredpriyatiye' titles; leased to Enkor 15jun01/31dec04; f/n with additional small 'Enkor' titles on the nose DME 19aug01; I/n operational LED 15aug04; t/t 43,995 hours and 21,536 cycles by 01jan05; canx before aug10; sat wfu at CEK, seen feb09/jun13; scrapped by
62798	CCCP-65787	Tu-134A	AFL/Kazakhstan-ALA	mfd	25jan80	jan18 line # 55-06; toc 01feb80; rgd 12feb80; f/n AER 18aug80; l/n DME 20mar93
	UN-65787 UN-65787	Tu-134A Tu-134A	Aeroflot Air Kazakstan	ALA trf	23apr93 26sep96	reported for Kazakstan Airlines; nose wheel collapsed on landing ALA 21dec93, damage unknown but never had such titles; seen ALA sep99/dec03 in graveyard in Aeroflot c/s, no titles
62805	CCCP-65690	Tu-134AK	Soviet AF/AFL c/s	mfd	06feb80	line # 55-07; rgd 21feb80; opb 2 ae 354 apon at Chkalovski; personal aircraft of the commander-in-chief
	CCCP-65690	Tu-134AK	MAP SibNIA	rgd	18jul86	of the Unified Armed Forces of the Warsaw Treaty Organisation, Marshall V.G. Kulikov; f/n PRG 22jun80 with stinger-tail (Balkany), probably rgd to the institute to test the Balkany conversion; f/n FRA aug92, in
	RA-65690	Tu-134AK	Russian AF/AFL c/s	Spr	01oct93	Aeroflot c/s; still 'CCCP-' by 29jun93 with stinger-tail (Balkany); t/t 3,805 hours and 3,492 cycles by 01jan04; tender for repair and modification
	RA-65690	Tu-134A-3	Russian Air Force	ROV	15jul10	published 15apr10; I/n ROV 30apr10 opb 8 adon at Chkalovski; in basic Rossiya c/s, no titles; I/n CKL 08jun11; seen with additional "VVS Rossii"
62820	CCCP-65720	Tu-134B	MAP LII Zhukovski	mfd	19feb81	titles TSE 03may12; I/n ROV 03oct17, as such; seen MSQ 03feb22, now without titles after overhaul line # 55-08 confirmed; the second Tu-134B prototype; in Aeroflot c/s; d/d to Tupolev OKB 17apr81; rgd
			_			10aug81; tested with flight spoilers and in 90 seat configuration, has an additional window ahead of the entry door; f/n as Tu-134B-3 LED 29jun90; l/n ZIA aug92
	RA-65720 RA-65720	Tu-134B-3 Tu-134B-3	Aeroflot SAAK Stavrop. Avia	ZIA Isd	16aug93 19oct94	operated by the Secret Service but nothing mentioned in any registers; I/n MUC 15sep93
	RA-65720 RA-65720	Tu-134B-3 Tu-134B-3	Arkhangelsk Al Aeroflot c/s, n/t	SVO CGN	03jul95 26oct96	reportedly returned to Tupolev in late 1995; soc 10jun96
	RA-65720	Tu-134B-3	Tupolev Aerotrans	ZIA	19aug97	still in Aeroflot c/s, no titles jan99; I/n ZIA 23aug99, being made operational with engines from Tu-134A RA-65667 (due for retirement); last reported in an incident report at MSQ 29mar00; canx before feb01
	UR-BYY	Tu-134B-3	ISD Avia, n/t	DXB	02jan01	in basic ex Aeroflot c/s, white tail with blue engines; I/n WAW 16mar04
	UR-BYY UR-BYY	Tu-134B-3 Tu-134B-3	Air Bisec National Airlines	LCA VKO	18apr04 10jul04	(Georgia); I/n SIP 30may05; seen in full c/s only jul04, before and after in basic Aeroflot c/s, no titles, with
	4L-GNA	Tu-134B-3	Georgian Nat'l Al	TBS	12jul05	blue engines; reportedly returned to ISD Avia after lease c/n confirmed by JP-06; paint scheme applied in steps, full colour tail with basic Aeroflot fuselage, no titles
	UN-65720	Tu-134B-3	SAT Airlines			in aug05 and full colours by oct05; I/n VKO 22aug06 in fleet list jan07, see next line
	65720 UN-65720	Tu-134B-3 Tu-134B-3	OMS Shipping	MHP MHP	28aug07 16dec08	bare metal c/s, no prefix; I/n MHP 12may08, still as such opb Euro Asia Air; two-tone blue and white c/s with extremely small titles; I/n MHP 16feb09
	UP-T3409	Tu-134B-3	OMS Shipping	MLE	21mar10	opb Euro Asia Air; c/n confirmed by Kazakhstan CAA; two-tone blue and white c/s with extremely small titles
62835	UP-T3409 CCCP-65788 EY-65788	Tu-134B-3 Tu-134A Tu-134A-3	Jet Airlines AFL/Tajikistan-LBD Aeroflot c/s, n/t	ALA mfd DME	29aug12 22feb80 06may94	with additional small Jet Airlines titles by the entry door; I/n ALA 21jun18/09jul19 stored line # 55-09; on charge as of 01apr80; rgd 04apr80; f/n ALA 25apr84
	EY-65788	Tu-134A-3	Tajik Air	DME	23sep94	in basic ex Aeroflot c/s with tail logo and Tajik Air titles; Tajik Air was renamed Tajikistan Airlines; I/n BUD 28sep96 with tail logo
	EY-65788 EY-65788	Tu-134A-3 Tu-134A-3	Tajikistan Al SAN Air Company	SHJ VKO	dec96 22aug97	in full c/s with Tajikistan titles in basic ex Tajikistan Al c/s with large 'SAN' titles and tail logo, German flag by the wings; I/n ALA nov97
	EY-65788 EY-65788	Tu-134A-3 Tu-134A-3	Tajikistan Al Tajikistan Al	SHJ RKT	04jul98 19aug02	in full c/s, no titles; I/n ALA 24sep00; in fleet list 30sep00 in full c/s with Tajikistan titles; used for visa renewal flights between the UAE and Qeshm Island (Iran); I/n
	2. 03/00	10 15 11 15	rajinistan 70		1300902	RKT 09jul07 as such; in fleet list oct07 still in service; withdrawn from service 27oct07; JSC Tajik Air was formed 30dec09; I/n MHP 30dec10; seen bare metal MHP 28jun11 prior to overhaul and 04/07jul12, on test flights
	EY-65788 RT-65001(2)	Tu-134A-3 Tu-134A-3	Tajikistan Govt. Tajikistan Govt.	MSQ LBD	04jun13 19jul16	in red/green and white Government colours with 'Tajikistan' titles; I/n MSQ 05jun13 in red/green and white Government colours with 'Tajikistan' titles; see c/n 42235
	RT-65788	Tu-134A-3	Tajikistan Govt.	ph.	22jul21	in red/green and white Government colours with 'Tajikistan' titles; participated in the MARZ (Border) 2021 exercise
62850	CCCP-65789 EX-65789	Tu-134A Tu-134A-3	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd FRU	01feb80 09may95	line # 55-10; toc 03mar80; rgd 12mar80; f/n PRG 23apr81 with 'h' in the English titles (Kyrghysztan Airlines) on the starboard side; repainted by apr03 in blue/white c/s, red cheatline with just 'Kyrgyzstan' titles; seen FRU 12nov04 operational; I/n FRU 20may08
63100	CCCP-65790 CCCP-65790	Tu-134A Tu-134A	AFL/Ukraine-KBP AFL/Ukraine-CEJ	mfd trf	22feb80 unknown	line # 56-01; toc 05mar80; rgd 21mar80; f/n FRA 31aug80 I/n KBP 13apr92
	UR-65790	Tu-134A	Avialini. Ukrayiny	VKO	23jul93	l/n MUC 08dec99
	UR-65790 RA-65790	Tu-134A Tu-134A	Bukovyna Aviation Aeroflot-Plus	VKO SVO	20may00 11mar05	converted to Tu-134A-3 by jul01; I/n KBP 29sep02 in old Aeroflot c/s without 'Plus' titles; VIP interior presented to the press at SVO 11mar05; I/n SVO
	RA-65790	Tu-134A	Stroitransgaz	KHV	15jun07	22nov06; version painted as Tu-134A opb Aero Rent; repainted by apr07 in white/grey c/s with 'wave' in two shades of brown; carried small
	RA-65790	Tu-134A-3	RusAir	ZIA	05mar10	'Stroitransgaz' and small 'Aero Rent' titles; I/n ZIA 05mar10 with add 'JetAir group' titles in white/light grey c/s with brown trim, small titles on the nose; I/n VKO 20oct11; scrapped by VARZ-400 at VKO jan12
63110	CCCP-65791 CCCP-65791	Tu-134A	Soviet Gvt/AFL c/s AFL/Moldova-KIV	mfd	26feb80	line # 56-02; toc 07mar80; rgd 18mar80; opb 235 OAO; f/n ARN 15sep83
	CCCP-65791	Tu-134A Tu-134A-3	Air Moldova	trf FRA	03aug84 30may92	f/n LED 17apr92 as Tu-134A-3 with additional small Aeroflot titles on lower fuselage; I/n FRA apr93
	ER-65791	Tu-134A-3	Air Moldova	rgd	29mar94	f/n TLV 28apr93; now has the wings of c/n 3352001 and this c/n is even painted on the wings; seen KIV sep10/may19, without titles; no reg visible on later date; canx between 12may15 and 31dec15
63121	CCCP-65792 RA-65792	Tu-134A Tu-134A-3	AFL/Privolzhsk-KZN Aeroflot	mfd KUF	27feb80 25apr93	line # 56-03; toc mar80; rgd 07apr80; f/n LED 12sep87
	RA-65792	Tu-134A-3	Samara	trf	24nov94	f/n VIE 24sep95; operator's certificate revoked 30sep08; I/n KUF 24jan09; current on register nov09; t/t 50,733 hours and 28,521 cycles
63128	CCCP-65793 RA-65793	Tu-134A Tu-134A-3	AFL/Komi-SCW Aeroflot	mfd SVO	18feb80 27aug93	line # 56-04; toc 08mar80; rgd 02apr80; f/n LED 10jun82; Tu-134A-3 by may91; l/n LED 07sep92
	RA-65793 RA-65793	Tu-134A-3 Tu-134A-3	SAAK Stavrop. Avia Komiavia	lsd trf	02mar96 22feb94	f/n PRG 21sep97; I/n VKO 23oct99
	RA-65793	Tu-134A-3	Samara	PRG	02mar00	basic Komiinteravia c/s, leased for one month
	RA-65793 RA-65793	Tu-134A-3 Tu-134A-3	Komiiavia, n/t UTair	BAX rgd	24jul00 03jun03	I/n SVO 27mar02; leased to Aeroflot Russian Airlines, has small 'Aeroflot' titles lsf Komiinteravia since 25dec02; f/n FRU 28jun03; I/n KRR 10jun10
63135	RA-65793 CCCP-65794	Tu-134A-3 Tu-134A	UTair Express AFL/Centr.RegVOZ	VKO mfd	17jul10 28feb80	I/n SCW jul12/mar14 stored; broken up by 12nov14 line # 56-05; toc 14mar80; rgd 31mar80; f/n as Tu-134A-3 LED 17may91; I/n LED 07sep92
	RA-65794 RA-65794	Tu-134A-3 Tu-134A-3	Aeroflot Voronezh Avia	SVO trf	19apr93 01aug94	f/n LCA 17aug97; l/n IST 15jul98
	RA-65794	Tu-134A-3	Sirius Aero	VKO	20may00	//n VKO 02sep04; had additional 'Rostov-na-Donu ARZ-412' titles for some time; Isf Voronezh Avia 11feb00/31dec06
	RA-65794 RA-65794	Tu-134A-3 Tu-134A-3	Polet Aeroflot-Don	VOZ trf	07jul05 jan07	in basic Voronezh Avia c/s with 'Polet' titles; additional 'Aeroflot-Don' titles applied last week of aug06 in basic Voronezh Avia c/s with both 'Polet' and 'Aeroflot-Don' titles; f/n SVO 30jan07; l/n VKO 17feb08;
63145	CCCP-65795	Tu-134A	AFL/Belarus-MSQ	mfd	18mar80	Ferried ROV-VOZ 26feb08; canx before nov09; t/t 38,726 hours and 22,009 cycles line # 56-06; toc 27mar80; rgd 07apr80; opb 104 LO 2-ogo Minskogo OAO; f/n SXF jun80; w/o 12dec86
		. ==	,			on the leg from Prague to Berlin of a flight from Minsk to Berlin when approached the wrong runway (25R instead of 25L) at SXF in bad visibility due to a misunderstanding between ATC and the crew, when the crew realised their mistake on finals they failed to go around but tried to align with the correct runway, the
						aircraft lost speed, dropped below the glide path, hit trees, crashed in a wood 3 km before the runway threshold and caught fire, all 9 crew and 63 of the 73 passengers killed; t/t 12,658 hours 48 minutes and
63150	CCCD 65706	Tu 1244	AEL /N Kardra- 2014	E-I	17	8,482 cycles; soc 31dec86
63150	CCCP-65796 RA-65796	Tu-134A Tu-134A	AFL/N.Kavkaz-ROV Aeroflot	mfd HEL	17mar80 17oct92	line # 56-07; on charge as of 01apr80; rgd 02apr80; f/n VKO 23apr87
	RA-65796 RA-65796	Tu-134A Tu-134A	Donavia Aeroflot-Don	trf rgd	25nov93 28sep00	f/n STR 23jul95; I/n ROV 11aug99 f/n VKO 04oct00; I/n SVO 06nov05; t/t 45,398 hours and 24,996 cycles; canx 30nov06
63158	CCCP-65979 CCCP-65979	Tu-134AK Tu-134A-3	KGB/Aeroflot c/s KGB/Aeroflot c/s	mfd Spr	21mar80 may91	line # 56-08; rgd 08apr80; f/n Sperenberg 18may81; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany); still carried the prefix 'CCCP-' 29mar93
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	RA-65979 RA-65979	Tu-134A-3	FSB/Aeroflot c/s FSB/Border Guards	Spr VKO	19jul93 02jun01	with stinger-tail (Balkany); opb Border Guards at VKO; trf 'on paper' to Rossiya 25nov93 for insurance reasons; seen in ARZ-407 at MHP 05jul95/13jun99; offered for sale by the Russian privatisation agency 12jan99, but not sold (was probably for Avialinii Ingushetii) stinger-tail removed; 'on paper' still a Rossiya aircraft; opb oao sn FSB at VKO; in basic Aeroflot c/s, no
	RA-65979	Tu-134A-3	FSB	trf	30jun03	titles opb oao sn FSB at VKO; in basic Aeroflot c/s, no titles, I/n as such in ARZ-407 at MHP 19may05; last overhaul completed 20nov05; repainted in white/light grey c/s with Belavia-style blue cheatline, no titles; carried '979' on the nose wheel door; f/n as such VKO 22aug06; t/t 4,811 hours by 2007; I/n flying STW 08aug14; CofA expired 21nov14; sat wfu at VKO, I/n aug18; canx between 16feb18 and 22mar18;
63165	YU-ANE	Tu-134A	Aviogenex	mfd	13mar80	line # 56-09; named 'Novi Sad'; f/n BRU 13apr80; I/n EMA 22sep84; returned to the Soviet Union in 1984
03103	CCCP-65564 CCCP-65564	Tu-134A	MAP Ulyanovsk APK	rgd trf	18jul86	in Aeroflot c/s
	RA-65564 RA-65564	Tu-134A Tu-134A Tu-134A	MAP Kom-na-Amu APO Aeroflot c/s, n/t KnAAPO	MHP AAQ	16sep87 06jul95 05jul98	MAP Komsomolsk-na-Amure APO; f/n DUS 19sep87; in Aeroflot c/s; l/n MSQ 08sep93 reported for Komsomolsk Air in basic Aeroflot c/s with small logo, no titles; last overhaul completed 24mar00; rgd 26mar03; l/n SVO 12aug06
	RA-65564 RA-65564	Tu-134A-3 Tu-134A-3	Aeroflot-Nord KnAAPO	LED rgd	15oct06 29apr08	leased from KnAAPO; in old Aeroflot c/s with 'Aeroflot-Nord' titles; I/n KUF 13jun07 in basic old Aeroflot c/s, no titles; already f/n NNM 09jul07; offered for sale by KnAAPO 24sep07 with t/t 20,710 hours and 9,183 cycles, but could not be sold; CofA expired 13mar09; stored at Komsomolsk-na-Amure-Dzyomgi, seen jul09/jul12; still current on Russian register nov09, but canx before apr16
63173	CCCP-65797 RA-65797	Tu-134A Tu-134A-3	AFL/Privolzhsk-KUF Samara	mfd trf	19mar80 24nov94	line # 56-10; toc mar80; rgd 25apr80; f/n KUF 25apr93 f/n KUF 19may96; l/n DME 02jan08; operator's certificate revoked 30sep08; current on register nov09; t/t 41,592 hours and 23,778 cycles
63179	CCCP-65798 65798	Tu-134A Tu-134A	AFL/Georgia-TBS Aeroflot c/s, n/t	mfd SHJ	31mar80 28oct93	line # 57-01; toc 08apr80; rgd 25apr80; f/n TBS 08apr81
	4L-65798	Tu-134A	Orbi	PRG	08jun94	f/n AMS 14feb96 as Tu-134A-3
	4L-65798 4L-65798	Tu-134A-3 Tu-134A-3	Georgian Airlines Georgia	PRG VIE	sep97 09sep99	I/n DXB 02apr99 small 'Air Zena' titles on the nose
	4L-AAI RA-65798	Tu-134A-3 Tu-134A-3	Georgia East Line	VKO DME	10jun00 01apr01	I/n TBS 22aug00; small 'Air Zena' titles on the nose; not in 2001 fleet list rgd 03jul01; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; I/n DME
	RA-65798	Tu-134A-3	Meridian Air	SVX	22jun06	18aug05 I/n ZIA 12aug12; broken up at Zhukovski by jan13
63187	CCCP-65799 YL-LBN	Tu-134B Tu-134B-3	AFL/Latvia-RIX Latavio	mfd rgd	30apr80 23sep92	line # 57-02; toc 07may80; rgd 02jun80 f/n RIX 09sep93 and 04jul94, wfu; was used as an anti-terrorist trainer; canx 20nov97
	UN-65799	Tu-134B-3	Kazakh Government	PRG	mar99	I/n TSE 07sep02; reported converted by Kazair West to 36 seat VIP aircraft 22oct01 and rented to Chevron/Texaco for one year starting 31oct02
	UN-65799 UP-T3402	Tu-134B-3 Tu-134B-3	Kazair West Kazair West	ALA ALA	20nov02 07may09	I/n ALA may08 I/n ALA 25jan11/06nov12, parked and scrapped early 2013; fuselage still present in two pieces 25mar13
63195	CCCP-65691 CCCP-65691	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/N.Kavkaz-VOG	mfd trf	29apr80 21aug84	line # 57-03; f/f 07may80; toc 07may80; rgd 22may80; opb 235 OAO f/n Eberswalde-Finow may91
	RA-65691 RA-65691	Tu-134AK Tu-134AK	Aeroflot Volga	VOG trf	30aug93 22feb94	f/n VOG 11aug99, in basic Aeroflot c/s, no titles
	RA-65691 RA-65691	Tu-134A-3 Tu-134A-3	Tatarstan Aeromoskovia	rgd no	27aug01 reports	Tu-134A-3 since when ?; in all-white c/s; f/n KZN 31oct01; I/n AAQ 09aug09; stored from oct09 painted-out titles still recognisable by apr11
	RA-65691	Tu-134A-3	RusAir	trf	mar11	in all-white c/s with logo on fin, no titles; f/n DME 04apr11; l/n VKT 20jun11; w/o 20jun11 on a flight from
						Moscow-DME to Petrozavodsk-Besovets when deviated from the glide path in below-minima weather conditions, failed to go around, hit trees 1,200 metres before the runway threshold and 270 metres to the right of its extended centreline, continued for 510 metres, crashed on a highway junction 690 metres south of the runway (N61.867776 E34.147696), broke up and burnt out, 8 of the 9 crew and 39 of the 43 passengers killed
63207	CCCP-65980	Tu-134AK	Soviet AF/AFL c/s	mfd	24apr80	line # 57-04; rgd 08may80; f/n Sperenberg 26may80; converted to stinger-tail (Balkany) prototype; f/f as
	RA-65980	Tu-134AK	Russian AF/AFL c/s	Kln	06may94	such 20feb86; I/n Sperenberg 28jan88 with stinger-tail (Balkany); opb 978 vtap PVO at Klin; I/n Klin 20aug01
	RA-65980 RF-94296	Tu-134A-3 Tu-134A-3	Russian Air Force Russian Air Force	Kln ROV	20aug06 19dec16	with stinger-tail (Balkany); in basic Aeroflot c/s, no titles; I/n CKL 30oct15; painted as just 'Tu-134A' with stinger-tail (Balkany); in white c/s with blue cheatline and engines, grey undersides and tail with Busics Repulsion 2014 and tail with Busics Repulsion 2014.
63215	CCCP-65692	Tu-134B	AFL/Latvia-RIX	mfd	26may80	Russian flag; painted as just 'Tu-134A' and 'KVTA' on the nose wheel-door; I/n Moscow region 2021 line # 57-05; toc 29may80; rgd 09jun80; f/n LED 04sep81; I/n SXF 24sep89
	YL-LBB	Tu-134B-3	Baltija	rgd	09mar93	f/n BOH 20may93, arrived in primer c/s for painting; f/n in red/ white c/s BOH 28may93; d/d ex Filton 27oct93; canx 03aug95; l/n RIX aug96, stored after collapse of Baltija Bank; seen ZIA feb97
	RA-65692	Tu-134B-3	Skyfield	rgd	10jun97	VIP-configured; owned by an oligarch who had it operated by various airlines (see lines below); already f/n SVO 26may97; I/n SVO 22aug97, still in basic Baltija c/s
	RA-65692 RA-65692	Tu-134B-3 Tu-134B-3	Insat Aero, n/t ShaNS-Air, n/t	KJA DXB	jan01 05mar04	stylised 'ALT' tail logo; I/n VKO 22aug03 still in same c/s as in 2001 with 'ALT' tail logo; I/n VKO 18aug05
	RA-65692 RA-65692	Tu-134B-3 Tu-134B-3	S-Air Aerotrans, n/t	trf VKO	15mar06 24jun06	arrived at ARZ-407 at Minsk for overhaul 15mar06; still in operator's certificate apr07, see below in white/blue/black executive c/s with tail logo; I/n ROV 19aug12
63221	CCCP-65693 CCCP-65693	Tu-134B Tu-134B-3	AFL/Latvia AFL/Latvia	mfd SVO	24may80 20aug92	line # 57-06; toc 28may80; rgd 09jun80; opb Rizhski OAO; f/n SVO 29aug88 opb Rizhski OAO; l/n HEL 15apr90
	YL-LBC YL-LBC	Tu-134B-3 Tu-134B-3	Latavio Yuganskneftegaz	rgd SVO	21dec92 18apr93	f/n SVO 19mar93 leased by Latavio to the Yugansk Oil and Gas Company; f/n SVO 18apr93, still without titles; f/n with titles
	YL-LBC	Tu-134B-3		rgd	26apr94	KUF 25apr93; canx 14mar94 in full c/s; f/n RIX 11sep94; ferried PRG-RIX oct94 after lease
	YL-LBC YL-LBC	Tu-134B-3 Tu-134B-3		RIX	11may95 11apr96	in basic Aeroflot c/s, no titles was already f/n RIX 25jan96; canx 22apr96
	RA-65693	Tu-134B-3	Aviaenergo	rgd	30may96	in VIP configuration; f/n VVO 12aug96
	RA-65693 RA-65693	Tu-134B-3 Tu-134B-3	Air Vita ALLA	ZIA ZIA	23aug97 may98	opb Air Vita and used by Alla Pugachova, the most famous Russian pop-singer, in 1998/99 - ALLA stands
	D. 65600	T 4040 0		61.46	46 00	for her; seen HRK 28jun98 with additional 'Nescafé Classic' and other advertising on the forward fuselage and 'AV' (Air Vita) on the fin
	RA-65693 RA-65693	Tu-134B-3 Tu-134B-3	Aviaenergo Alrosa	SVO rgd	16aug99 17aug00	I/n SVO 26feb00 initially UTP version for 28 passengers; f/n LED 11aug01; new CofR issued 03sep08; excluded from the operator's certificate of Mirny Aviation Enterprise 18may09; t/t 24,730 hours and 14,891 cycles by 01jan10; re-converted to standard 73 passenger configuration in 2010 (reflown after overhaul aug10); new CofRs issued 10may11 and 01jun17; last scheduled flight 20may19 (this was the last scheduled commercial flight by a Tu-134); ferried from MIZ to OVB 22may19 (last flight); CofA expired 24may19; canx 01sep20; preserved at OVB, seen jull9/feb22; will be preserved in Muzel isorii aviatisii (Aviation
63235	CCCP-65694	Tu-134B	AFL/Latvia	mfd	31mar80	History Museum) at OVB; I/n OVB 01aug23 line # 57-07; toc 24may80; rgd 09jun80; opb 280 LO 1-go Rizhskogo OAO
33233	CCCP-65694 YL-LBD	Tu-134B-3 Tu-134B-3	AFL/Latvia Latavio	SVO rgd	11sep92 21dec92	opb 280 LO 1-go Rizhskogo OAO in basic Aeroflot c/s, no titles; f/n RIX 25may93; stored at RIX, seen sep94/sep97, cannibalised; canx
	UN-65694	Tu-134B-3	Bristow Helicop.	-	reports	16sep97 reportedly leased to Bristow Helicopters Kazakhstan in spring 1998/2000, confirmation welcome
	RA-65694 RA-65694	Tu-134B-3	Aeroflot AiRUnion	no rgd Isd	12mar01 20jul07	leased from Torginvest; f/n SVO 14aug01; I/n DME 22jul07, still in the old c/s from Leasing Motors; in full c/s, no subtitles; f/n OVB 13aug07; t/t 25,739 hours and 15,305 cycles by 01jan08; Cof4 expired 18sep08; new Cof8 issued 28jan10 (again to Leasing Motors); canx after aug10;
	no reg	Tu-134B-3	INTEKO	Kho	04aug15	sat wfu on the grass at DME, seen aug09/aug14; seen dismantled at DME 03dec14 and transported on flat- bed trailers to the "Aviapark" shopping centre at Moscow-Khodynka, seen there outside 05dec14/28mar15 in dark blue c/s with the inscription 'Lainer - Dom na Khodynke' on the nose, an 'INTEKO' and a 'Magistrat' logo on the fin and buildings in various colours plus the phone number '(445)5445530' on the fuselage;
						used as a sales office by the INTEKO construction company which built the 'Lainer' (liner) apartment complex at Khodynka; I/n complete 30aug19, the empennage was removed by 14dec19, I/n as such 15feb20, and engines and wings were removed by early apr20; bought by Albatros-Aero in autumn 2020 and transported to Kaluga-Oreshkovo during the night 09/10nov20, seen there still without wings, empennage and engines 12dec20; seen 12jun21, same condition; seen 21aug21, wings attached but tail plane still separate; I/n oct21, complete
63245	CCCP-65977 CCCP-65977	Tu-134AK Tu-134AK	KGB/Border Guards Soviet Gvt/AFL c/s	rgd trf	22jul80 27feb85	line # 57-08; VIP aircraft; in Aeroflot c/s opb 235 OAO
	CCCP-65977	Tu-134A-3	AFL/Uzbekistan-TAS	trf	21mar85	rgd 02apr85; opb 219 LO; VIP aircraft, used by the Uzbek leadership (but not by Uzbek leader Sharaf Rashidov, who had committed suicide 31oct83 according to some reports); converted to a 'plain' Tu-134A
	CCCP-65977		AFL/Komi-SCW	trf	04nov85	by ARZ-407 opb 75 LO, f/n LED 17sep86; seen again as Tu-134A-3 SVO 10apr91; l/n SVO 16apr92
	RA-65977 RA-65977	Tu-134A-3 Tu-134A-3	Aeroflot Komiinteravia	RJK trf	20nov92 22feb94	f/n SVO aug98; I/n VKO 27aug02, see next line
	RA-65977 RA-65977	Tu-134A-3 Tu-134A-3	UTair Komiinteravia	lsd rgd	24mar02 14may04	Isf Komiinteravia; f/n VKO 27jun03; I/n DME 24aug03 f/n SVO 27aug04
	RA-65977 RA-65977	Tu-134A-3 Tu-134A-3	UTair UTair Express	VKO ROV	03jul05 07oct10	I/ii NVO 2/Buggi Isf Komiinteravia; I/n AAQ 25jul10 I/n NNM 29auq13
	RA-65977 RA-65977	Tu-134A-3 Tu-134A-3	Katekavia	KJA	feb14	in full UTair Express c/s with additional Katekavia titles; reported re-named Azur Air 11feb14; I/n KJA
63250	CCCP-65981	Tu-134AK	Soviet AF/AFL c/s	rgd	11jun80	30sep15 still in UTair colours; scrapped KJA 16sep17 line # 57-09; f/n Sperenberg 07aug80; converted to stinger-tail (Balkany) after 1986, f/n as such Sperenberg 10feb87
	RA-65981	Tu-134AK	Russian Air Force	Kln	1998	personal aircraft of the commander of the Far Eastern Military District, opb 257 osap at Khabarovsk- Bolshoi; in basic Aeroflot c/s with grey tail, Russian flag and without titles, pennant of the commander of
						businer, in basic Aeroliot Cry with grey alin, Russian ladg and without titles, peniant of the Confinalment of the Far Eastern MD behind cockpit; I/n OVB 14sep08; dbr 26mar09 on take-off from Dollinsk-Sokol (Sakhalin) at dusk during heavy snowfall when veered off the runway (which had not been duly cleaned from snow) to the left and collided with a snow-mound (1.2 metres high), the nose gear broke off and the

						main gears collapsed, all occupants escaped unhurt; I/n Dolinsk-Sokol nov09/may13; no longer visible on Google Earth by jul21
63260	DM-SDP DDR-SDP	Tu-134AK Tu-134AK	EGAF/Interflug c/s EGAF/Interflug c/s	rgd rgd	06jun80 30sep81	line # 57-10; had East German Air Force serial 119 allocated f/n ORY 22oct81; departed SXF 02jul90 on delivery to, see below
	VN-A132	Tu-134AK	Vietnam Airlines	rgd	02jul90	f/n SGN 30aug91; operational nov9s; seen SGN (N10.818997 E106.67042) mar99/apr14 stored; used for tug-driver training by VAECO; I/n SGN 01dec23 in very faded c/s
63285	CCCP-65695	Tu-134B	AFL/Latvia	mfd	16jun80	line # 58-01; toc 22jun80; rgd 18jul80; opb Rizhski OAO; f/n LED sep87
	CCCP-65695 YL-LBE	Tu-134B-3 Tu-134B-3	Latavio	SVO rgd	10apr91 20oct92	opb Rizhski OAO; I/n SVO 18may91 f/n RIX 10sep93
	YL-LBE UN-65695	Tu-134B-3 Tu-134B-3	LAT Charter UTAGE	RIX JNB	11may95 29nov03	in white c/s with dark blue top of fuselage and green trim; rgd only 03aug95; l/n RIX 05apr02 still carried 'BE' on the fin; l/n FJR 19apr04
	UN-65695 RA-65576	Tu-134B-3 Tu-134B-3	GST Aero RusAir	CIT MHP	24may04 28aug07	I/n AYT 01aug04; possibly to 3C- in 2005, but still in JP-07 owned by OOO "Ladya"; possibly trf or rgd 01sep06; in all-white c/s, initially no titles or logo; I/n a such
						SVO 23sep07; received a small logo on the nose; f/n as such SVO 28mar08; new CofR issued 26aug09; t/t 29,520 hours and 17,007 cycles by 01jan11; l/n with logo MHP 28may11; f/n without logo SVO 22sep11
	RA-65576	Tu-134B-3		rgd	16nov11	in all-white c/s with a very small logo on the nose; f/n KUF 07jan12; l/n MHP 03may12
	RA-65576	Tu-134B-3	Tsentr-Yug	UCT	14jun12	no new CofR issued; in all-white c/s with tiny titles on the nose; named 'Aleksandr Fedorchenko' after the flight engineer of Tu-134A-3 RA-65691 which had crashed at Petrozavodsk 20jun11; I/n GOJ 13may15;
	RA-65576	Tu-134B-3	RusJet	TJM	07jun15	offered by Atlas-Jet for charter in 45 passenger configuration no new CofR issued, in all-white c/s, no titles; still named 'Aleksandr Fedorchenko'; I/n VKO sep15
	RA-65576	Tu-134B-3	Kosmos	ZIA	10jun16	no new CofR issued, possibly trf 10jan16; in all-white c/s, no titles; still named 'Aleksandr Fedorchenko'; l/n operational VKO 19jul17; CofA expired 31aug17; sat wfu at VKO, seen apr18/jun19; canx 07jul20;
63295	CCCP-65696	Tu-134B	AFL/Latvia-RIX	mfd	19jun80	scrapped at VKO sep20 line # 58-02; toc 25jun80; rgd 18jul80; f/n VKO 11aug80; l/n SVO 16may91
	YL-LBF YL-LBF	Tu-134B-3 Tu-134B-3	Latavio LAT Charter	rgd rgd	23sep92 15dec93	f/n RIX 09sep93; canx 14dec93 f/n BOH 19jan94; in blue/white c/s with green trim; rgd 23aug95 to Tehinservice; I/n RIX 22aug96; canx
				-		05feb97
	4L-AAD 4L-AAD	Tu-134B-3 Tu-134B-3	Adjarian Airlines LAT Charter c/s	VKO VKO	16apr97 22jul00	I/n VKO 20aug99; basic LAT Charter c/s, no titles; operated for Sukhumi Airlines I/n VKO 02jun01, no titles
	RA-65579	Tu-134B-3	Avialin. Dagestana	rgd	05oct01	in full c/s (initially retained blue top from Lat Charter c/s) with 'h' in the English titles (Daghestan Airlines) on the starboard side; f/n VKO 21jun02; l/n MRV 19aug11, active; seen MCX jun13/may15, stored; moved
						08sep15 from the airport to a new site on the Perekryvsij federal highway, to be preserved; seen MCX 11aug17 preserved on a high display plinth; I/n dec21
63307	CCCP-65697 CCCP-65697	Tu-134A Tu-134A	Soviet AF/AFL c/s AFL/International	mfd trf	16jun80 10may84	line # 58-03; mfd also given as 30jun80; toc 04jul80; rgd 22jul80; opb 235 OAO; f/n HEL 29nov80 f/n SVO 11may91 Tu-134A-3; l/n SVO 11sep92
	RA-65697	Tu-134A-3	Aeroflot Rus. Al	HEL	21nov92	I/n SVO 27aug07; last AFL flight 29dec07; offered for sale 14apr08 with t/t 43,022 hours; sold 16may08;
63315	CCCP-65982	Tu-134AK	Soviet AF/AFL c/s	mfd	20jun80	I/n SVO 07sep08; reported broken up SVO in 2009 line # 58-04; rgd 23sep80; f/n Sperenberg 14jun82; converted to stinger-tail (Balkany) after 1986 and f/n
	RA-65982	Tu-134A-3	Russian AF/AFL c/s	ALA	22apr93	as such Sperenberg nov90 with stinger-tail (Balkany); opb 2 ae 354 apon 8 adon at CKL; new CofR issued 28apr94; wfu 23apr98,
						with t/t 3,981 hours and 3,043 cycles; sat wfu at CKL (still with 'Aeroflot' titles), seen aug12/jul18; donated to the Russian Air Force museum at Monino in 2021; some parts arrived in the museum by
63325	CCCP-65698	Tu-134B	AFL/Latvia-RIX	mfd	28jun80	29sep21 and the fuselage arrived 03mar22; still on register 11mar22; will be assembled in spring 2022 line # 58-05; toc 03jul80; rgd 22jul80; opb 280 LO Rizhskogo OAO; photo at IP 1980; dbr 06jan81 on a
05525	000.	10 10 10	7 ii Ly Lucviu 1127		20,000	positioning flight from Sukhumi to Sochi when the crew deviated from the approach pattern, the aircraft
						came in too high, the flaps and the landing gear were extended too late, the aircraft touched down at a speed of 275 km/h with locked brakes, the tyres burst and the aircraft veered off the runway to the right,
						suffering structural damage, no casualties; t/t 1,416 hours and 901 cycles; soc and canx 05feb81; the cockpit section was cut off the wreck and flown to Riga in an An-12, displayed in the Latvijas Aviacijas
63333	CCCP-65699	Tu-134B	AFL/Latvia	mfd	30jun80	Tehnikas Muzejs in Riga, seen early 2005/06jun19 line # 58-06; toc 04jul80; rgd 29jul80; opb 280 LO 1-go Rizhskogo OAO; f/n VKO 11aug80;
	CCCP-65699 CCCP-65699	Tu-134B Tu-134B	AFL/Komi AFL/Latvia	trf trf	01jun87 16sep87	opb Syktyvkarski OAO opb 280 LO 1-go Rizhskogo OAO
	CCCP-65699 YL-LBG		AFL/Latvia Latavio	HEL rgd	05aug92 26nov92	opb 280 LO 1-go Rizhskogo OAO; soc 28jul92 as to Latvia in basic Aeroflot c/s; f/n HEL 13dec92; canx 14mar94
	YL-LBG	Tu-134B-3	LAT Charter	rgd RIX	19apr94	
	YL-LBG	Tu-134B-3	Harco Air		17may94	leased from LAT Charter; in basic Aeroflot c/s; I/n operational RIX 11sep94; returned to RIX after the lease in 1994; stored at RIX, seen jan96/jul96
	YL-LBG		LAT Charter	RIX	22sep97	initially in basic Aeroflot c/s with a small 'LAT Charter' logo; I/n as such RIX 22sep97; repainted in white/dark blue c/s with green trim, with titles; f/n as such PMI mar98; I/n RIX 05apr02
	UN-65699 ST-MRS	Tu-134B-3 Tu-134B-3	Marsland Marsland	KRT SHJ	14jan03 06dec03	reported by Air-Britain c/n confirmed by the Sudanese CAA; named 'Sudan'; initially in basic LAT Charter c/s with a red/white
						'Marsland' logo on the fin; I/n as such SHJ 06dec03; f/n with 'Marsland' titles JUB 16may06; I/n in its old colours KRT 07aug06; repainted in red/white c/s (similar to LAT Charter) with titles and logo; f/n as such
						KRT 19aug06; I/n as such UYL 11nov07; c/s amended on the nose; f/n as such KRT 17sep10; I/n KRT 17jan11
	ST-MRS	Tu-134B-3	Dove Air	KRT	02jun11	in white c/s with blue fin; 'Dove Air' titles and logo were painted on in a Sudan Airways hangar at KRT 02iun11: //n KRT 28mar16/mar23, stored
63340	CCCP-65700(1)	Tu-134B	AFL/Latvia-RIX	mfd	30jun80	line # 58-07; toc 04jul80; rgd 29jul80; f/n SNN 15nov84; l/n SIP 1991; see c/n 03564783
	CCCP-65700(1) YL-LBH	Tu-134B-3 Tu-134B-3	Latavio Latavio	HEL rgd	16dec92 21dec92	f/n HEL 10jan93; canx 17sep93
	YL-LBH 4L-AAB	Tu-134B-3 Tu-134B-3	LAT Charter Charter titles	BOH VKO	18oct93 16apr97	in overall-green/blue c/s; I/n RIX 22aug96 in basic LAT Charter c/s; operated for Sukhumi Airlines; I/n VKO 22aug99
	RA-65569 no reg	Tu-134B-3 Tu-134B-3	Aviaexpresscruise Aviaexpresscruise	rgd VKO	23jul99 02jun01	f/n VKO 23oct99; I/n VKO 22mar01 in basic LAT Charter c/s; canx 30sep01
	RA-65569	Tu-134B-3	Avialin. Dagestana	rgd	23aug02	in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; f/n VKO 06may03; stored at ROV, seen nov04/jun06
	RA-65569 RA-65569	Tu-134B-3 Tu-134B-3	Vaynah Avia Avialin. Dagestana	VKO VKO	23aug07 01jul09	in full Dagestan c/s with own titles; still in Dagestan fleet list 28nov07; I/n MRV 21aug08 in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; seen LED 25dec10; seen
63350	CCCP-65983	Tu-134AK	-	mfd	25jul80	MRV aug12/2018, stored; canx 14sep19 line # 58-08; f/n Sperenberg 01dec80; converted to stinger-tail (Balkany) after 1986
03330	RA-65983	Tu-134AK	Soviet AF/AFL c/s Russian AF/AFL c/s	MHP	05jul95	with stinger-tail (Balkany)
	RA-65983 RA-65983	Tu-134A-3 Tu-134A-3	Permtransavia Gazpromavia	lsd rgd	04nov96 31mar98	until 04nov98; stinger-tail removed; f/n SHJ mar97; l/n VKO 01jul98, see rgd next line f/n TAT 05jan99; l/n VKO 06jun99; last reported Anapa-Vityazevo 06jul99 in an incident report
	RA-65983 RA-65983	Tu-134A-3 Tu-134A-3	Avianordservis ZAO Yamal	rgd rgd	22jan04 28jul04	f/n SVO 09mar04; t/t 15,096 hours and 8,452 cycles as of jan10; l/n GOJ oct10; canx before apr16
63357	CCCP-65978 CCCP-65978	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s KGB/Border Guards	mfd trf	06nov80 mar82	line # 58-09; toc 30dec80; rgd 15jan81; opb 235 OAO at VKO opb military unit 2450; in Aeroflot c/s; f/n VKO 30aug88; converted to a Tu-134A-3 by 27mar92; l/n KBP
	RA-65978	Tu-134A-3	FSB/Border Guards	VKO	27apr93	13apr92 opb military unit 1462 at Chashnikovo/SVO; officially in the operator's certificate of Rossiya for insurance
	.0. 00070	.u 15-m-3	. 55,55.401 Guarus	VICO	E, api 33	reasons from 22jul94; initially in Aeroflot c/s; I/n as such MHP 13jun99; repainted in Rossiya to Inisulative reasons from 22jul94; initially in Aeroflot c/s; I/n as such MHP 13jun99; repainted in Rossiya c/s; f/n as such VKO 16auq01
	RA-65978	Tu-134A-3	FSB	trf	30jun03	opb military unit 83475 at Moscow; carried a Border Guards badge near the forward entry door when seen
						jun04, see line above; I/n VKO 18aug05; offered for sale by the Russian privatisation agency sep05 and sold 11oct05
	RA-65978	Tu-134A-3	Sirius Aero	VKO	jan07	VIP aircraft for 32 passengers; in white c/s with 3 thin black cheatlines, small titles on the nose only; named 'Svetlana'; last overhaul completed 11aug06; offered for sale may09; t/t 7,529 hours and 3,930
						cycles by 01jan10; rgd 02feb10 to Rosdorlizing, still leased to Sirius-Aero; l/n wfu GOJ 29oct16/19apr18; canx 11nov19; a video is available, was used for a fire drill and evacuation sep/oct19
63365	CCCP-65701	Tu-134B	AFL/Latvia-RIX	mfd	31jul80	line # 58-10; toc 08aug80; rgd 22aug80; in Aeroflot c/s with blue tail; f/n VKO 11aug80; photo SVX apr88, still with blue tail and as Tu-134B-3; l/n FRA 07mar92, in standard c/s
	YL-LBI	Tu-134B-3	Latavio	SNN	07sep92	rgd 14oct92!; CofA AMS 20jul93 gave registration date 20nov92!; I/n RIX 22aug96; canx 30aug96
	YL-LBI RA-65701	Tu-134B-3 Tu-134B-3	Baltic Expr Line Ermark Aero ZAO	rgd rgd	02sep96 16nov01	rgd 14oct92 !; CofA AMS 20jul93 gave registration date 20nov92 !; //n RIX 22aug96; canx 30aug96 f/n CDG dec96; //n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02
	YL-LBI RA-65701 RA-65701 RA-65701	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group	rgd rgd VKO VKO	02sep96 16nov01 29mar07 29jun07	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CD6 dec96; I/n GR0 16jan00; flight planned to SV0 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GO1 11feb08
	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet	rgd rgd VKO VKO trf	02sep96 16nov01 29mar07 29jun07 jun08	rgd 14oct92!; CofA AMS 20jul93 gave registration date 20nov92!; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small Ruslet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14
63375	YL-LBI RA-65701 RA-65701 RA-65701	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group	rgd rgd VKO VKO	02sep96 16nov01 29mar07 29jun07	rgd 14oct92 !; CofA AMS 20jul93 gave registration date 20nov92 !; //n RIX 22aug96; canx 30aug96 f/n CDG dec96; //n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; //n VKO 16jun07 small sticker only; //n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker, port side only above the nose undercarriage; l/n GOJ 06oct13;
63375	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 65702	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B Tu-134B	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al	rgd rgd VKO VKO trf mfd trf BAK	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small Ruslet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 I/n DME 12apr91
63375 63383	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702 CCCP-65703	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B Tu-134B-3 Tu-134B-3 Tu-134B-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al AFL/Latvia-RIX	rgd rgd VKO VKO trf mfd trf BAK LED mfd	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94 28aug80	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CD6 dec96; I/n GR0 16jan00; flight planned to SV0 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SV0 26mar02 in same c/s as above, no titles; I/n VK0 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small Rus]et sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 I/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80
	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702	Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B Tu-134B Tu-134B Tu-134B	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al	rgd rgd VKO VKO trf mfd trf BAK LED	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94	rgd 14oct92 !; CofA AMS 20jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small Ruslet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; I/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the
63383	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702 CCCP-65703 4K-65703	Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348 Tu-1348 Tu-1348-3 Tu-1348-3 Tu-1348-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet  AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al AZERJAIA AI AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al AFL/Latvia-RIX AFL/Azerbaijan Al	rgd rgd VKO VKO trf mfd trf BAK LED mfd trf	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94 28aug80 20jul82 23sep93	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; I/n LED 18may91 as Tu-1348-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles
	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702 CCCP-65703 4K-65703 CCCP-65703 CCCP-65984	Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348 Tu-1348 Tu-1348-3 Tu-1348-3 Tu-1348-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al AFL/Latvia-RIX AFL/Azerbaijan-BAK	rgd rgd VKO VKO trf mfd trf BAK LED mfd trf	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94 28aug80 20jul82 23sep93	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 I/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; I/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; I/n Sperenberg 28jun93
63383	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702 CCCP-65703 4K-65703	Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348 Tu-1348 Tu-1348-3 Tu-1348-3 Tu-1348-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet  AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al AZERJAIA AI AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al AFL/Latvia-RIX AFL/Azerbaijan Al	rgd rgd VKO VKO trf mfd trf BAK LED mfd trf	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94 28aug80 20jul82 23sep93	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CD6 dec96; I/n GR0 16jan00; flight planned to SV0 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SV0 26mar02 in same c/s as above, no titles; I/n VK0 16jun07 small stucker only; I/n GO1 11feb08 f/n GO1 16jan09, small Ruslet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 I/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; I/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and
63383 63400	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702 CCCP-65703 4K-65703 CCCP-65703 4K-65703 CCCP-65704 CCCP-65984	Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet  AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al AFL/Latvia-RIX AFL/Latvia-RIX AFL/Azerbaijan Al Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Latvia-RIX Ensor Air, n/t	rgd rgd VKO VKO trf  mfd trf BAK LED mfd trf  CKL toc PRG	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94 28aug80 20jul82 23sep93 30aug80 24aug95 24sep80 02aug92	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small RusJet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 l/n DME 12apr91 l/n IST 06aug00; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; I/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89; f/n as Tu-134A-3 Sperenberg aug91; I/n Sperenberg 28jun93 with stinger-tail (Balkany); I/n CKL 13jan13/2021, still with Aeroflot titles
63383 63400	YL-LBI RA-65701 RA-65701 RA-65701 RA-65701 CCCP-65702 CCCP-65702 4K-65702 CCCP-65703 CCCP-65703 CCCP-65703 CCCP-65703 CCCP-65703 CCCP-65703 CCCP-65703	Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348-3 Tu-1348 Tu-1348 Tu-1348 Tu-1348-3 Tu-134AX Tu-134AX Tu-134AX Tu-134AX Tu-134AX Tu-134AX Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3 Tu-134B-3	Baltic Expr Line Ermark Aero ZAO ShaNS-Air Jet Air Group RusJet AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Azerbaijan Al AFL/Latvia-RIX AFL/Azerbaijan-BAK Azerbaijan Al Soviet AF/AFL c/s Russian AF/AFL c/s AFL/Latvia-RIX	rgd rgd VKO VKO trf mfd trf BAK LED mfd trf	02sep96 16nov01 29mar07 29jun07 jun08 14aug80 11feb82 08dec92 25oct94 28aug80 20jul82 23sep93 30aug80 24aug95 24sep80	rgd 14oct92 !; CofA AMS 20Jul93 gave registration date 20nov92 !; I/n RIX 22aug96; canx 30aug96 f/n CDG dec96; I/n GRO 16jan00; flight planned to SVO 26may00; canx 19jun01 lsd to Avcom; with red/blue cheatline, no titles; f/n SVO 26mar02 in same c/s as above, no titles; I/n VKO 16jun07 small sticker only; I/n GOJ 11feb08 f/n GOJ 16jan09, small Ruslet sticker, port side only above the nose undercarriage; I/n GOJ 06oct13; broken up at GOJ jul14 line # 59-01; toc 08aug80; rgd 16sep80 I/n DME 12apr91 l/n IST 06aug90; not on Azerbaijan register 12dec00, fate unknown line # 59-02; toc 27aug80; rgd 22sep80 f/n feb83; I/n LED 18may91 as Tu-134B-3 and IST 19feb94; crashed after take-off Nakhichevan 05dec95 when port engine failed on take-off but the flight engineer shut down the starboard engine in error and the damaged engine failed to provide the required thrust; t/t 27,500 hours 29 minutes and 17,893 cycles line # 59-03; rgd 23sep80; f/n Sperenberg 24may83; converted to stinger-tail (Balkany); I/n CKL 13jan13/2021, still with Aeroflot titles line # 59-04; rgd 26sep80; f/n SVO 08apr91; sen SVO 08apr91 as Tu-134B-3; I/n SVO 23sep91

main gears collapsed, all occupants escaped unhurt; I/n Dolinsk-Sokol nov09/may13; no longer visible on

63415	CCCP-65705 CCCP-65705	Tu-134B Tu-134B	AFL/Latvia-RIX AFL/Azerbaijan-BAK	mfd trf	23sep80 14may82	line # 59-05; toc 04oct80; rgd 20oct80; f/n RIX 05sep81
	65705 4K-65705	Tu-134B-3 Tu-134B-3	Aeroflot Azerbaijan Al	BAK BAK	10dec92 13apr94	with Azerbaijan flag I/n BAK 23sep01; not on Azerbaijan register 20nov03; I/n GYD mar05, derelict
63425	CCCP-65706 CCCP-65706	Tu-134B Tu-134B-3	AFL/Latvia-RIX Baltic Internat.	mfd MST	25sep80 27mar92	line # 59-06; toc 04oct80; rgd 20oct80; f/n RIX 05sep81; l/n MST 21mar92, arrived for painting departed after painting
	YL-LBK	Tu-134B-3	Baltic Internat.	rgd	03nov92	f/n FRA 04nov92; was stored at RIX, seen jul97/apr02; stored with registration on the wings only at GME since around 2003, I/n aug06/may08; photo ROV 2009 wfu, minus tail and other parts; I/n ROV 03mar10
63435	CCCP-65707	Tu-134AK	Soviet Gvt/AFL c/s	mfd	21oct80	line # 59-07; toc 20nov80; rgd 10dec80; opb 235 OAO; f/n HEL 25may81
03433	CCCP-65707 CCCP-65707	Tu-134AK Tu-134A-3	AFL/Moldova-KIV Air Moldova	trf FRA	31aug84 18jul92	with additional small 'Aeroflot' titles below the cheatline; I/n FRA 24apr93
	ER-65707	Tu-134A-3	Air Moldova	rgd	31mar94	f/n FRA 14aug93 still in basic ex-Aeroflot c/s, white tail, see late rgd; I/n FRA nov94 as such; repainted into full colours; wfu by apr03 but still in reasonable condition, I/n KIV aug12/feb15 (N46.934121 E28.925135);
63447	CCCP-65708	Tu-134B	AFL/Latvia	mfd	14oct80	canx between 12may15 and 31dec15 line # 59-08; toc 21oct80; rgd 10nov80
03447	CCCP-65708 CCCP-65708	Tu-134B Tu-134B Tu-134B	AFL/GosNII GA AFL/Latvia	trf trf	08dec82	ille # 35-00, tot 210cto0, igu 1010000
	CCCP-65708	Tu-134B Tu-134B-3	AFL/Azerbaijan-BAK	trf	30aug83 15nov83 30jan92	f/n DME 26sep91 with large (Araphayean) titles, in basis ox Aproflet c/c; I/n ZPH 21ian02
	AL-65708 65708	Tu-134B-3	Azerbaijan Gvt Azerbaijan Al	ZRH BAK	08dec92	with large 'Azarbaycan' titles, in basic ex-Aeroflot c/s; I/n ZRH 31jan92
63457	4K-65708 63457	Tu-134B-3 Tu-134AK	Azerbaijan Al Mozambique Govt.	DME mfd	16aug97 18oct80	l/n BAK feb03/mar03, wfu/stored; not on Azerbaijan register 20nov03 line # 59-09; probably directly re-registered to, see next line; f/n HRE 1980, on delivery?
	C9-CAA	Tu-134AK	Mozambique Govt.	CAI	26may81	personal aircraft of Mozambican president Samora Machel; I/n RTM 06oct83; w/o 19oct86 when crashed near Nelspruit (South Africa), an inadvertent selection of the Matsapa VOR frequency had caused the crew
						to execute a premature 37 degree turn (although the pilot queried the turn, no effort was made to verify it by using the available navigational aids), the aircraft descended below the 3,000 feet limit in spite of not
						having visual contact with Maputo (the crew erroneously assumed a power failure at Maputo), a 32 second GPWS warning was ignored and the aircraft collided with the ground at 2,187 feet in the Lebombo
						mountains at Mbuzini in eastern Transvaal (now Mpumalanga), bounced and crashed into an uphill slope, the aircraft broke up and caught fire, eight out of nine crew and 26 of the 36 passengers (among them
63468	CCCP-65985	Tu-134AK	Soviet AF/AFL c/s	rgd	14jan81	Samora Machel) killed; t/t 1,040 hours and 565 cycles line # 59-10; f/n Sperenberg 29oct81; converted to stinger-tail (Balkany) after 1986, f/n as such and as
	65985	Tu-134A-3	Azerbaijan Gvt	BAK	08dec92	Tu-134A-3 Sperenberg sep92; canx from Russian register only 12mar01! with stinger-tail (Balkany)
	4K-65985 4K-65496	Tu-134A-3 Tu-134A-3	Azerbaijan Gvt Azerbaijan Gvt	BAK BAK	13apr94 16may96	with stinger-tail (Balkany) c/n confirmed; with additional 'AHY' titles; initially still with stinger-tail (Balkany); seen BAK 16may96 with
						'Azerbaijan' titles; not on Azerbaijani register 20nov03; stinger-tail removed by 2005; seen GYD sep05 with 'Azerbaycan' titles and I/n as such MHP 09sep09; last overhaul completed apr10; seen MHP 09apr10
63475	CCCP-65986	Tu-134AK	Soviet AF/AFL c/s	mfd	14nov80	again with 'Azerbaijan' titles; I/n CKL 11dec10; seen stored Baku Qala jul18/may23 line # 60-01; rgd 14jan81; opb 2 ae 354 apon 8 adon at CKL; f/n Sperenberg 20feb82; converted to
	RA-65986	Tu-134AK	Russian AF/AFL c/s	CKL	03sep93	stinger-tail (Balkany) after 1986; I/n Tököl 05aug89 with stinger-tail (Balkany); based at CKL; f/n as a Tu-134A-3 AER 14jul05; I/n in standard Aeroflot c/s CKL
					•	18aug10; f/n with 'VVS Rossii' titles on fin in addition to the 'Aeroflot' titles CKL 29sep11; I/n CKL 13aug12; overhauled by RZGA No. 412 from 10apr13, t/t 5,915 hours and 5,348 cycles by then
63484	RA-65986 CCCP-65709	Tu-134AK Tu-134B	Russian Air Force AFL/Latvia-RIX	ROV mfd	19nov14 23dec80	with stinger-tail (Balkany); in c/s similar to Rossiya, no titles; I/n Rostov na Donu Tsentrainy 2021 line # 60-02; toc 15jan81; rgd 29jan81
	CCCP-65709 65709	Tu-134B Tu-134B-3	AFL/Azerbaijan-BAK Aeroflot	trf BAK	30dec81 11dec92	f/n AER aug83; I/n KBP 13apr92 with Azerbaijan flag, Tu-134B-3 this date with Azerbaijan flag
63490	4K-65709 CCCP-65710	Tu-134B-3 Tu-134B	Aeroflot c/s, n/t AFL/Latvia-RIX	BAK mfd	17may96 29nov80	with Azerbaijan flag engineless, wfu; reported for Azerbaijan Airlines line # 60-03; toc 10dec80; rgd 16jan81
	CCCP-65710 4K-65710	Tu-134B Tu-134B-3	AFL/Azerbaijan-BAK Azerbaijan Al	trf MHP	15oct82 09sep93	f/n SVO 11jun90 seen BAK may96/may03, stored engineless; not on Azerbaijan register 20nov03; still in JP-05
63498	CCCP-65711 CCCP-65711	Tu-134B Tu-134B	AFL/Latvia-RIX AFL/Azerbaijan-BAK	mfd trf	30nov80 26nov83	line # 60-04; toc 14dec80; rgd 16jan81; f/n RIX 05sep81
	AL-65711	Tu-134B-3	Azerbaijan Gvt	HEL	07jul92	photo exists at IST, with 'Azarbaycan' titles and additional 'AZAL' on engine, small 'Aeroflot' titles under blue cheatline, with blue rear fuselage extending up the back of the tail, no dash in the registration
	65711 AL-65711	Tu-134B-3 Tu-134B-3	Azerbaijan Gvt Azerbaijan Gvt	BAK VKO	08dec92 07sep93	again with AL- prefix !
	4K-65711	Tu-134B-3	Azerbaijan Gvt	BAK	nov93	with 'Azerbaycan' titles; seen DME apr94 with additional "AHY" titles and "Azal" logo on its tail; I/n BAK feb03/may03, seemed wfu/stored; not on Azerbaijan register 20nov03; still in JP-05
63505	CCCP-65987	Tu-134AK	Soviet AF/AFL c/s	mfd	16dec80	line # 60-05; rgd 14jan81; f/n Sperenberg 04mar81; converted to stinger-tail (Balkany) after 1986, f/n as such and as Tu-134A-3 Sperenberg 11mar91; l/n Sperenberg 15oct92
	RA-65987	Tu-134A-3	Russian AF/AFL c/s	HEL	09mar93	with stinger-tail (Balkany); dbr 21may08 whilst being parked at Chkalovski when was rammed by a KrAZ fuel bowser, damaging the lower fuselage in front of the wing; seen CKL may10/17jul18 still as such
63515	CCCP-65712	Tu-134B	AFL/Latvia-RIX	mfd	30dec80	line # 60-06; toc 07jan81; rgd 29jan81; f/n LED 01sep88; seen SVO 08apr91 as Tu-134B-3; l/n HEL 19jul92
	CCCP-65712 YL-LBL	Tu-134B-3 Tu-134B-3	Latavio Latavio	HEL rgd	04oct92 15dec92	f/n HEL 20dec92; I/n RIX 22aug96; canx 28may97
	4K-65712 RA-65712		Azerbaijan Al	ALP VKO	16sep97 17jun99	I/n ALP 18nov97 still in basic Latavio c/s current on register 02dec02 !
	4K-65712		Azerbaijan Al	BAK	24aug03	repainted in white/grey c/s with blue cheatline and trim, now with 'Azerbaijan' titles and 'AZAL' logo on fin; named 'Aghdam'; seen GYD dec08/oct09, wfu; scrapped at GYD in 2010, seen 15sep10 with wings and tail
63520	CCCP-65713	Tu-134B	AFL/Latvia-RIX	mfd	09dec80	cut off line # 60-07; toc 07jan81; rgd 29jan81; transferred to the Ulyanovsk Training Centre 11nov82, but still on
03320	CCCP-65713	Tu-134B	AFL/Azerbaijan-BAK	trf	27jan83	charge of the Latvian directorate as of 01jan83; f/n SVO 29aug81; see c/n 9351101
	65713 4K-65713	Tu-134B-3 Tu-134B-3	Aeroflot Azerbaijan Al	BAK VKO	08dec92 16jul93	in new blue c/s with Azerbaijan titles and named 'Astara' GOJ 26apr07; I/n GYD 16oct09, stored and
63527	CCCP-65714	Tu-134B-3	AFL/Latvia-RIX	mfd	30dec80	sep10/feb12 in the scrapping area (N40.459801 E50.065820); //n jul16 in primer c/s, without registration line # 60-08; rgd 29jan81; on charge as of 01apr81; f/n RIX 05sep81
03327	CCCP-65714 65714	Tu-134B Tu-134B	AFL/Azerbaijan-BAK	trf	31dec81 10dec92	with Azerbaijan flag
	4K-65714	Tu-134B-3	Aeroflot Azerbaijan Al	BAK MHP	10jul94	initially carried 'Azerbaycan' titles, seen as such may96/1998; repainted in white/grey c/s with blue
						cheatline and trim, now with 'Azerbaijan' titles and 'AZAL' logo on fin; named 'Sheki'; f/n as such TBS 09sep05; seen wfu at GYD jan09/oct09; in the scrapping area by sep10; l/n dec11/feb12; by feb14 in the
						process of being assembled in the village of Gyalyaduz Guba, to become a Restaurant, with the fuselage forward of the tail already in place, the wings and tail to follow in due course although this never happened and frame was derelict perched on pillars on valley side (N41.356781 E48.463923)
63536	CCCP-65715	Tu-134B	AFL/Latvia	mfd	18dec80	and frame was derelict percined on piliars on Valley side (N41.356/81 E48.465923) line # 60-09; mfd also given as 06feb81; rgd 28apr81; on charge as of 01jul81; opb 280 LO 1-go Rizhskogo OAO; f/n LED 04sep88
	CCCP-65715 CCCP-65715	Tu-134B-3 Tu-134B-3	AFL/Latvia Baltic Internat.	SVO SNN	18may91 09apr92	RIZISKOGO GAC; 7/1 LED U4SEPS8 opb 280 LO 1-go Rizhskogo OAO //n FRA 29aug92; trf to Latvia 27sep92
	YL-LBM YL-LBM	Tu-134B-3 Tu-134B-3 Tu-134B-3	Baltic Internat. Baltic Internat. no titles	rgd FRA	15nov92 16dec94	in white c/s with red tail, sith titles; f/n FRA 23nov92; l/n FRA 08jul94; canx 15dec94 as to Latavio in white c/s with red tail; stored at RIX, seen jun95/aug96
	4L-AAC RA-65715	Tu-134B-3 Tu-134B-3 Tu-134B-3	Sukhumi Airlines Alrosa	VKO rgd	24aug97 06dec00	in white c/s with red tail, stored at KIA, seen juin97/aug96 in white c/s with red tail, no titles; I/n VKO 01jui98 in full c/s; f/n IKT 06jun01; CofA expired 18jun10; excluded from the operator's certificate 09jul10; canx
63550	CCCP-65988	Tu-134AK	Soviet AF/AFL c/s			between aug10 and mar16; sat wfu at MJZ, I/n 28oct16; reportedly scrapped at MJZ in 2017
33330	RA-65988	Tu-134A-3		mfd ROV	04jan81 14may96	line # 60-10; rgd 13feb81; f/n Sperenberg 25feb83; converted to stinger-tail (Balkany) after 1986; f/n as such and as Tu-134A-3 Sperenberg 03jul93; still 'CCCP-' 08jul93 overflew from nearby air base; with stinger-tail (Balkany); seen wfu at CKL aug05; its starboard wing was
63560	HA-LBP	Tu-134A-3	Russian AF/AFL c/s Hungarian Gvt	mfd	04jan81	removed 2doct07 to be used for the repair of Tu-134AK RA-65573; I/n CKL 13aug12 complete line # 61-01; in full MALÉV c/s; ICAO Cat II aircraft and sometimes used on MALÉV flights for crew
33300	HA-LBP	Tu-134A	MALÉV	d/d	04jan81	practice; rgd 03feb81; d/d 13feb81; officially h/o to MALÉV 28dec87 converted to Tu-134A-3 feb88; last flight 09feb94; dbr aFter a cockpit fire whilst on maintenance at
63580	HA-LBR	Tu-134A	Hungarian Gvt	mfd	01janoo 08jan81	Budapest; stored for spares and finally broken up between 10jan97 and 24jan97; canx 15jan97 line # 61-02; in full MALÉV c/s; ICAO Cat II aircraft and sometimes used on MALÉV flights for crew
33300	IIA LUK	iu-±J <del>4M</del>	ungunan Ovt	mu	oojanoi	practice; rgd 03feb81; d/d 14feb81; officially h/o to MALÉV 28dec87; last government flight 18jul94 CGN-BUD
	HA-LBR	Tu-134A	MALÉV	d/d	01jan88	converted to Tu-134A-3 feb88; still used on government flights until 1994; last service 31dec97 to Warsaw and last flight 08jan98 was a joyflight over Budapest; canx 09jul98 and delivered to Minsk same day
	EW-65943 RA-65943	Tu-134A-3 Tu-134A-3	Lukoil Kolavia	rgd rgd	09jul98 09jul99	not taken up, directly sold as, see below  f/n VKO 21aug99; f/n DME 17oct10; wfu before may11; stored at SGC, last reported may11; moved and
	100 0JJTJ	14-13 <del>4M-</del> 3	. Columb	ıyu	o ajui aa	preserved at the Lebyazhye shooting range of the Russian MVD near Surgut; visible on GE jul12 (N61.37996292 E73.20449066); photo 16jun14
63595	CCCP-65716 CCCP-65716	Tu-134B Tu-134B	AFL/GosNII GA AFL/Azerbaijan-BAK	mfd trf	02feb81 04apr85	line # 61-03; toc sep81; rgd only 07jul82; in Aeroflot c/s; f/n SVO 29apr84
	CCCP-65716 CCCP-65716 CCCP-65716	Tu-134B Tu-134B Tu-134B	AFL/Azerbaijaii-BAK AFL/Latvia-RIX AFL/Komi-SCW	trf trf	unknown 04apr86	the last Riga Tu-134B transferred to Syktyvkar; I/n SVO 18may91 as Tu-134B-3
	RA-65716 RA-65716	Tu-134B-3 Tu-134B-3	Komiavia Komiinteravia	trf LED	22feb94 14apr99	the last Riga 10-1346 transferred to Syktykar; i/ii SvO 16ilia/91 as 10-1346-3 f/n SCW 11jun94, Aeroflot c/s and titles //n SVO 06nov03; i/n SVO 29jun04
	RA-65716 RA-65716 RA-65716	Tu-134B-3 Tu-134B-3 Tu-134B-3	UTair UTair Express	SCW VKO	29jun05 31jul10	Isf Komiinteravia; I/n SVO 29Junu4 Isf Komiinteravia; I/n VKO 04Jun10 I/n SCW jan12/mar14, stored; broken up by oct14
63605	CCCP-65989	Tu-134AK	Soviet AF/AFL c/s	mfd	12feb81	line # 61-04; rgd 15jun81; f/n CGN 26nov81; converted to stinger-tail (Balkany) after 1986 and f/n as such Tököl aug89
						Such Tokol dugos

	RA-65989	Tu-134A-3	Russian AF/AFL c/s	CKL	05aug00	with stinger-tail (Balkany); version as such in Register, but painted just as Tu-134A; based at CKL; I/n CKL
					_	13aug12, still with 'Aeroflot' titles; overhauled by RZGA No. 412 from 31oct12, t/t 5,809 hours and 4,821 cycles by then
63620	RA-65989 "03" red	Tu-134A-3 Tu-134LK2	Russian Air Force Soviet Air Force	CKL mfd	21may14 25feb81	in c/s similar to Rossiya, with 'VVS Rossii' titles on tail; version still painted as Tu-134A; I/n CKL mar21 line # 61-05; opb 70 oitap on / Space Training Centre at Chkalovski; c/s as per Tu-134Sh with twin cheatline and coloured tail, but blue/white instead of red/white; f/n CKL jun83; I/n SVO 19mar93, c/n not checked this date
	"03" blue	Tu-134A-3	Russian Air Force	CKL	19aug01	no longer a cosmonaut trainer, but used as a VIP transport; in basic Aeroflot c/s with 'TSPK im. Yu.A. Gagarina' (Yu.A. Gagarin Space Training Centre) titles and badge (repainted during overhaul in 1998), tactical code on nose-gear doors only; last overhaul completed 25fe000; I/n CKL 04aug08
	RF-65151 RF-65151	Tu-134A-3 Tu-134A-3	Russian Air Force Roscosmos	CKL CKL	17aug09 09may10	c/n confirmed; in the same c/s as above based at Chkalovski; repainted in white c/s with blue fin and engines, 'Roscosmos' titles on tail and 'Cosmonaut Training Center'/'Tsentr podgotovki kosmonavtov' titles on fuselage; t/t 4,692 hours and 4,020 cycles by 09jul10; I/n VKO 03jul22
63637	CCCP-65719 RA-65719 RA-65719	Tu-134AK Tu-134AK Tu-134AK	MOM NPO "Energiya" NPO "Energiya" Korsar	mfd VKO VKO	25feb81 02sep93 24jan94	line # 61-06; rgd 18mar81; in Aeroflot c/s; f/n VKO 23apr89; l/n VKO 15may93 in Aeroflot c/s leased from NPO "Energiya"; in white/light grey c/s with titles and a red/blue logo on the fin; l/n VKO
	RA-65719 RA-65719	Tu-134AK Tu-134A-3	Kosmos Kosmos	trf AAQ	20jul95 12dec06	23apr97, see next line in 34 passenger configuration; f/n VKO aug97 in 34 passenger configuration; f/n VKO aug97 in white/light grey c/s with blue/white/red cheatline and blue fin, with large 'Kosmos' titles and additional
63657	CCCP-65717	Tu-134A	Soviet Gvt/AFL c/s	mfd	06mar81	small 'Energiya' titles on the left side only; new CofRs issued 08oct13, 05may17 and 14dec17; CofA expired 18oct17; canx 29jan19; sat with at VKO, seen nov20; scrapped at VKO oct21 line # 61-07; toc 18mar81; rgd 27mar81; opb 235 OAO; f/n HEL 25jul81
	CCCP-65717 RA-65717	Tu-134A Tu-134A-3	AFL/International Aeroflot Rus. Al	trf HEL	12apr84 14nov92	seen PRG 05may89 as Tu-134A-3; //n SVO 14aug92 last overhaul completed 29jul04; undertook the last flight of an Aeroflot Russian Airlines Tu-134 31dec07 (UFA-SVO); offered for sale 14apr08 with t/t 40,612 hours, but obviously not sold; CofA expired 20apr08; //n SVO 05aug08; canx 22dec08 as wfu; t/t 40,612 hours and 19,976 cycles; last flight 28apr09 (to RIX); preserved in Latvijas Aviacijas Tehnikas Muzejs in Riga (RS5-926038 E23.97942) sc.//n apr22
63668	CCCP-65718	Tu-134AK	AFL/Ukraine-KBP	mfd	31mar81	line # 61-08; rgd 18may81; on charge as of 01jul81; VIP aircraft, operated for the government of the Ukrainian Soviet Republic; I/n KBP 13apr92
	UR-65718 UR-65718	Tu-134A-3 Tu-134A-3	Avialini. Ukrayiny Ukraine Government	rgd PRG	21jan93 03feb97	f/n KBP 16jul93 I/n BUD 18nov97
	65718 UR-65718	Tu-134A-3 Tu-134A-3	Ukraine Government Ukraine Government	MST MST	10jan99 04apr99	all-silver c/s, no titles; arrived for painting opb Ukraina Aviation Enterprise; at MHP 12may08, bare metal; seen LWO 28may09, full c/s; canx mar16;
63684	CCCP-65900 UN-65900	Tu-134AK Tu-134A-3	AFL/Kazakhstan-ALA	mfd FRA	16apr81 25mav93	seen KBP 24may16/04oct19, stored line # 61-09; toc 25apr81; rgd 25may81; f/n ALA 22apr84
	UN-65900	Tu-134A-3	Kazair Air Kazakstan	trf	26sep96	Almaty based; photo SVO date unknown in full Kazair c/s and titles with additional Kazakstan Airlines titles
	UN-65900 UN-65900	Tu-134A-3 Tu-134A-3	Kazair West Samal Air	ALA URC	03aug98 mid07	I/n FRU oct04; still in fleet list 22nov04 but not in fleet list 31dec05; I/n DXB 13nov06 I/n KIV 20jul08
63690	UP-T3401 CCCP-65990	Tu-134A-3 Tu-134AK	Samal Air Soviet AF/AFL c/s	ALA mfd	15oct08 10mar81	I/n ALA 25jan11, parked line # 61-10; rgd 14jul81; opb 2 ae 354 apon 8 adon at Chkalovski; was assigned as the personal aircraft of the C-in-C of the Armed Forces of the Warsaw Treaty Organisation, Marshal V.G. Kulikov, but was operated on behalf of the Soviet MVD/VV almost right from the start; f/n Sperenberg 12jan82; I/n 27apr93
	RA-65990 RA-65990	Tu-134AK Tu-134A-3	Russian MVD/VV Russian MVD/VV	trf TXL	1992 16jun00	opb 3 osae on at Chkalovski opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline, no titles; seen MHP 28feb01;
	RA-65990	Tu-134A-3	Russian MVD/VV	LED	22aug07	canx 13mar01 but obviously restored; I/n CKL 22aug05 wrong prefix painted on, see rgd date below; opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; I/n KBP 15oct07
	RF-65990	Tu-134A-3	Russian MVD/VV	rgd	17may06	opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n in RZGA No. 412 at ROV 27jun08; I/n in RZGA No. 412 at ROV 11dec15
	RF-65990	Tu-134A-3	Rosgvardiya	trf	05apr16	opb $\bar{3}$ osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n CKL 20apr17; I/n UUS 2021
63700	CCCP-65099 RA-65099	Tu-134AK Tu-134AK	MRP NPO "Vzlyot" NPO "Vzlyot"	mfd ZIA	03apr81 03may94	line # 62-01; rgd 28apr81; in Aeroflot c/s; f/n VKO 14jun86; l/n VKO 16aug92 in Aeroflot c/s
	RA-65099 RA-65099	Tu-134AK Tu-134AK	Aeroflot c/s, n/t Stol. Bank Sbere.	AMS EIN	19nov94 19dec94	arrived EIN 09dec94 for painting departed after painting, 'Stolichny bank sberezheni' means 'Capitol Bank of Savings', I/n as such nov95; titles removed by feb96; //n VIE 10apr97
	RA-65099 RA-65099	Tu-134AK Tu-134AK	Yermolino Airlines Airlines 400	RTM SOF	01jul99 aug03	in all-white c/s, no titles; last overhaul completed 02jun99; I/n LCA 06nov02 Isf Kapital i Zdaniye 01feb02/01feb04; rgd 03jun02
	RA-65099	Tu-134AK	Sirius Aero	rgd	14apr03	VIP aircraft; small titles and logo on nose only; f/n IKT 16aug03; Tu-134A-3 by jul06; l/n GOJ 23feb08; offered for sale 05nov08 with t/t 8,336 hours and 4,381 cycles, was under rework at ARZ-407 at that time;
63720	CCCP-65726 RA-65726	Tu-134AK Tu-134AK	MOM NPO "Energiya" MOM NPO "Energiya"	mfd VKO	31mar81 16jul93	seen MHP 28jan12, all-white c/s, no titles; I/n GOJ 05jul16; canx 11nov19 line # 62-02; rgd 13apr81; VKO 23apr89 in Aeroflot c/s; still CCCP- 15may93 I/n TKU 25nov93, no titles
	RA-65726 RA-65726	Tu-134AK Tu-134AK	MOM NPO "Energiya" Kosmos	GVA trf	05may95 20jul95	f/n SVO 23apr97, no titles
	RA-65726	Tu-134AK	Kosmos	VKO	06aug99	Tu-134A-3 by feb04; seen MHP 12may08, bare metal; full c/s again by oct08; seen VKO 27apr19 now with small 'Roskosmos' titles in Cyrillic; I/n ARH 20mar20 active; reported in storage since oct20; canx 30apr21
63731	CCCP-65901 CCCP-65901	Tu-134A Tu-134A	AFL/Privolzhsk AFL/Uzbekistan-TAS	mfd trf	08apr81 27sep81	line # 62-03; rgd 15may81; on charge as of 01jul81 opb 219 LO; mentioned in an incident report at TAS 16jun87; f/n LED 13sep87
	CCCP-65901 RA-65901	Tu-134A Tu-134A-3	AFL/Komi Aeroflot	trf SVO	10feb88 19mar93	opb 75 LO; Tu-134A-3 by may91; I/n LED 06sep92
	RA-65901 RA-65901	Tu-134A-3 Tu-134A-3	Komiavia Komiinteravia	trf	22feb94 13mar00	seen in ARZ-407 22apr98, with blue tail I/n LED 05sep04
	RA-65901 RA-65901	Tu-134A-3 Tu-134A-3	UTair UTair Express	VKO ROV	25may05 15sep10	Isf Komiinteravia; I/n VKO 19may10 I/n active TJM 30sep11; seen SCW dec11/aug13 stored; broken up bu 17sep14
63742	CCCP-65902 CCCP-65902	Tu-134A Tu-134A	AFL/North Kavkaz AFL/Uzbekistan-TAS	mfd trf	24apr81 08oct81	line # 62-04; rgd 25may81; on charge as of 01jul81 opb 219 LO; f/n TAS 23mar84; mentioned in an incident report at TAS 26aug87
	CCCP-65902 RA-65902	Tu-134A Tu-134A-3	AFL/Komi Aeroflot	trf LED	09apr88 16jun93	opb 75 LO; f/n LED 22sep91 as Tu-134A-3; l/n LED 06sep92
	RA-65902 RA-65902	Tu-134A-3 Tu-134A-3	Komiavia Komiavia c/s, n/t	trf SVO	22feb94 15may02	f/n SVO aug98; I/n SVO 21apr02 I/n SVO 31aug02; leased to Aeroflot Russian Airlines ?
	RA-65902 RA-65902	Tu-134A-3 Tu-134A-3	Komiinteravia Komiavia	NNM SVO	autum02 15dec02	I/n DME 07apr03
	RA-65902 RA-65902	Tu-134A-3 Tu-134A-3	UTair UTair Express	rgd AAQ	30jan03 22jul10	leased from Komiinteravia from 25dec02; f/n VKO 27jun03; l/n VKO 04jul09 owned by UTair Express by 2009; l/n VKO 19feb11; seen SCW may11/aug13 stored; broken up at SCW
63750	CCCP-65903	Tu-134A	Soviet Gvt/AFL c/s	mfd	29apr81	aug14 line # 62-05; toc 08may81; rgd 19may81; opb 235 OAO; f/n HEL 25sep81
	CCCP-65903 CCCP-65903	Tu-134A Tu-134A	AFL/N.Kavkaz-ASF AFL/N.Kavkaz-VOG	trf trf	21sep84 1987	
	RA-65903 RA-65903	Tu-134A-3 Tu-134A-3	Aeroflot Volga Airlines	VOG trf	31aug93 22feb94	f/n IST 13jan97; I/n DME 18oct02; seen ZIA 22/23aug03, titles not reported
	RA-65903	Tu-134A-3	RusLine	rgd	23oct03	f/n KUF 07jul04; painted as just Tu-134A; seen GOJ oct11/may12, stored engineless; scrappe GOJ, tail only remained by 25jun12
63757	CCCP-63757	Tu-134AK	Soviet Navy			line # 62-06; converted to stinger-tail (Balkany) after 1986; received overt military markings but date (ie, before or after conversion) and tactical code unknown
	"01" red	Tu-134AK	Russian Navy	VVO	18apr97	stinger-tail (Balkany); c/n not confirmed; red lightning bolt scheme, no designation painted on nose; parked with "02" black c/n 73550795 on the same ramp which had a Russian Navy flag
	RA-63757	Tu-134AK	Russian Navy	TV	feb02	opb 71 otae at Knevichi; carried additional code "01" blue on nose wheel door; in basic Aeroflot c/s with additional blue "lightning bolt" pinstripe and white underside of extreme nose, tapered blue nacelle stripes (patterned on those of red/white 'Balkanys' and hence indicative of previous full military markings);
						Russian Navy flag behind the cockpit and 'Tikhookeanski Flot Rossil' (Russian Pacific Fleet) titles on fuselage; registration without dash and in non-standard condensed font by feb02; seen may06 with different nose'; seen VVO 18aug07 with dash in registration; I/n ROV 13mar12 as such
	RF-66001	Tu-134AK	Russian Navy	ROV	07sep13	opb 71 otae at Knevichi; carried additional code "01" blue, still with Russian Navy flag behind the cockpit and fuselage; Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on fuselage; seen ROV 06dec13 with
13 63761	CCCP-63761 "25" red	Tu-134AK Tu-134AK	Soviet AF/AFL c/s Soviet Air Force	i/s Kub	29jul81 1983	additional 'MA VMF Rossii' titles on tail; I/n VVO 30apr21 line # 62-07; f/n Sperenberg 15sep81 line # 62-07; already wearing the red/white c/s with 'lightning bolt' pinstripe on nose and white underside
	25 reu	1u-134AK	Soviet Air Force	KUD	1903	of extreme nose and tapered red nacelle stripes which later became typical of Tu-134 "Balkanys" in full military markings, however, this c/s inspired by East German AF Tu-134AKs appeared in 1982, ie, after
	DA 65535	T. 10::::	Duraday 11 5	***	10	this aircraft was built!, converted after 1986 to stinger-tail (Balkany); later (around 1990) based at Sperenberg; departed to Rostov-na-Donu-Tsentralny 01sep94; subsequently based CKL; I/n CKL jul03
	RA-65573	Tu-134AK	Russian Air Force	MHP	19may05	in ARZ-407; c/n from JP-07; with stinger-tail (Balkany); opb 223 lo at Chkalovski; in basic Aeroflot c/s but with blue engine nacelles and rear fuselage, no titles; damaged 10aug07 on the last leg of a flight from
						Krasnoyarsk via Tyumen and Tomsk to VKO when landed with the brakes of the left main gear locked and skidded off the runway, making a 180-degree turn, the right main gear was ripped off and the fuel tanks in
						the right wing damaged, 7 tonnes of fuel spilt but no fire broke out, all 11 crew and 14 passengers escaped unhurt; transported to VARZ-400 18aug07; repaired with the right wing of Tu-134A-3 RA-65988
						oct/nov07; seen ROV 27jun08 in ARZ-412; f/n active again CKL 19feb09; l/n Akhtubinsk 15mar12; seen CKL 13aug12 with additional 'VVS Rossii' titles on tail; seen Simferopol 10apr14, with titles painted out; l/n
						ROV (RZGA No. 412) 14oct16 for overhaul

	RF-65573	Tu-134A-3	Russian Air Force	ROV	23oct17	still with stinger tail and in new c/s with large 'St. Peterburg' titles on the fuselage and 'VVS Rossii' titles on the blue tail and (sub)type painted on as given and carried code "02" red on the nose wheel door; seen
63769	CCCP-63769 ? "10" red	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no OVB	reports 20apr93	Levashovo sep20 now with 'VKS Rossii' titles; I/n active 27jun23 location unknown line # 62-08; c/n in official documents by 25feb82; (Balkany) c/n not confirmed; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; I/n OVB 02jul03 c/n
	"10" blue	Tu-134AK	Russian Air Force	НТА	23sep04	not checked this date  c/n not confirmed; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine
	RA-63769	Tu-134AK	SpetsTransServis	IKT	08jun09	nacelles and fin, Red Star on fin; c/n only featured in tender held 18may07 in flight plan, but no sightings; c/n not checked
	"10" blue	Tu-134AK	Russian Air Force	CKL	jul09	and SVX 23oct10; c/n from russianplanes.net; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine nacelles and fin, Red Star on fin, I/n SVX 16mar12
	RF-90914 RF-90914	Tu-134AK Tu-134AK	Russian Air Force Russian Air Force	SVX	04aug12 14jun16	in white/grey c/s with standard blue and lower thin red cheatline blue trim on engine nacelles and fin, Red Star on fin; also carried code "10" blue and 'VVS Rossii' titles; //n SVX 16jul15 in silver c/s with blue undersides and tail, wavy cheatlines in the c/s of the Russian flag, Russian flag on
	KI - 30314	TU-134AK	Russian All Torce	KOV	14,01110	the fin, also carried code "10" red (outlined in white) on the engine and nose-wheel door; seen ROV (RZGA No. 412) 27sep16; I/n SVX 14auq23
13 63775	CCCP-63775 "35" red	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no Kln	reports 1999	line # 62-09; c/n in official documents by 12jul83; converted after 1986 to stinger-tail (Balkany) stinger-tail (Balkany); Leningrad Defence District Commander's aircraft; in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe below cheatline, red stripes on engine nacelles; (/n Levashovo
	RA-63775	Tu-134AK	Russian Air Force	Lev	19aug03	10jun01 stinger-tail (Balkany); wears "35" blue on nose gear doors; in white/grey c/s with blue cheatline and blue engine nacelles, Russian flag on tail and with large 'Sankt-Peterburg' titles; I/n Voronezh-Baltimor nov12
	RF-90789	Tu-134AK	Russian Air Force	MHP	may14	stinger-tail (Balkany); wears "35" blue on nose gear doors; in white/grey c/s with blue cheatline and blue engine nacelles, Russian flag on tail and with large 'Sankt-Peterburg' titles and additional small 'VVS Rossii' titles on tail; seen Kubinka 08apr15, now coded "01" blue; I/n over Moscow 07may22
63780	CCCP-63780 ? "100" red	Tu-134AK Tu-134AK	Soviet Navy Russian Navy	no Akc	reports 14aug96	line # 62-10; c/n in official documents by 12jul83 with stinger-tail (Balkany); in white/grey c/s with red cheatline and 'lightning-bolt', red/white-striped
	"100" blue	Tu-134AK	Russian Navy	ph.	< oct05	rudder; c/n not checked this date with stinger-tail (Balkany); photo also 11sep07; personal aircraft of the commander of the Northern Fleet, based at Severomorsk; in white/grey c/s with blue cheatline and 'lightning-bolt' pin-stripe below cheatline, blue stripes on engine nacelles, blue/white-striped rudder, admiral's pennant and Cyrillic 'KSF' (abbreviation for Northern Fleet) titles behind the cockpit, Russian flag on fin; l/n ROV 18aug12;
	RF-66000	Tu-134AK	Russian Navy	ROV	06nov13	overhauled by RZGA No. 412 from 28may12, t/t 3,746 hours and 2,825 cycles by then with stinger-tail (Balkany); in similar c/s with blue cheatline and "lightning-bolt" pin-stripe below cheatline, white underside of extreme nose, blue stripes on engine nacelles, blue/white-striped rudder; I/n in RZGA No. 412 at ROV 12nov13; photo may17 with code "100" blue on the nose-wheel doors and with 'Severnyy Flot Rossii' titles, admiral's pennant and 'MA VMF Rossii' on the fin; I/n ARH 2021
63820	CCCP-63820 ? "01" red	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no Htc	reports 14may06	line # 63-01; c/n in official documents by 05mar81; with stinger-tail (Balkany) with stinger-tail (Balkany); in white/grey c/s with standard red and lower thin red cheatline, red trim on engine nacelles, Red Star on fin; tender for conversion into a passenger aircraft with 45 seats published 30oct08, but did not attract any bidder; l/n Chita-Cheryomushki apr14, stored in very faded colours and
63825	CCCP-65996 CCCP-65996	Tu-134AK Tu-134AK	Soviet Air Force Soviet AF/AFL c/s	mfd LED	20nov81 30jul90	broken up since line # 63-02; c/n in official documents by 30dec82; (Balkany) ? stinger-tail (Balkany); rgd 25feb91; I/n SVX 20apr93
	RA-65996	Tu-134AK	Russian AF/AFL c/s	rgd	28apr94	stinger-tail (Balkany); f/n VKO 04may94; in 223 LO fleet list mar95; seen CKL 22aug05 with blue cheatline and engines, no titles; i/n CKL 25jun10; seen CKL 13aug12 in the same c/s with 'VVS Rossii' titles on the fin; titles removed by apr14; underwent overhaul at M2GA-407 in 2016, repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides f/n MHP 02nov16; received a large chin radar
63832	CCCP-63832 RA-63832	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no CKL	reports apr03	during overhaul in Minsk 2019/2020; I/n LED jan22 line # 63-03; c/n in official documents by 30dec82; with stinger-tail (Balkany) with stinger-tail (Balkany); carried also code "02" blue; personal aircraft of the commander of the 40th
						Army, opb 535 osap at Rostov-na-Donu-Tsentralny; initially in white/grey c/s with red standard and red thin lower cheatline, red trim on the engine nacelles and Red Star on fin, carried Cyrillic 'SKVO' (abbreviation for North Caucasian Military District) titles; I/n as such CKL apr03; repainted in white/grey c/s with blue standard and red thin lower cheatline, blue trim on engine nacelles and fin, Red Star on fin, no titles but carried an 'SKVO' badge behind the cockpit; f/n 2005; named 'Rostov-na-Donu' probably around 2005, f/n as such as such MRV Rostov-na-Donu-Tsentralny 18apr11
	RF-66008	Tu-134AK	Russian Air Force	Roc	25may11	with stinger-tail (Balkany); carried also code "02" blue; personal aircraft of the commander of the 40th Army, opb 4 AvGr 6972 AvB at Rostov-na-Donu-Tsentralny; in white/grey c/s with bue standard and red thin lower cheatline, blue trim on engine nacelles and fin, 'VVS Rossii' titles and Russian star on fin; I/n with the name Rostov-na-Donu-Tsentralny 28jun11; f/n without name Rostov-na-Donu-Tsentralny 17jul11; I/n AAQ 04sep12; overhauled by RZGA No. 412 from 12dec12, t/t 5,540 hours and
63838	"05" red	Tu-134AK	Russian Navy		photo	5,689 cycles by then; I/n 2021, location withheld line # 63-08; in documents with this c/n; with stinger-tail (Balkany); personal aircraft of the commander of the Black Sea Fleet, probably opb 917 osap at Kacha; in standard civil c/s with red cheatline, Russian Navy flag behind cockpit and Russian flag applied over Red Star on fin; w/o 10jul06 on take-off from Simferopol-Gvardeiskoye when the left engine caught fire as a result of bird-strike, the take-off was aborted when the aircraft had reached an altitude of 1.5 metres, overran the runway, broke apart and burnt out, 3 crew injured while all other 26 occupants (among them the C-in-C of the Russian Navy, Admiral Vladimir
63845	CCCP-65991	Tu-134AK	Soviet AF/AFL c/s	rgd	20jul82	Masorin) escaped unhurt; the Russian media widely reported the accident giving the c/n as 63875 line # 63-04; f/n Sperenberg 10jun87; converted to stinger-tail (Balkany) after 1986, f/n as such Spr 10jun89; J/n CKL 04jun92
	RA-65991 RA-65991	Tu-134AK Tu-134A-3	Russian AF/AFL c/s Russian Air Force	Akc CKL	14aug96 14aug06	with stinger-tail (Balkany); I/n ZIA 17aug01; canx 13mar01, reportedly as destroyed with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs'
	RF-95951	Tu-134A-3	Russian Air Force	CKL	01jul11	badge behind cockpit I/n CKL jun11 with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs' badge behind cockpit; I/n CKL 19jul13; photo MHP mar15, with large 'GLITs Im. V.P. Chkalova' titles and GLITs badge behind cockpit; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and
63850	CCCP-65992	Tu-134AK	Soviet AF/AFL c/s	mfd	26nov81	Russian flag; I/n CKL 2021 line # 63-05; rgd 20jul82; was already f/n Sperenberg 09feb82; converted to stinger-tail (Balkany) after 1986 and f/n as such Marxwalde 09sep88; I/n Krzywa, Poland, 31auq91
	RA-65992	Tu-134AK	Russian AF/AFL c/s	CKL	08aug99	stinger-tail (Balkany); I/n CKL 23jun11 active, still with Aeroflot titles and additional 'VVS Rossii' titles on the tail
	RF-65992 RA-65992	Tu-134AK Tu-134A-3	Russian Air Force Russian Air Force	CKL CKL	25jul11 feb17	stinger-tail (Balkany); still with Aeroflot titles and additional 'VVS Rossii' titles on tail; I/n MHP jan15 stinger-tail (Balkany); in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides,
63860	CCCP-65993 "993" black CCCP-65993	Tu-134AK Tu-134AK Tu-134AK	Soviet AF/AFL c/s Soviet Air Force Soviet AF/AFL c/s	rgd LHR BRU	20jul82 05oct88 04may93	no titles; I/n TLV 27apr21 line # 63-06; f/n Eberswalde-Finow 07apr83 in flight plan as CCCP-65993 converted to stinger-tail (Balkany); still CCCP- 04may93; canx 12jan01 reportedly as destroyed but see
	4L-65993	Tu-134AK	Georgian Air Force	TBS	17jun97	next lines I/n TBS 17apr01; stinger-tail (Balkany)
	4L-AAJ 4L-EUR	Tu-134A-3 Tu-134A	Tbilaviamsheni EuroLine	TBS rgd	31may03 05aug08	stinger-tail removed, marked 'Tu-134A-3'; with old Georgian flag; seen with additional 'Georgia' titles WAW 21apr04 and with new Georgian flag; I/n TBS 14sep06; still in fleet list nov06 f/n HRK 12sep08; seen DXB 31jan09 with just www.avia.ge titles and type as such painted on the nose;
63870	CCCP-65908	Tu-134AK	MRP NPO "Vzlyot"	mfd	22jan82	company renamed Georgian International Airlines feb10; I/n TBS jun12/feb17, still with www.avia.ge titles line # 63-07; rgd O9mar82; in Aeroflot c/s; on photo with the nose of a missile instead of the 'glass' nose;
	RA-65908	Tu-134AK	MRP NPO "Vzlyot"	ZIA	01sep93	f/n VKO 19aug <sup>9</sup> 2 in basic Aeroflot c/s, no titles
	RA-65908 RA-65908	Tu-134AK Tu-134AK	VAP Group Aviazapchast'	PRG GVA	01jul95 02may99	leased from Elf Air; I/n AAQ 05jul98 I/n VKO 01jul01
	RA-65908 RA-65908 RA-65908	Tu-134AK Tu-134AK Tu-134AK	Yermolino Airlines Antex-Polyus RusAir	VKO VKO TSE	02aug02 06may03 15jun04	I/n DXB 02nov02; rgd 15nov02 to VAP Aviation Group Isf VAP Aviation Group 31jul02/31dec03; I/n VKO 23aug03 presented to the press 24jun04 in VIP configuration; in white c/s with green, red and blue bands; t/t 7,365
	RA-65908	Tu-134AK	Jet Air Group	trf	sep11	hours and 3,610 cycles by 01jan11; I/n DME 29aug11 ferried LED-Zhukovski 02dec11, probably last flight; CofA valid until 04jan12; I/n ZIA 12aug12; canx
63900	CCCP-63900 ?	Tu-134AK	Soviet Navy	no	reports	before apr16 line # 63-09; c/n in official documents by 20oct84
	"101" blue	Tu-134A-3	Russian Navy	KGD	28jul06	with stinger-tail (Balkany); the personal aircraft of the commander of the Baltic Fleet; based at Khrabrovo; overhauled by ARZ-407 at Minsk; in white/grey c/s with grey fin, blue 'lightning-bolt' cheatline and blue
	RF-66003	Tu-134A-3	Russian Navy	Kub	24mar16	stripes on the engine nacelles; I/n Chelyabinsk-Shagol aug14 with stinger-tail (Balkany); also carried code "101" blue on the nose-wheel door and 'MA VMF Rossii' titles on the tail; is the personal aircraft of the commander of the Baltic Fleet; opb 72 AvB at Chernyakhovsk; in white/grey c/s with grey fin, blue 'lightning-bolt' cheatline and blue stripes on the engine nacelles; I/n as such 19jun20; code removed from the nosewheel door by mid 2020 and large 'Baltiskii' flot' (Baltic Fleet) titles added on the fuselage; I/n 20jun23, intercepted by the RAF on QRA from Estonia
63950	not known "05" red RA-63950	Tu-134AK Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force Russian Air Force	no SVX GOJ	reports 20apr94 20jan06	line # 63-10; c/n in official documents by 20oct84; with stinger-tail (Balkany) c/n not confirmed; in white/grey c/s with red cheatline and 'lightning-bolt' par-stripe; l/n SVX 06jul03 c/n not confirmed but very likely; with stinger-tail (Balkany); carried code "05" red on nose wheel door; named 'Yekaterinburg'; in white/grey c/s with red 'lightning bolt' cheatline; 'Uralskoye obyedineniye VVS i
	RA-63950	Tu-134AK	Russian Air Force	Ckl	08nov08	PVO' badge on nose; I/n SVX 08jul08 c/n not confirmed but very likely; with stinger-tail (Balkany); carried code "03" blue on nose wheel door; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose, 'Uralskoye obyedineniye VVS i PVO' badge on nose; initially named "Yekaterinburg"; I/n as such Kryazh 25nov08; became the new personal

						aircraft of the commander of the Far Eastern Military District after the accident of Tu-134AK RA-65981
	RF-66053	Tu-134AK	Russian Air Force	ROV	22aug15	26mar09; f/n apr10; seen Khabarovsk-Bolshoi nov10; l/n ROV 25aug14 overhauled by RZGA No. 412, in white/light grey c/s with blue cheatline and 'lightning bolt' on nose, also
63952	DDR-SDS	Tu-134AK	EGAF/Interflug c/s	mfd	18mar82	carried "53" blue on the nose wheel door; still with stinger-tail (Balkany); I/n KHV 2021 line # 63-11 confirmed; allocated but not taken up
	184 11+11	Tu-134AK Tu-134AK	East German AF German Air Force	rgd rgd	26mar82 03oct90	used call-sign Y4-184; I/n ZRH 09sep90 and seen Neuhardenberg this date; seen Neuhardenberg 23may91
	9A-ADL 11+11	Tu-134AK Tu-134AK	RPL Arpts Rijeka ex German AF	rgd SVO	16dec92 04jul93	registration not taken up but applied to the aircraft nevertheless gone by 27aug93
	RA-65566	Tu-134AK	Aeroflot Rus. Al	toc	01jul93	f/n BKA 02sep93, on overhaul; last service for Aeroflot Russian Airlines 31dec07; opb Aeroflot-Don since 28jun08; I/n VKO 06sep08; offered for sale nov08
	RA-65566 RA-65566	Tu-134A-3 Tu-134A-3	RusAir Kosmos	LED VKO	25jul09 01jul10	in basic new Aeroflot c/s with small titles; I/n PEE 03apr10 Kosmos is the brand of RSC "Energiya"; in basic new Aeroflot c/s with titles; I/n OVB 10sep11; canx oct11
63953	CCCP-65904	Tu-134AK	Soviet Gvt/AFL c/s	mfd	12jul82	line # 63-12; toc 12jul82; rgd 28jul82; opb 235 OAO; with Tatra-M HF suite; f/n ORY 02oct85; f/n as Tu- 134A-3 CGN jun89 in Aeroflot colours with blue tail; l/n BKA 08apr93
	RA-65904 RA-65904	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	trf	16may93 22jul94	in Aeroflot c/s with grey tail; I/n VKO 10jun94 f/n VKO 01jul95; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; I/n GVA
62055	CCCD CODE	T., 1344K	Coviet Air Force	med	0602	31may97; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; I/n VKO 26jun13; canx before apr16
63955	CCCP-63955	Tu-134AK	Soviet Air Force	mfd	06apr82 09iul94	line # 63-13; opb 1 ae 50 osap at Lipki (near Minsk); converted to stinger-tail (Balkany) after 1986; photo as such in Polish magazine jan93
	EW-63955 RA-65571	Tu-134AK Tu-134A-3	Belarus Government Sibaviatrans	Mma rgd	18jul02	with stinger-tail (Balkany); I/n Minsk-Machulishchi 18aug97 last overhaul completed 02jul02; stinger-tail removed, but stub still present; f/n OVB 02jul03; I/n KHV
						21oct08; operator's certificate revoked 05oct08 and operator declared bankrupt 01oct09; offered for sale by Sberbank 17dec08 with t/t 7,799 hours; stored at KJA, I/n oct09; sold to Roman A. Sudakov of Krasnoyarsk 09jun11; broken up may14
63957	CCCP-63957 "01" yellow	Tu-134AK Tu-134A-3	Soviet Air Force Ukraine Air Force	no KBP	reports 29aug93	line # 63-14; i/s before 20dec82; converted to stinger-tail (Balkany) after 1986 with stinger-tail (Balkany); I/n BRU 14sep95
	UAF-63957 63957	Tu-134A-3 Tu-134A-3	Ukraine Air Force Ukraine Air Force	KBP BRU	03jul96 03dec97	with stinger-tail (Balkany); I/n LCA 06oct97 with stinger-tail (Balkany); I/n KBP 31may02
	UR-63957 63957	Tu-134A-3 Tu-134A-3	Ukraine Air Force Ukraine Air Force	WAW	12feb03	at Valkeburg, Holland; with stinger-tail (Balkany); I/n WAW 16apr04 with stinger-tail (Balkany); I/n KBP 25jun12; to Mykolayiv-Kulbakino 13aug12 for repainting into new grey
63960	CCCP-63960	Tu-134AK	Soviet Air Force	mfd	22apr82	c/s; f/n Mykolayiv-Kulbakino 04sep12 with Ukrainian Armed Forces titles; I/n KBP 18dec19, active; line # 63-15; converted to stinger-tail (Balkany) after 1986; opb 243 osap at Lvov-Sknilov
	"02" yellow	Tu-134A-3	Ukraine Air Force	KBP	29aug93	with stinger-tail (Balkany); in white c/s, used call-sign UR-63960 CGN 20nov95 which is the c/n !; I/n KBP 26jun99
	UR-CCG RA-65572	Tu-134A-3 Tu-134A-3	UTair	SVO LED	21may04 02jul05	with stinger-tail (Balkany); in ex-military c/s but apart from the registration, no nationality markings stinger-tail removed; first appearance ever of reg -65572; lsf Komiinteravia; l/n LED 29mar10
63961	RA-65572 CCCP-63961 ?	Tu-134A-3 Tu-134AK	UTair Express Soviet Air Force	STW mfd	11jul10 29apr82	seen SCW apr12/jun13 stored; broken up at SCW dec14 line # 63-16; converted to stinger-tail (Balkany) after 1986
	"10" black	Tu-134AK	Russian Air Force	Kln	16aug96	opb 978 vtap/Command and Control Squadron at Klin; in white c/s blue cheatline and grey undersides with code and Red star on tail, painted as Tu-134A; I/n Klin 20aug01
	"10" blue	Tu-134AK	Russian Air Force	CKL	22aug05	stinger-tail removed; "10" blue (or black) on nose wheel door; in basic Aeroflot c/s with blue engines, no titles; photo CKL 2006
	RA-65729(2)	Tu-134AK	Russian Air Force	VOG	20feb07	c/n confirmed; stinger-tail removed; carried also code "10" blue (or black) on nose wheel door; opb 223 LO at Chkalovski; in basic Aeroflot c/s with blue engines, initially no titles; I/n as such SVX 31may10; seen
63965	CCCP-65905	Tu-134AK	Coviet Cut/AFL a/a	ma field	17aug82	CKL 21oct11 with 'VVS Rossii' titles on fin; I/n CKL 07may15; seen Samara 22aug15 without titles and no longer with code on the nose wheel door; I/n LED 13jun22; see c/n 1351309
03903	65905	Tu-134A-3	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	mfd VKO	08jul92	line # 63-17; toc 18aug82; rgd 26aug82; f/n SIP 20sep87; opb 235 OAO; with Tatra-M HF suite; Tu-134A-3 by apr91; l/n VKO 13apr92 in Aeroflot c/s with grey tail and 'Rossiya' titles; l/n VKO 16aug92
	RA-65905 RA-65905	Tu-134A-3 Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	VKO VKO trf	28aug93 22jul94	in Aeroliot c/s with grey tail and 'Rossiya' titles; //n VKO 10jun94 f/n VKO 18sep94; in basic Aeroliot c/s with grey tail and 'Rossiya' titles; l/n HEL 05may96; repainted in
	101 05505	14 15 5	11055174		22,0.5	light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; I/n VKO jan19; flew VKO to CKL 28may20, the first flight in 14 months; not current in fleet list jan21, presumably transferred to the
63967	DDR-SDR	Tu-134AK	EGAF/Interflug c/s	mfd	18may82	Russian Air Force line # 63-18; rgd 27may82; had East German Air Force serial 176 allocated; seen BRU 20may88
	11+10 9A-ADP	Tu-134AK Tu-134AK	German Air Force RPL Arpts Rijeka	rgd rgd	03oct90 16dec92	seen Neuhardenberg 15sep91 registration not taken up but applied to the aircraft nevertheless
	11+10 RA-65567	Tu-134AK Tu-134AK	ex German AF Aeroflot Rus. Al	SVO toc	01jul93 01jul93	without the + in the registration; still present 27aug93, gone by 03sep93, see next line not repainted in the new c/s; f/n SVO 22may94; became a Tu-134A-3 by may96; in operator's certificate
						of Aeroflot-Plus apr07; I/n complete SVO 08dec08; seen wfu at SVO, without engines, titles and registration painted out 31jan09; reported broken up at SVO in 2009; canx before nov09
63969	CCCP-65910	Tu-134AK	Soviet Gvt/AFL c/s	mfd	11may82	line # 63-19; toc 08jun82; rgd 05jul82; VIP aircraft for 37 pax, opb 235 OAO at VKO; converted into 74 pax configuration 12sep84
	CCCP-65910 CCCP-65910	Tu-134AK Tu-134AK	AFL/Leningrad AFL/Belarus-MSQ	trf trf	16oct84 18oct84	opb 104 LO 2-ogo Minskogo OAO; w/o 01feb85 on a flight from Minsk to Leningrad after having been
						parked at Minsk-2 with full tanks in freezing conditions for one week so that ice reformed on the wings after de-icing, on take-off the ice detached from the wings and was ingested by the engines resulting in the
						left engine flaming out shortly after take-off, the crew tried to return to the airport for an emergency landing, but the right engine flamed out as well and the aircraft crashed in a forest near Nezhivka village (10 km from the airport) and burnt out, 3 of the 6 crew and 55 of the 74 passengers killed and all
63972	CCCP-65911	Tu-134AK	Soviet Gvt/AFL c/s	mfd	20sep82	survivors injured; t/t 685 hours 47 minutes and 448 cycles; soc and canx 08may85 line # 63-20 ?; toc 01oct82; rgd 14oct82; opb 235 OAO; with Tatra-M HF suite; f/n PRG 08jul88; Tu-134A-
05372	65911	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	05jun92	3 by apr91; I/n VKO 13apr92 in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; I/n VKO
	RA-65911	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	21mar93	08jul92 in basic Aeroflot c/s with grey tail and 'Rossiya' titles, small Aeroflot titles below the cockpit; I/n ATH
	RA-65911	Tu-134A-3		trf	22jul94	24jun94 in basic Aeroflot c/s with grey tail and 'Rossiya' titles; repainted in light grey c/s with cheatlines in the
						colours of the Russian flag, grey undersides; seen VKO 05mar20, flew VKO to CKL, the first flight in nearly 15 months; not current in fleet list jan21, presumably transferred to the Russian Air Force; I/n CKL
63975	CCCP-63975	Tu-134AK	Soviet Air Force	no	reports	16nov21 line # 63-21; converted to stinger-tail (Balkany) after 1986
	RA-63975	Tu-134AK	Russian Air Force	ZIA	16aug99	with stinger-tail (Balkany); carried also code "01" blue; personal aircraft of the commander of the North- Caucasian Military District (SKVO); opb 535 osap at Rostov-na-Donu-Tsentralny; named 'Rostov-na-Donu';
	DE 66000	Tu 12441	Buccian Air Farra	CIA	25aug11	in white/light grey c/s with blue cheatline and 'lightning bolt' on nose; I/n Rostov-na-Donu-Tsentralny 08mar11
	RF-66009	Tu-134AK	Russian Air Force	CKL	25aug11	in document as Tu-134SUS, with stinger-tail (Balkany); carried also code "01" blue, still with 'RA-63975' under the wing; opb 229 AB at Rostov-na-Donu-Tsentralny; named 'Rostov-na-Donu'; in white/light grey c/s with blue cheatline and 'lightning bolt' on nose; repainted with cheatlines in the colours of the Russian
						flag, white top, grey undersides and blue stripe down the tail and without name; f/n ROV 27apr13 also with 633975' on engine (subsequently removed) and "01" blue on nose wheel door; l/n CKL 2021; seen MSQ
63976	CCCP-63976	Tu-134AK	Soviet Air Force	mfd	1982	line # 63-22; converted to stinger-tail (Balkany) after 1986; f/n Sperenberg 08jun83
-5570	"05" red	Tu-134AK	Soviet Air Force	Mil	06oct90	with stinger-tail (Balkany); personal aircraft of the commander of the Central Group of Forces, opb 173 osae at Milovice; with red cheatline and 'lightning-bolt' pin-stripe; I/n Milovice 25may91;
	"05" red	Tu-134AK	Russian Air Force	Kub	10apr97	c/n checked, former registration matching c/n on plates on flght deck; with stinger-tail (Balkany); opb 226 osap at Kubinka; I/n Kubinka 08aug02, c/n checked again
	63976	Tu-134AK	Russian Air Force	GOJ	09jun05	with stinger-tail (Balkany); opb 226 osap at Kubinka; personal aircraft of the commander of the 16th Air and Air Defence Army; in white c/s with 'Russian flag' cheatline, blue engine nacelles and Moscow coat-of-
	RA-65976(2)	Tu-134AK	Russian Air Force	Kub	oct06	arms, no titles; very small registration on nose wheel door only c/n confirmed, photo of the cockpit shows both '63976' and '65976' on dash-board; with stinger-tail
						(Balkany); personal aircraft of the commander of the 16th Air and Air Defence Army, based at CKL from 2010; in white c/s with 'Russian flag' cheatline, blue engine nacelles and Moscow coat-of-arms, initially no
						titles; f/n with 'VVS Rossii' titles CKL mar11; I/n CKL 26mar13; overhauled by RZGA No. 412 from 23apr13, t/t 4,544 hours and 5,057 cycles by then; seen ROV 18dec14, in grey c/s with blue/red/white
63979	CCCP-63979	Tu-134AK	Soviet AF/AFL c/s	d/d Spr	1982 1990	cheatlines, with Russian flag on tail, no titles; I/n LED 12jul22; see c/n 3352007 line # 63-23; converted to stringer-tail (Balkany) after 1986 circognatial (Balkany) and 201 case at 75681, with Approfice, table cheatline: "50" blue was seen CKL
	"50" blue	Tu-134AK	Soviet Air Force	Spr		stinger-tail (Balkany); opb 201 osae at Tököl; with Aeroflot style cheatline; "50" blue was seen CKL 15aug99, but c/n not checked this date
	UK-63979	Tu-134A-3	Uzbek Air Force		photo	in full Uzbekistan Airways c/s with 'Uzbekistan' and additional 'Air Force' titles on the fin above the registration; f/n Tashkent-Tuzel 24may04; seen Tashkent-Tuzel 28mar09 stored; I/n Tashkent-Tuzel 18aug23, as such
63982	CCCP-63982 "03" yellow	Tu-134AK Tu-134A-3	Soviet Air Force Ukraine Air Force	no MUC	reports jun93	line # 63-24; converted to stinger-tail (Balkany) after 1986 stinger-tail (Balkany); registration in papers as UR-63982 which is the c/n; I/n KBP 27auq97
	63982	Tu-134A-3	Ukraine Air Force	MHP	30jul98	in ARZ-407; in basic Aeroflot c/s with 'Zbroini Syly Ukrainy' (Armed Forces of Ukraine) titles, stinger-tail removed after dec98; I/n KBP 04oct19
63985	CCCP-65912 RA-65912	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	mfd VKO	30sep82 21mar93	line # 63-25; toc 26oct82; rgd 04nov82; opb 235 OAO at VKO; f/n HEL 05apr83; l/n BKA 01mar93 l/n aug95
	RA-65912	Tu-134AK	Rossiya	trf	22jul94	the first Tu-134A repainted in Rossiya's current 'grey ghost' c/s; f/n SNN jul97; converted to a Tu-134A-3 between jul04 and oct05; l/n operational VKO 06sep08; CofA expired 30sep08; rgd to the Russian
		_				Federation 31aug09; stored at VKO from oct08 because of low time between overhauls hours, I/n aug10; t/t 30,196 hours and 12,830 cycles by 01jan10
	RA-65912	Tu-134A-3	Russian MVD/VV	trf	25may11	h/o 30jun11; still in full Rossiya c/s including titles; f/n CKL 26jul12; arrived for overhaul at MHP 23aug12

	RF-65912	Tu-134A-3	Russian MVD/VV	rgd	19sep11	opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail
	RF-65912		Rosgvardiya	trf	05apr16	(but grey fin), no titles; f/n MHP 19jan13 (on its first flight after overhaul); I/n CKL feb16  opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail
63987	LZ-TUT				1982	(but grey fin), no titles; f/n OVB 07apr16; l/n LED 28jul22 line # 63-26; VIP aircraft; prototype of new-built VIP version with Tu-134AK style rear entry door and
03907			Bul Gvt/Balkan c/s	mfd		forward toilet; f/n PRG aug86; seen SXF 02dec87; l/n SOF 17apr95
	LZ-TUT LZ-TUT	Tu-134B-3 Tu-134B-3	Hemus Air Albanian Airlines	ZRH BLQ	01jun96 12oct97	I/n VAR 23sep97; in ex Bulgarian Government/Balkan c/s repainted with red/blue cheatline; I/n FRA 03jul01
	LZ-TUT LZ-TUT	Tu-134B-3 Tu-134B-3	Hemus Air, n/t Hemus Air	LHR LHR	01feb02 27mar02	just an "A" on the fin (ex Albanian Airlines), operated Balkan flight this date still with titles SOF jul03; stored since 2004; I/n SOF mar04/sep10, just with tail logo; scrapped aug11
63989	YK-AYC		Syrianair	d/d	1982	line # 63-27; seen DAM mar01 stored; I/n DAM feb08/nov09 wfu, in poor condition with faded c/s and without titles
63990	YK-AYD	Tu-134B-3	Syrianair	d/d	1982	line # 63-28; seen DAM jul98/mar03 stored; I/n DAM fen08/nov09 wfu, in poor condition with faded c/s and without titles
63991	CCCP-65917	Tu-134A	Aeroflot	mfd	01mar83	line # 63-29; LED 22jul88; built as Tu-134SKh agricultural aircraft
	CCCP-65917 RA-65917	Tu-134A-3 Tu-134A-3M	MAP Zhukovski LII Meridian Air	rgd VKO	20jul89 06may02	in Aeroflot c/s, no titles; f/n ZIA 11aug92; l/n ZIA 23sep99 leased from Komtrey OOO 01sep02/10sep04; in striking c/s with red and yellow on white; seen VKO
	65917	Tu-134A-3M	SibNIA	ZIA	mar13	09jul06, in red/silver c/s; l/n ZIA 12aug12 in red/silver c/s with small titles behind the cockpit; RA- still worn under the wings; l/n ZIA aug13; seen
						OVB feb14, in all-silver colours with cheatlines in the colours of the Russian flag and Rossiya titles; still opb SibNIA; I/n ZIA 11jun23
63992	YK-AYA	Tu-134B-3	Syrianair	d/d	1982	line # 63-30; VIP version with Tu-134AK style rear entry door and forward toilet; opb 585 Sqn of the Syrian Air Force; seen BSL 20apr90; I/n in original c/s DAM mar01, stored; seen in new c/s DAM 27mar09,
63994	YK-AYB	Tu-134B-3	Syrianair	d/d	1982	with a sticker on the port side forward fuselage depicting the Syrian President; I/n SSH 18jan11 line # 63-31; VIP version with Tu-134AK style rear entry door and forward toilet; opb 585 Sqn of the
			-,	-, -		Syrian Air Force; f/n LHR 17mar83; seen DAM 20jan97; f/n in new c/s SVO 02aug04; seen with a sticker on the port side forward fuselage depicting the Syrian President IST jan08; l/n Al Bateen 19feb12; seen
						MSQ 05feb16 active, in bare metal c/s with just the registration on the engine; seen MSQ 10sep18, in full
63995	CCCP-65918	Tu-134A	AFL/Centr.RegVOZ	mfd	28apr84	c/s; l/n VKO 24aug23 line # 63-32; built as Tu-134SKh agricultural aircraft; rgd 11nov84; on charge as of 01jan85; f/n AER
	RA-65918	Tu-134A-3	Voronezh Avia	trf	01aug94	20sep87 Tu-134SKh; f/n VOZ 18sep94 in Aeroflot full c/s; seen VOZ 09jul05 with 'CX' badge on nose and gold-
63996	CCCP-65907	Tu-134AK	MRP Solntsevo	mfd	20jan83	coloured ear of corn on fuselage; I/n VOZ jun06/24aug19, stored and parked on the grass line # 63-33; rgd 12feb83; in Aeroflot c/s; f/n ZIA 11aug92 as MRP/NPO 'Fazotron' avionics test-bed with
	RA-65907	Tu-134AK	MRP Solntsevo	ZIA	31aug93	N-010 "Zhuk" fire control radar for the MiG-29K/MiG-29M in Aeroflot c/s
63997	RA-65907	Tu-134AK Tu-134AK	Alrosa-Avia	rgd	30dec94	executive interior for 38 pax; Isf NPO 'Vzlyot'; f/n ZIA 22aug95; I/n ZIA 19aug09
03997	CCCP-65921		Soviet Gvt/AFL c/s	mfd	05mar83	line # 63-34; toc 31mar83; rgd 05apr83; opb 235 OAO; f/n VKO 30aug88; Tu-134A-3 by 1989; l/n VKO 11sep92
	RA-65921 RA-65921	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	SVO trf	13apr93 22jul94	I/n VKO 05sep93 f/n SXF 14sep94; in basic Aeroflot c/s with grey tail and small 'Rossiya' titles; reported in ARZ-407
						22apr98 in basic Aeroflot c/s, no titles !; repainted in light grey c/s with cheatline in the colours of the Russian flag, grey undersides; seen bare metal MHP 28aug07; I/n VKO 19mar12; canx before apr16
63998	DDR-SDT	Tu-134AK	EGAF/Interflug c/s	mfd	28feb83	line # 63-35; rgd 30mar83; had East German Air Force serial "183" allocated but was not worn, seen SXF 11mar85 and LHR 28jun87; I/n GVA 13jul87; returned after overhaul in 1987 with 50% of the rivets in one
						wing missing, wfu 06dec88 due to structural damage; ferried to Minsk 05may89 for repair and held back; sold 23apr90 and became, see next line
	CCCP-65565 EW-65565	Tu-134AK Tu-134AK	Belair Belair	MSQ MSQ	07jul93 07sep93	c/n checked
	RA-65565	Tu-134AK	Belair c/s, n/t	SVX	23aug95	seen HEL 26dec94; sold to Russia by 31jul95 trf 16nov95 to Chemomorskiye Airlines; I/n AER 15may96
	RA-65565 RA-65565	Tu-134AK Tu-134AK	Chernomor Soyuz Chernomor Avia	STW rgd	17jan98 30nov98	opb Stavropol Avia; I/n SHJ 17mar98 f/n MLA 23dec99, with 'Avia' painted over 'Soyuz' (Cyrillic); seen without titles VKO 24jun05/05jul05
	RA-65565 RA-65565	Tu-134AK Tu-134AK	Karat UTair	GOJ DME	18aug05 23jun06	photo this date I/n PEE 17jul10
	RA-65565	Tu-134AK	UTair Express	SCW	20mar11	I/n TOF 01nov14; seen PEE 18mar15 and SGC 01nov15 still in full UTair c/s, operator reported as Turukhan; I/n UFA 25apr16, still in full UTair c/s and titles and additional 'Turukhan' titles on the nose;
66101	CCCP-65926	Tu-134AK	MAP LII Zhukovski	mfd	30may83	canx between 20jun16 and 29jul16; reported broken up at Ufa may17 but seen there complete 12sep18 line # 63-36; rgd 16jun83; in Aeroflot c/s; f/n ZRH 06oct89; l/n SVO 14aug92
	RA-65926 RA-65926	Tu-134AK	MAP LII Zhukovski Transaero/Volare	HEL VIE	31jan93 15jul95	in Aeroflot c/s type painted as Tu-134A-3; I/n 10mar96, see next line
	RA-65926	Tu-134A-3	Gromov Air	trf	21aug95	f/n OMS 30jul97; I/n KUF 10feb98, on lease to Samara
	RA-65926 RA-65926	Tu-134A-3 Tu-134A-3	Samara Gromov Air	VIE rgd	aug98 08dec98	leased from Gromov Air; I/n DME 30oct98 f/n ZIA 17aug99, no titles; seen VKO 29may00 with titles; I/n ZIA 24aug03
	RA-65926 RA-65926		S-Air Meridian	VKO USK	02apr05 04aug11	in three-tone blue c/s, no titles; operator's certificate revoked 18nov09; I/n GOJ jan11 in three-tone blue c/s, small titles and emblem; I/n VKO 29jan13
	RA-65926	Tu-134A-3	Sirius Aero	VKO	15apr13	in three-tone blue c/s; small titles only; I/n GOJ 26jan15; broken up at GOJ mar16; canx between 23jul18 and 18feb19
66109	CCCP-65914	Tu-134AK	AFL/Uzbekistan	mfd	19jul83	line # 63-37; toc 28jul83; rgd 15aug83; VIP aircraft, operated for the government of the Uzbekistan Soviet Republic
	CCCP-65914	Tu-134AK	Soviet Gvt/AFL c/s	trf	06jan84	opb 235 OAO; seen MLA 20dec84 in standard c/s; repainted with a blue tail; f/n CDG feb90, Tu-134A-3 this date
	TC-GRD RA-65914	Tu-134A-3 Tu-134A-3	Greenair Russ. Gvt/AFL c/s	d/d VKO	12oct90 15may93	named 'Besiktas'; departed SNN after painting 12oct90; I/n SXF 19sep92 I/n VKO 05sep93
	RA-65914	Tu-134A-3	Rossiya	trf	22jul94	f/n ATH 18nov94; I/n VKO 24aug97 f/n DME 23oct99; I/n ROV 21oct10; seen TJM 14apr12, derelict on grass; I/n TJM 03sep12, fuselage in two
66130	RA-65914		Yamal	rgd	07jul99	pieces, to be broken up
66120	CCCP-65915		Soviet Gvt/AFL c/s	mfd	31jul83	line # 63-38; toc 12aug83; rgd 22aug83; f/n HEL 31aug84; seen STR may89 as Tu-134A-3; l/n LHR 24jul90
	TC-GRE RA-65915	Tu-134A-3 Tu-134A-3	Greenair Russ. Gvt/AFL c/s	d/d DUS	11oct90 05jun93	named 'Galatasarayon'; departed SNN after painting this date; I/n VKO 08jul92 in Aeroflot c/s and titles with grey tail; I/n SVO 17jun94
	RA-65915	Tu-134A-3	Rossiya	trf	22jul94	f/n ATH 06sep94, in basic Aeroflot c/s with grey tail and small 'Rossiya' titles; seen SHJ 14apr95; I/n SVO 10jul00
66130	RA-65915 CCCP-65721	Tu-134A-3 Tu-134A	Yamal AFL/Central Region	rgd mfd	21apr00 19sep84	f/n SLY 26jul00; wfu TJM by 26nov11; photo TJM 14may12, still complete, broken up by 22may12 line # 63-39; built as a Tu-134SKh agricultural aircraft; toc 17oct84; rgd 11nov84; opb Voronezhski OAO;
	RA-65721	Tu-134A-3	Aeroflot	VKO	21mar93	f/n VKO 08jul92 Tu-134SKh
	RA-65721 RA-65721	Tu-134A-3 Tu-134A-3M	Voronezh Avia Meridian Air	trf STN	01aug94 11nov01	still in full Aeroflot c/s including titles; I/n VOZ 10aug99 executive aircraft; owned by ZAO Imagine; in white c/s with red trim and belly, no titles
	RA-65721	Tu-134A-3M		VKO	13aug06	executive aircraft; owned by ZAO Imagine; in white c/s with red trim and belly, no titles; I/n DME 17sep06; the operator's certificate of S-Air was revoked 18nov09
	RA-65721	Tu-134A-3M	Aeroflot-Plus	rgd	08apr08	to ZAO Imagine; executive aircraft for 18 passengers; in white c/s with red trim and belly, no titles; f/n SVO 09oct08; t/t 5,760 hours and 2,568 cycles by 01jan10; l/n SVO 18mar11
	RA-65721 65721	Tu-134A-3M Tu-134A-3M		trf rgd	20feb12 unknown	in white c/s with red trim and belly, no titles; f/n SVO 23feb12; I/n OVB 27feb12 on the experimental aviation register; in white c/s with red trim and belly, no titles; f/n TOF 31jul12;
	33721	14 13TM-3M	J.JIIIA	rgu	JIIKIIOWII	conducted aerial survey flights in the Komi Republic aug16; last flight (OVB-SVX-ROV) 29aug19; used as a rescue trainer at Rostov-Platov, I/n nov19
66135	DDR-SDU	Tu-134AK	EGAF/Interflug c/s	mfd	17aug83	line # 63-40; rgd 02sep83; had East German Air Force serial 193 allocated
	11+12 9A-ADR	Tu-134AK Tu-134AK	German Air Force RPL Arpts Rijeka	rgd rgd	03oct90 16dec92	seen Neuhardenberg 20jun92 registration not taken up but applied to the aircraft nevertheless
	11+12 RA-65568	Tu-134AK Tu-134AK	ex German AF Aeroflot Rus. Al	SVO toc	16jul93 01jul93	without the + in the registration f/n SVO 27aug93; I/n as such SVO 05jun04; f/n as Tu-134A-3 SVO 16jan05; last service for Aeroflot
						Russian Airlines dec07; opb Aeroflot-Nord from early 2008; I/n active NNM 11jul09; wfu aug09 as time between overhauls expired; seen ARH jun10, wfu; used as an anti-terrorist trainer at ARH (N64.596829
66140	CCCP-64454(1)	Tu-134Sh	MAP LII Zhukovski	mfd	01sep83	E40.705183), I/n 25jun19; no longer visible on GE by sep20 line # 63-41; presumed never built as such, but the tail and nose were used to construct the second Tu-
001.0	000. 01.13.(1)	14 15 1511	The Eff Endloved		отверов	134IK with the centre section of c/n 64454 (Tu-134UBL sequence); rgd 21dec83; this c/n was canx circa 1998 after the Tu-134IK was wfu from its research role, see c/n 64454
66143	CCCP-65934 RA-65934	Tu-134AK Tu-134AK	MAP Irkutsk APO Koningsberg In.Tr.	mfd DME	17aug83 16jun94	line # 63-42; rgd 22sep83; f/n LED 22sep87, in Aeroflot c/s; l/n DME 16apr92 reported for Irkutskoye APO; l/n DME 25aug97
	RA-65934	Tu-134AK	Irkutskoye APO	VKO	nov98	
	RA-65934 RA-65934	Tu-134AK Tu-134AK	AT (Aerotex) RusLine	SVO rgd	16aug99 27jun02	I/n BUD 30apr02 VIP aircraft with 31 seats; f/n SVO 22sep02; in corporate c/s with big 'RL' logo, probably since jan05; last
						overhaul completed in 2007 and f/n as Tu-134A-3; offered for sale 12aug09 with t/t 15,927 hours; I/n SVO 05sep09
66152	RA-65934 CCCP-65916	Tu-134A-3 Tu-134AK	South East Soviet Gvt/AFL c/s	MCX mfd	26jun13 26sep83	stored in basic RusLine c/s with additional small 'FC Anzhi' titles and logo; I/n MCX 14may15 line # 63-43; toc 31oct83; rgd 03nov83; opb 235 OAO; f/n ATH 09may84
	CCCP-65916 RA-65916	Tu-134A-3 Tu-134A-3	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	SVO	18may91 14mar93	I/n VKO 08jul92 I/n VKO 27apr93
	RA-65916 RA-65916	Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	VKO trf	02sep93 22jul94	in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; I/n VKO 16jun94 f/n VKO 24sep94; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; I/n VKO
	RA-65916		Yamal	rgd	09feb01	17may99 f/n SVO 12aug01; I/n VKO 25mar07
	RA-65916 RA-65916		UTair	VKO	24jun07 07may08	I/n DME 26apr08  f/n LED 16jul08; seen GOJ 25oct11 with additional small 'Tsentr-Yug' titles; sat wfu at GOJ, seen
	.0. 05510	15-A-5		rgu	2714,00	jul12/aug12; scrapping started GOJ 04dec13, fuselage still present 30jan14, cut off before the tail section

66168	CCCP-65919	Tu-134AK	Soviet Gvt/AFL c/s	mfd	26oct83	line # 63-44; toc 23nov83; rgd 30nov83; opb 235 OAO; f/n HEL 03nov84; seen VKO 27jul91 as Tu-134A-
00100	RA-65919	Tu-134A-3	Russ. Gvt/AFL c/s	HEL	21feb93	3; /n VKO 16aug92 I/n HEL 21feb94
	RA-65919	Tu-134A-3	Russ. Gvt/AFL c/s	VKO	16jun94	in basic Aeroflot c/s, no titles
	RA-65919 RA-65919	Tu-134A-3 Tu-134A-3	Rossiya ITERA c/s, n/t	trf rgd	22jul94 24nov00	in basic Aeroflot c/s with small titles; f/n MRS dec94; I/n VKO 25aug97 leased from Aero Rent; f/n VKO 11jun01; I/n VKO 21aug02
	RA-65919 RA-65919	Tu-134A-3 Tu-134A-3	Aero Rent Yamal	VKO BKA	06may03 29jun04	I/n VKO 16jan04 rgd 10sep04; initially with small titles only, later in full c/s; I/n VKO 03may08
	RA-65919	Tu-134A-3	Kosmos	VKO	03sep09	with three blue cheatlines and titles (basic ex Yamal c/s); was opb AeroRent who had its license suspended 08oct09; I/n VKO 31aug10
	RA-65919	Tu-134A-3	ex Kosmos c/s	VKO	17jul12	with three blue cheatlines (basic ex Yamal c/s); I/n VKO aug12/08oct19 in use as a fire simulator aircraft with titles as such in Russian 'Trenazher Spasol'
66175	CCCP-65906 RA-65906	Tu-134AK Tu-134AK	MRP NPO "Vzlyot" MRP NPO "Vzlyot"	mfd ZIA	31oct83 03sep93	line # 63-45; rgd 29dec83; converted to IMARK geophysical survey aircraft IMARK geophysical survey aircraft; no titles; I/n ZIA 23sep97
	RA-65906 RA-65906	Tu-134AK Tu-134A-3	Neftyeyugansk AE Yamal	DME CDG	apr98 may01	//n SVO 18nov98 named 'Salekhard'; I/n GOJ 23apr13, reported opb Tsentr-Yug since jan13, but still in full Yamal c/s with
					•	titles; I/n PEE 24may13 as such
	RA-65906 RA-65906	Tu-134A-3 Tu-134A-3	Tsentr-Yug n/t Sirius Aero	DME DME	18jun13 16oct16	in basic ex Yamal c/s; I/n DME 19jan14; I/n TOF 23mar16 in basic ex Yamal c/s, small titles by the cockpit; I/n GOJ 23sep18/16jul23
66180	CCCP-65935 RA-65935	Tu-134AK Tu-134A-3	MOM Kuibyshev Aeroflot c/s, n/t	mfd VKO	28nov83 04jul95	line # 63-46; gd 06feb84; f/n at a Moscow airfield 03jun89 in Aeroflot c/s lsd to Stavropol Avia 21jun95/29jun97; l/n IST 22sep97
	RA-65935 RA-65935	Tu-134A-3 Tu-134A-3	TsSKB-Progress Airlines 400	DME rgd	05sep00 14apr03	lsd to Samara 05jun00/24jun02; l/n KUF 03feb02; still in Samara fleet list 19nov02 lsf TsSKB-Progress; basic AFL c/s; f/n VKO 27jun03; l/n LED 18jul05
	RA-65935	Tu-134A-3	Kosmos	VKO	21aug05	in VARZ-400; in basic AFL c/s, no titles; I/n as such aug06; seen VKO 18may07 with titles; I/n VKO
						10mar08; canx 15apr19; cockpit and forward fuselage seen 14oct21 near the Seldinskoye Highway, Ulyanovsk resting on rubber tyres, still with Kosmos titles
66185	CCCP-65931	Tu-134BV	MRP Leningrad	mfd	02dec83	line # 63-47; rgd 10apr84; opb VNIIRA; in Aeroflot c/s; was used for tests of the "Vympel" automatic landing system of the "Buran" orbiter at Siverski ('V' in designation stands for 'Vympel'); has a matt white,
	RA-65931	Tu-134BV	VNIIRA/AFL c/s	Pus	25aug99	not pointed, nose; f/n SIP aug88 in Aeroflot c/s; still with the matt white, not pointed, nose; l/n Pushkin 04jun12; reportedly broken up
66187	YK-AYE	Tu-134B-3	Syrianair	d/d	1984	there early 2019 line # 63-48; opb 585 Sqn of the Syrian Air Force; I/n ALP may05 in original c/s; seen DAM 03dec07 in
66190	YK-AYF	Tu-134B-3	Syrianair	d/d	10oct84	new c/s, operational; I/n VKO 28mar17 line # 63-49; opb 585 Sqn of the Syrian Air Force; seen stored at DAM jul98/apr03; seen in ARZ-407 at
00190	IK-AII	10-1540-5	Syrianan	u/u	1000004	Minsk 24oct006, awaiting rework; ferried MHP-DAM 17aug07; seen in new c/s DAM 27mar09; l/n DAM 20feb23
66198	CCCP-65927	Tu-134AK	MAP LII Zhukovski	mfd	17feb84	line # 63-50; LII im. Gromova (Gromov Flight Research Institute); rgd 30mar84; in Aeroflot c/s; f/n Finsterwalde 13may92; l/n REU 16may93
	RA-65927	Tu-134AK Tu-134AK	LII Zhukovski	YEO	17jun93	in Aeroflot c/s
	RA-65927	1U-134AK	Gromov Air	trf	30aug94	VIP aircraft; rgd 20mar96 to the Russian Federation; initially in white/light grey c/s with dark blue/red cheatline, with titles; f/n VKO 16apr97, registration painted out in white under wings (I); I/n in its old c/s
						NUE 21nov97; repainted in full c/s and named 'Yuri Sheffer' after a late distinguished LII test pilot; f/n as such VKO may00; CofA expired 26nov02; I/n VKO 23aug03; seen in bare bare metal under overhaul with
	RA-65927	Tu-134AK	Russian Customs	trf	2007	ARZ-407 at MHP 28aug07; current on register aug10, see below VIP aircraft; opb the Central Rear Customs Authority (TsTT); in white c/s with green/white/orange
						cheatline and a Customs badge on the nose; last overhaul completed 19nov07; operated for the Customs by 8 adon of the Russian Air Force at CKL from jul09 as own operations turned out to be too expensive for
	RF-65153	Tu-134AK	Bussian Customs	rad	2008	the Customs; f/n CKL 07aug09; l/n DME 29jun13; see rgd below
			Russian Customs	rgd		registration used as call-sign only by 2012; in white c/s with green/white/orange cheatline and a Customs badge on the nose; f/n CKL nov13; t/t 6,566 hours and 3,136 cycles by 04mar15; l/n VKO 06apr23
66200	CCCP-65550 CCCP-65550	Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Central Region	mfd trf	23feb84 20feb87	line # 63-51; rgd 10apr84; on charge as of 01jul84; opb 235 OAO; f/n LHR 29jun86 I/n OVB 30jun92
	RA-65550 RA-65550	Tu-134AK Tu-134AK	Aeroflot Ivanovo Avn Ent.	VKO trf	17jul93 30mar94	
	RA-65550	Tu-134A-3	Skyfield	OVB	apr97	leased from Ivanovo Air; with additional 'Filipp Kirkorov' titles as was chartered by this Russian pop-star; I/n BUD 12sep98
	RA-65550	Tu-134A-3 Tu-134A-3	no titles	VKO DME	20aug99 feb00	I/n DME feb00; operated for Sirius Aero; photo shows (next line)
	RA-65550 RA-65550	Tu-134A-3	Sirius Aero Tretyakovo Al	rgd	05jun00	as Tu-134A not A-3 !; small titles only f/n DME 10jul00; I/n DME 28jun03, stored
	RA-65550 RA-65550	Tu-134A-3 Tu-134A-3	Antex-Polyus S-Air	VKO VKO	27jun04 03jul05	I/n DXB 27mar05, in blue c/s with small titles on nose in blue c/s with small titles; operator's certificate revoked 18nov09; I/n VKO 14mar10
	RA-65550 RA-65550	Tu-134A-3 Tu-134A-3	RusAir Sirius Aero	SVO KUF	13mar11 06aug11	in blue c/s with small sticker behind nose in blue c/s with small sticker behind nose; I/n MHP 11may12
	RA-65550	Tu-134A-3	Meridian, n/t	MHP	16jun12	in blue c/s, operator reported by russianplanes.net
66207	RA-65550 CCCP-65994	Tu-134A-3 Tu-134AK	Meridian KGB/Border Guards	IEV mfd	07sep13 22mar84	white/red c/s, no titles; I/n GOJ 13may14; broken up GOJ jun14 line # 63-52; rgd 22jun84; in Aeroflot c/s; f/n SIP 17sep87; I/n VKO 16aug92
	RA-65994	Tu-134A-3	FSB/Border Guards	VKO	28aug93	initially in Aeroflot c/s and titles with grey tail; I/n CKL 20aug99; repainted in full Rossiya c/s with titles by jan01, carried a Border Guards badge near the forward entry door; f/n as such VKO 14jan01
	RA-65994	Tu-134A-3	FSB	trf	23feb01	configuration for 44 passengers; opb oao sn FSB at VKO, but officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; badge not seen after jun06; I/n in Rossiya c/s VKO 12aug06;
						t/t 5,491 hours by 2007; seen stripped to bare metal in ARZ-407 at MHP 28aug07; repainted in basic old Aeroflot c/s (but with white lower nose) without titles; f/n as such DME 08oct07; tender for the installation
						of TAWS ST-3400 and TCAS-2000 published 14feb08; new CofR issued 27apr09; tender for overhaul published 20oct11; I/n ZIA 22jul15
	RA-65994	Tu-134A-3	Kosmos ?	rgd	23sep16	probably to Roskosmos' subsidiary TsENKI (Centre for Operation of Ground-based Space Infrastructure
66212	CCCP-65551	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31mar84	Facilities); based at VKO; f/n GOJ mar17, still in basic FSB c/s without titles; l/n VKO 23mar23 line # 63-53; toc 25apr84; rgd 31may84; opb 235 OAO; f/n HEL 29jul85
	CCCP-65551 CCCP-65551	Tu-134AK Tu-134A-3	AFL/Kazakhstan Kazakh Government	trf LHR	25feb87 28oct91	I/n ZRH 02feb92; canx but date unknown
	UN-65551	Tu-134A-3	Kazakh Government	ALA	22apr93	with 'Kazakstan' titles and additional small Aeroflot titles below cheatline on forward fuselage this date; I/n ALA 03auq98; see trf date next line!
	UN-65551 65551	Tu-134A-3 Tu-134A-3	Air Kazakstan bare metal	trf MST	26sep96 21oct99	Almaty based; f/n BUD 08jan99; l/n BUD 10sep99 arrived for painting
	UN-65551	Tu-134A-3	Kaz TransAir	MST	28oct99	I/n BUD 02feb04; opf Euro-Asia Air PRG 18oct03; also reported as Kazakh Government but this probably
	UN-65551	Tu-134A-3	Euro-Asia Air	ZRH	20dec04	due to large 'Kazakstan' titles I/n IBZ 18aug05
	UN-65551 UN-65551	Tu-134A-3 Tu-134A-3	Kaz TransAir SAT Airlines	PRG DXB	16sep05 04mar06	again with large 'Kazakhstan' titles seen DXB 15nov06 in new c/s; I/n DXB 23mar08
	UP-T3404	Tu-134A-3	no titles	DME	17oct08	all-white c/s, thin blue and yellow cheatlines, no titles; I/n TSE may12/may15, stored; reported apr19 to have been scrapped
66215	P-813 P-813	Tu-134B-3 Tu-134B-3	Chosonminhang Air Koryo	SXF fr.	20sep84 28mar92	line # 63-54; I/n PEK 03oct88 f/n PEKmay93; I/n FNJ 23nov19
66220	VN-A114	Tu-134B-3	Háng Không Viêtnam	d/d	apr84	line # 63-55; VIP version with Tu-134AK style rear entry door and forward toilet; f/n HAN may86; I/n SIN mar90
	VN-A114	Tu-134B-3	Vietnam Airlines	fr.	1990	f/n SGN 24oct93; I/n CAN 20oct96; dbr 16nov96 when the nose gear collapsed whilst taxing at Da Nang Airport injuring one crew member; I/n DAD may98, derelict; preserved by nov98 but gone by jun09
66230	VN-A116	Tu-134B-3	Háng Không Viêtnam	d/d	apr84	line # 63-56; VIP version with Tu-134AK style rear entry door and forward toilet; in basic Aeroflot c/s; f/n
	VN-A116	Tu-134B-3	Vietnam Airlines	fr.	1990	HAN may86; I/n BKK 03jul90 seen HAN 26oct93; still operational nov98; mentioned in official document 06jun02 as an asset struck off
						by Presidential decree; stored at Hanoi-Noibai (N21.212372 E105.81393), seen mar99/jul10; moved to a children's playground downtown (N21.066659 E105.76361) by early 2013, photo in full current Vietnam
66250	VN-A118	Tu-134B-3	Háng Không Việtnam	d/d	may84	Airlines (all over blue/gold) c/s line # 63-57; VIP version with Tu-134AK style rear entry door and forward toilet; f/n HAN 28oct87
	VN-A118	Tu-134B-3	Vietnam Airlines	fr.	1990	f/n HAN 26mar91; I/n SGN sep97; mentioned in official document 06jun02 as an asset struck off by Presidential decree; seen wfu at HAN mar99/jan04; fate ?
66270	CCCP-65552	Tu-134AK	Soviet Gvt/AFL c/s	mfd	31may84	line # 63-58; toc 26jun84; rgd 11jul84; opb 235 OAO; f/n HEL 11jan85; Tu-134A-3 by nov90; l/n SVO 14auq92
	RA-65552 RA-65552	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	VKO trf	21mar93 22jul94	in Aeroflot c/s with grey tail; I/n VKO 16jul94 f/n MRS nov94; in basic Aeroflot c/s with grey tail, 'Rossiya' titles below the cockpit; I/n VKO 17jun99
66300	RA-65552	Tu-134A-3	Yamal	rgd	24dec99	f/n DME feb00; I/n DME 08mar11; canx before apr16
66300	CCCP-65553	Tu-134AK	Soviet Gvt/AFL c/s	mfd	27jul84	line # 63-59; toc 14aug84; rgd 24aug84; opb 235 OAO at VKO; f/n HEL 17jan86; converted to a Tu-134A-3 by apr91; this was the aircraft that flew Mikhail Gorbachov back from the Crimea to Moscow after the
	CCCP-65553	Tu-134A-3	Korsar	VKO	05jun92	August 1991 coup I/n VKO 16aug92
	RA-65553 RA-65553	Tu-134A-3 Tu-134A-3	Korsar Russ. Gvt/AFL c/s	GVA VKO	25feb93 17jul93	I/n DUB 25oct93
	RA-65553	Tu-134A-3	Rossiya	trf	22jul94	in basic Aeroflot c/s with 'Rossiya' titles; repainted in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides; f/n as such VKO 30jun02; I/n operational LED 21nov08; CofA expired
						02feb09; excluded from Rossiya's operator's certificate 04sep09; stored at VKO by spring 2009 because of
	RA-65553	Tu-134A-3	Russian MVD/VV	trf	25may11	low time between overhaul hours, t/t 19,956 hours and 8,685 cycles by 01jan10; l/n 24mar11 h/o 30jun11; in basic Rossiya c/s, no titles; f/n ROV 16jan12; l/n CKL jun13
	RF-65553	Tu-134A-3	Russian MVD/VV	rgd	19sep11	opb 3 osae on at Chkalovski; seen in primer under overhaul with RZGA No. 412 at ROV 10dec14; repainted in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n as
						such ROV 13jan15 (on its first flight after overhaul); I/n CKL 02nov15

	RF-65553	Tu-134A-3	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n GOJ 18apr16; I/n LED 13jun23
66320	CCCP-65554 RA-65554	Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	mfd VKO	27jun84 21mar93	line # 63-60; toc 15aug84; rgd 24aug84; opb 235 OAO; f/n ATH 02may85; f/n as Tu-134A-3 BRU nov89; I/n VKO 08jul92 seen MHP 06sep93, in Aeroflot c/s with grey tail; I/n VKO aug95, see trf next line
	RA-65554	Tu-134A-3	Rossiya	trf	22jul94	f/n VKO 12may96; in basic Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; l/n VKO 17may99
	RA-65554	Tu-134A-3	Yamal	rgd	24apr00	f/n TJM 27jul00; seen NUX mar12 with additional small Tsentr-Yug titles; I/n KUF 24aug16/21apr23, stored
66350	CCCP-65555	Tu-134AK	Soviet Gvt/AFL c/s	mfd	16aug84	line # 63-61; toc 30aug84; rgd 11sep84; opb 235 OAO; f/n HAM 01may86; Tu-134A-3 by apr91; l/n VKO 16aug92
	RA-65555 RA-65555	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	ORY trf	12jan93 22jul94	I/n VKO 18sep94, see trf next line f/n VKO 12may96; 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; was leased to Pulkovo Avia from 14apr04 but never seen as such; I/n VKO 24jun12; broken up at Vnukovo jun13
66360	VN-A120 VN-A120	Tu-134B-3 Tu-134B-3	Háng Không Viêtnam Vietnam Airlines	mfd fr.	27jul84 1990	line # 63-62; f/n BKK 05oct84; l/n BKK nov89 f/n BKK 14apr93; crashed 03sep97 near Thmor Kol village after departing from designated approach pattern in poor weather and colliding with trees 112 m short of the runway at Phnom Penh-Pochentong, all six crew and 58 of 60 passengers killed, t/t 11,723 hours and 8,209 cycles
66368	P-814 P-814	Tu-134B-3 Tu-134B-3	Chosonminhang Air Koryo	PRG fr.	12oct84 28mar92	line # 63-63; last Tu-134B-3 built f/n PEK 05jun93; c/n checked; l/n VVO 01jul19
66372	CCCP-65556	Tu-134AK	AFL/Ukraine	mfd	30aug84	line # 63-64; toc 28sep84; rgd 12oct84; VIP aircraft, operated for the government of the Ukrainian Soviet Republic; I/n Brest 08dec91
	65556 UR-65556	Tu-134A-3 Tu-134A-3	Ukraine Government Ukraine Government	ATH rgd	dec91 21jan93	with 'Ukraina' titles in Cyrillic; seen CGN 03feb92; I/n KBP 07sep92 f/n ZRH 29jan93; arrived MST 04feb96, bare metal, no prefix, for painting and departed 23jun96 in full c/s; opb Ukraina Aviation Enterprise; I/n KBP 23jun15/04oct19, stored
66380	CCCP-65557	Tu-134AK	AFL/Kazakhstan	mfd	06nov84	line # 63-65; toc 11dec84; rgd 15jan85; VIP aircraft, operated for the government of the Kazakh Soviet Republic
	CCCP-65557 65557	Tu-134AK Tu-134A-3	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	trf Spr	20feb87 16oct92	opb 235 OAO; f/n VKO 24sep87; Tu-134A-3 by apr91; l/n VKO 16aug92 in Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit
	RA-65557 RA-65557	Tu-134A-3 Tu-134A-3	Russ. Gvt/AFL c/s Rossiya	VKO trf	21mar93 22jul94	in Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; I/n VKO 13jun94 f/n VKO 18sep94; in Aeroflot c/s with grey tail and 'Rossiya' titles below the cockpit; I/n CPH 18dec97
	RA-65557		ITERA	rgd	04feb00	Isf Aero Rent 10nov99/11nov04 (but also still in 2005) and seen with these titles 20may00/12aug04; now in corporate c/s with large 'trailing E' on fin; seen jun06 with additional small 'Aero Rent' titles; I/n VKO 18sep08; in operator's certificate of Kosmos apr07
	RA-65557	Tu-134A-3	Kosmos	NUX	may09	small titles behind cockpit window; was opb AeroRent which had its license suspended by 08oct09; in white/red and blue c/s; I/n VKO 24apr12; seen VKO 10aug12 without titles; I/n GOJ 08oct12
66400	RA-65557 CCCP-65995	Tu-134A-3 Tu-134AK	RusJet n/t KGB/Border Guards	VKO mfd	27oct12 25oct84	in white/red and blue c/s; I/n GOJ 03nov14; canx before apr16 line # 63-66; rgd 29dec84; in Aeroflot c/s; f/n VKO 19may91; I/n VKO 16aug92, as a Tu-134A-3
	RA-65995	Tu-134A-3	FSB/Border Guards	VKO	27apr93	opb oao sn FSB at VKO, but officially in the operator's certificate of Rossiya for insurance reasons from 22jul94; was at Sperenberg 24may93 with grey tail and only as TU-134A not Tu-134A-3; I/n in basic
	RA-65995	Tu-134A-3	FSB	trf	30jun03	Aeroflot c/s VKO 2000; repainted in full Rossiya c/s; f/n as such VKO 02jun01 configuration for 28 passengers; opb oao sn FSB at VKO; carried a Border Guards badge near the forward entry door by jun04, see line above; t/t 2,193 hours by 2007; l/n with 'Rossiya' titles VKO 22jul07; f/n in basic Rossiya c/s without titles VKO dec07 and l/n as such GDN 21apr08; new CofR issued 27apr09;
	RA-65995	Tu-134A-3	Kosmos	rgd	23sep16	repainted in basic old Aeroflot c/s (but with white lower nose) without titles; f/n as such VKO 05may09; l/n OVB 28sep15 probably to Roskosmos' subsidiary TsENKI (Centre for Operation of Ground-based Space Infrastructure
66405	CCCP-65932	Tu-134A	MAP LII Zhukovski	mfd	29sep84	Facilities); based at VKO; seen VKO 18nov16, in the same scheme as previously, no titles; seen VKO 16jun20 with Roskosmos titles; I/n LED 14jun22 line # 63-67; rgd 05jul85; the last Tu-134A built without a rear entry door; trf to MAP Sukhoi MMZ
	65932 RA-65932	Tu-134A Tu-134A	MAP Sukhoi MMZ MAP Sukhoi MMZ	VKO VKO	19aug92 15may95	opb OKB Sukhoi, in Åeroflot c/s with 'Rossiya' titles (not related to the Rossiya State Transport Company) and small additional Aeroflot titles on the lower fuselage; I/n PRG 1995 leased to Samara since 20aug96; I/n KUF 16sep97
	RA-65932 RA-65932	Tu-134A-3 Tu-134A-3	Samara Gromov Air	DME rgd	06jul98 24aug00	I/n KUF 13aug99 f/n ZIA 17aug91; carried an additional 'OKB Sukhoi' badge near the door from may03 until at least aug03;
	RA-65932	Tu-134A-3			15mar07	in overall blue (three shades) c/s by jun06 still in the same c/s as above; operator's certificate revoked 18nov09; l/n VKO jan10
66420	RA-65932 CCCP-65722	Tu-134A-3 Tu-134A	Tsentr-Yug n/t AFL/Centr.RegVOZ	mfd	14may15 03aug87	still in the same c/s as above, stored ?; canx 19mar19 line # 63-68; toc 11aug87; rgd 09sep87; f/n SVO 25sep87; built as a Tu-134SKh agricultural aircraft
	CCCP-65722 RA-65722		AFL/Centr.RegIWA Ivanovo Avn Ent.	trf trf	unknown 30mar94	Tu-134SKh Tu-134SKh; f/n IWA 21aug96, in Aeroflot c/s and titles; l/n IWA 26aug97
66440	RA-65722 CCCP-65723	Tu-134A-3M Tu-134A	AFL/Centr.RegVOZ	VKO mfd	21aug02 30jun89	in executive c/s; initially no titles; I/n as such VKO 18apr04; f/n with small titles on nose VKO 27jun04; I/n VKO operational jan12; being cannibalised at GOJ may12 and broken up by 18jul12 line # 63-69; rgd 21aug89; late mfd and rgd confirmed; on charge as of 01jul90; f/n MHP apr91; built as
	RA-65723	Tu-134A-3	Voronezh Avia	trf	01aug94	Tu-134SKh agricultural aircraft Tu-134SKh; f/n VOZ 18sep94, in Aeroflot c/s and titles; l/n VOZ 10aug99
	RA-65723	Tu-134A-3M		rgd	30apr02	conversion to Tu-134A-3M completed 23mar02; in smart three-tone blue c/s, no titles; f/n VKO 06may02; in operator's certificate of Jet Air apr07; l/n SVO 09oct08; operator's certificate revoked 18nov09
66445	RA-65723 CCCP-65724		Jet Air Group  AFL/Centr.RegVOZ	SVO mfd	16aug09 09jun89	I/n SVO 14aug12, white/grey c/s with blue stripe and titles under cockpit; canx before apr16; I/n GOJ 05jul16; broken up aug16, seen in sections 19aug16 line # 63-70; rgd 18jul89; late mfd and rgd confirmed; on charge as of 01jul90; f/n SVO 06dec89; built as
00113	RA-65724		Voronezh Avia	trf	01aug94	Tu-134SKh agricultural aircraft Tu-134SKh; f/n SVO 03apr94, in Aeroflot c/s and titles; l/n VOZ 10aug99
	RA-65724 RA-65724	Tu-134A-3M	S-Air Service, n/t Meridian Air	rgd VKO	22aug00 02iul06	last overhaul completed in 2002; in smart three-tone blue c/s; f/n SVO 11aug02; l/n VKO 24aug05 small titles on nose; l/n TKM 06jun12
66472	65724 CCCP-65725	Tu-134A-3M Tu-134A		OVB mfd	18aug13 23apr87	in basic Meridian Air c/s with small SibNIA titles; I/n PEE 27oct23 line # 63-71; built as a Tu-134SKh agricultural monitoring aircraft; toc 20may87; rgd 09jun87; probably
00172	RA-65725	Tu-134A-3		VKO	27apr93	opb Ivanovski OAO (or Voronezhski OAO) Tu-134SKh
	RA-65725 RA-65725	Tu-134A-3 Tu-134A-3M	Ivanovo Avn Ent. Meridian	trf VKO	30mar94 18feb02	I/n IWA 26aug97; last overhaul completed in 2001 VIP aircraft with reinforced wing; in executive white c/s with green and grey trim and logo on fin, no titles;
	UR-UES	Tu-134A-3M	UES-Avia	КВР	05mar06	sold to Ukraine 25jun04; I/n VKO 24jun05; soc 15jul05 VIP aircraft with 31 seats; owned by Asken Aviation Limited of Cyprus; in executive white c/s with green and grey trim, no titles; used by Ukrainian businesswoman and politician Yulia Timoshenko; offered for sale apr08/apr10 with t/t 4,875 hours and 2,323 cycles, but could not be sold; was stored with ARZ-407 at MHP, seen oct08/aug18; canx 20jul10; was transported from MHP to MSQ, date unknown; sat wfu at MSQ,
66491	CCCP-65928	Tu-134A	AFL/Centr.RegVOZ	mfd	25jun87	seen 01dec19 line # 63-72; f/n LED 04apr87, which is before mfd; toc 03aug87; rgd 09sep87; built as Tu-134SKh
	RA-65928 RA-65928		Ivanovo Avn Ent.	trf rgd	30mar94 01feb02	agricultural aircraft Tu-134SKh; f/n IWA 24aug95, in Aeroflot c/s and titles; l/n IWA 26aug97 extra fairing under fuselage; very small titles on nose; f/n VKO 18feb02; named 'Nikolai Ignashin' since
						jul04; I/n VKO 12apr09; seen CKL 17aug09, titles not reported; still current on register nov09; t/t 7,280 hours and 3,248 cycles as of 01jan10
66495	CCCP-65929	Tu-134A	AFL/Centr.RegVOZ	mfd	24jun87	line # 63-73; f/n LED 04apr87, which is before mfd; toc 04aug87; rgd 09sep87; built as Tu-134SKh agricultural aircraft
	RA-65929	Tu-134A-3	Voronezh Avia	trf	01aug94	built as Tu-134SKh agricultural aircraft; f/n VOZ 31aug97; l/n NOJ 25jul00; seen OVB 08aug02; dbr 24jun03 on take-off from Nyagan when overran the runway by 570 m when abortake-off at a speed of 230 km/h, no casualties; soc 24aug04; l/n Nyagan 2011, (N62.104525 E65.607365) resting on pallets
66500	CCCP-65930 RA-65930	Tu-134A	AFL/Central Region	mfd VOZ	30jun89	line # 63-74; rgd 31aug89; on charge as of 01jul90; built as Tu-134SKh agricultural aircraft; f/n LED 15jul91 as Tu-134A-3 Tu-134SKh agricultural aircraft
	RA-65930 RA-65930 RA-65930		Aeroflot Voronezh Avia KrasAir	VOZ trf SVO	18sep94 01aug94 26feb00	Tu-134SKh agricultural aircraft f/n FIR 25feb97; I/n VOZ 18jun99 carried 'Tu-134SKh' nose titles; leased from 01jul99 from Rus OAO; CofR renewal 18apr00; I/n SVO 11jul00
	RA-65930	Tu-134A-3M	Karat	rgd	09jun01	has got an extra fairing under the fuselage; privately owned and only opb Karat; leased from Independent Invest 24may01/24may03; f/n SVO 12jun01; l/n SVO 24feb07
66550	RA-65930 RA-65930 XU-102		Izhavia, n/t Kampuchea Airlines	SVO trf mfd	27jul07 nov11 15dec86	in white c/s with green and red stripes, no titles; already in operator's certificate apr07; I/n SVO 05sep10 same c/s as above; f/n GOJ 19jun12; stored since 2015; I/n IJK sep17/may22, stored without engines line # 63-75; Tu-134AK; f/n SGN 10nov88
	CCCP-64451 XU-102	Tu-134A-3 Tu-134A-3	not reported  Kampuchea Airlines	rgd PNH	11dec89 06sep91	possibly just used as an overhaul registration; f/n DXB 26jan90; no canx date in the Soviet register, see next line I/n in its initial c/s SIN 15jul92; seen PNH 30sep92 being repainted in the new c/s, with the registration
	RA-64451	Tu-134A-3	•	GOJ	22aug95	under the wing only; I/n PNH 20oct93 in basic Kampuchea Airlines c/s; I/n GOJ 26aug97, still with 'XU-102' on the engines; was bought by Nizhni
	RA-65570	Tu-134A-3		rgd	13jul00	Novgorod Airlines, but never actually operated by them; sold in 1999 VIP aircraft; in white c/s with green/white/red (Tatarstan flag) cheatline and logo on fin, no titles; f/n VKO
	RA-65570	Tu-134A-3		rgd	25apr02	22mar01; I/n VKO 18feb02 to Melgaven Management; in white c/s with grey/white/blue cheatline, no titles; f/n VKO 18jun02; I/n GOJ
	RA-65570	Tu-134A-3	Avialin. Dagestana	MCX	may07	21dec06; still in operator's certificate apr07 still in fleet list 28nov07, see below
	RA-65570	Tu-134A-3	Aeroflot-Plus	VKO	24aug07	leased from Avialinii Dagestana; rgd 22may08 to OOO "Rosnek"; in VIP c/s, no titles; seen in bare metal under overhaul with ARZ-407 at MHP 12may08; repainted in white/light grey c/s, no titles; test-flown after overhaul 15jan10

RA-65570	Tu-134A-3	South East	MRV	06jul10	in passenger configuration again; entered into the operator's certificate of Avialinii Dagestana 19apr10; in white/light grey c/s with 'South East' titles plus an 'SE' logo on the fin; t/t 5,496 hours and 4,025 cycles by
					01jan11; I/n flying LED 15nov11; stored at MCX, seen 26jun13
65570	Tu-134A-3	TANTK im. Berieva	rgd	unknown	on the experimental aviation register; in white/light grey c/s with thick blue and thin red cheatline and a

or the experimental aviation register; in white/light grey c/s with thick blue and thin red cheatline and a TANTK logo behind the cockpit, no titles; f/n Taganrog-Tuzhny 16may15; trf to SibNIA mar16; stored at GOJ from mar16, I/n apr19; underwent maintenance at GOJ jun20; I/n IKT 22jul23

The following registrations in the Tu-134 serial blocks have never been seen and are not mentioned in any government or factory documents; -65558, -65677, -65678, -65909, -65913, -65920, -65925, -65936/38, -65946/49, -65964 and -65997/99

### 87 ? Tu-134Sh navigator trainers and 2 Tu-134UBL aircraft built between 1970 and 1980

Ordinary Tu-134s and Tu-134UBLs have the registration printed on two plates on the instrument panel shrouds whereas Tu-134Sh trainers have the last four of the c/n under the early system or the complete c/n under the more recent system printed there instead! The c/n in the early system gives the year of manufacture, factory code 35 for factory 135), the batch number and the number in the batch

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0 35 00 01 0 35 00 02 1 35 01 01	"01" red "01" red not known not known	Tu-134Sh-1 Tu-134Sh-2	Soviet Air Force Russian Air Force Soviet Air Force Soviet Air Force	mfd Akc mfd mfd	27jan71 14aug96 17mar71 dec71	first prototype, 16 windows on port side, as per Tu-134As in the civil batches 10-12 opb the GK NII VVS; in standard red c/s version not confirmed
1 35 01 01 1 35 01 02 2 35 01 04 ?	not known	Tu-134Sh.		mfd ph.	dec71 > 1992	photo of the flight deck taken in Orsk after 1992 at an open house showed 0104 on c/n plates, given full
2 35 01 05	not known	Tu-134Sh	Soviet Air Force		photo	c/n surmised !; in standard red c/s black and white photo at Shadrinsk of the forward fuselage only, in standard c/s
2 35 02 02	"02" red ?		Soviet Air Force	mfd	30aug72	code also reported as "01" red; opb Voroshilovgradskoÿe VVÁUSh at Voroshilovgrad; w/o 25may84 on a flight from Zhdanov (now Mariupol) to Voroshilovgrad when broke up in mid-air 12 minutes after take-off and crashed near Donetsk, all 3 crew and the sole passenger (the commander of VVVAUSh) killed, the cause of the accident was that the back-up DR-134M yaw damper power-wires had been cross-wired to the wrong contacts during overhaul at Chelyabinsk and the damper induced yaw instead of damping it when it kicked in during severe turbulence, overstressing the airframe after 38 seconds; t/t 3,173 hours and 2,370
2 35 02 03	"92" red	Tu-134Sh	Soviet Air Force	MHP	13mar90	cycles c/n checked; equipped with special pods which might actually be nothing more than the strake-like fairings
2 35 02 04	no code	Tu-134Sh-1	Soviet Air Force	mfd	nov72	of the Tu-134Sh-1's BD-360 multiple ejector racks a black and white photo exists in standard c/s, Soviet Armed Forces 'quality' badge by the nose and without code (removed); the photo caption says 'c/n 2350201 before being converted into a flying
	CCCP-65562	Tu-134LL	MRP NPO "Vzlyot"	rgd	07may86	laboratory at LII'; see next lines regarding these c/n issues used for the testing of electro-optical guidance systems of missiles. with fairings on the forward and underside of the fuselage; c/n in factory records and Soviet register as 2350204, version given as Tu-134A in Soviet register; canx 29jun88 as to the Soviet Air Force; f/n ZIA 11aug92, in Aeroflot c/s, type painted
	RA-65562	Tu-134LL	Zhukovski LIIP	ZIA	03sep93	as just 'Tu-134'; the plates in the cockpit of CCCP-65562 (photo proof) read 65562 reported for Gromov Air; in Aeroflot c/s, no titles; c/n checked as '0104' and '0201' Zhukovski 24aug95,
2 35 02 07	"71"		Soviet Air Force		photo	c/n checked again as '0104' in 1999!; seen derelict ZIA (N55.570863 E38.141588) aug01/06sep20 black and white photo in standard c/s; opb 108 uap at Shadrinsk
2 35 02 08	"03"		Soviet Air Force	mfd	mar73	f/n Chelyabinsk-Shagol 1979; c/n not 100% clear at base of fin on black and white photo; small 'lightning- bolt' cheatline with larger cheatline above, Red star on the fin
	"01"	Tu-1345h-1	Soviet Air Force		photo	black and white photo exists with c/n at the base of the fin, Red star on the fin with code on a white patch on the engine; another black and white photo exists CKL 26oct76 in use as a VIP transport by the Cosmonaut Detachemnt, in the exact same c/s, with the code given as "01" red, but the c/n cannot be read on this photo
3 35 03 02	CCCP-65561 not known	Tu-134 Tu-134UShS	MAP NPO "Vzlyot" Soviet Air Force	rgd mfd	20nov87 1973	c/n confirmed; canx 29jun88 as to the Soviet Air Force version given as such on the placard in front of the aircraft in the long-range aviation museum at Engels,
	"76" blue	Tu-134UShS	Russian Air Force	trf	1992	but is probably not official opb long-range aviation as a trainer for navigators; armed with 8 P-50T imitation bombs; in standard 'red'
	"76" red	Tu-134UShS	Russian Air Force	Eng	sep12	c/s; preserved in the long-range aviation museum at Engels from 2003, seen aug03/aug10 the colour of the code on the engine was changed (but the code on the nose-wheel door remained blue);
3 35 03 03	"10" red	Tu-134Sh-1	Soviet Air Force	MHP	photo	preserved in the long-range aviation museum at Engels (N51.475945 E46.188903), seen sep12/oct19 converted to Tu-134Sh-SL avionics test-bed (also called SL-134Sh); in standard red c/s with c/n painted
3 35 03 04	"77" blue	Tu-134Sh-1	Russian Air Force	MHP	09sep93	behind cockpit c/n checked as 0304, no year or factory number
3 35 03 05	"51" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/n checked; in standard red c/s; still present MHP 13jun99/jun01; code was possibly "31" blue in the past, partly visible on the engine
3 35 04 01 3 35 04 03	"78" blue "87" blue		Russian Air Force Russian Air Force	MHP MHP	08may95 08may95	c/n checked; in faded standard red c/s; still present MHP jun01 c/n checked; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96/13jun99; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; broken up by aug15, photo exists of the tail section only, first digit of bort
. 35 04 04	not known	Tu-134Sh	Soviet Air Force	no	reports	cannot be seen the last Tu-134Sh in the early c/n system, first digit either 4 or 5
						xed by the year of production and the factory number (35 for factory 135). They were, thich had only 2 aircraft.
5 35 50550	"74" blue	Tu-134Sh-1	Russian Air Force	MHP	05jul95	c/n checked; the first Tu-134Sh in the new c/n system, line # probably 04-05; in very faded standard red
5 35 50580	"86" blue	Tu-134Sh-1	Russian Air Force	MHP	08may95	c/s; still present MHP 18aug97 c/n checked; still present MHP 23aug96; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded
5 35 50600	"80" red	Tu-134Sh-1	Russian Air Force	MHP	13may96	19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; I/n Chelyabinsk- Shagol 25aug12; photo jul15, missing rear fuselage and tail section opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96; in
E 3E E06E0	"02" word	T.: 1246h 1	Dunning Air Force	MUD	12	Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12; broken up Chelyabinsk-Shagol by aug15
5 35 50650	"82" red		Russian Air Force	MHP	13may96	c/n checked; passenger aircraft; in standard red c/s; seen Klin-5 airbase 16aug96 and still present 31jul97 with "297" on shield in the nose wheel bay
6 35 50700	not known "71" blue		Soviet Navy Ukraine Air Force	mfd Spr	1976 sep92	c/n from a service bulletin in standard red c/s, large code on forward fuselage, arrived from Ukraine via Prague; seen Kbely 22nov92 in white c/s with blue cheatlines and Ukraine Air Force logo on tail, large code on forward fuselage;
	no code	Tu-134Sh-1	Atlant	Mkk	08may98	confirmed as the same aircraft; //n Kbely jun96 in white c/s with blue cheatlines, titles and tail logo; seen Mykolayiv-Kulbakino 31aug05/31aug13, code "71" blue bleeding through on forward fuselage, with very faded titles, original red paint bleeding through on tail and rear fuselage; mentioned in official document aug08 as based at Mykolayiv-Kulbakino, type
6 35 50705	"01" red	Tu-134Sh-1	Soviet Air Force	ZIA	16aug92	given as Tu-134A; broken up sep13 c/n checked: converted to an ELINT testbed in the late 1980s, in standard red c/s; still present Zhukovski 24aug95 and c/n checked twice by the authors as 6350705, (not 6350783 as this was a misread at the
6 35 50720	"84" red	Tu-134Sh-1	Russian Air Force	mfd	17sep76	1993 MAKS); as the year in the c/n indicates it must be within the post-1974 sequences; possibly the c/n plate was missing one digit and it should be 63550705   carried '347' on a shield in the nose wheel bay; opb 978 vtap PVO (renamed 78 ovtae 01jul01) at Klin; f/n MHP 13may96, c/n checked; seen again Klin 31jul97 and 20aug01; the BD-360 racks were removed but photos of the interior taken in 1998 show all trainee workstations were still in place, presumably used for
						proficiency training to save the service life of the unit's Tu-134 "Balkany" ABCPs; offered for sale by the Russian privatisation agency sep05, but could not be sold; I/n wfu at Klin aug06, in standard red c/s; offered for sale as scrap metal 21may08
6 35 50730 7 35 50752	not known "57" red	Tu-134Sh Tu-134Sh-1		no	reports	c/n from a service bulletin based Chelyabinsk-Shagol
6 35 50770 6 35 50790	not known not known	Tu-134Sh Tu-134Sh	Soviet Air Force Soviet Air Force	no no	reports reports	c/n from a service bulletin c/n from a service bulletin
7 35 50795	not known	Tu-134Sh-1	Soviet Navy	mfd	11aug77	later converted to a VIP aircraft, see next line
	"02" black	Tu-134A	Russian Navy	VVO	18apr97	c/n not checked, but comes from a 2007 tender document; version painted as 'Tu-134A' and also as such in documents, but the aircraft retains the larger chin radome housing and window configuration as per a Tu-134Sh-1; opb 71 ovtae at VVO, the personal aircraft of the Commander of the Pacific Fleet; in basic
	RA-50795	Tu-134A	Russian Navy	VVO	31aug07	Aeroflot c/s with 'Rossiya' titles and a Russian Navy flag behind the cockpit version painted as 'Tu-134A'; not on register as of aug10; opb 71 ovtae at VVO; also carried the code "02" blue on the nose-wheel door; in basic 'blue' Aeroflot c/s with an additional blue 'lightning-bolt' pinstripe, white underside of the extreme nose and tapered blue engine nacelles, with a Russian Navy flag behind the cockpit and 'Tikhookeapaki left Poesii' (Puscia) Pacific Flach, bitles on the furciona: (In VIVO 300 part 3)
	RF-66002	Tu-134A	Russian Navy	vvo	05jun13	cockpit and Tikhookeanski Flot Rossii '(Russian Pacific Fleet) titles on the fuselage; I/n V/O 30mar13 version painted on as 'Tu-134A'; opb 71 ovtae at V/O; also carried the code "02" blue on the nose-wheel door; in basic 'blue' Aeroflot c/s with an additional blue 'lightning-bolt' pinstripe, white underside of the extreme nose and tapered blue engine nacelles, with a Russian Navy flag behind the cockpit, 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on the fuselage and 'MA VMF Rossii' titles on the fin; I/n V/O 05jun13
	RF-66002	Tu-134A-3	Russian Navy	МНР	oct14	also carried the code "02" blue on the nose-wheel door; in exactly the same c/s as above; left MHP for the Far East 26nov14; named 'Georgi Grossu' 05mar16 after a distinguished naval aviator who died 22oct15; f/n as such VVO 28apr16; l/n GOJ Jul23 still wearing 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles
7 35 50799	not known	Tu-134Sh	Soviet Air Force	no	reports	on the fuselage and 'MA VMF Rossil' titles on the fin c/n from a service bulletin

7 35 50815	CCCP-65098	Tu-134A	MRP NPO "Leninets"	rgd	17jan78	in Aeroflot c/s; f/n SXF may78; converted to a Tu-134SL (also called SL-134Sh) avionics test-bed; still carried 'Tu-134A' nose titles; originally probably with a PNA-D development radar, later with a N-001 "Mech" radar for the Su-27 (in a pointed nose); seen Pushkin 06jul94/07aug96
	CCCP-65098 65098	Tu-134Sh Tu-134Sh	NPP "MIR" NPP "MIR"	Pus Pus	24may99 05aug01	still with prefix 'CCCP-' avionics test-bed for the Su-34 radar (in a pointed nose); in basic Aeroflot c/s with 'KhK "Leninets" NPP "MIR" titles and 'Tu-134Sh' nose titles; stored since the end of 2010; I/n Pushkin 11aug13; photo, in the process of being broken up at Pushkin oct14
7 35 50825 7 35 50829	not known not known	Tu-134Sh Tu-134Sh	Soviet Air Force Soviet Air Force	no no	reports reports	c/n from a service bulletin c/n from a service bulletin
7 35 50835 7 35 50837	not known "18" red	Tu-134Sh	Soviet Air Force Russian Air Force	no mfd	reports 1978	c/n from a service bulletin opb Chelyabinsk VAISh at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n
8 35 50900	"61" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	Chelyabinsk-Shagol 20aug12; in standard red c/s; //n Chelyabinsk-Shagol 25aug12/01oct16, stored opb Chelyabinsk VAISh at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; //n Chelyabinsk-Shagol 25aug12; photo 2015, in very faded c/s, active; mentioned in a contract dated 01aug15 with regards costs for the ferry from
	RF-66045	Tu-134Sh-1	Russian Air Force	МНР	12sep16	Chelyabinksk-Shagol to Minsk and subsequent overhaul at MZGA-407 c/n from russianplanes.net; in standard red c/s with Russian Stars on the tail and coded "22" red; with only one emergency exit on the starboard side after overhaul; seen GOJ jul18; c/n only mentioned in a
8 35 50905	"64" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	tender 01sep18 to extend the assigned service life by 1 year; I/n GOJ sep21 opb Chelyabinski VAISh at Chelyabinsk-Napogl (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12, stored; mentioned in a contract dated 01aug15 with regards to costs for the ferry from Chelyabinksk-Shagol to Minsk and
	RF-66046	Tu-134Sh-1	Russian Air Force	ph.	jun17	subsequent overhaul at MZGA-407; appears in a video, active at CKL dated nov15 in standard red c/s with Russian Stars on the tail and coded "24" red, without the first small window on the starboard side and with only one emergency exit on the starboard side after overhaul; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n GOJ oct21
8 35 50909 8 35 50915	not known "53" blue	Tu-134Sh Tu-134Sh-1	Soviet Air Force Russian Air Force	no Chh	reports 20aug12	c/n from a service bulletin opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s without the first small window on the starboard side; I/n
8 35 50920	"65" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	Chelyabinsk-Shagol 25aug12/01oct16; broken up jan17 opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; in standard
	RF-66047	Tu-134Sh-1	Russian Air Force	MHP	18sep17	red c/s; I/n Chelyabinsk-Shagol 2Saug12; ferried to MZGA-407 at MHP 30jun16 for overhaul at MZGA-407; in standard red c/s with Russian Stars on the tail and coded "27" red, without the first small window on the starboard side and with only one emergency exit on the starboard side after overhaul; I/n jull8, location withheld; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1
8 35 50927	"57" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	year; I/n MSQ 07sep19 opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12; ferried to MZGA-407 at Minsk 30jun16 for overhaul
	RF-66013	Tu-134Sh-1	Russian Air Force	ph.	oct17	in standard red c/s with Russian stars on the tail and coded "26" red; I/n 02jul18, location withheld; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; I/n Chelyabinsk-Shagol 2021
8 35 50933 8 35 50945	not known "63" blue		Soviet Air Force Russian Air Force	no mfd	reports 1978	c/n from a service bulletin opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12, wfu
8 35 50950	not known "62" blue		Soviet Air Force Russian Air Force	mfd	1978	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; f/n Chelyabinsk-Shagol 2010; //n Chelyabinsk-Shagol 25aug12; trf to filial VUNTs VVS "VVA" at Chelyabinsk-Shagol 01jul13; mentioned in a contract dated 01aug15 with regards to costs for ferry from Chelyabinksk-Shagol
	RF-66015	Tu-134Sh-2	Russian Air Force	MHP	29dec16	to Minsk and subsequent overhaul by MZGA-407 also carried code "23" red; opb filial VUNTs VVS "VVA" at Chelyabinsk-Shagol; in standard red c/s with Russian stars, no titles; a photo of the cockpit oct17 clearly shows the c/n on a plate; I/n CKL feb22
8 35 50956	not known "83" blue		Soviet Air Force Russian Air Force	no Akc	reports 2010	c/n from a service bulletin in faded standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10
8 35 50960	not known	Tu-134Sh-2	Soviet Air Force Russian Air Force	no	reports	c/n from a service bulletin in standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10
8 35 50968	"85" blue "38" blue	Tu-134Sh-2	Soviet AF/PVO	Akc mfd	mar11 15may79	opb 978 vtap PVO at Klin; initially in white/light grey c/s with red trim; later repainted as below
8 35 50970	"38" blue "34" blue		Russian Air Force Soviet AF/PVO	Kln mfd	06may94 19apr79	opb 78 ovtae at Klin; in white/light grey c/s with blue stripes on fuselage and blue fin with large Red Star; seen Klin 20aug06, looking airworthy; I/n Klin 12aug12, c/n checked, wfu; broken up 2017 opb 978 vtap PVO at Klin; in white/light grey c/s with white fin and small Red Star, the fin came from a cannibalised civil aircraft (Soviet flag visible under paint) a replacement for the original fin which had been
	"34" blue	Tu-134Sh-2	Russian Air Force	Kln	06may94	damaged opb 78 ovtae at Klin; c/n checked Klin 12aug12; in white/light grey c/s with blue stripes on fuselage and
9 35 50975	"04" red	Tu-134Sh-2	Russian Air Force	mfd	1979	blue fin with large Red Star; seen wfu at Klin, with parts missing sep07/aug12; broken up 2013 opb Chelyabinski VAISh at Chelyabinsk-Shagol; offered for sale by Russian privatisation agency dec07, but still in Rosimushchestvo (State Property Agency) listing 2010; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; f/n Chelyabinsk-Shagol 01sep12; photo jul15, missing rear fuselage and tail section
9 35 50978	"06" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12
9 35 50980	"10" red	Tu-134Sh-2	Russian Air Force	Chh	25aug12	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s
9 35 50983	"40" blue "40" blue		Soviet AF/PVO Russian Air Force	no Kln	reports 06may94	opb 978 vtap PVO at Klin in standard red c/s; I/n Klin 16may99; c/n not confirmed but probably the same aircraft; photo CKL aug01
	"40" blue		Russian Air Force	CKL	19aug01	still in very faded standard red c/s opb 1338 its at Chkalovski; type painted on as 'Tu-134A'; in basic Aeroflot c/s with blue engines and lower
	RF-95949		Russian Air Force	ROV	26apr18	tail, no titles; I/n CKL may11 after overhaul at Rostov (RZGA No. 412); with 'GLITs Im. B.P. Chkalova' titles and GLITs badge behind
						cockpit; in light grey c/s with dark grey undersides, blue 'lightning-bolt' outlined in white and Russian flag on the fin; I/n 2020, location withheld
9 35 50990	"08" red	Tu-134Sh-2	Russian Air Force	Chh	22may08	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen Chelyabinsk-Shagol 25oct14, still active as such in 2017
	RF-66019	Tu-134Sh-2	Russian Air Force	MHP	27jun18	in standard red c/s with Russian Stars on the tail and coded "40" red; the last aircraft overhauled at MHP, departed this date and landed at MSQ after a three hour test flight; I/n MSQ jun19
9 35 50995	"02" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinksk-Shagol 2014; mentioned in a contract dated 01aug15 with regards costs for the ferry from Chelyabinksk-Shagol to Minsk and subsequent overhaul at MZGA-407
9 35 50997	RF-66020 "05" red		Russian Air Force Russian Air Force	ph. Chh	sep17 2010	in standard red c/s with Russian Stars on the tail and coded "25" red; I/n MSQ 15apr19 opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in
9 35 50999	"52" blue		Russian Air Force	Chh	20aug12	Rosimushchestvo (State Property Agency) listing 2010; Vn Chelyabinsk-Shagol 25aug12/01oct16, stored opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; Vn Chelyabinsk-Shagol 25aug12; went to MZGA-407 at Minsk
9 35 51005	RF-66022 "03" red		Russian Air Force Russian Air Force	ph. MHP	dec16 19may05	for overhaul in 2015 in standard red c/s and coded "21" red; l/n Chelyabinsk-Shagol jan22 in ARZ-407; l/n MHP 06jun08 after overhaul in standard red c/s, c/n not checked these dates; already featured in tender published 18may07; seen Chelyabinsk-Shagol aug08; opb Chelyabinski VAISh at
	RF-66023		Russian Air Force	Chh	oct16	Chelyabinsk-Shagol (disbanded 19oct11); I/n Chelyabinsk-Shagol feb15 in standard red c/s and still coded "03" red; I/n MSQ 15apr19; seen MSQ 25feb20 now coded "39" red with Russian Stars and "VKS Rossii" titles on the tail; I/n Chelyabinsk 2021
9 35 51010	"70" blue "04" black		Soviet Navy Ukraine Air Force	mfd VIN	02nov79 10may98	no reports, based at Mykolayiv-Kulbakino, code visible under paint, see next lines c/n not confirmed; I/n KBP 25apr99, see next line
	551010	Tu-134Sh-2	Ukraine Air Force	KBP	21may08	VIP interior for 13 pax; last flight 15apr02; offered for sale by SkyBirdHeli 27may06 with t/t 1,164 hours and 1,464 cycles, type given as Tu-134A-3; under the paint looks to be "04" behind the cockpit with "70" blue below the cheatline; I/n KBP 30sep12/16apr19, stored; in official document 2012 for disposal with military unit given as A2215 at KBP at the time; I/n KBP 04oct19
9 35 51016	"21" blue "21" blue		Soviet AF/PVO Russian Air Force	mfd Kln	10dec79 06may94	opb 978 vtap PVO at Klin opb 78 ovtae at Klin; c/n checked Klin 12aug12; in standard 'red' Tu-134Sh c/s; offered for sale by Russian privatisation agency dec07, but could not be sold; seen wfu at Klin with parts missing, aug06/aug12; broken up 2013
9 35 51020	"07" red	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 25aug12/01oct16, stored
9 35 51025	not known RA-14	Tu-134Sh Tu-134Sh	Soviet Air Force Russian Air Force	no no	reports reports	c/n from a service bulletin c/n not confirmed, reported as converted to VIP version in book by D. Komissarov; c/n based at Chelyabinsk-Shagol and exported to Kazakhstan 14jan00, entered service with mil. unit 53975 at Almaty
	"14" red UN-65120(2)	Tu-134A Tu-134A	Kazakh Air Force Kazakh Government	ALA ALA	16apr00 19may04	c/n not confirmed; retained previous Russian Air Force code? c/n confirmed; has the Tu-134AK style emergency door on the port rear fuselage and Tu-134Sh-2 window configuration on the starboard side; I/n Zhetigen 02may15; was assessed 29sep17 for a projected auction at Zhetigen (military unit 65229), but determined to be unfit for return to flight operations; see c/n 60482

9 35 51030	"12" red	Tu-134Sh-2	Russian Air Force	Chh	12aug06	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen MHP
3 33 31030	12 100	10 10 1011 2	rassian / in Force	Cilii	1200900	12may08/06jun08 after overhaul, c/n not checked these dates; was active until 2015; seen Chelyabinsk-Shagol aug17 stored, I/n MSQ 10nov20, arrived for overhaul this date with MZGA-407
9 35 51040	"09" red		Russian Air Force	Chh	01oct11	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); reportedly overhauled at Rostov (RZGA No. 412) in 2010; in standard red c/s; l/n OVB 26oct14
	RF-66026		Russian Air Force	Roc	19sep15	carried also code "09" red; in standard red c/s; l/n jun16, location withheld
0 35 51045	"33" red	Tu-134Sh-2	Russian Air Force	Chh	25aug12	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s has a 'Stork' emblem behind nose, stored; seen CKL sep21, in very faded c/s, active, presumably ferry flight to MSQ, see next line
	RF-66027	Tu-134Sh-2	Russian Air Force	MSQ	04aug22	in bare metal c/s, test flown after overhaul; seen MSQ 14nov22, in standard red c/s with Russian stars and 'VKS Rossii' titles, carried also code "33" red
9 35 51050	"31" red		Russian Air Force	Chh	21sep00	c/n checked; has got bomb racks under the fuselage; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; reported as # 15-02
0.25.51055	RF-66028		Russian Air Force	ph.	2018	c/n not confirmed; in standard red c/s with Russian stars on the tail and coded "41" red; l/n GOJ 01sep19
0 35 51055	not known "32" red		Soviet Air Force Russian Air Force	mfd Chh	1980 16feb09	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; trf to filial VUNTs
	32 TCu	10 154511 2	Russian Air Force	Cilii	10/0000	VVS "VVA" at Chelyabinsk-Shagol 01jul13; I/n Chelyabinsk-Shagol oct14; went to MZGA-407 at Minsk for overhaul in 2015
	RF-66029	Tu-134Sh-2	Russian Air Force	Chh	may16	also carried code "42" red; opb filial VUNTS VVS "VVA" at Chelyabinsk-Shagol; in standard red c/s with Russian stars; initially no titles; I/n as such Chelyabinsk-Shagol 01oct16; received "VKS Rossii" titles; f/n as such Chelyabinsk-Shagol jun20; I/n 2021, location withheld
0 35 51060	"34" red	Tu-134Sh-2	Russian Air Force	Chh	2008	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; l/n Chelyabinsk-Shagol jul14
	RF-66030	Tu-134Sh-2	Russian Air Force	Chh	mar19	in standard red c/s with Russian stars on the tail and still coded "34" red; seen MSQ (at MZGA-407) 24sep21, now with "VKS Rossii' titles; I/n MSQ 11feb22
0 35 51067	"36" red	Tu-134Sh-2	Russian Air Force	CKL	apr10	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol 17feb14, active
	RF-66031		Russian Air Force	Chh	aug15	in standard red c/s with 'VVS Rossii' titles and still coded "36" red; I/n MSQ at MZGA-407 12nov19
0 35 51072	"15" red	Tu-134Sh-2	Russian Air Force	Chh	18jul11	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen KLD mar12; l/n Chelyabinsk-Shagol feb15, active
	RF-66032	Tu-134Sh-2	Russian Air Force	Chh	jul15	in standard red c/s with "VVS Rossii" titles and still coded "15" red; I/n MSQ (at MZGA 407) feb20; received "VKS Rossii" titles and Russian stars after overhaul and now coded "38" red; f/n MSQ 03dec20; I/n Chelyabinsk-Shagol late 2021 active
0 35 51078	"35" red	Tu-134Sh-2	Russian Air Force	MHP	30jul09	after overhaul, c/n not checked this date; already featured in tender published 18may07; in standard red c/s; seen Chelyabinsk-Shagol mar10; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); l/n Chelyabinsk-Shagol ZSjun10
	RF-66033	Tu-134Sh-2	Russian Air Force	MSQ	11jan23	in standard red c/s with 'VKS Rossii' titles and still coded "35" red
0 35 51081	"30" red		Russian Air Force	Chh	jun08	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; seen Chelyabinsk-Shagol 20mar09; in Rosimushchestvo (State Property
						Agency) listing 2010; in standard red c/s; seen ROV 19aug12 for overhaul; seen Chelyabinsk-Shagol 13mar14, active with additional 'VVS Rossii' titles and Russian Stars on tail; I/n OVB 17feb15, active
0 35 51088	RF-66034 "37" red		Russian Air Force Russian Air Force	Chh Chh	sep15 09apr09	in standard red c/s with 'VVS Rossii' titles and still coded "30" red; I/n Chelyabinsk-Shagol mar17 opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in
0 33 31066	37 Teu	10-134311-2	Russian Air Force	Cilii	озаргоз	tender published 18may07; seen ROV 23jun11; seen ROV 23apr12 in standard red c/s with additional 'WS Rossii' titles; //n PEE jul13
	RF-66035	Tu-134Sh-2	Russian Air Force	Chh	nov15	in standard red c/s with 'VVS Rossii' titles and still coded "37" red; I/n 2018, location withheld; seen MSQ 09aug23, with 'VKS Rossii' titles
0 35 51092	"16" blue	Tu-134Sh-2	Russian Air Force	mfd	29sep80	seen Ryazan aug95 and 29jun02 in white c/s with blue cheatlines and Russian flag on tail, c/n not checked these dates; opb 1449 AB at Tambov; l/n Tambov-Military (West) 14aug12; still present by may16, wfu
0.25.51007	114 711 d	T: 1246h 2	December Alex France	Chile	2200	and will not fly again; subsequently scrapped according to ATDB
0 35 51097	"17" red	TU-1345N-2	Russian Air Force	Chh	22may08	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); featured in tender published 18may07; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; I/n Chelyabinsk-Shagol oct13; went to ARZ-407 at Minsk for overhaul in 2015
	RF-66036	Tu-134Sh-2	Russian Air Force	Chh	08feb16	in standard red c/s still coded "17" red; l/n GOJ 27may19
0 35 51102	not known	Tu-134Sh	Russian Air Force	no	reports	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property
0 35 51108	"20" red	Tu-134Sh-2	Russian Air Force	Chh	15jul10	Agency) listing 2010 line # 17-04 from info sheet in RZGA No. 412; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded
						19oct11); in standard red fin c/s; seen undergoing overhaul with RZGA No. 412 at Rostov-na-Donu 02nov11, stripped of paint; seen Rostov-na-Donu 28may12 in standard red c/s, with additional 'VVS Rossii'
	RF-66038	Tu-134Sh-2	Russian Air Force	Chh	aug15	titles; seen Rostov-na-Donu jul12 during test flight; I/n OVB 03jun15 in standard red c/s with 'VVS Rossii' titles and still coded "20" red; I/n Chelyabinsk-Shagol 2019
0 35 51115	not known	Tu-134Sh-2	Soviet Air Force	mfd	19dec80	
	"19" red		Russian Air Force	Kub	11apr92	c/n not confirmed; in standard red c/s; brought VIPs to the first open house at Kubinka this date
	RA-19	Tu-134Sh-2	Russian Air Force	Rzd	03sep93	opb Tambovskoye VVAUL at Tambov; featured in tender held 18may07; initially in basic 'blue' Aeroflot c/s, no titles; temporarily carried 'Rossiya' titles, seen as such Ryazan-Dyagilevo 28may99 and Tambov-Military (West) 17aug01; seen IKT 11nov05 and 12sep06 without titles; in basic 'polar' Aeroflot c/s with additional '75 let TVVAUL' titles on the nose from autumn 2006; named 'Marina Raskova' 25dec06 after a famous female Soviet pilot of the 1930s/40s; I/n active Tambov-Military (West) 24may08; preserved in the air
						base museum at Tambov-Military (West) (N52.705419 E41.379816) from 2009, f/n jun10; l/n Tambov 25may19
0 35 51137	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin

## Tu-134UBL pilot trainers and Tu-134UBK/Tu-134UBKM crew trainers built between 1981-1983 (79 aircraft ?)

All Tu-134UBL record as such		ivil during p	re-delivery flight t	ests, wea	ring test r	egistrations matching the c/ns but those are not given in the list below unless we have a
0 35 51120	not known	Tu-134UBL	Soviet Air Force	mfd	14feb81	c/n and version confirmed (not a Tu-134Sh !)
	"40" red		Russian Air Force	MHP	08may95	c/n checked as starting with a 6 instead of a 0, but that was either a painting or a reading error; in grey c/s with red 'lightning-bolt' cheatline: I/n MHP 13iun99
	"14" blue	Tu-134UBL	Russian Air Force	Tbv	27may07	named 'Desyatina' after an ancient Russian measuring unit; I/n Lipetsk sep08
	RF-93946	Tu-134UBL	Russian Air Force	CKL	jun12	named 'Desyatina', also carried the code "14" blue on the nose-wheel door; I/n Tambov-Military (West) 25may19
0 35 51127	not known		Soviet Air Force	mfd	29aug81	version confirmed (not a Tu-134Sh!)
	"30" red	Tu-134UBL	Russian Air Force	Tbv	27may06	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; officially stored with 1449 AB at Tambov by 2011, but seems to have been preserved in the base museum (N52.706536 E41.379719), seen 27may06/may18; see also c/n 64435 and 64845
64000	not known	Tu-134UBL	Soviet Navy	mfd	1981	the prototype of the Tu-134UBL version; converted during the second overhaul to, see next line
	"20" blue	Tu-134A-4	Russian Navy	Sev	15jun07	VIP aircraft, personal transport of the commander of the Black Sea Fleet; based at Gvardeiskoye; in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin, a Russian Navy flag behind the cockpit and a 'dolphin' badge behind the forward entry door; I/n Rostov-na-Donu-Tsentralny 30jul11
	RF-12000	Tu-134A-4	Russian Navy	Gvd	01nov11	VIP aircraft, personal transport of the commander of the Black Sea Fleet; also carried the code "20" blue on the nose-wheel door; initially based at Gvardeiskoye; in light grey c/s with blue lightnip-bolt cheatline, a Russian flag on the fin, a Russian Navy flag behind the cockpit and a 'dolphin' badge behind the forward entry door; based at Saki by 2017; seen MSQ 22mar19 after overhaul; I/n 2021, location
64010	CCCP-64010	Tu-134UBI	Soviet Air Force	mfd	01sep81	withheld late mfd: test registration
64010	"11" red		Soviet Air Force	Pus	06jul94	trf to MRP/LNPO "Leninets" around 1982; converted to an avionics test-bed for the Tu-95MS's "Obzor" target illumination radar; never carried the code "100" blue as reported Pushkin sep95 (the error is explained by the fact that the aircraft has never been repainted since new, the code "11" red has faded and the test registration CCCP-64010 has begun to bleed through the grey paint on the engine nacelles, creating the false impression that the aircraft is coded "100" blue); I/n Pushkin may99; converted by ARZ-407 (see next line); see c/n 64148
	RA-65945	Tu-134B-3	Rus LK ZAO, n/t	rgd	25sep02	c/n confirmed in Russian register
	RA-65945	Tu-134B-3	Billing OOO	rgd	20dec02	f/n ALA 22feb03, opf Orenburg Airlines; I/n SVO 07jul04
	RA-65945 RA-65945	Tu-134B-3 Tu-134B-3	Avcom, n/t Meridian Air	LED VKO	19feb05 24iun06	leased 31dec03/31dec05; in white/green c/s offered for sale 22nov07 with t/t 3,814 hours and 2,449 cycles; I/n VKO 01feb09
	RA-65945	Tu-134B-3	SportAviaServis	VKO	01feb09	onseted to see 2210007 with file 5,014 hours and 2,449 Cycles, 111 NO 181005 in silver c/s with blue tail, small titles only, carried an additional 'Kosmos' sticker; I/n operational VKO 08aug10; seen VKO 22jun11, missing tail and outer part of both wings (major overhaul or cannibalised?); seen 09oct11, now with outer wings attached; I/n jan12/jun12 as such; canx before apr16
64020	CCCP-64020 "02" red		Soviet Air Force Soviet Air Force	mfd	10dec82	late mfg; undertook acceptance tests and trials opb GK NII VVS at Aktyubinsk; had a spin recovery parachute in a fat tailcone (no APU) for high-
	02 100	10 10 1002	5011007111 1 01 00			alpha/low-speed trials at one stage
	"20" red	Tu-134UBL	Russian Air Force	ph.	30may15	code from wheel door only; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov and in listing 2011; see c/n 64315; reported as scrapped by ATDB
64027	not known		Soviet Air Force	mfd	24aug81	
	"42" red		Russian Air Force	Rzd	20aug95	I/n Ryazan-Dyagilevo 18jun99; c/n not confirmed for these sightings
	"42" red	Tu-134UBL	Russian Air Force	Tbv	29aug07	opb 388 use at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; I/n Tamobv-Military (West) 26aug12/30may15, with "24" red also visible on the engine cowling; reported as scrapped by ATDB
64035	not known	Tu-134UBL	Soviet Air Force	mfd	01sep81	······································

mfd 01sep81

64035 not known Tu-134UBL Soviet Air Force

	"21" red	Tu-134UBL	Russian Air Force	MHP	08may95	c/n checked twice, but reported by ARZ-407 at Minsk as being 64325 see also this c/n !; in grey c/s with red 'lightning-bolt' cheatline; I/n MHP 18aug97
	"21" blue	Tu-134UBL	Russian Air Force	Tbv	27may06	opb 1449 ÅB at Tambov; small code on nose wheel door only; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe at base of fin; named 'Angara' after a river in Eastern Siberia; featured in tender 18may07; /n Tambov-Military (West) 30may16;
64041	not known "01" red		Soviet Air Force Russian Air Force	mfd Rzd	25aug81 28may99	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; photo Tambov-Military (West) before may06, stored; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/aug12 and still in listing 2011; photo proof of two different "01" red aircraft at Tambov-Military (West), both aircraft seen the same date, see also c/n 64134
64055	"14" red "22" red	Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	01sep81 26may07	code visible under paint, see sightings next line opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; see c/n 64640; I/n Tambov-Military (West) 26aug12/07jun16, stored; reported as scrapped by ATDB
64065	not known "12" red "23" red	Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29aug81 13may96 29aug07	line # 67-10 c/n details from factory at Minsk; in grey c/s with red 'lightning-bolt' cheatline; I/n MHP 18aug97 see c/n 64350; opb 388 use at Tamboy; offered for sale by Russian privatisation agency dec07, but could
64073	CCCP-64073 "16" red		Soviet Air Force Soviet Air Force	Kub	photo 11apr92	not be sold; stored with 1449 AB at Tambov by 2011 'CCCP-' registration probably related to the c/n c/n from wheel chocks, but not checked in the nose wheel well and not 100% sure if the chocks really
	"31" blue	Tu-134UBL	Russian Navy	Osv	15jul06	belonged to this aircraft c/n not checked; small code on nose wheel door only; in grey c/s with blue 'lightning bolt', Russian Navy flag behind cockpit; featured in tender held 18may07; seen Yeisk 10jun11; I/n EIK 20jul13/19jul14 with
	RF-12041	Tu-134UBL	Russian Navy		26nov14	the given c/n on the engine covers also coded "31" blue, with small code on nose wheel door only, in grey c/s with blue 'lightning bolt', Russian Navy flag behind the cockpit and Russian flag on the tail; I/n CKL 05may15; re-coded "53" blue by jul15; seen CKL 30oct15 with 'MA VMF Rossii' titles on the tail; I/n MSQ 19oct17; converted at MZGA-407
	RF-12041	Tu-134A-4	Russian Navy	MSQ	25mar19	to, see next line repainted in very dark grey c/s with 'Russian flag' cheatline, large 'Voyenno-Morskoi Flot' titles on the fuselage, small 'MA VMF Rossii' titles and a Russian flag on the fin, Russian Navy flag behind the cockpit
64083	not known "28" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	31jul81 reports	and coded "53" white; I/n NOZ 06apr22  opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; possibly it is the aircraft coded "08" red on the engine, with "28" on the nose wheel door, seen Tambov-Military (West) 27may06/ 26auq12
64095	not known "23" blue		Soviet Air Force Russian Air Force	mfd IKT	07aug81 21apr05	possibly a staff aircraft of the Sofrino-based missile defence command at some time; in grey c/s with blue 'lightning-bolt' cheatline; named 'Sofrino' after a town in the Moscow region; I/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; I/n Tambov-Military (West) 14aug12/30may15
64100	not known "10" red		Soviet Air Force Russian Air Force	mfd Tbv	19aug81 27may06	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08/may15 and still in listing 2011
64121	64121	Tu-134UBL	Russian Air Force	mfd	1981	line # 65-03; opb 652 uap 43 TsBP i PLS at Ryazan-Dyagilevo; f/n Ryazan-Dyagilevo 28may99 with Rossiya titles, see below
	64121	Tu-134UBL	Russian Air Force	Rzd	08aug99	opb 37th Air Army; reportedly based at Tambov-Military (West) until about 2002/03; with blue 'lightning- bolt' cheatline and blue stripe on lower fin, badge with lake Baikal behind the cockpit; originally without titles, but later named 'Baikal'; I/n Tambov-Military (West) 17aug01; see also c/n 64812 "18" blue named 'Baikal'
	"121" blue	Tu-134UBL	Russian Air Force	UUS	12mar06	converted to a VIP aircraft; personal aircraft of the Plenipotentiary Representative in the Far Eastern Federal District, opb 257 osap at Khabarovsk-Bolshoi; with blue 'lightning-bolt' cheatline and blue stripe on lower fin, small code on nose wheel door only; named 'Graf Muravyov-Amurski' oct05 after a tsarist governor of the Far East; I/n Chelyabinsk-Shagol 17sep12; overhauled by RZGA No. 412 from 17jan13, t/t 7,611 hours and 7,239 cycles by the
	RF-66054	Tu-134UBL	Russian Air Force	ROV	14sep14	with blue 'lightning-bolt' cheatline and blue stripe on lower fin, named 'Graf Muravyov-Amurski; "54" blue on nose wheel door; I/n KHV 20mar21
64134	not known "01" red		Soviet Air Force Russian Air Force	mfd Tbv	10sep81 27may06	offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may07/may17 and still in listing 2011, stored; in grey c/s with red 'lightning bolt', Red Star on fin; photo proof of two different "01" red aircraft at Tambov-Military (West), see also c/n 64041; reported as scrapped by ATDB
64140	not known "02" red		Soviet Air Force Russian Air Force	mfd MHP	31aug81 05jul95	c/n not checked this date; seen MHP 07oct95, c/n checked; l/n MHP 18aug97
	"22" blue RF-93947		Russian Air Force	ph. CKL	jun06 18jun11	c/n checked on instrument panel Ryazan-Dyagilevo 18sep10; opb 1449 AB at Tambov; named 'Volga' 01jun02; in grey c/s with blue 'lightning-bolt' cheatline, lower half of fin in blue; l/n CKL jun11 opb 1449 AB at Tambov; named 'Volga'; in grey c/s with blue 'lightning-bolt' cheatline, lower half of fin in
64148	not known		Soviet Air Force	no	reports	blue and carried code "22" blue on the nose wheel door; seen Tambov-Military (West) 26aug12; I/n Tambov-Military (West) may15 based at Tambov
	"44" red "11" red		Ukraine Air Force Russian Air Force	trf Pus	1992 18aug03	opb 184 vbap at Priluki; was not seen Priluki may98; ferried to 20 ARZ at Pushkin for overhaul and modernisation to a Tu-134UBKM; probably the aircraft seen Pushkin 24may99/07aug99, c/n not checked these dates never entered service (perhaps never transferred to Russia either); in grey c/s with red 'lightning-bolt'
		10 10 1002	rassian / in voice	. 45	1000900	cheatline and faded Red star on fin; stored with 20 ARZ at Pushkin, seen aug03/aug12/jul14, still parked in the same place; parts of this aircraft seem to have been swapped with c/n 64152, see that c/n; see c/n 64010
64152	not known "43" red		Soviet Air Force Ukraine Air Force	no trf	reports 1992	based at Tambov opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; f/n Priluki feb95; l/n Priluki 22may98
	"43" blue	Tu-134UBL	Ukraine Air Force	r/r	2001 ?	trf to 185 vbap at Poltava circa 2001 and received a blue code; a plate in the cockpit clearly shows '64152' while the c/n plate in the nose-wheel bay reads '64148', but see that c/n (probably parts of both aircraft had been swapped in the past); in natural metal c/s with white-outlined blue 'lightning-bolt' cheatline, 184 vbap badge below the cockpit; was preserved in the Ukrainian Air Force Museum at Poltava, I/n 2005; arrived in the Oleg Antonov State Aviation Museum at Kiev (N50.405579 E30.463793) in pieces 26apr06,
64168	"33" red	Tu-134UBL	Russian Air Force	SVX	23jun06	assembled jun08, I/n oct21 and Chelyabinsk-Shagol 14aug10; featured in tender published 18may07; in all-grey c/s with red lightning-bolt cheatline outined in white and Russian star on tail, small badge behind cockpit; in Rosimushchestvo (State Property Agency) listing 2010; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11);
	RF-66039	Tu-134UBL	Russian Air Force	ROV	19aug12	//n ROV 29aug11; work was completed at RZGA No. 412 09aug12 also carried code "33" blue; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag; carries small 'Áviabaza Shagol' titles on its nose; I/n OVB 01apr22
64175	not known "14" red		Soviet Navy Russian Navy	mfd Osv	27oct81 2000	line # probably 65-08 c/n confirmed; opb 444 TsBP i PLS MA at Ostrov-Veretye; in light grey c/s with red 'lightning-bolt' cheatline, Red Stars and a Russian Navy flag on the nose-wheel door, code carried on the engine; was
	"14" blue	Tu-134UBL	Russian Navy	Osv	21aug05	earmarked to become the second Tu-134UBKM, but was not converted c/n confirmed; opb 444 TsBP i PLS MA at Ostrov-Veretye; code carried on the nose-wheel door only; in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin and a Russian Navy flag behind
	"14" blue	Tu-134A-4	Russian Navy	Osv	16apr09	the cockpit; I/n CKL 20aug07  VIP aircraft; opb 444 TsBP i PLS MA at Ostrov-Veretye; code carried on the nose-wheel door only; in light grey C/s with blue lightning-bolt' cheatline, a Russian flag on the fin and a Russian Navy flag behind the
	RF-12037	Tu-134A-4	Russian Navy	EIK	10jun14	cockpit; I/n Kubinka 26apr14 opb 859 TsBP i PLS MA at Yeisk; initially also carried the code "14" blue on the nose-wheel door; initially in light grey c/s with blue 'lightning-bolt' cheatline, a Russian flag on the fin and a Russian Navy flag behind
						the cockpit, no titles; I/n as such MHP 15nov14; code changed to "54" blue; f/n as such AER 16may15; I/n without titles KGD 26jul15; f/n with 'MA VMF Rossii' titles on the fin EIK aug16; seen in bare metal in MZGA No. 407 at MHP 18sep17, marked just as '64175'; reflown in autumn 2017 in bare metal, with just the registration painted on; repainted in very dark grey c/s with 'Russian flag' cheatline, large 'Voyenno-Morskoi Flot' titles on the fuselage, small 'MA VMF Rossii' titles and a Russian flag on the fin and a Russian Navy flag behind the cockpit; code changed to "54" white (now carried on the engine); f/n as such in MZGA No. 407 at MHP nov17; I/n Novokuznetsk 25oct22
0 35 64182	"07" red "25" blue "34" red	Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd no ph.	02sep81 reports 20aug03	line # 65-09; the faded code "07" red was still visible on the aircraft as preserved at Saratov as such in various documents; opb 22 thad at Engels; wit in 2000 in grey c/s with red 'lightning-bolt' cheatline; preserved in Muzei boyevoi slavy (Combat Valour Museum) in Body Object (Michael (Bath) 15 that (Michael (Bat
64188	not known "05" red		Soviet Air Force Russian Air Force	mfd Tbv	22oct81 27may07	Park Pobedy (Victory Park) at Saratov (N51.542361 E46.057888), seen aug03/dec22  opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may07
64195	"06" red	Tu-134UBL	Russian Air Force	mfd	29oct81	and still in listing 2011; I/n Tambov-Military (West) 30may15 line # probably 66-01; opb 652 uap Tambovskogo VVAUL at Tambov; this c/n was offered for sale by the Russian privatisation agency may05/mar06 with t/t 3,934 hours, was at Tambov at that time; converted by ARZ-407 at Minsk to a Tu-134B-3; there is a photo of "06" red at Tambov before may06, in light grey c/s with red "lightning-bolt" cheatline and Red Stars; seen again disassembled at MHP 15jun06, suggesting these two sightings are probably for this aircraft

	RA-65737(2)	Tu-134B-3	RusJet	rgd	26sep07
	RA-65737(2)	Tu-134B-3	Meridian	rgd	17aug12
64208	not known "07" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31oct81 27may06
64215	not known "26"	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	05nov81 reports
64222	"44" "34" red	Tu-134UBL Tu-134UBL	Russian Navy Russian Navy	mfd Osv	30nov81 21aug05
64235	not known "10" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd IKT	27nov81 13jan09
64245	"11" red	Tu-134UBL	Russian Air Force	Rzd	03sep93
	"01" red	Tu-134UBL	Russian Air Force	SVX	29jun04
64258	not known "12" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd CKL	30nov81 aug03
	RF-93941	Tu-134UBL	Russian Air Force	ROV	13mar12
64270	not known	Tu-134UBL	Soviet Air Force	mfd	15jan82
	"15" red "45" blue	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	no IKT	reports 28aug07
	RF-93940	Tu-134UBL	Russian Air Force	ROV	13mar12
64277	not known "15" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	19jan82 27may06
64283	not known "17" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	05feb82 29may04
	RF-93949	Tu-134UBL	Russian Air Force	Dmn	29nov13
64300	not known "42" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992
	"42" blue	Tu-134UBL	Ukraine Air Force	r/r	2001 ?
64308	not known "19" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	17feb82 27may06
64315	not known "20" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 27may07
64325	not known "21" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 09jun12
64350	"23" red	Tu-134UBL	Russian Air Force	mfd	1982
64360	not known "24" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	1982 26may07
64375	"35" red	Tu-134UBL	Russian Air Force	Chh	aug08
64392	not known	Tu-134UBL	Soviet Air Force	mfd	21mar82
	"26" red "20" blue	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	Rzd Rzd	03sep93 18aug05
64400	not known "27" red	Tu-134UBL Tu-134UBL	Russian Air Force	mfd MHP	29apr82 09sep93
	"24" blue RF-93936	Tu-134UBL	Russian Air Force	Tbv	27may07 27jun11
64420	"28" red		Russian Air Force	mfd	1982
	RF-66042		Russian Air Force	ROV	26dec11
64425	"29" red	Tu-134UBL	Soviet Air Force	mfd	26dec11 29may82
	not known RA-65733(2)	Tu-134UBL Tu-134B-3	Russian Air Force Russ. Tax Service	MHP trf	12may08 19apr07
64435	not known "30" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31may82 24may08
64450	"31" red	Tu-134UBL	Russian Air Force	CKL	15aug99
	RF-66090 RF-65733(3)	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	SVX PEE	15jun13 jun14
64454	CCCP-64454(2)	Tu-134IK	MAP LII Zhukovski	d/d	01sep83

o OOO "Atlantis"; in grey c/s with white/blue/red (Russian flag) cheatline; last overhaul completed 11jul07; f/n in VARZ-400 at VKO 06aug07; initially without titles; l/n as such VKO may09; received ircompany RusJet' titles below the cockpit windows; f/n as such AAQ 28aug09; l/n GOJ 18apr12; see c/n

is 15006

I light grey c/s with white/blue/red (Russian flag) cheatline and a logo below the cockpit windows, no titles; f/n GOJ 10sep12; l/n operational VKO 28oct18; l/n intact GOJ 11mar19; canx 28mar19; sat wfu at GOJ (the outer wings were cut off by may19) and used as a source of spare parts, l/n may20

pb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by sussian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen may08 and still in listing 2011; I/n Tambov-Military (West) 27may17

opb 388 uae at Tambov; last overhaul completed 19jul86; offered for sale by Russian privatisation agency dec06/feb08 with t/t 4,026 hours and 4,775 cycles, but could not be sold; stored with 1449 AB at Tambov by 2011; reported as scrapped by ATDB code confirmed in document 2000, based at Ostrov code confirmed in tender document apr07; opb 444 TsBP i PLS at Ostrov; in grey c/s with red 'lightning bolt', Russian Navy flag behind cockpit; seen again Ostrov 15jul06; l/n EIK 06jul11/18aug12

pb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; amed 'Ussuri' after a river in the south of the Russian Far East; I/n Tambov-Military (West) 30may15,

Idilieu Ossari atte a mee. In the State of the Cored of t /n from russianplanes.net; in the process of being broken up at SVX 03feb15

c/n checked CKL aug03, presented in cockpit as '12 64258 815'; in grey c/s with blue 'lightning-bolt' cheatline which had been red before (paint was partially coming off by 2010), carried a large badge behind he cockpit; named 'Tsna' after a river in central Russia; opb 1449 AB at Tambov by 2011; //n in RZGA No. 112 at Rostov-na-Donu O2nov11; work was undertaken at RZGA No. 412 22jun11-26oct11 also carried code "12" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline; named Tsna'; small 'Aviabaza Tambov' titles on the lower nose; l/n 2021, location withheld

pb Orskoye VVAUL at Orsk; reported in an incident report in 1999
pb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe on base of fin,
kussian flag on fin; named 'Barguzin' after a town in Buryatiya; //n in RZGA No. 412 at Rostov-na-Donu
2nov11; work was undertaken at RZGA No. 412 24jun11-06dec11

lso carried code "45" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline; named Barguzin'; small 'Aviabaza Tambov' titles on the lower nose; I/n Tambov-Military (West) 20aug22

pb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by tussian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen 27may07 nd still in listing 2011; I/n Tambov-Military (West) 26aug12

n grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Meshchyora' after a andscape in central Russia; opb 1449 AB at Tambov by 2011; |/n ROV 13mar12 iso carried code "17" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline, blue tripe on base of fin and Russian flag on fin; named 'Meshchyora'; seen with additional 'VVS Rossii' titles Cubinka 08sep16; I/n OVB 28may21

ased at Tambov ppb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; f/n MHP 09sep92; overhauled by ARZ-407 at Minsk in 1993/97; seen MHP 23aug96 with an 'Avialiniyi Ukrayini' logo; delivered to Ukraine nar98; seen Priluki 03may98 and again 25jun99 rf to 185 vbap at Poltava circa 2001 and received a blue code; in light grey c/s with blue 'lightning-bolt' heatline; preserved in the Ukrainian Air Force Museum at Poltava (N49.617194 E34.502511), seen

001/24sep19 (c/n checked on a plate in the cockpit 15apr10)

n grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin; seen Tambov 24may08 named 'Rossiya'; tored with 1449 AB at Tambov by 2011; I/n Tambov-Military (West) 26aug12 without name

pb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by sussian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, seen nay08/aug12 and still in listing 2011; see c/n 64020

/n not checked; opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could ob be sold; stored with 1449 AB at Tambov by 2011; see c/n 64035 and 64585; l/n Tambov-Military

West) 31may14; reported as scrapped by ATDB /n reported by Minsk ARZ for this code; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 9cct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; details from ussianplanes.net; f/n Chelyabinsk-Shagol 14aug04; l/n Chelyabinsk-Shagol 20aug12/01oct16

ast overhaul completed 31jan89; offered for sale by Russian privatisation agency dec06/mar07 with t/t, 187 hours and 1,753 cycles, was with mil. unit 24815 at Tambov at that time; in grey c/s with red lightning-bolt' cheatline; l/n aug12/may15, stored l/n in official documents by l/n 06 for this l/n 10 confirmed; opb Chelyabinski VAISh at l/n10 chelyabinsk-Shagol (l/n10 chelyabinsk-Shagol (l/n10 chelyabinsk-Shagol (l/n10 chelyabinsk-Shagol 20 with red "lightning-bolt" cheatline; code details from russianplanes.net; l/n10 chelyabinsk-Shagol 20 aug12/01 oct16 stored

/n from ARZ-407 at Minsk: I/n MHP 13iun99

n norm ARX-407 at Pilisk, /ii Pilir 13Jul99 in grey c/s with blue lightning-bolt' cheatline and blue and white band on base of fin; featured in tender 8may07; named 'Ural' after the Urals mountains, opb 1449 AB at Tambov by 2011; I/n Tambov-Military West) 30may15

/n checked; see c/n 64793

pb 1449 AB at Tamboy: named 'Amur': in grey c/s with blue 'lightning-bolt' cheatline, fin partially in

Registration of the lower nose; under rework with RZGA No. 412 at Rostovia-Donu from 30apr10, I/n oct10 pb 1449 AB at Tambov', named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, with 'Aviabaza ambov' on forward fuselage and carried code "24" blue on the nose wheel door; small 'Aviabaza Tambov'

Tambov' on forward fuselage and carried code "24" blue on the nose wheel door; small 'Aviabaza Tambov' itiles on the lower nose; I/n MSQ 06sep22 line # 68-03 from info sheet in RZGA No. 412; opb Chelyabinski VAISh at Chelyabinsk-Shagol; in grey c/s with red 'lightning bolt' outlined in white, Red Star on fin and unit's badge a behind the cockpit; f/n IKT DScott05; I/n as such ROV 29apr11; seen under overhaul with RZGA No. 412 at Rostov-na-Donu 02nov11, stripped of paint; work was undertaken at RZGA No. 412 24jun11-27dec11 also carried code "28" blue on engine and nose wheel door; opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in grey c/s with blue 'lightning bolt' outlined in white, with partial blue fin and Russian flag, small 'Aviabaza Shagol' titles on the lower nose; I/n 2018, location withheld

bare metal c/s in ARZ-407

n Dare metal c/s in ARZ-407 rersion in ARZ-407 rersion in documents as just Tu-134B, but painted on as Tu-134B-3; VIP aircraft; owned by FGUP Sankt-reterburgski inzhenerno- tekhnicheski tsentr Federalnoi nalogovoi sluzhby (St. Petersburg Technical and ingineering Centre of the Federal Tax Service); opb 223 LO of the Russian Air Force at CKL (contract igned 20mar09, the Russian Air Force has to pay some Ç 750.000 a year for using its former aircraft which had been transferred without payment); in basic Rossiya c/s without titles; h/o 18may07; f/n MHP 9dec08; l/n LED 04dec21; see c/n 1351403 and 64450

pb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; tored with 1449 AB at Tambov by 2011; I/n Tambov-Military (West) 09jun12/31may14 as such; see also /n 64845 and 03551127

(n 64845 and 03551127 c/n confirmed; seen again Domna AB near Chita 09sep03; in grey c/s with blue 'lightning bolt' and stripe running up the tail; featured in tender held 18may07, code not given; I/n SVX 14may13, active also carries code "31" red; in same c/s as above; I/n Chelyabinsk-Shagol 14feb14 also carries code "31" red; in same c/s as above; I/n MHP 26nov15; seen MHP 18oct16, in all dark blue/grey c/s with wavy cheatline in the colours of the Russian flag; seen MHP 18sep17 at ARZ-407; I/n OVB 01sep22; see c/n 1351403 and 64425 c/n checked as 64454 which is the c/n of the Tu-134UBL fuselage (possible line # 69-07); it is presumed that it was not built as a Tu-134UBL, but constructed as a Tu-134IK airframe with the nose and tail of c/n 66140 (see there); in Aeroflot c/s, with version painted 'Tu-134A', but with several extra fairings and aerials, window and exit layout similar to a Tu-134UBL; f/f nov83; rgd 21dec83, with c/n given as 66140 in the Soviet register; was a test-bed for classified anti-submarine warfare equipment, modified at LII im. Gromova in autumn 1983 and f/f with full equipment (including synthetic aperture radars and DISS-7) dec83; was the successor to the first Tu-134IK (c/n 62400) which crashed; later replaced in this role by a modified II-76MD oct88; I/n Pushkin 18aug91 modified II-76MD oct88; I/n Pushkin 18aug91

	RA-64454(2)	Tu-134IK	MAP LII Zhukovski	Kub	25aug97	still with the same exterior look as above; reported for Gromov Air; c/n 66140 which it was originally registered as (see there) was canx circa 1998; seen CKL 15aug99, Levashovo may01 and Levashovo aug03; reportedly now in use as a transport aircraft without the mission equipment; seen CKL 29aug05, c/n checked again; l/n ROV aug12/2021, no titles
64520	not known "45" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Rzd	24jun82 28may99	I/n Ryazan-Dyagilevo 18aug99; c/n not confirmed for these sightings
64570	"45" red	Tu-134UBL	Russian Air Force	Tbv	26aug12	opb 388 uae at Tambov; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov by 2011; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n 27may17
64570	not known "33" red		Soviet Air Force Russian Air Force	mfd Tbv	28jun82 27may07	opb 388 uae at Tambov; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; offered for sale by Russian privatisation agency dec07, but could not be sold; stored with 1449 AB at Tambov, I/n may08 and still in listing 2011; reported as scrapped by ATDB
64585	CCCP-64585		Soviet Air Force	mfd	30jun82	poor quality photo, taken during pre-delivery tests, exists
64595	"21" not known	Tu-134UBL Tu-134UBL	Russian Air Force Soviet Air Force	no mfd	reports 30jun82	stored with 1449 AB at Tambov by 2011; see c/n 64325
	"16" red		Russian Air Force	Tbv	27may06	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov, seen 24may08; still in listing 2011; I/n Tambov-Military (West) 30may15; see c/n 64793; reported as scrapped by ATDB
64608	not known "36" red		Soviet Air Force Russian Air Force	mfd Tbv	31jul82 09jun12	in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; stored with 1449 AB at Tambov by 2011; I/n
64615	"37" red	Tu-13/HRI	Russian Air Force	mfd	13aug82	Tambov-Military (West) 31may14/27may17; reported as scrapped by ATDB opb Tambovskoye VVAUL at Tambov; f/n Tambov aug90
04013	64615	Tu-134UBL	Russian MVD/VV	trf	05oct05	converted to a VIP aircraft; version painted on as 'TŪ-134-UB-L' (sic); opb 3 osae on at Chkalovski; carried the last five digits of the c/n on the nose-gear doors as registration; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail (but grey fin), no titles; f/n GOJ aug06
	RA-64615 RF-66049		Russian MVD/VV Russian MVD/VV	Roc rgd	26may07 17may06	now with the full registration on the fin; opb 3 osae on at Chkalovski; I/n CKL 23jul07 opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail
	RF-66049		Rosgvardiya	trf	05apr16	(but grey fin), no titles; f/n CKL 20aug07; l/n LED 24feb16 opb 3 osae on at Chkalovski; in grey c/s with blue cheatline, 'Russian flag' stripes below it and blue tail
			- '		•	(but grey fin), no titles; f/n LED aug16; l/n LED 12dec23
64620	not known "29"		Soviet Air Force Russian Air Force	mfd no	18aug82 reports	stored with 1449 AB at Tambov by 2011
64630	"25" red "25" red	Tu-134UBK	Soviet Air Force M Russian Air Force	mfd Pus	08jun82 06jul94	converted to, see next line c/n not checked this date; Tu-134UB-KM; c/n painted on the flight deck, shot taken in the process of
					-	conversion by 20 ARZ at Pushkin in 1996
	"21" blue "15" red		M Russian Air Force M Russian Air Force	IKT	17feb06 photo	c/n painted on the flight deck in grey c/s with red 'lightning-bolt' cheatline
	"15" blue		M Russian Air Force	Bly	27jan10	c/n painted on the flight deck; opb 1449 AB at Tambov; in grey c/s with blue 'lightning-bolt' cheatline; l/n
	RF-93938	Tu-134UBK	M Russian Air Force	ZIA	06aug12	Ryazan-Dyagilevo 27jan11 in grey c/s with blue 'lightning-bolt' cheatline; also carried "15" blue on nose wheel door; I/n MSQ 15apr19
64640	not known "22" red		Soviet Air Force Russian Air Force	mfd MHP	30aug82 13may96	c/n confirmed by ARZ-407 at Minsk; reportedly ex "40" red; in grey c/s with red 'lightning-bolt' cheatline,
	"02" red				27may06	Red Star on fin; stored with 1449 AB at Tambov by 2011; see c/n 64055; believed to have been re-coded "02" red by may06, see next line c/n not confirmed; opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; I/n
			Russian Air Force		-	Tambov-Military (West) 24may08, stored
	"40" red	Tu-134UBL	Russian Air Force	Tbv	14aug12	in grey c/s with red 'lightning-bolt', Red Star on fin; I/n Tambov-Military (West) 26aug12/30may15, stored; seen MSQ at MZGA-407 21apr19; I/n MSQ may19
64655	no serial not known	Tu-134UBL		ph. mfd	12nov19 1982	at MSQ MZGA-407, under rework in bare metal c/s
04033	"36" red	Tu-134UBL Tu-134UBL	Russian Air Force	no	reports	based at Tambov, trf Russian Navy oct01
64670	"36" red not known	Tu-134UBL Tu-134UBL		Osv no	16aug03 reports	in grey c/s with red 'lightning-bolt', Red Star on fin; I/n Yeisk 25jul15/nov20; c/n from russianplanes.net
	"42" "42" red	Tu-134UBL Tu-134UBL	Russian Air Force	no Osv	reports 21aug05	c/n from ARZ-407 at Minsk c/n confirmed; in grey c/s with red 'lightning bolt' cheatline and Red Star on fin; trf from Tambov in early
			·		_	2000s; I/n stored Ostrov 18aug12
64678	"43" red "30"	Tu-134UBL Tu-134UBL		MHP no	13may96 reports	c/n from ARZ-407 at Minsk; I/n MHP 13jun99 based Tambov in 2002; c/n featured in tender held 18may07; broken up Tambov feb13
64685	not known "44" red	Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	28sep82 27may06	in all-grey c/s with red 'lightning-bolt' cheatline, Red star on fin; stored with 1449 AB at Tambov by 2011;
					-	l/n Tambov-Military (West) 31may14/26may18
64700	not known "45" red	Tu-134UBL	Soviet Air Force Russian Air Force	mfd Eng	21oct82 aug03	line # 69-10 opb 22 thad at Engels; in grey c/s with red 'lightning-bolt' cheatline; wfu in 2000; preserved in the longrange aviation museum at Engels (N51.475680 E46.188335) from 2003, seen aug03/oct19
64705	not known "46" red		Soviet Air Force Russian Air Force	mfd MHP	1982 10may05	c/n not checked this date, see c/n 64783
	not known		Russian Air Force	MHP	28aug07	in all-grey c/s with red 'lightning-bolt' cheatline, Red star on fin, without tail or engines with c/n painted on nose wheel; was offered for sale by Russian privatisation agency 19apr05, was with mil unit. 24815 at Tambov at that time; was earmarked to be converted to a Tu-13483, but this never took place, seen MHP
0 35 64715	"47" red	Tu-134UBL	Soviet Air Force	mfd	30oct82	12may08/13aug17, stored, without tail and outer wings line # probably 70-02; opb 652 uap Tambovskogo VVAUL at Tambov; transferred to Ingushetia by a
						Russian government order dated 11feb05; converted by ARZ-407 at Minsk to a Tu-134B-3; there is a photo of "47" red at Tambov before may06, in light grey c/s with red lightning-lot' cheatline and Red Stars; seen again in ARZ-407 at MHP 28aug07 with the UBL nose removed, suggesting these two sightings
	RA-65747(2)	Tu-134B-3	Kosmos	rgd	01sep08	are probably for this aircraft; conversion completed 01sep08; see also c/n 64815 to KapitalAviaInvest, operated by RusJet; in dark blue/silver c/s with the outline of a star on fin and tail,
	RA-65747(2)	Tu-134B-3	RusJet	VKO	06feb10	carried small 'Kosmos' titles on the nose; h/o at Minsk 26may09; f/n VKO 10oct09; l/n KHV 02feb10 in dark blue/silver c/s with the outline of a star on fin and tail; initially no titles; l/n as such GOJ 22jun12;
	RA-65747(2)			ROV	17jun13	received small titles on the nose; f/n as such ZIA 19aug12; l/n GOJ 31may13
	RA-03747(2)	10-1346-3	Tsentr-Yug	KOV	17Juii13	in dark blue/silver c/s with the outline of a star on fin and tail, carried small titles on the nose; new CofR issued 11dec13; offered on the internet by Atlas-Jet for charter, as a 30 seater; mentioned in legal documents feb14/dec15 between Region-Jet LLC (the lessor) and Atlas-Jet (the lessee) with regards to disputes over lease payments and penalty clauses to return the aircraft to a condition as outlined in the
	0000 54===	To 48 ***	Constant 11 5			contract; sat wfu at VKO from may14, I/n apr18; canx 17dec19; scrapped at VKO by 07jul20; the forward fuselage was cut off and will be used by a private person for yet unknown purposes
64728	CCCP-64728 "72" red		Soviet Air Force Soviet Air Force	mfd	dec82 photo	the last Tu-134UBL built; registration used presumably just for pre-delivery test flights code worn on nose wheel door only; h/o to LNPO Leninets for conversion into the first Tu-134UBK in 1983;
	"72" red		Soviet Navy	ph.	1984	in all-grey c/s with red 'lightning-bolt' cheatline outlined in white delivered to 33 TsBPIPLS of the Soviet Navy at Mykolayiv-Kulbakino in 1984; photo in Russian magazine
	"72" red		•	•		1999  c/n checked; code worn on nose wheel door only; in all-grey c/s with red 'lightning-bolt' cheatline outlined
	72 reu	10-1340BK	Ukrainian Navy	MKK	08may98	In white, with Ukrainian military badge on fin; wfu in 1994 as there was no money available for the necessary prolongation of the calendar life-time; seen Mykolayiv-Kulbakino may02/aug13, wfu, CCCP-64728 visible under paint on engine; broken up sep13
0 35 64735	not known		Soviet Air Force	mfd	1982	
	"48" red	1U-134UBL	Russian Air Force			based at Tambov-Military (West); transferred to Ingushetia by a Russian government order dated 11feb05, was to be converted to a passenger aircraft; sale fell through and remained stored at Tambov-Military
64740	"30"	Tu-134UBI	Soviet Air Force	mfd	1983	(West); in grey c/s with red/white 'lightning-bolt', Red star on fin; I/n aug07/may15 details from russianplanes.net
04740	no code		Russian Air Force	ZIA	03sep93	l/n ZIA aug01; c/n checked several times; code removed after transfer to MAP/LII; was avionics test-bed
						with N-01 radar, seen aug05/sep13, wfu; offered by Rostekh to the administrations of the Russian regions 17dec20 for preservation or display; sold 19jul21 to a private collection and seen Novosibirsk-Borshchevo
0 35 64748	"26" red	Tu-134HRI	Soviet Air Force	mfd	1983	27aug23 details from russianplanes.net
0 33 04740	not known		Russian Air Force	MHP	28aug07	was probably based at Tambov-Military (West); in grey c/s with red/white 'lightning-bolt'; transferred to
						Ingushetia by a Russian government order dated 11feb05; seen MHP 28aug07, without tail and engines; c/n painted on nose wheel; was earmarked to be converted to a Tu-134B3, but this never took place; seen
0 35 64753	"17" red	Tu-134UBL	Russian Air Force	mfd	22mar83	MHP 12may08/13aug17, stored, without tail and outer wings f/n MHP 05jul95; c/n from ARZ-407 at Minsk; l/n MHP 13jun99; was earmarked for conversion to a Tu- 134B-3 passenger aircraft and transfer to an Inqushetian airline 25dec01, was not airworthy at that time;
	RA-65574	Tu-134B-3	Magas	ROV	07aug09	reportedly arrived in ARZ-412 at Rostov-na-Donu around 2003/04 c/n confirmed; opb Kosmos (RKK "Energiya") for Magas; in white c/s with two thin green stripes, carried
					_	large 'MAGAS' and small 'Kosmos' titles; I/n GOJ 30jan12
	RA-65574	Tu-134B-3	Tsentr-Yug	DME	10mar12	in white c/s with two thin green stripes, small titles behind nose; I/n GOJ 01oct14; seen GOJ 12feb15, without titles
0 35 64775	RA-65574 "57"	Tu-134B-3 Tu-134UBL	Sirius Aero Russian Air Force	GOJ mfd	13may15 24mar83	in white c/s with two thin green stripes, small titles behind the cockpit; I/n ZIA aug19 f/n in ARZ-407 at MHP 19may05; colour of code not known, just '57' stencilled on; c/n in official
3 33 04//3	J.	. G 1540DL		mu		documents since 06may83; was earmarked for conversion to a Tu-134B-3 and transfer to an Ingushetian
	RA-65805(2)	Tu-134B-3	Magas	MHP	28aug07	airline 25dec01, was not airworthy at that time; arrived at ARZ-407 in 2003; conversion started in 2004 opb Kosmos for Magas; in white c/s with two thin green stripes, carried large 'MAGAS' and small 'KOSMOS'
						titles; arrived at Magas 06apr08 and inaugurated the Magas-Moscow service 07apr08; I/n DME 15jun11; see c/n 3352105
	RA-65805(2)	Tu-134B-3	Tsentr-Yug	DME	10feb12	in white c/s with two thin green stripes small titles behind nose; I/n CEK 25apr16/oct18, wfu

RA-64454(2) Tu-134IK MAP LII Zhukovski Kub 25aug97 still with the same exterior look as above; reported for Gromov Air; c/n 66140 which it was originally

0 35 64783	not known	Tu-134UBL	Soviet Air Force	mfd	07apr83	code reported by russianplanes.net as "46" red, but see c/n 64705; probably opb 388 uae at Tambov; transferred to Ingushetia by a Russian government order dated 11feb05; converted by ARZ-407 at MHP to a passenger aircraft, seen in bare metal in the process of being converted 28aug07/12may08 ('65700' on
	RA-65700(2)	Tu-134B-3M	Tsentr-Yug	rgd	27nov08	engine may08) to Novolipetski Mk; in 30 passenger configuration; in silver c/s with thin blue/grey cheatlines; already f/n MHP 15oct08, still without titles; received small titles below the cockpit; f/n as such GOJ feb09; t/t 4,511
	RA-65700(2)	Tu-134B-3M	Sirius Aero	rgd	23oct13	hours and 7,836 cycles by 01jan10; //n GOJ 26jul13; see c/n 63340 in silver c/s with thin blue/grey cheatlines, with small titles below the cockpit; already f/n GOJ 05oct13; l/n operational KZN 14oct18; sat wfu at GOJ, seen apr19/may19; scrapped at GOJ may20, the cockpit section was cut off and seen on a trailer 25may20; canx 14sep21
64793	not known "27" red		Soviet Air Force Russian Air Force	mfd SVX	13apr83 23jun06	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; see c/n 64400
	"07" red		Russian Air Force	SVX	sep07	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; c/n featured in tender held 18may07; l/n SVX 07nov08
	"16" blue		Russian Air Force	CKL	jun10	overhauled 12may10; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin; with 'Ural' titles; I/n CKL 14sep11
64800	RF-66051 not known		Russian Air Force Soviet Air Force	ph. mfd	2012 16apr83	at Engels; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin, with 'Ural' titles; also carried code "16" blue; seen Vorkuta-Sovyetski 29may13 with small 'Aviabaza Tambov' titles on the lower nose; //n MSQ feb22
04000	"18" red "18" blue	Tu-134UBL			17may99 21sep05	c/n checked on flight deck and in nose wheel well Kubinka 08aug02; photo CSY 2003 c/n checked on flight deck Kubinka 06may06; in grey c/s with blue 'lightning-bolt' cheatline and blue
	no serial		Russian Air Force	ph.	12nov19	engines; seen Kubinka 22mar08; stored with 1449 ÅB at Tambov by 2011; seen Tambov-Military (West) 31may14; //n MRQ at MZQA-407 21apr19 at MSQ MZGA-407, under rework in bare metal c/s
64803	"24" red		Russian Air Force	Chh	aug08	opb Chelyabinski VAISh at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; seen stored Chelyabinsk-Shagol aug12/mar13; seen MHP 18sep17 at ARZ-407 in
64805	"19" red	Tu-134UBL	Russian Air Force	Rzd	28may99	bare metal c/s, marked just as '64803' opb Chelyabinski VAISh at Chelyabinski-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; see also "19" red with unknown c/n seen the same date; in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; I/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to
	RF-66044	Tu-134UBL	Russian Air Force	Chh	05dec15	ARZ-407 at Minsk for overhaul in aug14, see next line also carried code "29" blue on the engine; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag, small 'Aviabaza 'Shagol' titles on the lower nose; l/n OVB oct22
64812	not known "18" blue		Soviet Air Force Russian Air Force		31may83 26may07	in grey c/s with blue 'lightning-bolt' cheatline, blue stripe and Russian flag on fin; named 'Baikal' after the
	10 bluc	10 15-1052	Russian Air Force	154	Zomayor	lake in Eastern Siberia; opb 1449 AB at Tambov by 2011; I/n Byelaya 16jun11; see also c/n 64121 which was named 'Baikal'
	RF-94246		Russian Air Force	CKL	01jul11	opb 1449 AB at Tambov; still carried code "18" blue on nose wheel door; in the same c/s as above; named 'Baikal'; small 'Aviabaza Tambov' titles on the lower nose; c/n on plates in the cockpit; seen MSQ at MZGA-407 12nov19; seen MSQ 11sep20 after overhaul, now without name; l/n CKL 2021
64815	CCCP-64815 "47" red		Soviet Air Force Russian Air Force	no Tbv	reports 12aug97	test registration; cockpit photo exists c/n confirmed; in grey c/s with red 'lightning-bolt' cheatline; seen Ryazan-Dyagilevo 28may99 and Ryazan-
	"47" red	Tu-134UBL	Russian Navy	trf	2002	Dyagilevo 18jun99 the same aircraft ?, see also c/n 03564715 f/n EIK 06jul11; in grey c/s with red 'lightning bolt', Red Star on fin; l/n EIK 20jul13/apr19; c/n from russianplanes.net
0 35 64820	"40" red	Tu-134UBL	Russian Air Force	mfd	22jul83	code needs confirmation (given by crew 22aug07, but different codes are cited as well); probably based at Tambov-Military (West); transferred to Ingushetia by a Russian government order dated 11feb05;
	RA-65727(2)	Tu-134B-3	Kosmos	h/o	14aug07	converted by ARZ-407 at Minsk, post may06 to, see next line f/n ZIA 20aug07, c/n checked; owned by KapitalAviaInvest; in multi-coloured c/s with outline of a star on the tail and fuselage, carried large 'Bank Moskovski Kapital' and small 'Kosmos' titles; i/s sep07; see c/n 1351307; I/n VKO 17may09 as such; f/n VKO 11apr10 with just small Kosmos titles on the nose; I/n VVO
	RA-65727(2)	Tu-134B-3		VKO	24oct10	30jun10 no titles; //n as such TOF 19apr12; seen with small titles on the nose VKO 24aug12; //n GOJ 12jan13
	RA-65727(2)	Tu-134B-3	rsentr-rug	VKO	16aug13	small titles on the nose only; offered on the internet by Atlas-Jet for charter, 46 seater; stored at VKO from may14; mentioned in legal documents feb14/dec15 between Region-Jet LLC (the lessor) and Atlas-Jet (the lessee) with regards to disputes over lease payments and penalty clauses to return the aircraft to a condition as outlined in the contract; I/n VKO 19apr18; canx 17dec19; photos of the fuselage aug20 exist, located adjacent to VKO, which can be rented for filming, photo shoots, flight attendant training or other
64830	"48" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	tasks seen Ryazan-Dyagilevo 18jun99 and Kubinka 03jun01, c/n not checked; l/n Kubinka 08aug02, c/n checked in nose wheel well; 43rd TsBP i PLS/652nd UAP, Dyagilevo AB, Ryazan (had one engine cover of 64121 which is known to be based at Ryazan); l/n Kubinka 28aug04, c/n not checked and again 02mar05 (red lighthing bolt)
	"48" blue	Tu-134UBL	Russian Air Force	Kub	13aug06	of confirmed; in grey c/s with blue 'lightning bolt', blue engines and Red Star on fin; seen Kubinka 06may10 stored, seen Kubinka aug12/aug22, was reported to be an exhibit for a new museum
64845	"30" red	Tu-134UBL	Russian Air Force	ZIA	16aug92	c/n checked several times at Zhukovski and Minsk; radio testbed with pylon mounted fairings above the cockpit and below the nose; seen MHP oct95/aug97; I/n as such Ryazan-Dyagilevo 18jun99, c/n not checked; seen Rostov-na-Donu Tsentralny 26may07 with large 'Rossiya' titles; seen Akhtubinsk sep10, as such; I/n ROV 13mar12; see also c/n 64435 and 03551127
	RF-95950	Tu-134UBL	Russian Air Force	ROV	28may13	with large 'GLITs Im. V.P. Chkalova' titles and GLITs badge behind cockpit; in grey c/s with blue 'lightning-bolt' outlined in white with partial blue fin and Russian flag; I/n CKL aug18
<u>Tu-134s v</u>	<u>vith unkno</u>	wn c/ns				
	RF-66004	Tu-134UBK	Russian Air Force	MSQ	28sep20	also carried code "14" blue on nose wheel; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag, small 'Aviabaza Tambov' titles on the lower nose, type painted as Tu-134UB-K;
	RF-66006	Tu-134UBL	Russian Air Force	MSQ	09apr20	In and ussain riag, sinial Aviadaza rambov titles on the lower lose, type panted as 10-13-00-17, /n Tambov-Military (West) 20aug22 test-flown after overhaul; also carried code "22" blue on the nose-wheel door; opb 27 sap at Tambov; in grey c/s with a blue 'lightning-bolt' outlined in white, a blue stripe and a Russian flag on the fin and the
	RF-66014	Tu-134UBL	Russian Air Force	MSQ	02jun20	small inscription 'Aviabaza Tambov' on the lower nose, no titles; I/n MSQ 30jan21 test-flown after overhaul; also carried code "10" blue on the nose-wheel door; opb 27 sap at Tambov; in grey c/s with a blue 'lightning-bolt' outlined in white, a blue stripe and a Russian flag on the fin and the
	RF-66043	Tu-134UBL	Russian Air Force	MHP	21feb18	small inscription 'Aviabaza Tambov' on the lower nose, no titles; I/n MSQ 2021 also carried code "32" blue; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and
	CCCP-69308	Tu-134	MAP	no	reports	Russian flag, small 'Aviabaza Shagol' titles on the lower nose; I/n VVO 2021 an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export
	"01" red	Tu-134A	Russian Air Force	Kln	04may94	aircraft //n Klin 20aug95; salon aircraft, the personal aircraft of the Commander, in c/s similar to Aeroflot; trf to
	"02" green	Tu-134A	Russian Air Force	MHP	10jul94 09sep94	Chkalovski after unit was disbanded at Klin presumably the same aircraft as next line with Rossiya titles; see c/n 73550795
	"02" black "02" red "07" blue	Tu-134A Tu-134Sh-1 Tu-134A	Russian Air Force Russian Air Force Russian Navy	MHP Akc Kln	14aug96 1998	in standard red c/s converted into a VIP aircraft; code on nose wheel door only and not readable on photo; in basic Aeroflot
	or blue	10 15-74	rassian ravy	Kiii	1330	c/s with Rossiya titles and Russian Navy flag on fuselage, type painted as 'Tu-134A' but has the larger chin radome housing and window configuration as per a Tu-134Sh-1; I/n on TV dec01; this is possibly c/n
	"08" red	Tu-134UBL	Russian Air Force	Eng	13aug96	73550795 from photo comparisons had "28" red on the nose wheel door; in grey c/s with red 'lightning-bolt', Red Star on fin; seen Tambov-military (West) before may06, stored; seen 27may07/may18, code very faded and first digit '2' still visible
	"10" red "10" red	Tu-134AK Tu-134UBL	Russian Air Force Russian Air Force	RIX Rzd	09sep93 28may99	on the nose wheel door, see c/n 64083 in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n RIX 04jul94; c/n 63961 ?
	"12" red "15" red	Tu-134Sh Tu-134Sh	Soviet Air Force Russian Air Force	SVO MHP	08jul92 05jul95	in blue c/s with Red star on tail I/n MHP 09oct95; probably c/n 03551072
	"15" red "16" red	Tu-134UBL Tu-134UBL	Russian Air Force	Rzd Rzd	28may99 03sep93	
	"16" red "17" red		Russian Air Force	Rzd ph.	18jun99 nov94	with Russian flag, no Red Star in grey c/s with red 'lightning-bolt', Red Star on fin; see c/n 64753
	"18" red "19" red	Tu-134UBL Tu-134UBL	Russian Air Force	Tbv Rzd	14aug12 28may99	in grey c/s with red 'lightning-bolt', Red Star on fin; stored at Tambov-Military (West), I/n Tambov-Military (West) 26aug12 see also "19" red c/n 64805 seen the same date
	"20" red "20" red	Tu-134UBL		Rzd Eng	18jun99 13aug96	I/n Engels 30jul97
	"20" red "21" red	Tu-134Sh Tu-134UBL	Russian Air Force	CKL Eng	22aug05 13aug96	in standard red c/s; probably c/n 03551108
	"22" red "23" red	Tu-134UBL Tu-134UBL	Russian Air Force	Eng Rzd	30jul97 03sep93	I/n Ryazan-Dyagilevo 28may99; probably c/n 64350
	"24" red "24" red	Tu-134UBL Tu-134UBL	Russian Air Force	Eng	30jul97 28may99	with "28" red on nose code on nose
	"25" red "25" red	Tu-134UBL Tu-134UBL		Kub	11apr92 28may99	
	"27" red "27" red	Tu-134UBL Tu-134UBL	Russian Air Force	Rzd	28may99 28may99	two aircraft with this code seen this date, see also c/n 64400 and 64793 two aircraft with this code seen this date, see also c/n 64400 and 64793
	"27" red	Tu-134UBL	Russian Air Force Russian Air Force	Rzd KUF	30apr06	two aircraft with this code seen this date, see also c/n 64400 and 64793 see "27" red with unknown c/ns, c/n 64400 and 64793; red 'lightning bolt' and painted out logo

 "27" red	Tu-134UBL	Russian Air Force	FRU	08oct03	see "27" red with unknown c/ns, c/n 64400 and 64793
 "28" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
 "28" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
 "28" red	Tu-134UBL	Russian Air Force	SVX	23jun06	in grey c/s with red 'lightning bolt'
 "30" blue	Tu-134UBL	Russian Air Force	OVB	05jul05	seen again OVB 29aug07; in grey c/s with red 'lightning bolt', Red Star on fin; I/n OVB 15aug08; c/n
					64678 ?
 "31" red	Tu-134UBL	Soviet Air Force	ph.	feb92	
 "31" yellow	Tu-134UBL	Russian Air Force	Uue	25nov06	blue and white c/s with serial on engine cowling
 "33" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
 "33" red	Tu-134UBL	Russian Air Force	Rzd	28may99	two aircraft with this code seen this date
 "34" red	Tu-134UBL	Russian Air Force	Eng	13aug96	seen Tambov-Military (West) 27may06, in grey c/s with red 'lightning-bolt', Red Star on fin, code very
					faded; I/n Tambov-Military (West) may08/may18, stored
 "35" red	Tu-134UBL	Russian Air Force	Tbv	29aug07	in grey c/s with red 'lightning-bolt', Red Star on fin; I/n Tambov-Military (West) 14aug12, stored
 "36" red	Tu-134UBL	Russian Air Force	Rzd	28may99	
 "38" red	Tu-134UBL	Russian Air Force	Tbv	27may07	in grey c/s with red 'lightning-bolt', Red Star on fin; I/n Tambov-Military (West) may07/aug12, stored
 "39" red	Tu-134UBL	Russian Air Force	Eng	30jul97	with "29" red on nose
"39" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	same aircraft as above ?
"39" red	Tu-134UBL	Russian Air Force	Rzd	28may99	same aircraft as above ?
 "40" blue	Tu-134UBL	Russian Air Force		photo	probably one of the aircraft to be converted into a Tu-134B-3
 "44" red	Tu-134UBL	Russian Air Force		photo	l/n Engels 30jul97, with "27" red on nose
 "46" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	same aircraft as below ?; 64705 ?
"46" red	Tu-134UBL	Russian Air Force	Rzd	28may99	l/n Ryazan-Dyagilevo 18jun99; same aircraft as above ?
 "88" blue	Tu-134Sh-1	Russian Air Force	Chh	sep08	ex "11" blue; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; see c/n 03551102 ?
 "101" blue	Tu-134AK	Soviet Air Force	WAW	28dec90	with stinger-tail (Balkany); was based at Vinnitsa, but not seen since the break-up of the Soviet Union; see
					c/n 63900
 "101" red	Tu-134AK	Russian Air Force	ROV	11aug99	stinger-tail (Balkany); see c/n 63900
 "121" black	Tu-134	Russian Air Force	Tbv	27may07	normal nose, tail not visible
 not known	Tu-134UBL	Soviet Air Force	no	reports	based at Tambov
"41" red	Tu-134UBL	Ukraine Air Force	trf	1992	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; seen Priluki 03/22may98;
					declared surplus in 2001 and scrapped at Priluki
 not known	Tu-134UBL	Soviet Air Force	no	reports	based at Tambov
"45" red	Tu-134UBL	Ukraine Air Force	trf	1992	opb 184 vbap at Priluki; in light grey c/s with red 'lightning-bolt' cheatline; seen Priluki 03/22may98;
					declared surplus in 2001 and scrapped at Priluki

# Tupolev Tu-142

The final version of the Tu-95 family built was the Tu-142 long-range maritime patrol and ASW aircraft which remained in limited production until the mid-1990s. The first prototype of the Tu-142 made its first flight on 18 June 1968. The first aircraft were put into Soviet Navy service in May 1970, and the Tu-142 was officially commissioned on 14 December 1972. The first 18 aircraft were built at Kuibyshev (now Samara), but production switched to Taganrog after 1972. More than 100 aircraft were built until 1994.

The Tu-142MR (izd. MR) is a specialised version for communication with submerged ballistic missile submarines. The latest ASW version is the Tu-142MZ (not as often stated Tu-142M3 as 3 is the Cyrillic Z; it stands for the "Zarechye" sonar system).

India took delivery of eight Tu-142MK-Es, as such being the sole export customer for any aircraft in the Tu-95/142 family.

There are two construction number systems. The first one (used by Factory No. 18 as well as by Factory No. 86) is explained as follows: The first two digits (42) indicate the type, followed by the batch number (2 or 3 digits, respectively) and the number in the batch. The first production batch reportedly consisted of nine aircraft, while the second and third batches, for example, seem to have consisted each of two aircraft only. The second c/n system was only used by Factory No. 86 and basically repeats the one used for the Beriev flying boats built there before. It gives the year of manufacture, the factory code (60) and the batch number. In the beginning, the last two digits gave the number in the batch, but by 1984 this was replaced by the notorious 'KGB number'.

#### 1 Tu-142 prototype built by MMZ "Opyt" (Factory No. 156) at Moscow-Lefortovo in 1968

f/f

 not known	Tu-142	Tupolev OKB	f/f	18jun68	from Zhukovski; the first prototype; in Soviet Air Force c/s; 60 flights with 198 hours by 10mar70;
					completed the first stage of trials 29jun70; converted around 1971/72 to, see next line
"4200" black	Tu-142LL	Tupolev OKB			used as a test-bed for jet engines by Tupolev's outlet ZhLIiDB at Zhukovski from 1972; in Soviet Air Force
					c/s; was used for flight tests of the NK-25, RD36-51A and NK-32 engines; wfu in the mid-1980s; sat in
					poor condition at Zhukovski

03sep68 from Kuibyshev; second prototype, in Soviet Air Force c/s; already with longer cabin, but still without all

#### 18 Tu-142s built by Factory No. 18 at Kuibyshev-Bezymyanka from 1968 to 1972

The construction number seems to show the type (42), followed by the batch number and the number in the batch.

Tupolev OKB

not known

Tu-142

						specialist mission equipment; 27 flights by late 1969; seen preserved at Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jul08/sep12
42 0 2	not known	Tu-142	Tupolev OKB	f/f	31oct68	third prototype, in Soviet Air Force c/s; with longer cabin and specialist mission equipment
42 1 1	not known	Tu-142	Soviet Navy	mfd	1969	first production aircraft; had a rest compartment for the crew; completed first stage of trials with military
						unit # 36851 29aug70
42 1 2	not known	Tu-142	Soviet Navy	mfd	1969	
42 1 3	not known	Tu-142	Soviet Navy	mfd	1969	opb 76 oplap dd
42 2 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 2 2	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 3 1	not known	Tu-142	Soviet Navy	mfd	1971	"Gagara" search system and ECM suite removed, return to the four-wheel main landing gear of the Tu-95;
			·			opb 76 oplap dd
42 3 2	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd
42 4 1	not known	Tu-142	Soviet Navy	mfd	1971	opb 76 oplap dd; reportedly trf to Mongokhto in 1979/80
42 4 2	not known	Tu-142M	Soviet Navy	mfd	1972	last Kuibyshev-built Tu-142; served as a pattern aircraft for the production of the modernised version at
			,			Taganrog, reportedly a Tu-142 and trf to Mongokhto in 1979/80

#### More than 80 Tu-142Ms built by TMZ (Factory No. 86) at Taganrog-Yuzhny between 1975 and 1994

The first construction number system shows the type (42), followed by the batch number and the number in the batch. The next construction number system is in line with other Taganrog built types and gives the year of manufacture, the factory code (60), the two-digit batch number and the number in the batch. Post 1974, the system was changed to ensure the exact numbers built could not be determined, retaining the year of manufacture digit and factory code (60), followed by the last four digits, the exact meaning is unknown. Again the system was changed in the mid-eighties with c/ns starting '805801', probably followed by the quarter and year of manufacture and then five digits, the exact meaning again is unknown. Known product codes for some versions are Tu-142M (izdeliye VPM), Tu-142MR (izdeliye VPMR-Z)

42 43	not known	Tu-142MK	Tupolev OKB	f/f	04nov75	from Taganrog; first Taganrog-built Tu-142 and first Tu-142MK prototype, in Soviet Air Force c/s; completed first stage of joint state trials 23oct77; converted in mid-1980s to, see next line
	"043" black	Tu-142LL	MAP Zhukovski	ZIA	31aug93	as c/n '0432' !; engine test-bed, in Soviet Air Force c/s
42 4 4	not known	Tu-142MK	Soviet Navy	mfd	1975	the second Tu-142MK prototype; reportedly a Tu-142 and trf to Mongokhto in 1979/80
42 4 5	not known	Tu-142	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 1	not known	Tu-142	Soviet Navy	no	reports	intermediate version between Tu-142 and Tu-142M; reportedly trf to Mongokhto in 1979/80
42 5 2	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 3	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 4	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 5 5	not known	Tu-142M	Soviet Navy	no	reports	reportedly trf to Mongokhto in 1979/80
42 6 2 ?	not known	Tu-142MP	Soviet Navy	f/f	1976	version with "Atlantida" ASW system; only one aircraft built
42 10 5	not known	Tu-142MK	Soviet Navy			converted by TMZ at Taganrog between spring 1978 and sep79 to, see next line
	no code	Tu-95MS	Soviet Air Force	f/f	sep79	first prototype of this version
	"31" red	Tu-95MS	Soviet Air Force	Mon	09apr91	used as a ground instructional airframe by the "Zhukovski" Air Force Engineering College at Monino, seen just outside the Russian Air Force museum fence aug12, and became a museum exhibit in 2016; seen 19oct19 with both port engines running; I/n aug23
42 17 2	not known	Tu-142MZ	Soviet Navy	f/f	apr85	first aircraft with "Zarechye" sonar system; underwent factory trials apr85/nov86 and state trials 06aug87/30nov88 (53 flights with 274 hours)
3 60 04 05	"16" red	Tu-142M	Russian Navy	mfd	oct75	late delivery date due to the relocation of the production from Kuibyshev to Taganrog
	"16" red	Tu-142M	Russian Navy	no	reports	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
3 60 05 01	"17" red	Tu-142M	Soviet Navy	mfd	1975 ?	
	"17" red	Tu-142M	Russian Navy	no	reports	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
4 60 05 02	"06" red	Tu-142M	Russian Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001
4 60 06 17	"04" red	Tu-142M	Russian Navy			opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998 and 2001

5 60 06 35	"18" red	Tu-142M	Russian Navy	mfd	1975	opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
5 60 08 01	"15" red	Tu-142M	Russian Navy	mfd	1975	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
6 60 09 80	"14" red	Tu-142M	Russian Navy	mfd	1976	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
6 60 11 01	"01" red	Tu-142M	Russian Navy	mfd	30jun76	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; 'leader' aircraft (having most hours of any of the type), trf
6 60 13 18	"02" red	Tu-142M	Russian Navy	mfd	1976	for fatigue trials to Tavia in the mid-1990s and still underwent fatigue trials there by 2005 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
6 60 13 32	"08" red	Tu-142M	Russian Navy	mfd	1976	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
6 60 13 47	"03" red	Tu-142M	Russian Navy	mfd	1976	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
6 60 13 66	"10" red	Tu-142M	Russian Navy	mfd	1976	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
7 60 14 01	"05" red	Tu-142M	Russian Navy	mfd	07feb77	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
7 60 15 05	"09" red	Tu-142M	Russian Navy	mfd	1977	and 2001 opb 310 oplap at Mongokhto-Kamenny Ruchei; scrapped at Mongokhto-Kamenny Ruchei between 1998
8 60 18 01	"62" red ?	Tu-142MK	Russian Navy			and 2001 arrived with 328 ARZ (later NARP) at Mykolayiv-Kulbakino (Ukraine) oct95; contract for overhaul signed
						14may98, but Russia refrained from the overhaul 25dec98 and the aircraft remained with NARP; ownership trf to NARP by a Ukrainian court 04aug09 as a compensation for Russian debts; impounded by Ukrainian customs jun10 (as the aircraft was on Ukrainian territory on the condition of temporary importation); seen in NARP sep12/sep13 with the tail removed; scrapped by apr14
8 60 19 03	"85" black	Tu-142M	Soviet Navy	mfd	1988	composite airframe, made up of the forward fuselage of c/n 8601903 (checked on the plate in the nose wheel well) and the rear fuselage of c/n 8601986 (photo proof of both plates); preserved in the State Aviation Museum at Kiev, still seen dismantled 19apr/10jun06, f/n complete 12aug06, I/n jan22
8 60 19 86	not known	Tu-142M	Soviet Navy	mfd	1988	rear fuselage used to complete the airframe of c/n 8601903 which is preserved in the Oleg Antonov State Aviation Museum at Kiev, see there
. 60 20 07	not known not known	Tu-142MK Tu-142MK	Soviet Navy Russian Navy			version not confirmed contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in
8 60 20 25	"66" black	Tu-142MK	Soviet Navy	mfd	10nov78	2004 or 2005
	"66" black	Tu-142MK	Russian Navy	ph.	25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed 11sep01; named 'Ivan Borzov' 17oct08 after a distinguished Soviet Navy bomber pilot of WWII; I/n Fedotovo-Kipelovo 23aug14
9 60 22 80	"71" black "71" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	17sep79 25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last
9 60 23 63	"73" black	Tu-142MK	Soviet Navy	mfd	19dec79	overhaul completed 18dec97; under overhaul with TAVIA at Taganrog-Yuzhny, seen may11/may12
3 00 23 03	"73" black	Tu-142MK	Russian Navy	Fed	aug13	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 12nov96
0 60 24 46 1 60 28 21	"98" black not known	Tu-142MK Tu-142MK	Soviet Navy Soviet Navy	mfd no	1980 reports	opb 73 oplae at Fedotovo-Kipelovo; fate unknown
1 60 29 04	"87" black "87" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	25mar81 aug13	last overhaul completed 14feb92 opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
1 60 29 46	"90" black "90" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	27mar81 aug12	last overhaul completed 27nov91 opb 444 TsBP i PLS at Ostrov-Veretye; stored at Ostrov-Veretye, I/n aug12; possibly scrapped
1 60 29 46 1 60 29 87	"90" black "91" black	Tu-142M Tu-142MK	Russian Navy Soviet Navy	ph. mfd	aug12 23jun81	stored at Ostrov last overhaul completed 07apr92
. 60 30 11	"91" black not known	Tu-142MK Tu-142MK	Russian Navy Soviet Navy	no	reports	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
	not known	Tu-142MK	Russian Navy			contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in 2004 or 2005
. 60 30 15	not known not known	Tu-142MK Tu-142MK	Soviet Navy Russian Navy			contract for overhaul signed with NARP of Mykolayiv-Kulbakino (Ukraine) 14may98, overhaul completed in 2004 or 2005
1 60 30 21	"92" black "92" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	11aug81 aug13	last overhaul completed 24jul92 opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
1 60 30 62	"93" black "93" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd FFD	17sep81 30jul94	last overhaul completed 30jul92 opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo;
2 60 31 87	"94" black "94" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar82 19aug10	tender for prolongation of life-time published 01oct08; I/n Fedotovo-Kipelovo aug13  opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 19feb08; named 'Yevgeni Preobrazhenski' 17oct08 after a distinguished Soviet Navy
	RF-34055	Tu-142MK	Russian Navy	ph.	24jul20	bomber pilot of WWII; I/n Fedotovo-Kipelovo 23aug14 also carried code "94" red; in light grey c/s with "VMF Rossii" titles and Russian stars; named 'Yevgeni
2 60 32 22	"95" black	Tu-142MK	,	•	25may82	Preobrazhenski'
	"95" black	Tu-142MK	Russian Navy	ph.	aug05	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Cherepovets' after a town in northern Russia 23may04; I/n in natural metal c/s Fedotovo-Kipelovo 19aug10; repainted in light grey c/s (but still with Red Stars and without titles) during overhaul; I/n as
2 60 33 05	"97" black "97" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	10oct82 aug05	such Taganrog-Yuzhny apr13; I/n Fedotovo-Kipelovo 28jun17  opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo;
	RF-34057	Tu-142MK	Russian Navy	·	19nov18	named 'Vologda' 16oct04 after a town in northern Russia; I/n Fedotovo-Kipelovo 23aug14 also carried code "97" black; based at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and
3 60 33 88	"50" black	Tu-142MK	Soviet Navy	Tag mfd	29mar83	Russian stars; named 'Vologda'; h/o after overhaul 19nov18; l/n 25jul21 location unknown
3 60 34 72	"50" black	Tu-142MK	Russian Navy Soviet Navy	Fed	23aug14 31may83	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 17dec10; l/n Fedotovo-Kipelovo 23aug14 named 'Fedotovo'
3 00 37 /2	"51" black RF-34059	Tu-142MK Tu-142MK Tu-142MK	Russian Navy Russian Navy	Fed Tag	19aug10 12aug16	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo also carried code "51" black; opb 2 AvGr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii'
3 60 35 56	"52" ?	Tu-142MK	Soviet Navy	mfd	1983	titles and Russian stars; named 'Yuri Malinin'; h/o 12apr16 after overhaul by TANTK; l/n LED 30jul17
5 60 37 63	not known "53" black	Tu-142MK Tu-142MK	Russian Navy Soviet Navy	Kke mfd	24aug97 30sep85	possibly Ukrainian Air Force, in fact; fate unknown looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex
	"53" black	Tu-142MK	Russian Navy	trf	1992	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; overhaul completed 12may94
	RF-34060	Tu-142MK	Russian Navy	f/f	14jan20	after overhaul; also carried code "53" black; opb 2 AvCr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; I/n over St. Petersburg 15jul21 named 'Aleksandr Klubov' after a distinguished figher pilot of WWII
5 60 38 46	"54" black "54" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	30nov85 aug13	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo
	RF-34061	Tu-142MK	Russian Navy	h/o	03may18	after overhaul; also carried code "54" black; opb 2 AvGr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with titles and Russian stars; named 'Vladimir Dubinski' after a distinguished Soviet naval aviator; l/n
5 60 38 87	"55" black	Tu-142MK	Soviet Navy	mfd	29dec85	14aug23, intercepted over the North Sea looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex
	"55" black	Tu-142MK	Russian Navy	Fed	25aug06	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last overhaul completed 03jan94; I/n Fedotovo-Kipelovo aug13
6 60 39 30	"56" black "56" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	18aug86 31aug13	looks externally like a Tu-142MZ, but is not equipped with the "Zarechye" complex opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; last
	RF-34063	Tu-142MK	Russian Navy	Fed	jan17	overhaul completed 06feb95; named 'Alexander Mozhaiski' after a 19th century Russian aviation pioneer initially also carried code "56" black; in light grey c/s with 'VMF Rossii' titles and Russian stars, carried the
	"50"	T 44047				coat-of-arms of the Vologda region on the right side of the nose; named 'Alexander Mozhaiski'; I/n as such jun18; code changed to "56" red and titles to "MA VMF Rossii'; f/n as such jul18; I/n ZIA jan22
6 60 39 70	"53" red "53" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd mfd	02dec87 26may86	mfd also given as 26may86; converted from a Tu-142M initially opb 310 oplap and later by 3 as 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 14jul04; named 'Vanino' after a town in the Far East; f/n Mongokhto-Kamenny Ruchei 26oct06; opb 7061 AVB at Mongokhto-Kamenny Ruchei 700 posteropt by
9 60 40 12	not known	Tu-142MZ	Soviet Navy	mfd	04may89	early 2012 fuselage # 42185
9 60 41 33	no code "54" red	Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy	ZIA mfd	03sep93 15dec89	fate unknown mfd also given as 19sep89
	"54" red	Tu-142MZ	Russian Navy	mfd	19sep89	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed 28dec06; photo Mongokhto-Kamenny Ruchei 04aug08; '++KTTK-zi Vostok' advertising on the nose applied
	RF-34106	Tu-142MZ	Russian Navy	ph.	26jul14	in 2008; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; I/n 2012, active also carried code "54" red with 'MA VMF Rossii titles'
0 60 41 75	"55" red "55" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	30mar90 01apr09	mfd also given as 05mar90 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; last overhaul completed
						29apr08; w/o 06nov09 on a training flight at night when crashed into the Tatar Strait some 15 km off cape Sadinga on approach to Mongokhto, all 11 crew (commander: Major Vadim Kapkin) killed; as there was an

						exercise going on in the Vanino district of the Khabarovsk region during the time of the crash there was rumour that the aircraft may have been shot down accidentally
0 60 42 15	"56" red "56" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd VVO	06may90 09apr12	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; f/n Taganrog-Yuzhny 21may11; last overhaul completed 24nov11; photo 2013, location not given
0 60 42 55	RF-34109 "57" red "57" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy Russian Navy	ph. mfd VVO	28oct13 08jun90 1995	also carried code "56" red, with 'VMF Rossii' titles; I/n VVO 23apr18 initially opb 310 oplap and later by 3 as 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AVB at
0 60 42 95	"58" red "58" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30aug90 reports	Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012  initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
0 60 43 36	"59" red "59" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	02nov90 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; seen undergoing tests with TAVIA at Taganrog-Yuzhny during late
	RF-34108	Tu-142MZ	Russian Navy	ph.	27jul14	2012 active at Vladivostok Navy Day; also carried code "59" red with 'MA VMF Rossii' titles; I/n VVO 13aug14;
0 60 43 87	no code		Tupolev OKB	mfd	1990	seen VVO 17aug18, with titles overpainted; I/n over St. Petersburg 18jul21 prototype and sole example of this version (was to replace the Tu-95RTs); the programme was cancelled after a short time as satellites were deemed better suiting the target acquisition role, and the prototype was scrapped
1 60 44 40	? "60" red "60" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	10mar91 reports	was scrapped c/n given as 1609440 by one source, but the 9 seems to be an error initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1 60 44 91	"61" red "61" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	29jun91 19apr07	mfd also given as 29may91 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1 60 45 43	"62" red "62" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30sep91 reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010; on strength by early 2012
1 60 45 95	"63" red "63" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd Mok	29nov91 19apr07	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; carried the badge of the Pacific Fleet's Air Force behind the cockpit; I/n Mongokhto-Kamenny Ruchei 22jan10; opb 7061 AvB at
	RF-34097	Tu-142MZ	Russian Navy	Mok	dec16	Mongokhto-Kamenny Ruchei from 2010 also carried code "63" black; in light grey c/s with 'VMF Rossii' titles, Russian stars and the badge of the
1 60 53 86	"64" red	Tu-142MZ	Soviet Navy	mfd	27dec91	Pacific Fleet's Air Force behind the cockpit; I/n VVO 19jun20
	"64" red RF-34098	Tu-142MZ	Russian Navy	no h/a	reports	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AVB at Mongokhto-Kamenny Ruchei from 2010 (redesignated AVGr 7062 AVB in 2011); overhauled by TANTK im. Berieva
2 60 54 26	no code	Tu-142MZ Tu-142MZ	Russian Navy Russian Navy	h/o mfd	02oct92	after overhaul; also carried code "64" red; opb AvGr 7062 AvB at Mongokhto-Kamenny Ruchei; in grey c/s with 'VMF Rossii' titles and Russian stars; I/n 25jul21 location unknown already f/n ZIA 16aug92 during the "MosAeroShow-92"
2 00 34 20	"65" red	Tu-142MZ	Russian Navy	Mok	19apr07	initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; in light grey c/s with Red Stars, yellow spinner tips and a unit badge behind the cockpit on the left side; opb 7061 AVB at Mongokhto-Kamenny Ruchei from 2010
	RF-34099	Tu-142MZ	Russian Navy	VVO	27jul14	also carried code "65" red; opb 7061 AvB at Mongokhto-Kamenny Ruchei; in light grey c/s 'VMF Rossii' titles, Russian stars, yellow spinner tips and a unit badge behind the cockpit on the left side; spinner tips changed to blue; f/n as such VVO 31may16; I/n as such VVO may19; titles changed to 'MA VMF Rossii' and
6 60 96 46	IN311	Tu-142MK-E	Indian Navy	mfd	20feb87	a Russian Navy flag added behind the cockpit; f/n as such VVO jul19; l/n VVO 09may21 d/d 30mar88; opb INAS 312; f/n GOI nov91; left Russia after an overhaul 16jul99; l/n GOI 16mar06; withdrawn from service by oct14 seen Arakkonam 29mar17; with missing props; l/n mar18; a tender document was issued 24mov21 for the transfer from (INS Rajali) Arakkonam to the Indian Navy Academy
7 60 96 86	IN312	Tu-142MK-E	Indian Navy	mfd	1987	at Ezhimala, but GE sugggests still present jan22/apr22, stored on the disused runway d/d 30mar88; opb INAS 312; f/n GOI 10jun89; seen SHJ nov95 with code 'DAB' for INS Hansa (Dabolim) on fin, c/n checked that date; I/n GOI 29nov99; last overhaul completed dec1. (by Tavia); photo flying near Taganrog with base code 'ARK' (INS Rajali, Arakkonam) on tail; I/n BOM 19aug15; type withdrawn from service 29mar17 and was flown for the last time to INS Dega 08apr17 by Cdr RS Dutt, Senior Pilot of Albatross, dismantled, it was transported by road to the Visakhapatnam's Beach Road adjacent to Foxtrot-class submarine museum INS Kursura and reassembled as a superb walk-through exhibit, with aircraft
7 60 97 26	IN313	Tu-142MK-E	Indian Navy	mfd	1987	equipment on display in the building to the rear; /n 19feb22 d/d 30mar88; opb INAS 312; f/n GOI apr97; seen GOI 07feb05; ferried to Taganrog 21jul09 and still present 19jul10; /n GOI 10feb15; withdrawn from service and preserved at Arakkonam 29mar17
7 60 97 66	IN314	Tu-142MK-E	Indian Navy	mfd	1987	(N13.067231 E79.679119); photo mar18; visible on GE apr22 d/d 13apr88; opb INAS 312; f/n GOI nov91; seen GOI 12feb09; ferried to Taganrog 02sep09; seen GOI 07feb11 with base code 'ARK' (INS Rajali, Arakkonam) on tail; seen Arakkonam 11oct14; type withdrawn from service 29mar17; photo Arakkonam mar17/mar18; GE sugggests still present jan22/apr22, stored on
7 60 9	IN315	Tu-142MK-E	Indian Navy	d/d	16apr88	the disused runway opb INAS 312; reportedly refitted with Israeli Elta EL/M-2022A radar instead of "Korshun" by early 2004; withdrawn from service by oct14; seen Arakkonam mar17/mar18 wfu, outer engines removed; GE
8 60 98 46	IN316	Tu-142MK-E	Indian Navy	d/d	16aug88	sugggests still present jan22/apr22, stored on the disused runway; russianplanes.net gives c/n as 7609806 opb INAS 312; f/n GOI nov91; arrived 10dec99 for overhaul in Russia; seen GOI jan11; withdrawn from service by oct14; GE sugggests still present jan22/apr22, stored on the disused runway; transported by road oct23 on a number of low loaders, to be preserved at Karwar beach as a tourist attraction alongside
8 60 9	IN317	Tu-142MK-E	Indian Navy	d/d	16aug88	warship INS Chapal opb INAS 312; f/n GOI nov91; last overhaul completed 06aug14; l/n Arakkonam mar17/mar18; type withdrawn from service 29mar17; preserved in the Naval Museum in New Town, Kolkata (N22.5765939 E88.4779580) since at least feb20 (officially inauqurated 08jun22); l/n may22; russianplanes.net gives c/n
8 60 99 25	IN318	Tu-142MK-E	Indian Navy	d/d	oct88	as 8609886 opb INAS 312; f/n GOI nov91; overhauled in Russia 25feb99-27aug99; last overhaul completed by Tavia in 2005; seen GOI 12feb09; withdrawn from service by oct14; photo Arakkonam mar17/mar18, without props; transported by road jan21 to Kakinada beach to become a museum; photos exist 07feb21, in a dismantled state on a number of low loaders; re-assembled and officially inaugurated 07jun21 (N17.01562).
# 4 3 01002	"27" red	Tu-142MR	Russian Navy	mfd	21jun84	E82.28908);  /n sep22 full c/n 8058014301002; has got a navigator's compartment ('glass nose'); initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; f/n in 328 ARZ at Mykolayiv-Kulbakino 18sep96; opb
# 4 4 01005	"11" black	Tu-142MR	Soviet Navy	mfd	25jun85	7061 AB at Mongokhto-Kamenny Ruchei from 2010 full c/n 8058014401005; the sole known Tu-142MR with a navigator's compartment ('glass nose') - but not the prototype of this version as that one was built in 1977); was the first Tu-142MR which was ferried to Fedotovo-Kipelovo (in 1985)
	"11" black	Tu-142MR	Russian Navy	Mkk	jul95	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Beloozero' 16jul06 after a town in northern Russia; //n operational Fedotovo-Kipelovo 2009; seen without engines at Fedotovo-Kipelovo 31auq13/2019; reportedly was based at Olem
# 4 4 02007	"18" black	Tu-142MR	Russian Navy	mfd	31may86	full c/n 8058014402007 (but given on the c/n plate as just '80580102007'); initially opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; photo in 328 ARZ at Mykolayiv-Kulbakino 1996; f/n Fedotovo-Kipelovo sep09; later based at Olenya; f/n Fedotovo-Kipelovo
# 4 5 02009	"28" red	Tu-142MR	Russian Navy	mfd	29dec85	23aug14 full c/n 8058014502009; mfd also reported as 29nov85; f/n Mykolayiv-Kulbakino 18sep96 at 328 ARZ; l/n Mykolayiv-Kulbakino 08aug97; 'leader' aircraft (having most hours of any of the type); initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei
# 4 6 02017	"23" red	Tu-142MR	Russian Navy	mfd	24oct86	25feb06; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010 full c/n 8058014602017; mfd also reported as 29de268; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei odjul05; opb 7061 AB at Mongokhto-Kamenny Ruchei odjul05;
# 3 7 02019 # 3 7 02021	"14" black "15" black	Tu-142MR Tu-142MR	Russian Navy Russian Navy	mfd mfd	31aug87 14oct87	Kamenny Ruchei from 2010 full c/n 8058013702019; photo Taganrog-Yuzhny 21may11; based at Olenya full c/n 805801370201; line # 02-03; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050
# 3 / 02021	15 DIACK	TU-142MR	Russiali Navy	IIIId	1400.67	AVB later) at Fedotovo-Kipelovo; named 'Taganrog' 05dec07 after overhaul (the official ceremony took place at Taganrog 24dec07) and returned to its base 26dec07; seen Fedotovo-Kipelovo sep09; later based at Olenya; I/n Fedotovo-Kipelovo jul19 active with fading paint making the red star looking white
# 4 7 02023	RF-34069 "16" black	Tu-142MR Tu-142MR	Russian Navy Russian Navy	ph. mfd	jul20 30dec87	also coded "15" red, in grey c/s with 'MA VMF Rossii' titles and Russian stars, named 'Taganrog'; I/n sep22 full c/n 8058014702023, line # 02-04; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050
# 3 8 02025	"24" red	Tu-142MR	Russian Navy	mfd	21nov88	AvB later) at Fedotovo-Kipelovo; later based at Olenya full c/n 8058013802025, line # 02-05; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto- Kamenny Ruchei; last overhaul completed in 2007; opb 7061 AvB at Mongokhto-Kamenny Ruchei from
	RF-34113	Tu-142MR	Russian Navy	PKC	06apr16	2010; f/n Mongokhto-Kamenny Ruchei 25sep10; l/n Mongokhto-Kamenny Ruchei jul15, undergoing heavy maintenance also carried code "24" red; opb 7061 AVB at Mongokhto-Kamenny Ruchei; in grey c/s with 'MA VMF Rossii'
# 4 8 02026	"25" red	Tu-142MR	Russian Navy	mfd	09dec88	titles, Russian stars and blue spinner tips; I/n jul17 location unknown; seen VVO 2021 no code on full c/n 8058014802026; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny
# 4 8 02027	"26" red	Tu-142MR	Russian Navy	mfd	02nov88	Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010; f/n Taganrog-Yuzhny 21may11 full c/n 8058014802027; mfd also reported as 30sep91; initially opb 310 oplap and later by 3 ae 568 osap
# 4 9 02030	"17" black	Tu-142MR	Russian Navy	mfd	04nov89	at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010 full c/n 8058014902030; opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later)
						at Fedotovo-Kipelovo; f/n Fedotovo-Kipelovo feb05, with faded paint, l/n as such 25aug06; named 'Veliki

exercise going on in the Vanino district of the Khabarovsk region during the time of the crash there was rumour that the aircraft may have been shot down accidentally  $\frac{1}{2}$ 

						Taganrog-Yuzhny to a Tu-142MRM, seen at Taganrog-Yuzhny sep12 and mainly in primer without markings in mid-2014, test-flying
	RF-34073	Tu-142MRM	Russian Navy	Fed	23aug14	also carried code "17" red; probably based at Fedotovo-Kipelovo; named 'Veliki Ustyug'; in light grey c/s with 'MA VMF Rossi' titles and Russian stars: I/n Fedotovo-Kipelovo iul20
# 4 9 02038	"19" black	Tu-142MR	Russian Navy	mfd	23mar90	full c/n 8058014902038 (but given on the c/n plate as just '80580102038'); opb 73 oplae (redesignated AVGr 7051 AVB in 2010 and 2 AVGr 7050 AVB later) at Fedotovo-Kipelovo; f/n Fedotovo-Kipelovo sep09; later based at Olenva: I/n Fedotovo-Kipelovo 23auo14
# 4 5 03011	"22" red "22" red	Tu-142MR Tu-142MR	Soviet Navy Russian Navy	mfd Mkk	24apr86 08aug97	full c/n 8058014503011; mfd also given as 14dec85 overhauled by 328 ARZ at Mykolayiv-Kulbakino in early 2005 after having been stored there for several years; left for Russia probably 05apr05 (photo on take-off from Mykolayiv-Kulbakino); probably initially opb 444 TsBP i PLS at Ostrov-Veretye, seen there aug06; later opb 3 ae 568 osap at Mongokhto-Kamenny Ruchei; I/n Mongokhto-Kamenny Ruchei 27mar07; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010
# 3 6 03015	"12" black	Tu-142MR	Russian Navy	mfd	27sep86	Full c/n 8058013603015; photo Mykolayiv-Kulbakino 14jul05; initially opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named Vytegra' 18aug07 after a town in the Voloada region: f/n Fedotovo-Kipelovo 18aug07: l/n Fedotovo-Kipelovo sep09: later based at Olenva
	RF-34067	Tu-142MR	Russian Navy	ph.	16jul18	over St. Petersburg; with 'MA VMF Rossii titles, also coded "12" red and named "Vytegra'; I/n Fedotovo- Kipelovo 2019
<u>Tu-142s v</u>	with unkn	own c/ns	•			
===	RF-34105 no code	Tu-142MR Tu-142MR	Russian Navy Soviet Navy	f/f	photo jul77	by oct14, in flight; with 'MA VMF Rossii' titles, code not visible prototype of this version, converted from a production Tu-142MK by MMZ "Opyt" (Factory No. 156) mar77/jul77; still with a navigator's compartment ('glass nose') and radar under the nose as opposed to production aircraft; trials started 23mar78; completed joint state trials dec80; was believed to be "11" black, but see c/n 8058014401005
	"29" red	Tu-142MR	Russian Navy	no	reports	experimental aircraft, converted from a Tu-142M; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
	"40" red	Tu-142	Soviet Navy			toc by 76 oplap dd 21mar70; first operational sortie over the Sea of Norway flown 27jul71
	"41" red	Tu-142	Soviet Navy			toc by 76 oplap dd 25mar70; first operational sortie over the Sea of Norway flown 27jul71
	"" red	Tu-142M	Soviet Navy			opb 310 oplap at Mongokhto-Kamenny Ruchej; w/o 20apr84 on a flight over the Sea of Okhotsk when engine No. 3 caught fire after some 3 hours and the aircraft entered a right downward spiral and crashed into the sea, all 9 crew members (pilot: Colonel V.I. Zubkov) were killed
	not known	Tu-142M	Ukraine Air Force			broken up at the Ukrainian Air Force State Aviation Research Centre at Kirovske 24jul04; the first one of five Ukrainian Tu-142Ms to be scrapped under the "Cooperative Threat Reduction Program"
	"10" red	Tu-142MZ	Ukraine Air Force	Mkk	1997	black and white photos in 1997 give the code as black rather than red; seen Mykolayiv-Kulbakino 27may02, wfu and in a slightly dismantled state, later scrapped
	"52" red	Tu-142MZ	Ukraine Air Force	Mkk	1993	photo; I/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
	"53" red	Tu-142MZ	Ukraine Air Force	Mkk	1993	photo, with Red star on tail painted out; I/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
	"86" black	Tu-142M	Ukraine Air Force	Mkk	1993	photo, previously OPLAS 33 BCP; I/n Mykolayiv-Kulbakino 30apr99; scrapped in 2005
				<b>—</b>	[	T 4 4 4

## Tupolev Tu-144

The Tu-144 was the first supersonic airliner of the world (it took off on 31 December 1968, two months before the "Concorde"), but its regular airline service lasted only for seven months. This was largely due to in-fighting between the Ministry of Civil Aviation (MGA) and the Ministry of Aviation Industry (MAP). During the years of 'stagnation", when most officials were more interested in their personal well-being than in achieving any other goals, introducing a completely new kind of aircraft into airline service, which required a lot of work and responsibility, was not in the real interest of the MGA bureaucracy.

Design and production of the Tu-144 were ordered by a decree of the Central Committee of the Communist Party of the Soviet Union and the Council of Ministers of the

USSR issued on 16 July 1963. The airliner made its first Western appearance at the June 1971 Paris Air Show; and two years later, on 3 June 1973, an early production aircraft was destroyed while flying at the Paris Show, dealing a devastating blow to the Soviet aviation industry and the country's prestige.

Production did continue, however, at Voronezh, and the Tu-144 entered service with Aeroflot on freight flights to Alma-Ata (now Almaty) on 26 December 1975. Limited

internal passenger services began on 1 November 1977 from Moscow to Alma-Ata. Because of the emergency landing of CCCP-77111 on 28 May 1978 regular flights were halted two days later after only 102 passenger flights. This measure was supposed to be provisional, but turned out to be for good.

Apart from technical problems (mainly with the engines, the early Kuznetsov NK-144A as well as the later Kolesov RD-36-51A) the Tu-144 suffered from lack of a viable economic concept: Tickets were sold for 68 rubles (as opposed to 48 rubles for a flight on a subsonic aircraft), at that time the equivalent of approximately 35 US Dollars, or half an average workman's monthly salary. There were no well-to-do business people and celebrities in the Soviet Union who would have been able to afford prices similar to that of a "Concorde" ticket, and thus the supersonic service operated with a loss. Series production was stopped on 27 January 1982 by a decree of the Minister of Aviation Industry, and the programme was officially cancelled on 1 June 1983 by a decree of the Soviet government. The remaining aircraft were to be used for tests

The Tu-144 got a new lease of life when NASA decided to use it as a flying test-bed for the "High Speed Research Program". For this purpose, CCCP-77114 was put into rework in the Tupolev facility at Zhukovski for fitting Kuznetsov NK-321 engines and new avionics. Also all sorts of measuring equipment was installed. As usual, the programme saw delays, but finally RA-77114 made its second "maiden flight" on 29 November 1996. The tests ended in February 1998, and the aircraft has reportedly been sold to a Texan businessman in 2001. So it should not be expected that any Tu-144 will ever become airborne again.

Data has been taken from various Russian sources; the construction numbers for the static test frames have been copied from an article in the Polish magazine "Skrzydlata Polska", but have not been confirmed otherwise. The line numbers are to be found on all three wheel studs; additionally line numbers 04 2, 06 1 and 08 2 have also physically been checked by the authors. The manufacturing date given is the date the aircraft was completed.

For production aircraft, the c/n is prefixed by 10, being the product code (izdeliye 10), followed by the batch number and the number in the <batch.

### 4 prototypes built by Factory No. 156 at Moscow-Lefortovo (MMZ "Opyt") and its outlet at Zhukovski

29mar85

29anr76

01 1 CCCP-77101 Tu-1445 Tupolev, AFL c/s f/f 01jul71 pre-production aircraft; construction started in 1968, completed in early 1971; st 06aug71, first official presentation 20sep72; t/t 338 hours, 41 hours supersonic, 231 as a flying test-bed for the Tu-160; broken up  10 1 Tu-144 Tupolev OKB static test airframe similar to the first prototype, used for pressurisation tests; of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of static test airframe similar to the pre-production aircraft, with improved performatesting of the middle and tail sections of the aircraft at SibNIA; also undertomechanical loading tests; photo exists	00 00	presentation SVO 20may69; first M=2 flight 25may70; Western debut at LBG number "826"); seen SOF 056sep71; seen HAJ aor72; last flight; 27apr73; t/t 1 supersonic) and more than 120 cycles; scrapped at Zhukovski mar85	29may71 (with exhibition
as a flying test-bed for the Tu-160; broken up tstatic test airframe similar to the first prototype, used for pressurisation tests; of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of 1965; photo exists; destroyed during fatigue tests at the TsAGI	01 1		
1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of static test airframe similar to the pre-production aircraft, with improved performs testing of the middle and tail sections of the aircraft at SibNIA; also underto			
01 4 Tu-144S Tupolev OKB static test airframe similar to the pre-production aircraft, with improved performatesting of the middle and tail sections of the aircraft at SibNIA; also underto	01 3		
	01 4	KB static test airframe similar to the pre-production aircraft, with improved perfo	ormance characteristics for
			lertook pressurisation and

#### 16 series-production aircraft built by Factory No. 64 at Voronezh between 1972 and 1981 f/f

trf

f/f

00 00

10.05.2

CCCP-68001

CCCP-77107

CCCP-77109

Tu-144

Tu-144S

Tu-144S

Tunoley AFI c/s

Kazan Avn Inst.

MAP LTI Zhukovski

10 01 2	CCCP-77102	Tu-144S	Tupolev, AFL c/s	f/f	29mar72	first series-production aircraft; seen LBG 01jun73 with exhibition number '451'; w/o 03jun73 on a demonstration flight during the Paris Air Show when suddenly entered a steep dive for unknown reasons, when the crew recovered from the dive, g reached 4.5 and the left canard broke off, hitting the left wing and damaging a wing fuel tank, the aircraft entered a left spiral, broke up in mid-air and came down in flames at Goussainville 6,500 metres beyond the runway threshold, destroying 5 houses and damaging a
10.02.1	CCCD 77102	T: 1446	Townsteen AFI -/-		470	further 20, all 6 crew and 8 persons on the ground killed plus 25 persons on the ground injured
10 02 1	CCCP-77103	Tu-144S	Tupolev, AFL c/s	ph.	jun73	f/f 13dec73; t/t 313 hours, 59 hours supersonic, 250 cycles; broken up in 1990s
10 02 2	CCCP-77104	Tu-144S	primer	f/f	16jun74	released 24sep74; photo 1975
	CCCP-77144	Tu-144S	MAP LII Zhukovski	LBG	03jun75	registration changed to symbolise the type; carried exhibition number '361' for the Paris Air Show; t/t 432 hours (94 hours supersonic) and 265 cycles; scrapped in 1990s
10 03 1	CCCP-77105	Tu-144D	MAP LII Zhukovski	mfd	1973	converted from Tu-144S while under construction, the first aircraft with RD-36-51A engines; in Aeroflot c/s; ff 30nov74; was dumped at the radio test range at Zhukovski, seen aug92/sep93; scrapped probably in 1994. Gone by aug95
10 04 1	CCCP-77106	Tu-144S	MAP LII Zhukovski	mfd	1974	in Aeroflot c/s; f/f Ó4mar75; underwent trials oct75/feb80 (first technical flight MOW-ALA 26dec75); last flight 29feb80 (to Monino); t/t 582 hours 36 minutes and 320 cycles; trf to the Russian Air Force museum at Monino (N55.831899 E38.183008) 04mar80 and preserved there since, I/n aug23
10 04 2	CCCP-77108	Tu-144S	Tupolev, AFL c/s	f/f	20aug75	flight tests 1976-81; f/n SVO 29aug81; to Kuibyshev (now Samara) Aviation Institute (N53.240178 E50.364077) 27aug87, f/n jun90; l/n oct23
10 05 1	CCCP-77107	Tu-144S	Tupolev, AFL c/s	f/f	12dec75	line # 05-1; with test equipment instead of the passenger cabin; underwent state trials in 1977 and

mfd 09oct68 prototype; construction started in 1965; transported to Zhukovski in early 1968; f/f 31dec68; first official

Ustyug' after a town in northern Russia 17oct08; later probably based at Olenya; modernised by Tavia at

line # 05-1; with test equipment instead of the passenger cabin; underwent state trials in 1977 and

inter # 05-1; with test equipment initized of the passenger cannit, underwent state that in 1977 and certification trials with GosNII GA; t/t 615 hours (187 hours supersonic) and 336 cycles by 1979 last flight 29mar85 (to Kazan-Borisoglebskoye); was used as a ground instructional airframe) by the Kazan Aviation Institute which became the Kazan State Technical University (KGTU) in 1992 and the Kazan National Research Technical University (KNITU) in 2009, was located near building 6 until apr17, dismantled oct16/apr17, the fuselage was relocated on a flat-bed trailer during the night 14/15apr17, the airframe was reassembled may17 and is preserved between buildings 2 and 8 of the KNITU (N55.821737

difframe was reassentiated insp17 and is preserved between buildings 2 and 8 of the NaTIO (NSS.021737 E49.135009) since 26may17 (the museum inside is to open 31dec18); J/n apr23 in Aeroflot c/s; rgd only 31oct77; the first Tu-144 on passenger service (Flight SU499 DME-ALA 01nov77), but never belonged to Aeroflot; trf to the SibNIA institute at Novosibirsk by decision of MAP 20mar80, with last flight to NAZ 14apr80; the Tu-144 programme was closed down and no static or fatigue trials were

						conducted, but the fuselage was pressurised to destruction; canx 20mar81; t/t 439 hours and 29 miutes, 244 flights
10 05 3		Tu-144S	natural metal		photo	dynamic test airframe for fatigue trials at SibNIA; fuselage section without nose and tail was flown to Novosibirsk on an An-22 and the centre section by Tu-95V c/n 5800302; destroyed during fatigue trials in 1976 or 1977; remains which were seen at SibNIA in a backyard in the mid-1980s are thought to be from this aircraft
10 06 1	CCCP-77110	Tu-144S	MAP LII Zhukovski	mfd	07jan77	f/f 14feb77; c/n checked, but in Soviet register as 10062 !; f/n LBG 04jun77 with exhibition number '345'; rgd only 31oct77; used on passenger service (MOW-ALA) but never belonged to Aeroflot; wfu 1981; was reportedly to be sold to the military for conversion to a jamming aircraft, but nothing came of this; canx 14feb84; last flight 01jun84 (to Ulyanovsk-Tsentralny); t/t 314 hours and 212 cycles; handed over to the future Museum of Civil Aviation at Ulyanovsk 01jun84 and displayed in the exhibition (N54.290774)
10 06 2	CCCP-77111	Tu-144D	MAP Voronezh AZ	mfd	18apr78	E48.235568) from 1990, J/n 20jul23 the first series-production Tu-144D; in Aeroflot c/s; f/f 27apr78, ferried for tests at Zhukovski; t/t 9 hours 02 minutes and 5 cycles by 22may78; w/o 23may78 on a test flight from Zhukovski when developed an internal fuel leak which caused a rapidly progressing in-flight fire, the cockpit filled with black smoke and all 4 engines failed successively so that the crew opted for a forced landing wheels-up in a field near Kladkovo (at N55°23'41" E38°51'38" in the Yegoryevsk district of the Moscow region, he aircraft hit some 70-100 trees on finals, broke up while sliding over the field and was destroyed by the fire, 2 of the 5 test
10 07 1	CCCP-77112	Tu-144D	MAP LII Zhukovski	mfd	19jan79	engineers killed and 2, plus all 3 crew, injured f/f 19feb79; first reported ALA OSoct81 in an incident report (a false fire warning necessitated a precautionary landing), used call-sign CCCP-77339 this date; f/n ZIA 16aug92; belonged to the LII until 1995; I/n ZIA 21aug99, derelict; transported by barge via Baltic Sea, North Sea, Rhine and Neckar to Sinsheim, arrived 08nov00; preserved at Auto & Technik Museum Sinsheim since 26mol1, I/n jul23
10 08 1	CCCP-77113	Tu-144D	Tupolev, AFL c/s	f/f	02oct79	made an emergency landing at Engels 31aug80 after destruction of an engine in-flight; f/n ZIA 16aug92; was still in use by the LII as a flying laboratory for ozone research in 1993; l/n ZIA 24aug95; cannibalised for RA-77114: broken up in 2001
10 08 2	CCCP-77114	Tu-144D	Tupolev OKB	f/f	13apr81	in full Aeroflot c/s; established 3 world records 13/20jul83; equipped for radiation research in the upper atmosphere in 1986 and conducted several such flights in 1987/88; last flight 27feb90; f/n ZIA 16aug92; l/n ZIA 24aug95; converted by Tupolev in 1995/96 to, see next line
	RA-77114	Tu-144LL	Tupolev/NASA	r/o	17mar96	re-engined with NK-321 engines; named 'Moskva' and carried an additional US flag; f/f 29nov96; made 32 flights under the NASA 'High Speed Research Program', last flight 11feb98; t/t 432 hours; stored without engines on the apron of the LII at Zhukovski. seen auq04/nov18
	CCCP-77114	Tu-144LL	Aeroflot	ZIA	16jul19	repainted in full, almost original Aeroflot c/s; towed 16jul19 from the LII to the junction of ul. Tupoleva and Tupolevskoye shosse at Zhukovski (N55.580843 38.125444) 16jul19 and preserved there; I/n auq23
10 09 1	CCCP-77115	Tu-144D	MAP LII Zhukovski	mfd	1981	f/f 04oct84; t/t 38 hours 34 minutes; f/n ZIA 16aug92, wfu; technical condition checked for the last time 05jul99 (could still have been restored to flying condition by then); freshly painted up in summer 2007; sits at Zhukovski (N55.571408 E38.152335), l/n 20dec18; as part of a permanent exhibition at Zhukovski and on the MAKS static show jul21
10 09 2	CCCP-77116	Tu-144D	Tupolev, AFL c/s			practically complete by 1985 when work was stopped; stored at the Voronezh factory airfield; dismantled in the early $1990s$

# Tupolev Tu-154

Alongside the Tu-134, the Tu-154 has been the workhorse for Aeroflot since entering service on the Moscow-Mineralnye Vody route on 9 February 1972. Similar in size to the Boeing 727, it made its first flight October 1968 and first appeared at the Paris Air Show the following year. First exports were made to Bulgaria in May 1972, and since then the type has seen service throughout Eastern Europe as well as in Cuba, China, Iran, Mongolia, North Korea, Egypt, Syria, Afghanistan, Guyana, Nicaragua and Yemen. Like the Tu-134, the Tu-154 has been taken on by new airlines emerging from the break-up of the Soviet Union in the beginning of the 1990s.

In total, 606 straight Tu-154 had Tu-154B aircraft, of which many are scrapped or wfu by now, were completed before production of the modernised, Tu-154M with new engines began in 1982. Production of all versions was at Factory No. 18 at Kuibyshev (now named Samara), where in total 320 Tu-154Ms where produced by early 2002. Several dozen Tu-154Ms are already known to have been wfu whilst some ten aircraft, completed more or less in 1994/1995, remain unsold at the factory.

By February 2002 an official statement from "Aviakor" in Samara by a manager from their Moscow representation, Vladimir Odintsov, stated that the production of the Tu-154M is coming to an end. Parts of the tooling have already been removed from the production buildings. In 2000, four Tu-154Ms had been sold and in 2001 only two

(among them c/n 1020 which was completed several years ago).
Whereas two years ago, there were 13-14 aircraft in various stages of completion at the factory, now only about 8 of them remain. The price tag for a Tu-154M (equipped

in a way that it will be able to fly into the EU until 2006) was \$ 8 million by this date.

In Iran the Tu-154 now plays a key role in civil aviation. Of interest are some big projects there. There is a line-maintenance station already working in Mashad and another one is being considered on Kish Island. The Iranians have completed a huge air-conditioned hangar at Mashad and want the Vnukovo Rework Plant to send equipment and technical staff to work there. There were rumours of Iranian plans to purchase some new Tu-154s from Aviakor at the end of the 1990s, but Aviakor could not proceed with the order.

The construction number of all Aeroflot's original Tu-154s coincides with the 'last three' of the registration. The prototype and the ten pre-production series are known to have c/ns 67-KH1 and 69M001 to 70M010. This has been confirmed from sightings of aircraft at the Samara Research Institute and Kiev's Institute of Civil Aviation. In addition, early photographs of the production line show an aircraft registered CCCP-85703 which is believed to have become CCCP-85003. All production aircraft c/ns have,

before the line number, the year of manufacture, for example CCCP-85012, full c/n is 71A012. However, on the CofA the year is normally not given. The c/n is found on every panel in the cargo bays. These panels have their own sequence number plus the aircraft c/n, for example 1 411, 2 411, 3 411. If no internal access is possible, all main undercarriage wheel doors carry a small 1 x 2 cm plate with the c/n. These plates might, sometimes, be hard to read. In addition, both main undercarriage wheel studs have the c/n stencilled on followed by the cyrillic letter L or P. The two characters stand for 'levy' and 'pravy', the Russian words for left and

### Tu-154 prototypes and pre-production aircraft

67-KH1	CCCP-85000	Tu-154	Tupolev OKB	ph.	24apr68	at MMZ "Opyt"; f/f 03oct68 from Zhukovski; in Aeroflot c/s; f/n LBG 28may69/05jun69 with exhibition number '828'; reported stored at MMZ "Opyt" and reported broken up in 1998
69M001	CCCP-85701(1)	Tu-154	Tupoley OKB		photo	in bare metal c/s taken on the production line at Kuibvshev: see c/n 91A876
0311001	CCCP-85001(1)	Tu-154	Tupolev OKB	r/r	1969	photo 1969; in Aeroflot c/s; test aircraft; mfd jun70
	CCCP-85001(1)	Tu-154	AFL/GosNII GA	toc	04jun71	rgd 19jan73; soc 30nov74 as worn out; I/n SVO 01sep81, wfu; reported broken up; see c/n 89A820
69M002	CCCP-85702(1)	Tu-154	Tupoley OKB	toc	0-1)41171	see c/n 91A877
	CCCP-85002	Tu-154	Tupolev OKB	r/r	1969	in Aeroflot c/s; test aircraft, fitted with a spin recovery parachute in a fairing at the base of the fin; f/n SXF
	000. 00002	15.	rapoler one	.,.	1303	26jan73; I/n VKO 18sep85; reported broken up
69M003	CCCP-85703(1)	Tu-154	Tupolev OKB		photo	in bare metal c/s taken on the production line at Kuibyshev; see c/n 91A878
	CCCP-85003	Tu-154	Tupolev OKB	r/r	1969	in Aeroflot c/s; test aircraft; undertook extensive tests for the Tu-154B programme in 1975; f/n 26apr93 at the Samara Aviation Institute (N53.241113 E50.363844), retains the original rounded APU; seen jun04/feb19; c/n checked
69M004	CCCP-85704(1)	Tu-154	Tupolev OKB			see c/n 91A879
	CCCP-85004	Tu-154	Tupolev OKB	r/r	1969	reported used for static tests at Zhukovski
70M005	CCCP-85005	Tu-154	AFL/GosNII GA	mfd	1970	was a testbed for a modified navigation suite; toc 05jan71; presented at SVO 24jan71; I/n VKO 16apr72
	CCCP-85005	Tu-154	MAP	trf	22nov76	based on a decree by the Council of Ministers issued 02jun76; displayed at the Economic Achievements
						Exhibition (VDNKh) in Moscow from oct76, retained the original rounded APU; broken up 13sep08
70M006	CCCP-85006	Tu-154	AFL/Moscow-VKO	mfd	jun70	f/n SVO 12aug70; toc 18dec70; arrived for trials at VKO 25dec70
	CCCP-85006	Tu-154	Aeroflot/UShVLP	trf	24apr72	Ulyanovsk Advanced Flying Training College; rgd 01jun72; f/n SXF 19aug72
	CCCP-85006	Tu-154	AFL/Moscow-VKO	trf	22oct73	later upgraded with modified APU jetpipe and shorter wing boundary layer fences
	CCCP-85006	Tu-154	LII GA	trf	16may80	f/n sep81; soc 18mar83 as worn out; after a mercury spill in the cargo compartment, used as ground instructional airframe by the SVO technical school; I/n jul04; broken up at SVO
70M007	CCCP-85007(1)	Tu-154	AFL/Moscow-VKO	mfd	17aug70	toc 07dec70; arrived for trials at VKO 25dec70; f/n VKO 03jun71; rgd 16may73; converted to Tu-154B, see next line; see c/n 88A777
	CCCP-85007(1)	Tu-154B	AFL/Moscow-VKO	rgd	15jan81	used at Vnukovo as the Tu-154B flying test-bed for developing maintenance programmes; seen MCX
	DA 05007(1)	Tu-154B	A 61 - h	1///0	2402	24aug87; I/n VKO 13apr92
70M008	RA-85007(1) CCCP-85008	Tu-154B Tu-154	Aeroflot	VKO	21mar93	soc 04may94 as life-time expired; canx 30may94; I/n VKO 01jul95, wfu; broken up
70M008			AFL/Moscow-VKO	mfd	nov70	toc 10dec70; arrived for trials at VKO 25dec70
	CCCP-85008	Tu-154	AFL/International	trf	03jun71	and 264472
	CCCP-85008 CCCP-85008	Tu-154	AFL/Moscow-VKO	trf trf	25jul73	rgd 26jul73
	CCCP-85008 CCCP-85008	Tu-154 Tu-154	Aeroflot/UShVLP	trf	30jul74	Ulyanovsk Advanced Flying Training College; f/n RIX 05sep81
	CCCP-85008	Tu-154	AFL/Ukraine	trf	01jun90	and the same of the same and th
	85008	Tu-154 Tu-154	AFL/Ulyanovsk HFS Aeroflot	Mkk	unknown 18sep96	on charge as of 01jul90; soc 16dec91 as to Ukraine I/n Mykolayiv-Kulbakino 08may98; seen Mykolayiv-Kulbakino 30apr99, titles not reported
	85008	Tu-154 Tu-154	ex-Aeroflot c/s	Mkk	27mav02	with white tail, no titles: still visible on GE in 2004: broken up
70M009	CCCP-85009	Tu-154 Tu-154	AFL/Moscow-VKO	mfd	dec70	toc O8jan71;f/n VKO O6apr72; rgd O1jun72; later upgraded with modified APU jetpipe and shorter wing
70141009	CCCP-65009	TU-154	AFL/ MOSCOW-VKO	IIIIu	dec70	boundary layer fences; trf to the Kiev Institute of Civil Aviation 02jun80, (MGA document gives trf date as 18jul80); soc 16auq82 as worn out; I/n may99
	UR-85009	Tu-154	ex-Aeroflot c/s		30may02	used as ground instructional airframe by the National Aviation University (new name from 2000) with Ukrainian flag on the fin, seen may03/25dec20
70M010	CCCP-85010	Tu-154	AFL/Moscow-VKO	mfd	jan71	toc 12feb71; photo jun71; rgd 27apr73
	CCCP-85010	Tu-154	Aeroflot/UShVLP	trf	25oct73	Ulyanovsk Advanced Flying Training College; soc 11jul75, damaged in flight and made a rough landing; used as a ground instructional airframe by the Yegoryevsk technical school (N55.380901 E39.007140), retains the original rounded APU, seen may94/feb15

### Tu-154 production aircraft

<u>u-154 pı</u>	roduction a	<u>ircraft</u>				
71A011	CCCP-85011 CCCP-85011 CCCP-85011 CCCP-85011 CCCP-85011	Tu-154 Tu-154 Tu-154 Tu-154 Tu-154	AFL/Moscow-VKO AFL/International AFL/GosNII GA AFL/Moscow-VKO AFL/Urals-SVX	mfd trf trf trf trf	may71 23sep71 13sep72 12mar74 05aug75	toc 15may71; c/n given in MGA document as 70A011  rgd 03apr74 f/n DME 27aug75; photo AER 1977; upgraded with modified APU jetpipe and shorter wing boundary layer
71A012	CCCP-85012	Tu-154	AFL/Moscow		15may71	fences; soc 23jun81 as worn out; used as a ground instructional airframe by the Yegoryevsk technical School (N55.380113 E39.007739), seen may94/may17 in MGA document as 15may72; f/n SVO 25may71; seen LBG 05jun71 with exhibition number '827'; seen LBG 31may73 with exhibition number '452'; trf 10jul75 to the Irkutsk Technical Aviation School (IATU GA) and used as a ground instructional airframe at Irkutsk; soc 24dec75 as could no longer be used; photo 1982; f/n jul92; still with the old wavy Soviet flag and exhibition number '452', retained the original
71A013	CCCP-85013(1)	Tu-154	AFL/Moscow-VKO	mfd	dec71	rounded APU; broken up in 1996; I/n apr97, fuselage only photo exists in bare metal c/s on the production line; toc 05feb72; f/n SXF mar72; rgd 01jun72; see c/n
	CCCP-85013(1)	Tu-154	Aeroflot/UShVLP	trf	09dec72	90A840 Ulyanovsk Advanced Flying Training College; converted to Tu-154B, date unknown; f/n DME 12apr91, as such
71A014	RA-85013(1) CCCP-85014 CCCP-85014	Tu-154B Tu-154 Tu-154	Aeroflot AFL/Moscow-VKO AFL/Urals	ULV mfd trf	31aug93 jan72 20oct75	opb Ulyanovsk HFS; soc 30apr99 as life-time expired; canx 21jun99; l/n ULV 17aug99; broken up toc 05feb72; rgd 09jun72; f/n VKO 04oct72 upgraded in 1976, with modified APU jetpipe etc; soc 13aug80 due to its poor technical condition; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield, f/n jul92;
71A015	CCCP-85015 CCCP-85015	Tu-154 Tu-154	AFL/Moscow-VKO AFL/Urals	mfd trf	dec71 08jul75	broken up jul01 (photo proof), remains  /n jul04 toc 05feb72; rgd 01jun72; photo VKO feb73 upgraded in 1976, with modified APU jetpipe etc; soc 13aug80 due to its poor technical condition; present at the Omsk Aviation Technical School (N54.956856 E73.327627) since at least jul02 according to GE image; seen sep11/jul23, with small RA- prefix and Russian Flag on the tail
71A016	CCCP-85016(1) CCCP-85016(1)	Tu-154 Tu-154	AFL/Moscow-VKO Aeroflot/UShVLP	mfd trf	dec71 unknown	toc 05feb72; first flight with passengers VKO-MRV 09feb72; rgd 01jun72; see c/n 90A844 Ulyanovsk Advanced Flying Training College; on charge as of 01jul73; converted to Tu-154B, date
	RA-85016(1)	Tu-154B	Ulyanovsk HFS	ULV	13jun94	unknown; f/n ULV 09sep92 as such, with Russian flag on the tail; l/n ULV 10sep93 in Aeroflot c/s and titles; l/n ULV 17aug99; soc 30apr99 as life-time expired; canx 21jun99; stored ULV;
71A017	CCCP-85017 CCCP-85017	Tu-154 Tu-154	AFL/Moscow-VKO AFL/GosNII GA	mfd trf	apr72 22mar82	broken up; see c/n 90A844 toc 20apr72; rgd 01jun72; photo VKO feb73 soc 20may83 for fatigue tests; tested to destruction by the SibNIA institute
71A018	CCCP-85018(1) CCCP-85018(1)	Tu-154 Tu-154	AFL/Moscow-VKO AFL/Privolzhsk	mfd trf	feb72 19may76	toc 22mar72; f/n VKO 04apr72; rgd 01jun72; photo VKO feb73; see c/n 90A852 converted to Tu-154B-1, date unknown
	CCCP-85018(1) RA-85018(1)	Tu-154B-1 Tu-154B-1	Avial. Tatarstana Avial. Tatarstana	trf KZN	01may92 14jul94	in Aeroflot c/s and titles soc and canx 01mar95 as life-time expired; seen Kazan-Osnovnoi 26nov97, partly broken up; scrapped
71A019	CCCP-85019(1)	Tu-154	AFL/Moscow	mfd	jan72	there 18aug98 toc 21mar72; rgd 01jun72; opb Vnukovski OAO; f/n VKO 02oct72; see c/n 05A1019
	CCCP-85019(1)	Tu-154	AFL/Privolzhsk	trf	18sep75	opb Kuibyshevski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81
	CCCP-85019(1) RA-85019(1) RA-85019(1)	Tu-154S Tu-154S Tu-154S	AFL/Far East Aeroflot Dalavia	trf KHV trf	21mar84 24may93 01jun93	rgd 11may84; opb 1-y Khabarovski OAO; f/n KHV 1985; I/n SXF 1986  leased to Transaero and carried additional 'Transaero' titles from 1993; f/n SVO 27aug93; wfu 01oct94; soc 22dec94 as life-time expired; canx 27dec94; seen partially dismantled KHV feb95; used as a shed by the KHV maintenance base, still carrying additional Transaero' titles, I/n oct05; broken up at KHV
71A020	CCCP-85020 CCCP-85020	Tu-154 Tu-154	AFL/International AFL/Moscow-VKO	mfd trf	may72 18jul73	toc 25may72; rgd 09jun72 retained the original rounded APU; suffered structural damage 06aug74 on landing at Vnukovo when the flaps deployed asymmetrically and the aircraft came down very hard; f/n VKO 27aug75; the aircraft was repaired, but was not permitted to enter service again; ferried to IEV for use as a ground instructional airframe by the Kiev Institute of Civil Engineering (KIIGA); soc 28feb76 as life-time expired; seen with the KIIGA mar77/aug02, titles painted out at some stage; subsequently preserved in the Oleg Antonov State
71A021	CCCP-85021 CCCP-85021 CCCP-85021 EX-85021	Tu-154 Tu-154 Tu-154B-1 Tu-154B-1	AFL/International AFL/East Siberia AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf trf FRU	jul72 21aug75 17may88 09may95	Aviation Museum (N50.406546 E30.460777) at Kiev which opened 30sep03, seen oct03/oct21 rgd 08aug72; toc 14aug72; fro 14aug72; from 14aug72
71A022	CCCP-85022 CCCP-85022 CCCP-85022 CCCP-85022	Tu-154 Tu-154 Tu-154 Tu-154	AFL/International AFL/Ukraine-KBP AFL/International Aeroflot/UShVLP	mfd trf trf trf	nov72 09aug74 04oct74 14mar75	fleet list; broken up toc 25nov72; opb Sheremetyevski OAO; f/n SVO 30nov72; rgd 14dec72 opb Sheremetyevski OAO; f/n ZRH 11nov74 Ulyanovsk Advanced Flying Training College
	CCCP-85022	Tu-154	MAP LII Zhukovski	trf	26jul78	I/n BSL apr79, still with a thin fairing around the "Mikron" aerial in front of the stabiliser; trf to the SibNIA institute at Novosibirsk-Yeltsovaka for fatigue trials around 1979 and tested to partial destruction; the damaged rear fuselage sat at the dump of SibNIA for many years, seen mar01/apr04 - it had a thick fairing around the "Mikron" aerial in front of the stabiliser (as per c/n 043 and later aircraft), so the aircraft received the tail of a later-built Tu-154 at some stage, although it was not converted to a Tu-154B or Tu-154S
72A023	CCCP-85023	Tu-154	AFL/International	mfd	sep72	toc 06oct72; rgd 30oct72; f/n SXF 08oct72; w/o 19feb73 on a flight from Moscow to Prague when dropped below the glide path on finals to Ruzyne after passing the inner marker, hit the ground near a motorway 467 metres before the runway threshold and broke up, the fuselage came to rest upside down 50 metres before the runway threshold and burnt out, 4 of the 13 crew and 62 of the 87 passengers killed plus 3 crew and 15 passengers seriously injured, owing to the high degree of destruction and total disintegration of the aircraft in the crash and the ensuing fire it was not possible to establish the precise cause of the accident, the influence of unexpected atmospheric turbulence during the aircraft's final approach cannot be entirely ruled out; t/t 459 hours and 261 cycles; soc 10may73
72A024	CCCP-85024 CCCP-85024 CCCP-85024 CCCP-85024	Tu-154 Tu-154 Tu-154 Tu-154B	AFL/International AFL/East Siberia AFL/GosNII GA MAP LII Zhukovski	mfd trf trf trf	aug72 01jul75 sep81 19apr82	toc 01sep72; rgd 15sep72; f/n SXF 16sep72  trf to MAP, see next line based on a decree dated 09feb78; became Tu-154LL electronics and control systems test-bed (control configured vehicle) for Buran space shuttle; f/n ZIA 11auq92, Tu-154B painted on the nose; l/n ZIA
72A025	CCCP-85025	Tu-154	AFL/Moscow-VKO	mfd	sep72	24aug95; reported broken up 1997 toc 19sep72; rgd 25sep72; f/n MXP oct75; converted to Tu-154B, see next line
	CCCP-85025 CCCP-85025	Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Ukraine	rgd trf	19jul79 26jan87	photo exists VKO, carried additional 'Official Olympic Carrier' titles
	CCCP-85025	Tu-154B	Ulyanovsk HFS	trf	unknown	on charge as of 01jan92; f/n ULV 09sep92, in Aeroflot c/s and titles; soc 23jul93 as life-time expired; canx 15dec96; l/n ULV 17aug99; broken up
72A026 72A027	LZ-BTA LZ-BTB	Tu-154	Balkan Balkan	mfd mfd	may72 may72	d/d 21jun72 to Sofia; f/n MAN 05aug72; seen 1974 with modified APU jetpipe and shortened boundary layer fences that did not wrap around the leading edge of the wing; converted to Tu-154A; photo sep80, painted as such; converted to Tu-154B; f/n ORY 20jul82, painted as such; l/n SOF 07jan98, wfu; broken up; forward section in use as a cabin trainer in a building north side at SOF, l/n 24apr06, as such d/d late jun72 to Sofia; f/n MAN 08jul72; seen LHR 25may74 with modified APU jetpipe and shortened
, 2A027	22 010	10 154	Balkari	IIIIG	muy/2	boundary layer fences that did not wrap around the leading edge of the wing; I/n LHR 29aug77, painted as just Tu-154
	LZ-BTB LZ-BTB	Tu-154 Tu-154	Libyan Arab c/s Balkan	JED LHR	06nov77 16jan78	no titles; returned to Balkan I/n LHR 04feb78; crashed on approach to Damascus 23mar78 when the crew failed to realize their altitude was too low and they struck the slope of a mountain, some 22,5 km NE of the city; the aircraft was destroyed and all 4 crew were killed, the cargo flight had originated from Sofia and was on its way to Sharjah with a planned intermediate stop at Damascus; t/r 7,800 hours
72A028	CCCP-85028	Tu-154	AFL/Moscow-VKO	mfd	sep72	toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
72A029	RA-85028 CCCP-85029	Tu-154B Tu-154	Aeroflot AFL/Moscow-VKO	VKO mfd	05jul93 sep72	seen VKO jul94, derelict; soc 03may95 and canx 04may95 as life-time expired; I/n VKO apr97; broken up toc 20oct72; rgd 27nov72; converted to Tu-1548, date unknown; w/o 13jan3 on a flight from Moscow to Bratsk when veered off the wet runway during the landing run with reverse thrust deployed and the
72A030	CCCP-85030	Tu-154	AFL/Moscow-VKO	mfd	dec72	fuselage broke in two, 3 of the 111 passengers injured; soc 14aug81 toc 30dec72; f/n LBG 27dec72; rgd 22jan73; dbr 07may73 on a training flight from Moscow-Vnukovo, control of the spoilers failed so that the aircraft took off with the inner spoilers deployed, this resulted in severe vibrations after take-off with engines No. 1 and 3 losing power, the crew elected to make a straight
72A031	CCCP-85031(1)	Tu-154	AFL/Moscow-VKO	mfd	24nov72	ahead forced landing in a forest, no casualties; soc and canx 18jul73 toc 03jan73; rgd 22jan73; f/n LED 11aug75; converted to Tu-154B, see next line; see c/n 87A751
	CCCP-85031(1) CCCP-85031(1) RA-85031(1)	Tu-154B Tu-154B Tu-154B-1	AFL/Moscow-VKO AFL/Far East-KHV Aeroflot	rgd trf KHV	04dec79 12mar87 28may93	
	RA-85031(1)	Tu-154B-1	Dalavia	trf	01jun93	wfu in early 1995; I/n KHV 11may95; soc by jan96; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.264038 E104.36406) since apr95 (official
72A032	CCCP-85032	Tu-154	MAP LII Zhukovski	mfd	12jun73	trf date ?, see I/n above), seen jun01 as such, I/n apr14/aug22, still with Aeroflot titles test and development aircraft for verifying new features of the Tu-154 programme; rgd 15may79; f/n LBG 07jun79 in Aeroflot C/s; was seen preserved outside Zhukovski 16aug92/15may93 in a position previously occupied by Tu-104A CCCP-42396; scrapped after set on fire and damaged by vandals jun93, remains only
72A033	CCCP-85033	Tu-154	AFL/Moscow-VKO	mfd	dec72	seen 03jul93 toc 09jan73; rgd 21feb73; f/n VKO jul84; converted to Tu-154B, date unknown; f/n PRG 15jul89, as such;
	RA-85033	Tu-154B	Aeroflot	SVO	04jul93	I/n VKO 08jul92

72A034	RA-85033 CCCP-85034 CCCP-85034	Tu-154B Tu-154 Tu-154	Vnukovo Airlines AFL/International AFL/Privolzhsk	trf mfd trf	30aug94 dec72 25jun75	soc and canx 07jun96 as life-time expired; I/n VKO 22apr98, derelict; broken up toc 03mar73; f/n SXF 05mar73; rgd 19mar73 opb Kuibyshevski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s
	CCCP-85034 RA-85034	Tu-154B-1 Tu-154B-1	AFL/Privolzhsk Aeroflot	KJA KUF	29may85 25apr93	opb Kuibyshevski OAO soc 10aug94 as life-time expired and canx the same day; seen in the process of being broken up at KUF
72A035	CCCP-85035	Tu-154	MAP LII Zhukovski	mfd	may73	19may96, gone by sep97 rgd 06sep73; in Aeroflot c/s; already f/n ATH 24jun73; l/n SVO may78, wfu; modernised to Tu-154B; converted by MMZ "Opyt" to, see next line
	CCCP-85035	Tu-155	MAP LII Zhukovski	HAJ	may90	test-bed for gaseous fuel, No. 2 engine replaced by NK-88; in Aeroflot c/s; at first modified to use hydrogen, f/f as such 15apr88; later modified to use liquefied natural gas, f/f as such 18jan89; carried out some 100 test flights; 'Aeroflot' titles removed at some time; wfu at Zhukovski, without engines, seen aug03/jul21; offered by Rostekhto the administrations of the Russian regions 17dec20 for preservation or
73A036	LZ-BTC	Tu-154	Balkan	rgd	05mar73	display f/n LHR 17mar73; converted to Tu-154B; f/n CGN 05jun83, as such; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; wfu SOF 1996; I/n SOF 07jan98 as such; broken up beside hangar #3 at Sofia in oct99
73A037	CCCP-85037(1)	Tu-154	AFL/International	mfd	mar73	toc 04apr73; opb Sheremetyevski OAO; f/n SXF 06apr73; rgd 04may73; l/n BRU 29mar75; see c/n 85A706
	CCCP-85037(1)	Tu-154	AFL/East Siberia	trf	07jul75	opb Irkutski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81
	CCCP-85037(1) RA-85037(1)	Tu-154S Tu-154S	AFL/Far East Aeroflot	trf SXF	18jun84 feb93	rgd 20jul84; opb 1-y Khabarovski OAO; f/n KHV 1985; l/n LWN 14dec88 opb Dalavia
	RA-85037(1)	Tu-154S	Dalavia	trf	01jun93	spid batching still in full Aeroflot c/s including titles; I/n as such KHV 12may95; seen SXF 20jul95 with an additional small Red Cross' logo on the fuselage; soc 22nov95 as life-time expired and canx the same day; scrapped at KHV feb97
73A038	CCCP-85038(1)	Tu-154	AFL/International	mfd	mar73	toc 06apr73; f/n FRA 09apr73; rgd 04may73; first production aircraft with a modified APU jetpipe, vertically cut off at the rear end, which was standard from this aircraft onwards; see c/n 86A743
	CCCP-85038(1) RA-85038(1)	Tu-154 Tu-154B-1	AFL/East SibIKT Aeroflot	trf DME	08jul75 07jul93	converted to Tu-154B-1, date unknown
	RA-85038(1)	Tu-154B-1	Baikalavia	trf	07feb95	soc 28jul95 as life-time expired; canx 19sep95; used as ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (N52.263904 E104.36280), 'CCCP-' starting to bleed
73A039	CCCP-85039	Tu-154	AFL/International	mfd	19apr73	through, seen jun01, still in full Aeroflot c/s with titles; l/n apr14/10mar18; scrapped IKT may18 toc 08may73; f/n SXF 18may73; rgd 29may73
	CCCP-85039 CCCP-85039	Tu-154 Tu-154	AFL/Moscow-VKO AFL/International	trf trf	05jul74 unknown	on charge as of 01aug74
	CCCP-85039	Tu-154	AFL/Moscow-VKO	trf	01mar75	converted to Tu-154B, date unknown; f/n VKO 11apr91; seen VKO may93/may96, derelict; soc 04may94 as life-time expired; canx 30may94
73A040	CCCP-85040 CCCP-85040	Tu-154 Tu-154	AFL/International AFL/Urals-SVX	mfd trf	may73 26aug75	toc 06jun73; f/n SXF 13jun73; rgd 07dec73 converted to Tu-154B, see next line
	CCCP-85040	Tu-154B	AFL/Urals-SVX	rgd	26mar81	trf 06aug84 to the Kryvy Rih Aeronautical School; soc and canx 24apr89 as worn out; seen there jul96 (N47.934827 E33.321084); I/n jun22
73A041	CCCP-85041(1) CCCP-85041(1)	Tu-154 Tu-154	AFL/International AFL/East SibIKT	toc trf	28jun73 22nov75	f/n SVO 05jul73; rgd 06jul73; l/n NIC 17apr74; see c/n 12A997 converted to Tu-154B, date unknown
	RA-85041(1)	Tu-154B	Aeroflot	DME	20mar93	photo as Tu-154B; opb Chita Avia; soc and canx 10jan95 as life-time expired; I/n HTA 18apr97, derelict; broken up
73A042	CCCP-85042(1)	Tu-154	AFL/International	mfd	07jun73	the last Tu-154 with a thin fairing around the "Mikron" aerial in front of the stabiliser; toc 30jun73; opb Sheremetyevski OAO; f/n SXF 09jun73; rgd 06jul73; see c/n 12A998
	CCCP-85042(1)	Tu-154	AFL/Privolzhsk	trf	23oct75	opb Kuibyshevski OAO; seconded to Gorkovski OAO around 1976; converted by Factory No. 18 at Kuibyshev to a Tu-154B in the late 1970s or early 1980s
	CCCP-85042(1) RA-85042(1)	Tu-154B Tu-154B	AFL/Privolzhsk Aeroflot	KUF KUF	07jul81 25apr93	opb Kuibyshevski OAO; I/n IKT 23dec91 soc O2jan94 as life-time expired; canx 21jan94; seen in the process of being broken up at KUF 19may96,
73A043	CCCP-85043	Tu-154	AFL/GosNII GA	mfd	07aug73	gone by sep97  the first production Tu-154 with Kuznetsov NK-8-2U engines and a thick fairing around the "Mikron" aerial in front of the stabiliser; toc 23aug73; f/n TAS 16aug74; rgd only 09oct75 (with the mfd given as sep75); given as a Tu-154B in literature at KJA 19may76, operating a route-proving flight from Moscow via Krasnoyarsk to Dushanbe (but it is highly unlikely that an early Tu-154 was converted to a Tu-154B by the
	CCCP-85043 CCCP-85043	Tu-154 Tu-154B-1	AFL/East Siberia AFL/East Siberia	trf	12jan77	mid-1970s) opb Irkutski OAO converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early 1980s; opb Irkutski
	CCCP-85043		AFL/Far East	trf	14jul91	OAO opb Khabarovski OAO; opb DAK as of 01jan92; I/n VVO 27mar92
	RA-85043 RA-85043	Tu-154B-1 Tu-154B-1	Aeroflot Dalavia	KHV trf	oct92 01jun93	opb DAK still in full Aeroflot c/s including titles; I/n KHV 12may95; wfu in 1996; soc 25dec96 as life-time expired;
73A044	CCCP-85044	Tu-154	AFL/Moscow-VKO	mfd	20oct73	canx 05jan97; broken up at KHV sep97 photo exists taken mar73; toc 20nov73; rgd 25mar74
	CCCP-85044 CCCP-85044	Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moldova	rgd trf	04feb82 25may89	I/n VKO 27sep91
704045	ER-85044	Tu-154B	Air Moldova	rgd	12apr94	was already f/n VKO 12jun93 !; seen KIV 20sep94; not in 1998 fleet list, wfu at KIV; canx 23mar98; broken up
73A045	HA-LCA	Tu-154	MALÉV	mfd	09aug73	d/d 05sep73; rgd 13sep73; first service also 13sep73 (to MOW); converted to Tu-154B standard and subsequently upgraded again, see next line
	HA-LCA	Tu-154B-2	MALEV	rgd	1979	assigned for cargo work nov91, but no cargo door installed; last flight (training) 08jul93; grounded jan94 due to lack of cargo work; canx 27jun94; t/t 24,526 hours and 15,258 cycles; in use as anti-terrorist trainer at Ferihegy without titles and markings, seen apr07/mar14; moved to the Aeroplex ramp, I/n 26jul18; repainted in its original 1973 MALEV colours and f/n as such 22aug18; I/n 02sep23
73A046	HA-LCB HA-LCB	Tu-154 Tu-154B-2	MALÉV MALÉV	mfd rgd	09aug73 10jan80	d/d 23sep73; rgd 03oct73; converted to Tu-154B standard and later upgraded again; see next line f/n ORY 08feb80; last service MHP-BUD 23jul94 and sold to Stuttgart Airport, last flight 20jan95 to STR;
	'D-AFSG'	Tu-154B-2	Flughafen STR	STR	dec01	registration canx 24jan95 with 26,140 hours and 16,314 cycles received this fake registration and 'Flughafen Stuttgart GmbH' titles; in use as fire-trainer and retained in
73A047	HA-LCE	Tu-154	MALĘ́V	mfd	16sep73	good condition (N48.683930 E9.2081324); I/n 30sep23 still being towed around the airport d/d 02oct73; rgd 05oct73; converted to Tu-154B standard and later upgraded again; see next line
	HA-LCE	Tu-154B-2	MALĖV	rgd	21may80	f/n Salzburf 26sep80; last flight and wfu 17nov95 with 26,434 hours and 16,320 cycles and was destined for the Szolnok museum, but handed over to the MALEV Educational Centre a Ferihegy 25feb97 and preserved there for flight attendant training; canx 13may97; at the end of 2006 due to increasing rent for the grounds of the technical school, it was feared that the airframe may have to be disposed of, eventually relocated near to the control tower and fire fighting base; seen as such 23apr10 with wings detached; broken up 04oct11/16dec11; I/n feb12, fuselage in two pieces; the cockpit section was used as a simulator in the Hungarian Technical and Transportation museum (now closed); I/n aug14
73A048 73A049	SU-AXB SU-AXC	Tu-154 Tu-154	EgyptAir EgyptAir	d/d f/f	01dec73 13nov73	named 'Nefertiti'; f/n LHR 02dec73; l/n SXF jun74; crashed on a training flight after take-off Cairo 09jul74 official mfd 26nov73; accepted 30nov73; toc 01dec73; d/d 04dec73 to LHR; named 'Hatshebsut'; l/n
	"31" red	Tu-154B	Soviet Air Force	toc	05jul76	Nicosia 19apr74; wfu 29mar75; t/t in Egyptian service 747 hours and 405 cycles converted to a Tu-154B by KuAZ 29mar75/30jul76; opb 8 GNII VVS (renamed 929 GLITs in 1990) at
	CCCP-85049	Tu-154B-1	Soviet AF/AFL c/s	rgd	31aug92	Akhtubinsk; life-time prolonged by KuAZ 01dec82/15dec83; last overhaul completed 28dec91 opb 929 GLITs at Akhtubinsk; fro KLL 27may97; last flight 20nov97; t/t 5,749 hours 44 minutes and 4,511 cycles; sat wfu at Akhtubinsk (N48.31056 E46.25567), seen may99/apr12, still with Aeroflot titles and
73A050	SU-AXD CCCP-85050	Tu-154 Tu-154	EgyptAir Soviet AF/AFL c/s	d/d ret	15dec73 19mar75	painted as Tu-154B; was to be scrapped 09apr13, but caught fire in the process and burnt out f/n LHR 14dec73, named 'Ti' mfd sep78, from Russian register, after conversion to Tu-154B standard ?; rgd 19oct78; f/n Sperenberg
	85050	Tu-154B	Uzbek AF/UZB c/s	ph.	1993/94	15nov78; canx 08nov89; I/n Sperenberg 28feb92, as Tu-154B
	UK-85050	Tu-154B	Uzbek AF/UZB c/s	CGN	09jun96	prefix painted in error as 'HK-' (photo proof); seen Tashkent-Tuzel 24may04 with additional 'Air Force' titles on fin; I/n Tashkent-Tuzel (N41.311690, E69.406898) sep11/aug23 stored, still with prefix 'HK-'
73A051	SU-AXE LZ-BTL (1)	Tu-154 Tu-154	EgyptAir Balkan	d/d MAN	20dec73 29may76	named 'Nevertafi'; f/n LHR 20dec73; returned to the Soviet Union 19mar75 the type was painted on as 'Tu-154'; l/n LGW 02oct76; returned to the Soviet Union nov76; see c/n
	LZ-BTR (1)	Tu-154	Balkan	d/d	jun77	77A208 the type was painted on as 'Tu-154'; f/n MAN 30jul77; see c/ns 79A320 and 87A760
	LZ-BTR (1) HA-LCL	Tu-154 Tu-154A	Libyan Arab Al MALÉV	TIP d/d	nov77 03apr78	in basic c/s, no titles; used for the Hadj, returned to Balkan; returned to the Soviet Union apr78 the type was painted on as just "Tu-154"; fn/ LHR 20may/8; was the last Tu-154A which was operated by MALEV; returned to the Soviet Union 11jun80; canx 30jun80; went to Factory No. 18 at Kuibyshev, probably for conversion to a Tu-154B, and was seen there 05jul81; fate unknown (reportedly went to the Soviet Air Force as CCCP-85051 but no sightlings reported)
73A052	SU-AXF LZ-BTM (1)	Tu-154 Tu-154	EgyptAir Balkan	d/d SOF	jan74 jun76	returned to the Soviet Union 19mar75 painted as just Tu-154; I/n GLA 07aug76; returned to the Soviet Union nov76; see c/n 77A209
	CCCP-85052	Tu-154	Soviet AF/AFL c/s	Spr	23mar78	mfd mar78, from Russian register, after conversion to Tu-154B standard ?; rgd 19apr78; opb 223 OAO; canx O4mar83
	"32" red	Tu-154B	Russian Air Force	ph.	1993	c/n not confirmed; opb 929 GLTS at Akhtubinsk; in basic Aeroflot c/s with Red Star on mainly light blue tail, type painted as just Tu-154; photos early96/27jul97; wfu 1998; canx 16oct01; scrapped at Akhtubinsk in 2002
74A053	SU-AXG HA-LCI	Tu-154 Tu-154A	EgyptAir MALÉV	d/d d/d	21jan74 01jun75	named 'Howait-Hur'; f/n LHR 21jan74; returned to the Soviet Union 19mar75 leased from the Soviet Union because HA-LCA/B and E had to return to Russia for conversion; f/n LHR 05jul75; photo LBG 14jul75 as Tu-154A; crashed 30sep75, went down in the sea on approach to Beirut 16km from the threshold with sixty people on board including a Palestinian delegation; believed to have been shot down and confirmd by informal sources, but officially it will never be admitted; the flight was ordered to leave by a very high communist leader of that time and also carried a military cargo;

						investigators were told at Beirut to go home as their lives were otherwise not guaranteed; 'investigation'
74A054	SU-AXH	Tu-154	EgyptAir	d/d	24feb74	closed 16feb76 and the wreck was never searched for; total time 1,186 hours named 'Ptah-Howait'; f/n LHR 22feb74; returned to the Soviet Union 19mar75
	HA-LCK	Tu-154A	MALÉV	d/d	20jun75	leased from the Soviet Union because HA-LCA/B and E had to return to Russia for conversion; f/n LHR 12jul75; returned to the Soviet Union 20dec75
	LZ-BTN (1)	Tu-154A	Balkan	rgd	30may77	painted as just Tu-154; f/n LGW 06aug77; l/n LGW 27aug77; according to the factory and some other sources LZ-BTN is not c/n 054 but LZ-BTH, a mistake which is probably due to the Roman H being identical to the Cyrillic N; see c/n 90A832
	LZ-BTN (1)	Tu-154A	Libyan Arab c/s	JED	05nov77	with 'Balkan' titles; used for Hadj; w/o 02dec77 when crashed on emergency landing at Benghazi; t/t 3.700 hours
74A055	SU-AXI CCCP-85055	Tu-154 Tu-154	EgyptAir MAP LII Zhukovski	mfd rgd	jan74 12sep83	d/d mar74; f/n Nicosia 12apr74; returned to the Soviet Union 19mar75 in Aerofiot c/s; converted into a test-bed/fiying laboratory; already in use by the LII in 1982 to assess the impact of landing characteristics with regards to changes in the method of thrust reverse control of the NK-8-2U engines; also used for testing the automatic on-board control system ABSU-154; later used for testing artificial visibility systems which incorporated a large optically flat circular window on the starboard side; reported as damaged on landing, details not known; canx 28sep88; f/n ZIA 16aug92, wfu; I/n ZIA 21aug99, dumped; broken up
74A056	CCCP-85056(1) CCCP-85056(1) CCCP-85056(1) RA-85056(1)	Tu-154A Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Privolzhsk Bashkirian Al	mfd rgd trf trf	17apr74 19jun78 07jan87 unknown	photo exists taken 27mar74; toc 17apr74; rgd 16may74; see c/n 90A845  on charge as of 01jul92; seen UFA 10jul93, in Aeroflot c/s and titles; soc and canx 06apr94 as life-time
74A057	CCCP-85057(1)	Tu-154A	AFL/Moscow-VKO	mfd	17apr74	expired; I/n UFA jul94/nov01, wfu and used for rescue training; broken up at UFA nov01 photo painted as just Tu-154, version as Tu-154A in the Soviet register; toc 17apr74; rgd 16may74; f/n Samara-Smyshlyayevka may74
	CCCP-85057(1) RA-85057(1)	Tu-154B Tu-154B	AFL/Moscow-VKO Aeroflot	rgd VKO	17aug78 27apr93	I/n VKO 13apr92; see c/n 07A1001
74A058	RA-85057(1) LZ-BTD	Tu-154B Tu-154A	Vnukovo Airlines Balkan	trf BRU	30aug94 21apr74	soc 03may95 and canx 04may95 as life-time expired; ferried to the UAE, details unknown; used by the UAE special forces for training at Abu Dhabi-Northeast (N24.511850 E54.988469), seen 1999/apr22 painted as just Tu-154; converted to TU-154B; f/n SXF apr78, as such; dbr, after hard landing Varna
74A059	CCCP-85059	Tu-154A	AFL/Moscow-VKO	toc	18apr74	OSjun92, ran off the runway resulting in the nose landing gear collapsing; broken up rad 16may74; f/n Ognov74
74A060	CCCP-85059 CCCP-85059 CCCP-85060 CCCP-85060 CCCP-85060	Tu-154B Tu-154B Tu-154A Tu-154A Tu-154A	AFL/Moscow-VKO AFL/Belarus Soviet Gvt/AFL c/s AFL/East Siberia AFL/Leningrad	rgd trf mfd trf trf	21jul80 23jul87 19apr74 14apr75 16jul75	pňoto VKÓ circa 1981/2; had additional titles on rear fuselage ? f/n MSQ 07sep93; l/n MSQ 07oct95 and broken up by 12may96; was never EW- registered toc 15may74; rgd 24may74; opb 235 OAO at VKO opb Leningradski OAO; f/n Grossenhain 04nov75; converted by Factory No. 18 at Kuibyshev to a Tu-154S
	CCCP-85060	Tu-1548	AFL/Far East	trf	13jul86	(including the improved wing of the Tu-154B), conversion completed 30mar84 version painted on as 'Tu-154S'; opb 1-y Khabarovski OAO; f/n KJA 25jul86, freshly painted and reportedly
	RA-85060	Tu-154S	Aeroflot	SXF	15jan93	fresh from the factory after conversion; I/n SXF 08feb90 version painted on as 'Tu-154B'
	RA-85060	Tu-154S	Dalavia	trf	01jun94	still in full Aeroflot c/s including titles; I/n KHV 12may95, version still painted on as 'Tu-154B'; soc 04oct96 as life-time expired; canx 11oct96; t/t 15,843 hours and 7,810 cycles; broken up at KHV
74A061	CCCP-85061 CCCP-85061	Tu-154A Tu-154A	Soviet AF/AFL c/s Aeroflot/UShVLP	mfd trf trf	24apr74 17jan76 28jun89	toc 14may74; rgd 20may74; opb 235 OAO; f/n DAM 30aug74 Ulyanovsk Advanced Flying Training College; converted to Tu-154B, date unknown
	CCCP-85061 CCCP-85061 RA-85061	Tu-154B Tu-154B Tu-154B	AFL/Tajikistan AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS	trf rgd	unknown 30mar93	on charge as of 01jul89; f/n ULV 09sep92 f/n ULV 31aug93
	RA-85061	Tu-154B	Ulyanovsk HFS	trf	01jan94	Jn ULV 15aug01, operational; canx 22may03; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291773 E48.233204) since 2001 or 2002, seen jun02/jun05, titles painted out for some time, f/n as such 11dec07; J/n 19aug23
74A062	CCCP-85062 CCCP-85062	Tu-154A Tu-154A	AFL/International AFL/West Siberia	toc trf	29may74 13aug76	opb Sheremet\(\text{veyski OAO}\); f/n FRA 08jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81
	CCCP-85062 RA-85062	Tu-154S Tu-154S	AFL/International Aeroflot	trf SVO	26aug83 19mar93	opb Sheremetyevski OAO; f/n SVO 10feb84; l/n SVO 14aug92 soc 06jan94 as life-time expired; canx 31may94; ferried to Kursk may94 and used as a ground instructional airframe by Rylski ATK GA (Rylsk Technical College of Civil Aviation), l/n 27aug05; scrapped around 2006, the forward fuselage was moved to a training site of Rylski ATK GA outside Rylsk, seen oct14/nov14
74A063	CCCP-85063 CCCP-85063	Tu-154A Tu-154A	AFL/International AFL/West Siberia	toc trf	31may74 13aug76	opb Sheremetyevski OAO; f/n VIE 06jun74; rgd 12jun74 opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved
	CCCP-85063 CCCP-85063	Tu-154A Tu-154S	AFL/International AFL/International	trf FRA	23jul83 16nov84	wing of the Tu-154B), seen there awaiting conversion 05jul81 the aircraft was awaiting conversion by Factory No. 18 then, see above and below conversion completed 30mar84; opb Sheremetyevski OAO; I/n operational SVO 02jun92; stored without engines at SVO, seen aug93/may95; soc 06jan94 as life-time expired; canx 31may94; reportedly broken
74A064	CCCP-85064 CCCP-85064	Tu-154A Tu-154A	AFL/International AFL/West Siberia	mfd trf	20may74 03nov76	up at SVO aug95 toc 14jun74; rgd 21jun74; f/n FRA 17jul74
	RA-85064 RA-85064	Tu-154B-1 Tu-154B-1	Aeroflot Omskavia	OMS trf	12jun94 30mar94	seen VKO may94 with additional 'Air AJT' titles f/n SH1 24feb97; I/n DME 25aug97; wfu 20sep97; soc and canx 23oct97 as life-time expired; used as a ground instructional airframe by the Omsk Technical School (N54.956036 E73.329547), since at least jul02 according to GE image; seen dec02/oct22
74A065	CCCP-85065 CCCP-85065	Tu-154A Tu-154A	AFL/International AFL/Ukraine-KBP	toc trf	18jun74 01jul76	rgd 21jun74; opb Sheremetyevski OAO; f/n FRA 22jun74; l/n FRA apr75 opb Borispolski OAO; was earmarked for conversion to a Tu-154S by Factory No. 18 at Kuibyshev and seen there awaiting conversion 05jul81, but was not converted in the end (although the final version was given as Tu-154S in the MGA document); probably one of the Tu-154s which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 21514s) 22dec86, probably for fatigue trials; broken up in 1990
74A066	CCCP-85066 CCCP-85066 CCCP-85066 UN-85066	Tu-154A Tu-154A Tu-154B Tu-154B	AFL/International AFL/Kazakhstan-ALA AFL/Kazakhstan-ALA Aeroflot	mfd trf rgd DME	25jun74 01mar77 16jun80 07jul93	toc 28jun74; rgd 16jul74; f/n SXF 03aug74 converted to Tu-154B, see next line l/n ALA 22apr93 Kazakhstan flag; soc 26may95 as life-time expired; canx 26jun95; seen ALA without titles 04jun97, wfu,
74A067	CCCP-85067	Tu-154A	AFL/International	mfd	10jul74	l/n ALA may98; broken up toc 12jul74; opb Sheremetyevski OAO; f/n FRA 22jul74; rgd 31jul74
	CCCP-85067 CCCP-85067	Tu-154A Tu-154S	AFL/International	trf trf	06aug76 28dec82	opb Alma-Atinski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81; conversion completed 30nov82; used for evaluation tests and trials for Tupolev OKB nov82/feb83, see next line opb Sheremetyevski OAO; f/n AMS 10dec84; dbr 13jan89 on the leg from Monrovia-Robertsfield to
						Bamako of a cargo flight from Monrovia to Conakry at night with the MTOW for the given conditions exceeded by 6,604 kg and the centre of gravity out of the envelope (too far forward) when was not able to lift off, aborted the take-off at high speed, overran the runway and collided with the embankment of a ditch 339 metres behind the runway threshold, all 6 crew and all passengers escaped unhurt; t/t 13,266 hours 40 minutes and 5,949 cycles; soc 25may89 and canx the same day
74A068	CCCP-85068 CCCP-85068	Tu-154A Tu-154A	AFL/International AFL/Ukraine-KBP	toc trf	17jul74 02sep76	f/n BRU 23jul74; rgd 09aug74 converted to Tu-154B circa 1981; l/n VKO 13apr92
74A069	UR-85068 UR-85068 CCCP-85069(1) CCCP-85069(1)	Tu-154B Tu-154B Tu-154A Tu-154A	Avialini. Ukrayiny Avial. Ukr c/s n/t AFL/Moscow-VKO AFL/Far East-KHV	DME ODS mfd trf	05may94 08may98 jul74 17jan87	I/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS nov99 toc 31jul74; rgd 28aug74; f/n somewhere in East Germany 19nov74; see c/n 90A863 probably already modernised to Tu-154B standard by this date; I/n KHV aug91
	RA-85069(1) RA-85069(1)	Tu-154B-1 Tu-154B-1	Aeroflot Dalavia	KHV trf	24may93 01jun93	I/n KHV 12may95, in Aeroflot c/s and titles; soc 24jul95 as life-time expired; canx 26jul95; broken up
74A070	CCCP-85070	Tu-154A	AFL/West Siberia	mfd	01jul74	f/n OVB 03jul <sup>7</sup> 4; toc 03aug74; rgd 10sep <sup>7</sup> 4; opb Tolmachovski OAO, was the first Tu-154 based at OVB; converted by Factory No. 18 at Kuibyshev to a Tu-154B, seen there awaiting conversion 05jul81; reported in an incident report at OVB 29aug87; seen DME 12apr92; //n OVB 01jul92
74A071	RA-85070 RA-85070 RA-85070 CCCP-85071	Tu-154B Tu-154B-1 Tu-154B-1 Tu-154A	Aeroflot Aeroflot Sibir AFL/West Siberia	OVB HAJ trf toc	21apr93 17jul94 29dec94 15aug74	carried additional 'Sibir' titles soc 16jul98 as life-time expired and suffering from corrosion and canx the same day; broken up rgd 10sep74; opb Tolmachovski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion OSjul81
	CCCP-85071	Tu-154S	AFL/Moscow	trf	05sep84	opb Vnukovskoye PO; f/n LED 19sep85; soc 27aug90 as life-time expired and canx the same day; sat wfu with VARZ-400 at VKO, seen sep91/jul94; reported scrapped by VARZ-400 in 1997
74A072	CCCP-85072	Tu-154A	AFL/West Siberia	toc	03aug74	rgd 09oct74; opb Tolmachovski OAO; f/n LED 11aug75; was earmarked for conversion to a Tu-154S by Factory No. 18 at Kuibyshev and seen there awaiting conversion 05jul81, but was not converted in the end (although the final version was given as Tu-154S in the MGA document); probably one of the Tu-154s which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 21514s) 22dec86, probably for fatigue trials
74A073	LZ-BTE LZ-BTE LZ-BTE	Tu-154A Tu-154A Tu-154A	Balkan Libyan Arab c/s Balkan	LHR TIP ret	07sep74 nov77 1978	seen MLA 14mar75, operated a Libyan Arab flight this date; I/n HEL 04sep76 no titles, used for Hadj, returned to Balkan converted to Tu-154B, date unknown; I/n MUC 30may79, as such; wfu SOF may95; I/n SOF 07jan98;
74A074	CCCP-85074	Tu-154A	AFL/Ukraine-KBP	toc	27sep74	broken up oct99 rgd 18oct74; f/n SXF 05nov75; converted to Tu-154B, date unknown, seen DUS 19may89, as such; l/n
	UR-85074	Tu-154B	Avialini. Ukrayiny	VKO	12sep93	VKO 23feb92

UR-85074 UR-85074 CCCP-85075

74A075

Tu-154B Tu-154B Tu-154A Avialini. Ukrayiny Avial. Ukr c/s n/t AFL/Ukraine-KBP VKO DXB mfd

12sep93 29jul96 23sep74

l/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS nov99 toc 27sep74; rgd 30oct74; f/n KBP 18aug75; converted to Tu-154B; f/n SXF 03mar79, as such; l/n VKO 11apr91

	UR-85075	Tu-154B	Avialini. Ukrayiny	SHJ	03sep93	reported with 'Interflot' titles this day
	RA-85075 RA-85075	Tu-154B Tu-154B	AIS Skytriumph Aeroflot c/s, n/t	trf RKT	27feb95 22jan96	f/n SHJ 27nov95 canx 22jan97 as to Ukraine; I/n ODS 08may98/01may99, wfu; broken up at ODS 25nov99
74A076	CCCP-85076 UN-85076	Tu-154A Tu-154B-1	AFL/Kazakhstan not reported	toc ALA	02oct74 oct94	rgd 10nov74; converted to Tu-154B-1, date unknown; seen DME 16aug92, as such; I/n ALA 22apr93 soc and canx 26jun95 as life-time expired; broken up
74A077	LZ-BTF LZ-BTF LZ-BTF	Tu-154A Tu-154A Tu-154A	Balkan Libyan Arab c/s Balkan	LHR TIP ret	29oct74 nov77 1978	I/n LHR 15aug77 no titles, used for Hadj, returned to Balkan converted to Tu-154B, date unknown; f/n LGW 08jul79, as such; wfu SOF may95; l/n SOF 07jan98, as
74A078	CCCP-85078 CCCP-85078	Tu-154A Tu-154A	Aeroflot/UShVLP AFL/Tajikistan	mfd trf	05oct74 16may89	such; broken up oct99 Ulyanovsk Advanced Flying Training College; toc 01nov74; rgd 21nov74; f/n LED 11aug75 probably already converted to Tu-154B by this date, appears in a document 01jul10 as Tu-154B by 26jul91
	CCCP-85078 CCCP-85078	Tu-154A Tu-154B	AFL/Ulyanovsk HFS AFL/Tajikistan	trf trf	unknown 01mar91	on charge as of 01jul89
	CCCP-85078 CCCP-85078	Tu-154B Tu-154B	AFL/Ulyanovsk HFS AFL/Tajikistan	trf trf	unknown 08aug91	on charge as of 01jul91
	CCCP-85078 RA-85078	Tu-154B Tu-154B-1	AFL/Ulyanovsk HFS Ulyanovsk HFS	trf rgd	28feb92 30mar93	f/n ULV 31auq93, in Aeroflot c/s and titles
	RA-85078	Tu-154B-1	Ulyanovsk HFS	trf	18apr95	f/n VKO 01sep97, in Aeroflot c/s, no titles; I/n ULV 26jun02; seen ULV jun05/aug12, in poor condition without engines; broken up
74A079	CCCP-85079	Tu-154A	AFL/Kazakhstan	toc	08nov74	rgd 21nov74; opb Alma-Atinski OAO, f/n SVO 1979; was earmarked for conversion to a Tu-154S by Factory No. 18 at Kuibyshev and seen there awaiting conversion 05jul81, but was not converted in the end (although the final version was given as Tu-154S in the MGA document); probley) one of the Tu-154s which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 21514s) 22dec86,
74A080	CCCP-85080	Tu-154A	AFL/Privolzhsk-KUF	mfd	oct74	probably for fatigue trials toc 05nov74; f/n KUF 27nov74; rgd 02dec74; first Kuibyshev-based Tu-154; seen LED 19apr80; converted
	RA-85080	Tu-154B	Aeroflot	LED	14jun93	to Tu-154B, date unknown; I/n VKO 19may91
744004	RA-85080	Tu-154B	Nizhni Novgorod Al	trf	25nov93	canx 21jan95; seen GOJ aug95, in Aeroflot c/s and titles; soc 31oct95 as life-time expired; I/n GOJ aug97, wfu; broken up
74A081	CCCP-85081(1)	Tu-154A	AFL/West Siberia	toc	11nov74	rgd 14jan75; opb Tolmachovski OAO; f/n aug75; damaged 18may79 when the right main gear collapsed, probably while being towed, repaired; see c/n 85A717
	CCCP-85081(1) CCCP-85081(1)	Tu-154A Tu-154S	AFL/International AFL/International	trf AMS	31dec82 13aug84	converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B),
	RA-85081(1)	Tu-154S	Aeroflot	HEL	18feb93	conversion completed 01feb83; I/n SVO 14aug92 soc 16sep94 as life-time expired and canx the same day; seen SVO 24sep94; used as a ground instructional airframe by the Omsk Flying and Technical College of Civil Aviation (LTK GA) (N54.955428
74A082	CCCP-85082	Tu-154A	AFL/West Siberia	toc	23nov74	E73.328774), present since at least jul02 according to a Google Earth image, seen aug09/jul23 rgd 14jan75; opb Tolmachovski OAO; seen in a movie jan78; was earmarked for conversion to a Tu-154S by Factory No. 18 at Kuibyshev and seen there awaiting conversion 05jul81, but was not converted in the end (although the final version was given as Tu-154S in the MGA listing); probably one of the Tu-154s
74A083	CCCP-85083	Tu-154A	AFL/West Siberia	toc	03dec74	which were seen in poor condition at Factory No. 18 05aug86; trf to the MAP (PP 21514s) 22dec86, probably for fatigue trials rgd 15jan75; opb Tolmachovski OAO; f/n DME 27aug75; converted by Factory No. 18 at Kuibyshev to a
7-17-005	CCCP-85083	Tu-154B	MAP LII Zhukovski	trf	13may86	Tu-154B; was earmarked for conversion to a Tu-154S, but was not converted to that version in the end (although the final version was given as Tu-154S in the MGA listing), see next line based on a decree dated 05apr85; converted to a Tu-154LL (LL-083) for landing training of the "Buran"
74A084	CCCP-85084(1)	Tu-154A	AFL/Ukraine-KBP	mfd	25nov74	BTS-002; f/n ZIA 11aug92; l/n ZIA 24aug95; cans but date unknown; broken up in 1996 on charge as of 01jan75; rgd 15jan75; opb Borispolski OAO; f/n KBP 1975; converted by Factory No. 18 at
	,		,			Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B), seen there awaiting conversion 05jul81; see c/n 08A1004
	CCCP-85084(1) RA-85084(1)	Tu-154S Tu-154S	AFL/Moscow-VKO Aeroflot	trf VKO	01sep84 21mar93	conversion completed 27sep84; opb Vnukovski OAO; f/n KJA 29sep85; l/n VKO 16aug92 reported for Arbet International Airline
	RA-85084(1) RA-85084(1)	Tu-154S Tu-154S	Air AJT Internat. Vnukovo Airlines	VKO trf	07feb94 21jul94	leased from Vnukovo Airlines; in full Aeroflot c/s and titles with additional small 'Air AJT International' titles in basic Aeroflot c/s; seen VKO 15may95 with 'Aeroflot' and small 'Air AJT' titles; f/n without titles VKO
744005	0000 05005(4)	T 1511	A.E. (14			26aug95; canx 26sep97; soc 02oct97 as life-time expired; sat wfu (without engines) at VKO, seen apr97/aug01; broken up at VKO probably in late 2001
74A085	CCCP-85085(1)	Tu-154A	AFL/Kazakhstan	toc	17dec74	rgd 27jan75; probably opb Alma-Atinski OAO; f/n jun77; seen with Factory No. 18 at Kuibyshev 05jul81, in the row of Tu-154s awaiting conversion to Tu-154B standard, but was obviously not converted; see c/n 90A855
	CCCP-85085(1)	Tu-154A	MAP SibNIA	rgd	29oct85	trf on the basis of a decree of the Council of Ministers dated 30apr82; canx 18dec89; was acquired by Krasnoyarski OAO as a source of sparres and ferried to KJA in spring 1991; seen partially disassembled on the apron at KJA 25jun91; the hulk was scrapped, only remnants on the grass remained by 29sep91
74A086	CCCP-85086 CCCP-85086	Tu-154A Tu-154A	AFL/Privolzhsk AFL/Leningrad	mfd trf	dec74 13oct75	on charge as of 01jan75; rgd 24jan75; opb Kuibyshevski OAO opb Leningradski OAO; f/n LGW 16nov75; l/n LHR 02jan76
	CCCP-85086	Tu-154S	AFL/GosNII GA	trf	03aug82	converted by Factory No. 18 at Kuibyshev to a Tu-154S (including the improved wing of the Tu-154B) as the first aircraft of this version; received the tail of an early Tu-154 during conversion, so had a thin fairing around the "Mikron" aerial in front of the stabiliser (as per c/n 042 and older aircraft); f/f after conversion
	CCCP-85086	Tu-154S	AFL/Yegoryevsk ATU	trf	23mar88	01feb82; underwent trials with the GosNII GA; f/n VKO 24dec82 Yegoryevsk Technical Aviation College; probably the trf as a ground instructional airframe was only 'on
	CCCP-85086	Tu-154S	AFL/Tajikistan	trf	unknown	paper', or it was reversed before being implemented opb 186 LO Dushanbinskogo OAO; soc 01nov89 as life-time expired and canx the same day; sat derelict at
74A087	CCCP-85087	Tu-154A	AFL/West SibOVB	mfd	dec74	Dushanbe; broken up toc 25dec74; rgd 27jan75; dbr 18feb78 while being prepared for a flight at OVB when the cabin heater was
74A088	CCCP-85088	Tu-154A	AFL/Leningrad	mfd	dec74	left working unattended, a cleaning rag caught fire and incinerated the cabin, the forward fuselage burnt out; soc 30mar78; the tail featured in the Soviet movie "Ekipazh" shot in 1979 toc 12feb75; rgd 24feb75; was the first Tu-154 based at Leningrad; f/n LED 04mar75; seen with Factory No. 18 at Kuibyshev 05jul81, in the row of Tu-154s awaiting conversion to Tu-154B standard, but was
	CCCP-85088	Tu-154A	AFL/GosNII GA	trf	06jan83	obviously not converted soc 19jul85 as having undergone tests; used as a ground instructional airframe by the Technical Aviation School (IATU GA) at Irkutsk Civil airfield (NS2.263764 E104.36435), seen jul92/feb16, seen in the process
74A089	CCCP-85089(1) RA-85089(1)	Tu-154A Tu-154B-1	AFL/Privolzhsk Aeroflot	mfd OVB	17dec74 21apr93	of being broken up 03apr16/08may16; the nose part was seen Irkutsk-Oyou may22 toc 03jan75; rgd 07feb75; f/n GOJ 11apr83; see c/n 90A838 soc 18aug94 as life-time expired; canx 08sep94; I/n KUF 19may96 in the process of being broken up, gone
75A090	CCCP-85090	Tu-154A	AFL/Urals-SVX	mfd	29jan75	by sep97 toc 14feb75; rgd 06mar75; f/n LED 24apr78; c/n given as 74A090 in MGA document; converted to Tu-
	CCCP-85090	Tu-154B	AFL/Moscow	trf	25jun86	154B 12jan84
75A091	CCCP-85090 ER-85090 CCCP-85091	Tu-154B Tu-154B Tu-154A	AFL/Moldova Air Moldova Aeroflot/UShVLP	trf rgd mfd	21may89 04apr94 31jan75	f/n KIV 20sep94; not in 1998 fleet list, wfu at KIV; canx 16sep99; broken up Ulyanovsk Advanced Flying Training College; toc 21feb75; rgd 11mar75; f/n DME 20sep85; converted to
	CCCP-85091 CCCP-85091	Tu-154B-1 Tu-154B-1	AFL/Urals AFL/Ulyanovsk HFS	trf trf	26jun87 22sep87	Tu-154B-1 (completed 10dec86)
	CCCP-85091 CCCP-85091	Tu-154B-1 Tu-154B-1	AFL/Privolzhsk AFL/Ulyanovsk HFS	trf trf	17may90 unknown	on charge as of 01jul90; I/n LED 06sep92
	RA-85091	Tu-154B-1	Ulyanovsk HFS	rgd	30mar93	f/n ULV 31aug93, in Aeroflot c/s and titles; I/n ULV 26jun02, no titles; noted engineless ULV jun05/aug10, derelict; broken up
75A092	CCCP-85092(1) CCCP-85092(1)	Tu-154A Tu-154B-1	AFL/Leningrad AFL/Leningrad	mfd rgd	17jan75 07apr81	toc 20feb75; rgd 10mar75; f/n LGW 08nov75; see c/n 89A799 f/n HEL 03apr82, as such; l/n LED 06sep92
75A093	RA-85092(1) CCCP-85093	Tu-154B-1 Tu-154A	Aeroflot AFL/East SibIKT	HAM mfd	11oct92 feb75	on charge as of 01apr75; rgd 11apr75; f/n IKT 07may75, first Irkutsk based Tu-154
	CCCP-85093 UR-85093	Tu-154A Tu-154B	AFL/Ukraine-KBP Avialini. Ukrayiny	trf rgd	01aug75 28jan93	converted to Tu-154B, date unknown; I/n KBP 07sep92, as such, with Aeroflot titles and white tail f/n KBP 17jun93; canx 04nov96; I/n KBP 13may98, wfu; broken up
75A094	CCCP-85094 CCCP-85094	Tu-154A Tu-154B	AFL/West SibOVB AFL/West SibOVB	mfd rgd	04feb75 14apr81	toc 06mar75; rgd 02apr75; f/n ÓVB 14feb77; converted to Tu-154B, see next line
	CCCP-85094 CCCP-85094	Tu-154B Tu-154B	AFL/Privolzhsk AFL/West Siberia	trf trf	22apr86 17may86	
	RA-85094 RA-85094	Tu-154B-1 Tu-154B-1	Aeroflot Altai Airlines	DME trf	23may93 04apr94	f/n DME 23sep94, in Aeroflot c/s and titles; later to Sibir; soc and canx 09jun98 as life-time expired;
75A095	LZ-BTG	Tu-154A	Balkan	LGW	05apr75	broken up converted to Tu-154B, date unknown; f/n RTM mar80, as such; wfu SOF jan99; l/n SOF jun99; broken up
75A096	CCCP-85096(1) CCCP-85096(1)	Tu-154A Tu-154A	Soviet Gvt/AFL c/s AFL/Leningrad	mfd trf	22feb75 03sep76	may00 toc 27mar75; rgd 11apr75; opb 235 OAO at VKO; f/n SVO 04oct75; see c/n 89A800 opb Leningradski OAO; converted by Factory No. 18 at Kuibyshev to a Tu-154B-1 in the late 1970s or early
	CCCP-85096(1)	Tu-154B-1	AFL/Leningrad	Kjo	28oct81	1980s received the tail of an early Tu-154 during conversion, so had a thin fairing around the "Mikron" aerial in
	RA-85096(1)	Tu-154B-1	Aeroflot	LED	14jun93	front of the stabiliser (as per c/n 042 and older aircraft); opb Leningradski OAO; l/n LED 06sep92
75A097	RA-85096(1) CCCP-85097	Tu-154B-1 Tu-154A	Pulkovo Avia Soviet Gvt/AFL c/s	trf mfd	22nov94 mar75	soc 03may95 as life-time expired and canx the same day; sat in ARZ-411 at MRV, seen with many parts missing 15may96; broken up at MRV toc 29mar75; rgd 11apr75; f/n SVO 13sep75; opb 235 OAO; first production aircraft with additional large
	CCCP-85097	Tu-154A	AFL/Leningrad	trf	12nov76	emergency exit by the engine on each side, which was standard from this aircraft onwards opb 1-y Leningradski OAO, converted to Tu-154B-1, see next line
	CCCP-85097	Tu-154B-1	AFL/Leningrad	rgd	23feb82	f/n MAN 19sep82; w/o 23may91 on a flight from Sukhumi to St. Petersburg when dropped below the glide path on finals in a rain shower and descended too fast, touched down very hard (with 7 m/s and at least

						4.5 g) some ten metres short of the runway and broke up, 1 of the 7 crew injured and 13 of the 174 passengers killed plus 37 injured; soc and canx 10dec91; wreck still seen LED may92
75A098	CCCP-85098 CCCP-85098	Tu-154A Tu-154B	AFL/Moscow AFL/Moscow	mfd	mar75 22apr81	toc 08apr75; rgd 25apr75; f/n FRA apr75; converted to Tu-154B, see next line
	CCCP-85098	Tu-154B	AFL/Urals-CEK	rgd trf	06jul86	
	RA-85098 RA-85098	Tu-154B Tu-154B	Chelyabinsk Avia Aeroflot c/s, n/t	trf SXF	03mar93 19sep93	f/n DME 15mar93, in Aeroflot c/s and titles I/n HEL 25sep93; operating for Aviaprima Sochi Airlines
	RA-85098	Tu-154B	Chelyabinsk Avia	IST	sep94	
	RA-85098 RA-85098	Tu-154B Tu-154B	Aviaprima Sochi Chelyabinsk Avia	SHJ BUD	13apr95 16oct96	I/n FRA 15jul95, leased from Chelyabinsk Avia soc 01sep98 as further use not economically viable; canx 15sep98; I/n CEK 14aug99, stored, no titles;
754000			·	mfd		broken up at CEK
75A099	CCCP-85099(1) CCCP-85099(1)	Tu-154A Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	mar75 25jun81	toc 10apr75; rgd 25apr75; f/n VKO 14apr77; converted to Tu-154B, see next line I/n VKO 16aug92; see c/n 87A744
	RA-85099(1) RA-85099(1)	Tu-154B Tu-154B	Aeroflot Vnukovo Airlines	VKO trf	21mar93 30aug94	
	RA-85099(1)	Tu-154B	Aeroflot c/s, n/t	AER	14may96	soc and canx 14oct98 as life-time expired; I/n VKO aug99/aug01, derelict; broken up VKO
75A100	CCCP-85100	Tu-154A	AFL/International	mfd	apr75	toc 25apr75; f/n VIE 27apr75; rgd 14may75; l/n AMS 04apr76; wfu and used by the SibNIA institute for corrosion prevention tests in 1977; trf 21jul77 to Riga aviation institute (RKIIGA) and used as ground
						instructional airframe; canx 1984; moved to the RKIIGA site at Purvciems in the mid-1980s; broken up
75A101	CCCP-85101(1)	Tu-154A	AFL/International	mfd	20apr75	sep00 toc 25apr75; f/n SXF 27apr75; rgd 14may75; see c/n 88A783
	CCCP-85101(1)	Tu-154A	AFL/Moscow-VKO AFL/Moscow-VKO	trf	31mar77	converted to Tu-154B, see next line
	CCCP-85101(1) CCCP-85101(1)	Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Leningrad	rgd trf	09may81 29apr85	I/n LED 18apr92, as Tu-154B-1
	RA-85101(1)	Tu-154B-1	Aeroflot	SVO	19mar93	soc 08nov94 as life-time expired; trf 22nov94 to Pulkovo Avia, presumably this was just a paper exercise;
75A102	CCCP-85102	Tu-154A	AFL/International	mfd	09apr75	canx 23nov94; broken up toc 30apr75; f/n GVA 08may75; rgd 16may75; w/o 01jun76 on the leg from Luanda to Malabo (Equatorial
						Guinea) of flight SU-418 (LAD-SSG-FIH-TIP-SVO) when crashed at a speed of 490 km/h at a height of 750 metres into the wooded southern slope of cloud-covered Mt. San Carlos (N3.333 E8.533) on Macías
						Nguema Biyogo island (formerly Fernando Po and now Bioko island) and burnt out, all 10 crew and 35
						passengers killed; wreck found only 06jun76 and accessed 18jun76; the cause of the accident could not be established, but the accident investigation commission suspected that the MSRP-12 radar may have failed
						so that the crew was not aware of its position over the island (Mount San Carlos was absent on the flight
75A103	CCCP-85103	Tu-154A	AFL/International	mfd	12may75	charts); t/t 2,119 hours 44 minutes and 1,069 cycles; soc and canx 27jul76 toc 20may75; rgd 05jun75; f/n FRA 11jun75; carried additional 'Official Olympic Carrier' titles
	CCCP-85103	Tu-154A	AFL/West SibOVB	trf	04feb80	opb 384 LO Tolmachovskogo OAO; dbr 01mar80 on the leg from Sochi to Orenburg of a flight from
						Simferopol to Novosibirsk when deviated from approach pattern and glide path on approach to Orenburg, failed to go around, touched down with 3 g 68 metres before the runway threshold, bounced and touched
						down again with 3.9 g 635 metres further on so that the fuselage broke in two, 2 of the 9 crew and 1 of
75A104	CCCP-85104	Tu-154A	AFL/International	toc	20may75	the 152 passengers injured; t/t 6,922 hours and 3,075 cycles; soc and canx 02apr80 f/n BRU 24may75; rgd 10jun75
	CCCP-85104 CCCP-85104	Tu-154A	AFL/Urals	trf	12jul77 26mar81	converted to Tu-154B, see next line
	85104	Tu-154B Tu-154B	AFL/Urals Aeroflot	rgd VKO	27apr93	
	RA-85104	Tu-154B Tu-154B	Aeroflot	DME DME	01sep93 may94	
	RA-85104 RA-85104	Tu-154B	SP Air Permskiye Avialin.	trf	16feb95	f/n DXB 18dec95, in Aeroflot c/s, no titles; l/n CPH 06may96
75A105	RA-85104 CCCP-85105	Tu-154B Tu-154A	Permskiye Avialin. AFL/International	CDG mfd	12jun96 26apr75	I/n PEE 14aug01, no engines; soc 25sep02 as life-time expired; canx 20nov02; broken up at PEE 2005 toc 21may75; f/n LBG 03jun75; rgd 05jun75
	CCCP-85105	Tu-154A	AFL/Armenia	trf	04apr80	converted to Tu-154B, date unknown; dbr landing EVN 05dec92; seen EVN may96/jun97, in use for spares
75A106	CCCP-85106	Tu-154A	AFL/International	mfd	may75	toc 30may75; f/n AMS 05jun75; rgd 13jun75; carried additional 'Official Olympic Carrier' titles PIK 15jul78; converted to Tu-154B, see next line
	CCCP-85106	Tu-154B	AFL/International	rgd	29apr80	
	CCCP-85106 RA-85106	Tu-154B Tu-154B	AFL/West Siberia Aeroflot	trf OVB	06jun80 21apr93	I/n DME 16apr92
	RA-85106	Tu-154B-1	Sibir	VKO	aug94	I/n VKO 20jun99; soc and canx 24may00 as life-time expired; broken up, probably at OVB jun00
75A107	CCCP-85107 CCCP-85107	Tu-154A Tu-154A	AFL/International AFL/Leningrad	toc trf	19jun75 27aug77	f/n ZRH 09jul75; rgd 10jul75; l/n HEL 11nov76 converted to Tu-154B-1, see next line
	CCCP-85107	Tu-154B-1	AFL/Leningrad	rgd	01jun81	f/n FRA aug88, as such; I/n LED 05sep92
	RA-85107 RA-85107	Tu-154B-1 Tu-154B-1	Aeroflot Pulkovo Avia	SXF trf	06jun93 24feb95	canx 28jan99; soc 05feb99 as life-time expired; I/n LED jul98/apr99, in Aeroflot c/s, wfu; broken up
75A108	CCCP-85108	Tu-154A	AFL/Ukraine-KBP	toc	unknown	on charge as of 01jul75; rgd 22jul75; f/n KBP 10aug75; l/n PRG sep78; trf to MAP, see next line, based on decrees dated 04sep79 and 18/21sep79
	CCCP-85108	Tu-154B-1	MAP LII Zhukovski	trf	02oct79	Tu-154LL/Buran CCV No. 3, Tu-154B-1 update; f/n ZIA 11aug92; l/n ZIA 24aug95; in Aeroflot c/s; broken
75A109	CCCP-85109(1)	Tu-154A	AFL/Leningrad	mfd	27jun75	up Zhukovski toc 02jul75; rgd 22jul75; f/n LED 11aug75; converted to Tu-154B-1, date unknown; f/n HEL 10may80, as
75A105	CCCF-05109(1)	1u-134A	Ai L/ Leillingrau	IIIIu	27,01173	such; I/n LED 05sep92; see c/n 88A790
75A110	RA-85109(1) CCCP-85110	Tu-154B-1 Tu-154A	Aeroflot AFL/West SibOVB	LED toc	16jun93 04jul75	soc and canx 27sep94 as life-time expired; broken up at LED rgd 12aug75; converted to Tu-154B, see next line
/3A110	CCCP-85110	Tu-154B	AFL/West SibOVB	rgd	14jul81	f/n DME apr82
	RA-85110 RA-85110	Tu-154B-1 Tu-154B-1	Aeroflot Kogalymavia	OVB trf	21apr93 07jul93	opb Sibir for some time
75.444	RA-85110	Tu-154B-1	Tyumen Airlines	trf	23nov95	l/n DME 21may96, in Aeroflot c/s; soc 03dec96 as life-time expired; canx 24jan97; broken up
75A111	CCCP-85111 CCCP-85111	Tu-154A Tu-154B	AFL/Kazakhstan AFL/Kazakhstan	mfd rgd	jul75 28aug81	toc 04aug75; rgd 15aug75; f/n DME 19aug75; converted to Tu-154B, see next line f/n ALA 22sep87 as Tu-154B-1; l/n DME 22may91
	UN-85111 UN-85111	Tu-154B-1 Tu-154B-1	Aeroflot	DME	07jul93 15may95	with Kazakhstan flag I/n ALA 04jun97/03sep98, wfu; broken up at ALA
75A112	CCCP-85112	Tu-154A	Kazakstan Airlines AFL/West SibOVB	mfd	jun75	toc 04aug75; rgd 12sep75; f/n DME 13nov77; converted to Tu-154B, see next line
	CCCP-85112 CCCP-85112	Tu-154B Tu-154B-1	AFL/West SibOVB Aerovas	rgd trf	04nov81 25aug91	
	CCCP-85112	Tu-154B-1	Bashkirian Al	trf	unknown	on charge as of 01jul92; f/n DME 15aug92, in Aeroflot c/s and titles
	RA-85112	Tu-154B-1	Bashkirian Al	LED	10jul93	in Aeroflot c/s and titles; I/n UFA 21jun94, as such; seen VVO 19apr97, with titles; I/n UFA 28aug97; soc and canx 01jun98 as life-time expired; broken up at UFA
75A113	CCCP-85113	Tu-154A	AFL/International	mfd	jul75	toc 06aug75; opb Sheremetyevski OAO; f/n VIE 10aug75; rgd 14aug75; carried additional 'Official Olympic
	CCCP-85113	Tu-154A	AFL/Kazakhstan	trf	01jul80	Carrier' titles, seen as such oct79 converted by Factory No. 18 at Kuibyshev to a Tu-154B, seen there awaiting conversion 05jul81, with the
			Aeroflot		-	tail removed
	UN-85113 UN-85113	Tu-154B Tu-154B	no titles	DME VIE	23apr93 30jan95	with a Kazakh flag with a Kazakh flag
	UN-85113	Tu-154B	Kazakstan Airlines	STR	18jun95	t/t 29,808 hours and 17,502 cycles by 1997; stored at TSE, seen oct98; was preserved as a monument near the old airport terminal at Astana; broken up in 2003 and sold to China as scrap metal
75A114	CCCP-85114(1)	Tu-154A	AFL/International	mfd	aug75	toc 08aug75; f/n ZRH 10aug75; rgd 15aug75; see c/n 89A814
	CCCP-85114(1) CCCP-85114(1)	Tu-154A Tu-154B-1	AFL/Urals Chelyabinsk Avia	trf trf	18mar80 20nov92	converted to Tu-154B-1, date unknown; f.n DME 10sep92, as such
	RA-85114(1)	Tu-154B-1	Aviaprima Sochi	SHJ	16jan95	
	RA-85114(1) RA-85114(1)	Tu-154B-1 Tu-154B-1	Chelyabinsk Avia Aviaprima Sochi	SHJ IST	23mar95 14jan97	no titles; I/n IST 04oct97
754115	RA-85114(1)	Tu-154B-1	Chelyabinsk Avia	CEK	14aug99	stored; was already soc and canx 12nov98 as life-time expired; broken up at CEK
75A115	CCCP-85115 CCCP-85115	Tu-154A Tu-154A	AFL/International AFL/West Siberia	mfd trf	15jul75 18aug78	toc 16aug75; rgd 20aug75; f/n AMS 21aug75; seen HEL 11nov76 converted to Tu-154B, see next line
	CCCP-85115 RA-85115	Tu-154B Tu-154B	AFL/West Siberia Aeroflot	rgd OVB	20jul81 22apr93	f/n OVB 30jun92; I/n DME 16aug92
	RA-85115	Tu-154B	Sibir	trf	30mar94	I/n DME 25aug97, in Aeroflot c/s and titles
75A116	RA-85115 CCCP-85116	Tu-154B Tu-154A	Sibir AFL/International	VKO mfd	19aug99 aug75	I/n VKO 25feb01; soc 06sep01 as life-time expired; canx 01oct01; wfu OVB and later broken up toc 20aug75; f/n VIE 21aug75; rgd 22aug75
, 57110	CCCP-85116	Tu-154A	AFL/West Siberia	trf	31jul81	converted to Tu-154B-1, date unknown
	CCCP-85116 UR-85116	Tu-154B-1 Tu-154B-1	AFL/Ukraine-ODS Avialini. Ukrayiny	trf ZRH	17jul88 18aug93	I/n OVB 30jun92, as Tu-154B-1
754447	UR-85116	Tu-154B-1	Odessa Airlines	DAM	01jun97	I/n DXB 31mar00; current in fleet list jan02; I/n ODS may02/oct04; scrapped at ODS mar05
75A117	CCCP-85117 CCCP-85117	Tu-154A Tu-154A	AFL/International AFL/Ukraine-KBP	mfd trf	sep75 16sep77	toc 11sep75; rgd 22sep75; I/n LGW 02oct76
	CCCP-85117	Tu-154A	AFL/Ukraine-ODS	trf	1981	converted to Tu-154B-1, date unknown
	CCCP-85117 RA-85117	Tu-154B-1 Tu-154B-1	AFL/West Siberia Aeroflot	trf DME	17jul88 23apr93	I/n DME 20mar93
	RA-85117	Tu-154B-1	Altai Airlines	trf	04apr94	soc 07jul97 as life-time expired; canx 29jul97; seen BAX (N53.363644 E83.564580) jul00/18sep19, in Aeroflot c/s, derelict
75A118	CCCP-85118	Tu-154A	AFL/International	mfd	sep75	toc 11sep75; f/n AMS 18sep75; rgd 22sep75; carried additional 'Official Olympic Carrier' titles; converted
	CCCP-85118	Tu-154B	AFL/Ukraine-KBP	trf	10jan80	to Tu-154B, date unknown; f/n AMS 20oct79, as such
	CCCP-85118	Tu-154B	AFL/Ukraine-ODS	trf	02jul81	I/n KBP 15apr92
75A119	UR-85118 CCCP-85119	Tu-154B Tu-154A	Avialini. Ukrayiny AFL/International	rgd mfd	22jan93 sep75	f/n LED 16jun93; I/n KBP 19mar97; canx 04nov96; broken up at KBP oct97 toc 23sep75; rgd 30sep75; f/n SVO 04oct75; I/n FRA 04may77
	CCCP-85119	Tu-154A	AFL/Urals	trf	24aug77	converted to Tu-154B, date unknown
	CCCP-85119	Tu-154B	AFL/GosNII GA	trf	01mar81	trf to MAP 23feb84, see next line

4.5 g) some ten metres short of the runway and broke up, 1 of the 7 crew injured and 13 of the 174

	CCCP-85119	Tu-154B	MAP LII Zhukovski	rgd	11jul84	Tu-154B-1 update, electronics test-bed (believed to be FBW controls test-bed for Tu-204); f/n ZIA 15aug92; l/n ZIA 24aug95; Aeroflot c/s; canx but date unknown; broken up at Zhukovski
75A120	CCCP-85120	Tu-154B	Soviet AF/AFL c/s	d/d	oct75	the first production Tu-154B; operated by the Ministry of Defence; f/n 30jul87 in (former) East Germany; an aircraft using call-sign "85120" flew to the North of Germany en route from Poland at FL 330; not in
						Soviet/Russian Federation registers or MGA document; later to SibNIA at Novosibirsk, tested to destruction
75A121	CCCP-85121	Tu-154B	AFL/GosNII GA	toc	09dec75	and was not seen there apr93 rgd 17may77, late rgd; f/n SVO 17jun77, in Aeroflot c/s
75A122	CCCP-85121 CCCP-85122	Tu-154B Tu-154B	AFL/Kazakhstan AFL/Moscow-VKO	trf toc	19apr85 16dec75	soc and canx 08jun89 as life-time expired; I/n ALA 22apr93, derelict; broken up at ALA rgd 25dec75; f/n VKO oct76; soc 16aug82 as worn out; seen Minsk-Chizovka technical School sep93/jul95
	EW-85122	Tu-154B	Aeroflot		07oct95	still in Minsk-Chizovka technical school, no flag, (N53.842255 E27.65953818); I/n 14mar20
75A123	CCCP-85123(1) CCCP-85123(1)	Tu-154B Tu-154B	AFL/Moscow-VKO AFL/East Siberia	mfd trf	16dec75 02aug78	toc 17dec75; rgd 25dec75; f/n VKO 12feb76; see c/n 06A996 l/n OVB 01jul92
	RA-85123(1) RA-85123(1)	Tu-154B Tu-154B	Aeroflot Baikalavia	VKO trf	17jul93 07feb95	I/n DME 14may95 soc 29nov96 as life-time expired; canx 15dec96
75A124	CCCP-85124	Tu-154B	AFL/West SibOVB	toc	14dec75	rgd 14jan76; f/n DME 30oct77
	CCCP-85124 CCCP-85124	Tu-154B Tu-154B-1	AFL/Krasnoyarsk Krasnoyarskavia	trf trf	15nov78 1990	f/n KJA 01jul92; small Aeroflot titles on the nose
75A125	RA-85124 CCCP-85125	Tu-154B-1 Tu-154B	KrasAir AFL/Kazakhstan-ALA	DME toc	sep93 25dec76	I/n DME 14may95; soc and canx 17feb97 as life-time expired; broken up at KJA rgd 22jan76; f/n DME 24aug78; soc 25dec89 as worn out; canx 25jan90; I/n ALA apr93/nov94, derelict
75A126	HA-LCF	Tu-154B	MALÉV	mfd	oct75	rgd and d/d 30nov75; f/n LHR 10dec75; broke in two on touch down Prague 2loct81 on a flight from Schiphol due to vertical acceleration of 4G when the crew deployed the spoilers on final approach as the aircraft was above the glide slope; t/t 8,983 hours and 5,642 cycles; nose section returned to Budapest and displayed at the Flight Educational Centre until handed over to the Transport Museum aug97; section of fuselage noted mar05/18apr21 in use as a garden shed in village of Hostoun near PRG airport; the nose
75A127	HA-LCG	Tu-154B	MALÉV	mfd	01nov75	section was seen in a building at Borgond airfield in Hungary on 05sep19 rgd and d/d 01dec75; rgd as Tu-154B-2 1981; last service HER-BUD 31jul92; grounded aug92 due to MALÉV's modernization programme; canx 27jun94 with 21,554 hours and 13,803 cycles; handed over to the Transport Museum; towed to the Ferihegy (later Ferenc Liszt) outdoor museum (N47.427418
75A128	HA-LCH	Tu-154B	MALÉV	mfd	12nov75	E19.260222) 12dec94; the museum was renamed Aeropark in nov14; I/n 27may22 rgd and d/d 01dec75; used in 1977 for experimental flights for ICAO CAT.II operations on MALÉV's request in accordance with ANTK Tupolev, so-called Tu-154 modified B; on 20mar78 this programme was successfully completed and paved the way for the Tu-154B-2 version; rgd as Tu-154B-2 in 1980; last service CFU-BUD 13oct94 and stored at Ferihegy for spare parts; canx 13may97; t/t 23,173 hours and 14,759 cycles; broken up 26aug/03oct97
75A129	551 P-551	Tu-154B Tu-154B	Chosonminhang Chosonminhang	SXF QPG	29jan76 26may79	undershot on landing at BUD 30jun79, right main gear collapsed but aircraft landed safely; damaged parts were removed and the landing gear repaired, and after extensive inspection the a/c flew with extended
	P-551	Tu-154B	Air Koryo	fr.	28mar92	gears to Kuibyshev for repair; reported with flight plan 'P5-CVA'; I/n SVO 11apr92, see next line f/n PEK 15jun93; damaged at Pyongyang 15aug06 when overflew the normal touchdown point in dense
						smog and rain and overran the runway, nose gear damaged and left wing said to have made contact with an aerial, no casualties; not in fleet list 30dec06; seen FNJ (N39.203405 E125.66687) sep10/may13; according to Air Koryo's facebook page was officially retired 17nov10; seen repainted sep13 and reported to return to service later in 2013; I/n FNJ 20sep14/23nov19, stored
75A130	CCCP-85130	Tu-154B	AFL/Leningrad	mfd	24dec75	toc 27dec75; rgd 14jan76; f/n LGW 14feb76
	CCCP-85130 RA-85130	Tu-154B Tu-154B	AFL/Far East-KHV Dalavia	trf trf	12jun88 01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; wfu feb95; l/n KHV 12may95; soc 04apr95 as life-time expired;
75A131	CCCP-85131	Tu-154B	AFL/Ukraine-KBP	toc	19jan76	canx 05jun95; broken up at KHV, summer 1995 rgd 19jan76; f/n ARN 10apr76; featured in the famous Soviet movie 'Ekipazh' (The Crew) shot in 1979; reportedly wfu after a mercury spill in the cargo compartment; trf to the Kryvy Rih Aeronautical School and on charge as of 01jul79; last flight 05oct79 to Kryvy Rih; soc 22nov82 as worn out; seen jul96
76A132	CCCP-85132	Tu-154B	Soviet Gvt/AFL c/s	mfd	jul78	(N47.934827 E33.321084), I/n 04jun22 toc 28aug78; rgd 01sep78; opb 235 OAO; year in c/n as such from Soviet/Russian register and MGA
	CCCP-85132	Tu-154B	AFL/Ukraine-ODS	trf	28may82	document
	HA-LIB UR-85132	Tu-154B Tu-154B	The Best	all ZRH	1992 11apr93	not taken up and not delivered
	UR-85132	Tu-154B	Avialini. Ukrayiny Avial. Ukr c/s n/t	VNO	20aug95	I/n JNB 08aug93 I/n DXB 03nov96
78A133	UR-85132 CCCP-85133	Tu-154B Tu-154B	Odessa Airlines Soviet Gvt/AFL c/s	LCA mfd	16aug97 24jul78	I/n ODS 01may99; seen ODS may02/oct04, wfu; broken up at ODS spring 2005 toc 10aug78; rgd 01sep78; opb 235 OAO; year in c/n as such from Soviet/Russian register and MGA
	CCCP-85133	Tu-154B	AFL/Latvia	trf	16may83	document due to "improvements" made before delivery f/n LED 19sep85
	YL-LAA RA-85133	Tu-154B Tu-154B	Latavio Omskavia	rgd rgd	18dec92 26feb98	f/n RIX 25may93; I/n RIX 23sep97, wfu; canx 06feb98 f/n VKO 29apr98; I/n as such DME 22jul00; not in fleet list 31dec00; leased to Aleksandra Avia
	IX-03133	10-1546	Omskavia	rgu	2016030	15sep00/31may01; seen HAJ 09dec00 in full Omskavia c/s with additional small 'AleksandraAVIA' titles on
						nose; last flight reported 28mar01; operator's certificate of Omskavia revoked 05oct08; stored at OMS, seen may05/jun23
75A134	CCCP-85134 CCCP-85134	Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Azerbaijan	toc trf	07feb76 05aug78	rgd 24feb76; f/n SXF 28may77; year in c/n as such from Soviet/Russian register and MGA document
76A135	CCCP-85134 CCCP-85135(1)	Tu-154B Tu-154B	AFL/Krasnoyarsk AFL/West SibOVB	trf mfd	20jan84 15jun76	soc 04nov91 as life-time expired; I/n KJA jul92/jul93 with wings removed; broken up toc 19jan78; rgd 30jan78; f/n IKT apr82; see c/n 92A922
70/133	CCCP-85135(1)	Tu-154B	AFL/West SibKEJ	trf	1990	
	RA-85135(1)	Tu-154B	Aeroflot	OVB	20apr93	soc 11sep97 as life-time expired; canx 17oct97; t/t 32,717 hours 11,479 cycles; transferred to Kemerovo and broken up there
76A136	CCCP-85136(1)	Tu-154B	AFL/West SibOVB	mfd	26jan76	toc 05feb76; rgd 09mar76; f/n VKO 27nov77; seen OVB 01jul92, wfu; l/n OVB apr93/aug94 dumped; soc 05oct95 as life-time expired; canx 13oct95; broken up at OVB; see c/n 88A791 and 91A888
76A137	CCCP-85137 CCCP-85137	Tu-154B Tu-154B	AFL/Ukraine-KBP AFL/Ukraine-ODS	toc trf	06feb76 02jul81	rgd 25feb76; f/n SXF 07jul76 I/n VKO 11sep92
	UR-85137 UR-85137	Tu-154B Tu-154B	Avialini. Ukrayiny Avial. Ukr c/s n/t	RKT ODS	13nov95 08may98	I/n ODS 01may99; was reported for Odessa Airlines; broken up at ODS dec99
76A138	CCCP-85138	Tu-154B	AFL/Kazakhstan-ALA	toc	09feb76	rgd 17feb76; f/n ALA 05may76
	CCCP-85138 CCCP-85138	Tu-154B Tu-154B	AFL/Krasnoyarsk AFL/Azerbaijan	trf trf	12dec78 29dec83	soc and canx 27nov91 as life-time expired; I/n BAK 17may96, derelict; broken up
76A139	CCCP-85139 RA-85139	Tu-154B Tu-154B-1	AFL/Northern-LED Aeroflot	mfd LED	26jan76 03jan93	toc 25feb76; f/n LHR 05mar76; rgd 22mar76; f/n LED 04jul90 as Tu-154B-1; l/n LED 05sep92 was operated by Pulkovo Avia; soc 13oct93 as life-time expired; l/n LED 27oct94, unmarked; broken up
76A140	CCCP-85140(1)	Tu-154B	AFL/Moscow-VKO	mfd	feb76	toc 03mar76; rgd 31mar76; f/n VKO 18jun77; opb Vnukovo Airlines since oct92; l/n VKO 15may93 as Tu- 154B-2; see c/n 85A716
	RA-85140(1)	Tu-154B-2	Aeroflot	VKO	17jul93	opb Vnukovo Airlines since oct92
	RA-85140(1)	Tu-154B-2	Vnukovo Airlines	trf	30aug94	opb since oct92; canx 15nov95; soc 01dec95 as life-time expired; seen stored at VKO without engines and titles aug99/aug03; destroyed in an OMON (special police forces) exercise
76A141	CCCP-85141 CCCP-85141	Tu-154B Tu-154B	AFL/West SibOVB AFL/Urals	mfd trf	feb76 21sep78	rgd 22mar76; on charge as of 01apr76; f/n DME 14nov77 f/n DME 15aug92 as Tu-154B-1
	RA-85141 RA-85141	Tu-154B-1 Tu-154B-1	Aeroflot Ural Airlines	SVX trf	20apr93 25jul94	f/n MRV 19sep94; l/n SVX 19auq99, wfu, titles removed; soc 14jan00 as life-time expired; canx 24jan00;
76A142	CCCP-85142	Tu-154B	AFL/Moscow-VKO	mfd	28feb76	broken up at SVX toc 04mar76; rgd 31mar76; f/n VKO dec76
70A142	CCCP-85142	Tu-154B	AFL/Urals-PEE	trf	23jun87	photo RWN 1988
	RA-85142 RA-85142	Tu-154B Tu-154B	Aeroflot Permskiye Avialin.	SVX trf	20apr93 30mar94	f/n PEE 23aug95, in Aeroflot c/s, no titles, wfu; soc and canx 26apr99 as life-time expired; I/n PEE
76A143	552	Tu-154B	Chosonminhang	ARN	24may76	16aug99, wfu; broken up at PEE 2005
	P-552 P-552	Tu-154B Tu-154B	Chosonminhang Air Koryo	SXF fr.	20jun78 28mar92	reported with flight plan 'P5-CVB'; I/n SVO 11apr92, see next line I/n SVO 19apr93; I/n FNJ 23nov19
76A144	LZ-BTK	Tu-154B	Balkan	LHR	03apr76	l/n LGW 04jun77
	LZ-BTK LZ-BTK	Tu-154B Tu-154B	Libyan Arab Balkan	JED ret	05nov77 1978	with titles, used for Hadj, returned to Balkan seen LGW 08oct78; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; I/n KBP
76A145	CCCP-85145	Tu-154B	AFL/East SibIKT	mfd	31mar76	26jun99; wfu jul99; not in fleet list 31dec99; broken up may00 toc 15apr76; rgd 07may76; f/n DME 14nov77
	HA-LIC RA-85145	Tu-154B Tu-154B	The Best Aeroflot	all OMS	1992 12jun94	not taken up or delivered; registration was previously a Li-2
	RA-85145 RA-85145	Tu-154B Tu-154B	Baikalavia	trf	07feb95	wfu IKT and used by rescue services but still intact; seen IKT (N52.266146 E104.38353) jun01/11oct21, in
76A146	CCCP-85146(1)	Tu-154B	AFL/Privolzhsk-KUF	mfd	31mar76	full Aeroflot c/s, but faded by 2018 toc 10apr76; rgd 28apr76; f/n GOJ 19jun76; see c/n 86A724
	CCCP-85146(1) RA-85146(1)	Tu-154B Tu-154B	AFL/East Siberia Aeroflot	trf OVB	17feb79 21apr93	f/n IKT 26nov81; I/n DME 10sep92
	RA-85146(1)	Tu-154B	Baikalavia	trf	07feb95	l/n IKT may95, in Aeroflot c/s and titles, engineless/wfu; soc 29nov96 as life-time expired; canx 15dec96; broken up at IKT
76A147	CCCP-85147	Tu-154B	Soviet Gvt/AFL c/s	mfd	19mar76	toc 12may76; rgd 24may76; opb 235 OAO
	CCCP-85147 CCCP-85147	Tu-154B Tu-154B	AFL/Azerbaijan Aeroflot c/s, n/t	trf DME	18aug76 22may91	f/n BAK 26aug76, first Baku-based Tu-154
	85147 4K-85147	Tu-154B Tu-154B	Aeroflot c/s, n/t Aeroflot c/s, n/t	BAK	07dec92 31dec93	I/n BAK 16may96; broken up
76A148		Tu-154B	AFL/Urals-SVX	mfd	apr76	toc 23apr76; rgd 21may76; f/n SVX 12jan77
	CCCP-85148 CCCP-85148					
	CCCP-85148 CCCP-85148 UR-85148 UR-85148	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Ukraine-ODS Avialini. Ukrayiny Odessa Airlines	trf AAL IST	23jan88 06dec94 04nov97	I/n IST 08dec95  I/n ODS 30aug01; canx according jan02 fleet list; seen ODS may02/oct04, wfu; broken up at ODS mar05

76A149	CCCP-85149(1)	Tu-154B	Aeroflot/UShVLP	toc	23apr76	Ulyanovsk Advanced Flying Training College; rgd 07may76; f/n SVO 08apr80; this was possibly the Tu-154 which was severely damaged 09jun84 while being parked at Moscow-Sheremetyevo when a tornado hit the area - the last entry in the technical passport about a flight is dated jun84, and while the aircraft was on charge of UShVLP after that it did not fly any more; trf to the Krivoi Rog Technical Aviation College of Civil Aviation (KRATU GA) 25feb88; last flight 03mar88 (to Krivoi Rog); soc 24apr89 as wom out and canx the same day; was used as a ground instructional airframe by KRATU GA (N47.934827 E33.321084), seen
76A150	CCCP-85150	Tu-154B	AFL/Georgia	mfd	05apr76	jul96/jun22; see c/n 89A797 toc 25apr76; rgd 17jun76; f/n TBS 05nov77, first Tblisi-based Tu-154; photo exists, in Aeroflot c/s with
	CCCP-85150	Tu-154B	AFL/Privolzhsk	trf	12jul84	blue tail, later repainted into standard c/s
	RA-85150 RA-85150	Tu-154B Tu-154B	Aeroflot Samara	KUF trf	25apr93 15feb94	opb Samara jul93 f/n KUF 19may96; soc and canx 22apr97 as life-time expired; l/n KUF 16sep97, wfu; broken up jan98
76A151	CCCP-85151 UN-85151	Tu-154B Tu-154B-1	AFL/Kazakhstan-ALA Kazakstan Airlines	mfd DME	19apr76 29jun96	toc 08may76; rgd 20jul76; f/n ALA 21apr84; f/n ALA 22apr93 as Tu-154B-1 l/n ALA 04jun97/13may98, wfu; broken up at ALA
76A152	CCCP-85152 UR-85152	Tu-154B Tu-154B	AFL/Ukraine-ODS Avialini. Ukrayiny	mfd VKO	may76 16jul93	toc 20may76; rgd 18jun76; f/n SXF 01jun76; l/n VKO 16aug92 l/n ODS 08jul96
76A153	UR-85152 CCCP-85153	Tu-154B Tu-154B	Avial. Ukr c/s n/t AFL/Leningrad	ODS mfd	08may98 31may76	//n ODS 01may99; was reported for Odessa Airlines; broken up at ODS dec99 on charge as of 01jul76; rgd 12jul76; f/n LGW 19dec76; f/n LED 06sep92 as Tu-154B-1
	RA-85153 RA-85153	Tu-154B-1 Tu-154B-1	Aeroflot Pulkovo Avia	LED trf	03jan93 24feb95	in Aeroflot c/s and titles; canx 25may97; soc 03jun97 as life-time expired; I/n LED jul98/jan02, without
76A154	CCCP-85154	Tu-154B	AFL/Moscow-VKO	mfd	31may76	titles, wfu; broken up on charge as of 01jul76; rgd 02jul76; f/n VKO 18jun77; damaged in a ground accident 24apr87 when the
	CCCP-85154	Tu-154B	AFL/Ukraine	trf	21sep87	nose gear collapsed during maintenance, one person killed I/n DUS jul89, as such; seen KHV oct92, without Soviet flag on the fin
	UR-85154 UR-85154	Tu-154B-1 Tu-154B-1	Avialini. Ukrayiny Avialini. Ukr. n/t	rgd CDG	21jan93 09feb95	f/n DUS 28aug93; I/n PMI may94 I/n FJR 04oct96
	UR-85154	Tu-154B-1	Odessa Airlines	EVN	22jun97	I/n ODS 30aug01; canx 17aug01; not in jan02 fleet list; seen ODS may02/oct04, derelict; broken up at ODS mar05
76A155	CCCP-85155(1) RA-85155(1)	Tu-154B Tu-154B	AFL/East SibIKT AFL/Privolzhsk	mfd trf	may76 unknown	on charge as of 01jul76; rgd 02jul76; f/n SVO 20jun77; see c/n 10A1000 on charge as of 01jan93; f/n DME 09jul93, in Aeroflot c/s and titles
764456	RA-85155(1)	Tu-154B-1	Samara	trf	24nov94	f/n KUF 19may96; l/n KUF 16sep97; soc and canx 04mar98 as life-time expired; broken up at KUF
76A156	CCCP-85156 CCCP-85156	Tu-154B Tu-154B	AFL/International AFL/Moscow-VKO	mfd trf	14jun76 23may80	toc 22jun76; f/n AMS 10jul76; rgd 15jul76; carried additional 'Official Olympic Carrier' titles l/n VKO 16aug92
	RA-85156 RA-85156	Tu-154B Tu-154B	Aeroflot Vnukovo Airlines	VKO trf	15may93 30aug94	f/n VKO 18sep94 in Aeroflot c/s and titles; soc and canx 15aug97 as life-time expired; l/n VKO 01sep97,
76A157	CCCP-85157	Tu-154B	AFL/International	mfd	jun76	no titles, wfu; broken up toc 25jun76; f/n AMS 08jul76; rgd 16jul76; carried additional 'Official Olympic Carrier' titles
	CCCP-85157 RA-85157	Tu-154B Tu-154B-1	AFL/Far East-KHV Dalavia	trf trf	23apr80 01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; I/n KHV 12may95; wfu in 1996 (in connection with the crash of
	IVA-03137	10-15-0-1	Dalavia	Ci i	01)01193	Tu-154B-1 RA-85164 07dec95); soc 24may96 as further use not economically viable; canx 18jun96;
76A158	CCCP-85158	Tu-154B	AFL/Privolzhsk-UFA	mfd	jun76	broken up at KHV feb97 rgd 31aug76; on charge as of 01oct76
	CCCP-85158 CCCP-85158	Tu-154B Tu-154B	AFL/Armenia AFL/Azerbaijan	trf trf	15apr78 24dec83	I/n VKO 20sep85, I/n VKO 02sep91
	85158 4K-85158	Tu-154B-1 Tu-154B-1	Aeroflot Aeroflot	LED BAK	31may92 dec93	Azeri flag; I/n DME 16aug92 Azeri flag
76A159	4K-85158 YR-TPA	Tu-154B-1 Tu-154B	Aeroflot c/s, n/t TAROM	IST rgd	20feb94 09jul76	I/n BAK 17may96, derelict; broken up BAK 1998 f/n LGW 26sep76; CofA expired 26jun91; I/n OTP aug95, wfu; canx 17jan96 as scrapped
76A160	CCCP-85160 CCCP-85160	Tu-154B Tu-154B	AFL/Moscow-VKO	mfd trf	30jun76	toc 07jul76; rgd 23jul76; f/n ATH 01dec76
	RA-85160	Tu-154B	AFL/Krasnoyarsk Aeroflot	ABA	17dec77 13jul93	I/n KJA 01jul92
	RA-85160 RA-85160	Tu-154B Tu-154B	Khakasiya Sibaviatrans	trf rgd	25nov93 19aug98	soc and canx 12nov99 as life-time expired; broken up at ABA 2002
76A161	YR-TPB YR-TPB	Tu-154B Tu-154B	TAROM all-white c/s, n/t	rgd ORY	20jul76 27may92	seen LHR 22jan77
76A162	YR-TPB CCCP-85162	Tu-154B-1 Tu-154B	TAROM AFL/International	LGW mfd	12feb94 jul76	I/n OTP sep98/may99, wfu; CofA expired 30sep97; canx 05jun01 as broken up toc 11aug76; f/n SVO 04aug76; rgd 30aug76; I/n FRA jun77
	CCCP-85162 CCCP-85162	Tu-154B Tu-154B	AFL/Azerbaijan AFL/Armenia	trf trf	15jul77 24dec83	
76A163	EK-85162 CCCP-85163	Tu-154B Tu-154B	Aeroflot c/s, n/t Soviet Gvt/AFL c/s	VKO mfd	jun93 jul76	seen EVN may96/jun00, wfu; broken up by aug00 toc 25aug76; rgd 07sep76; opb 235 OAO at VKO; f/n VKO 14nov77
70A103	CCCP-85163	Tu-154B	AFL/Georgia	trf	18jul78	opb 112 LO of Tbilisski OAO (redesignated 1 LO of Tbilisski OAO in 1988); f/n VKO 13apr92; l/n VKO
	85163	Tu-154B	Orbi	trf	01aug93	08jul92 in basic Aeroflot c/s, no titles; w/o 22sep93 on a flight from Tbilisi to Sukhumi when was shot down on landing at Sukhumi by Abkhaz soldier Bulat Amayev who fired a shoulder-fired SAM from a patrol boat off the coast, the aircraft was hit by the missile while levelling out, came down very hard and caught fire, 8 of the 12 crew members and 100 of the 120 passengers (Georgian MoI troops) were killed
76A164	CCCP-85164 CCCP-85164	Tu-154B Tu-154B	AFL/International AFL/Far East	mfd trf	jul76 11jun80	toc 11aug76; f/n AMS 19aug76; rgd 30aug76; carried additional 'Official Olympic Carrier' titles by jan79
	RA-85164 RA-85164	Tu-154B-1 Tu-154B-1	Aeroflot Dalavia		24may93 01jun93	w/o 07dec95 (local time, according to UTC 06dec95) on a flight from Yuzhno-Sakhalinsk to Khabarovsk,
	KA-63104	10-1346-1	Dalavia	ui	01)01193	crashed into Mt. Jausy, 50 km west of Grossevichi, all 8 crew and 90 passengers killed; wreckage found
76A165	CCCP-85165	Tu-154B	AFL/International	mfd	04aug76	only 18dec95; t/t 13,801 cycles; soc 30jul97; canx 05aug97 toc 13aug76; rgd 01sep76; carried additional 'Official Olympic Carrier' titles; I/n LHR 09jan79
	CCCP-85165 RA-85165	Tu-154B Tu-154B-1	AFL/Krasnoyarsk Aeroflot	trf KJA	15oct79 13jul93	l/n DME 10sep92 as Tu-154B-1 opb KrasAir; l/n DME 23sep94
	RA-85165	Tu-154B-1	KrasAir	KJA	03jun01	not in fleet list since 1998; used as a ground instructional airframe by the Siberian State Aerospace University (SibGAU) at Krasnoyarsk-Yemelyanovo (N56.18301 E92.46185), seen jul03/17sep19 ('Aeroflot'
76A166	CCCP-85166	Tu-154B	Soviet Gvt/AFL c/s	mfd	aug76	titles prevailing from at least 2010) toc 26aug76; rgd 07sep76; opb 235 OAO; f/n SVO 01jan77
	CCCP-85166 EK-85166	Tu-154B Tu-154B-1	AFL/Armenia Aeroflot c/s, n/t	trf SHJ	07jul78 08jul93	f/n FRA 07apr93 as Tu-154B-1 I/n MUC 17may95
76A167	EK-85166 CCCP-85167	Tu-154B-1 Tu-154B	Armenian Airlines AFL/East SibIKT	ORY mfd	14jun95 20aug76	seen EVN jul01/may04, engineless, wfu; broken up at EVN 2005 rgd 14sep76; on charge as of 01oct76; f/n IKT late 1977; l/n DME 10sep92
70/107	RA-85167 RA-85167	Tu-154B Tu-154B	Aeroflot Chita Avia	VKO trf	21mar93 07feb95	
76A168	CCCP-85168	Tu-154B	AFL/Georgia-TBS	mfd	aug76 28aug93	soc 12aug96 as life-time expired; canx 23aug96; l/n HTA 18apr97, in Aeroflot c/s, derelict; broken up toc 07sep76; rgd 14sep76; f/n TBS 11jan77; l/n VKO 13apr92
	85168 4L-85168	Tu-154B Tu-154B	Orbi Orbi	VKO PRG	02mar94	
	4L-85168 4L-85168	Tu-154B Tu-154B	Air Zena Air Georgia	STN FJR	11oct97 07apr99	in basic Orbi c/s; I/n FJR 15dec98 in revised dark blue c/s and tail logo with just 'Georgia' titles; seen wfu at TBS (N41.675404 E44.952787)
						nov01/aug13; probably this is the Tu-154 preserved at the Tbilisi Dzneladze Boris helipad (N41.650813 E44.869613)
76A169	CCCP-85169	Tu-154B	AFL/Azerbaijan-BAK	mfd	02sep76	on charge as of 01oct76; rgd 25oct76; opb 107 LO; f/n BAK 07sep77; w/o 19may78 on a flight from Baku to Leningrad when the feeder tank ran dry due to a combination of various factors (but which went
						unnoticed by the flight engineer) so that all 3 engines flamed out due to fuel starvation while flying at a height of 9,600 metres near Pochinok, the aircraft lost electrical power from the generators which led to
						instantaneous deflections of the control surfaces (a design deficiency), when the flight engineer re-started one generator some minutes later the control surfaces instantaneously returned to their initial positions
						which irritated him so that he shut the generator off again, the crew intended to make an emergency landing at Bezhetsk, but as height and speed were not sufficient for that the aircraft landed in a field near
						Khmelyovaya village 5 km south-east of Maksatikha (Kalinin region, N57.767 E35.950), touched trees on the edge of the field, made a hop over a tree belt across the field, collided with a telegraph pole and a
						trench, broke up, came to rest 1,518 metres behind the first touch-down, caught fire and burnt out, 4 of the 126 passengers killed and 1 out of 8 crew plus 26 passengers injured; t/t 3,308 hours and 1,567
76A170	CCCP-85170	Tu-154B	AFL/Georgia-TBS	mfd	sep76	cycles; soc and canx 20jul78 toc 24sep76; rgd 25oct76; f/n TBS 17may77; f/n VKO 21jul91 as Tu-154B-1; reported for Orbi but seen
76A171	CCCP-85171(1)	Tu-154B	AFL/Urals	mfd	sep76	TBS 16may96/27jun00 used for spares; broken up toc 23sep76; rgd 04nov76; f/n ZRH 26jan77; appeared in the 1986 Soviet film "Lyotnoye proisshestviye"
. 5,12/1				trf	•	(Air Accident); see c/n 91A893 in basic 'blue' Aeroflot c/s, no titles; soc 20apr95 as life-time expired and canx 02jun95; sat wfu at CEK,
	RA-85171(1)	Tu-154B-1	Chelyabinsk Avia	uı	19may93	seen aug95/aug01; later used (with the outer wings removed) for training by the fire brigades at CEK,
76A172	CCCP-85172	Tu-154B	AFL/East SibIKT	mfd	sep76	seen apr08/mar13; scrapped before 2020 toc 01oct76; r/n DME 30oct77  I/A IVI may 05/1/101 in periodices/usful bef 07/60005 to Balkalavia not in 2000 floot list see 30/1/101 as life.
	RA-85172	Tu-154B	Aeroflot	UUD	07jun93	l/n IKT may95/jun01 engineless/wfu; trf 07feb95 to Baikalavia; not in 2000 fleet list; soc 20jun01 as life- time expired; canx 22jun01; broken up at IKT
76A173	CCCP-85173 UN-85173	Tu-154B Tu-154B-1	AFL/Kazakhstan-ALA Kazakstan Airlines	mfd MRV	27sep76 15may96	toc 08oct76; rgd 01nov76; f/n DME oct85 stored this date; was trf 26sep96 to Air Kazakstan, Almaty based, but reported at ARZ-411 since may93;
76A174	CCCP-85174	Tu-154B	AFL/Krasnoyarsk	mfd	oct76	broken up at MRV toc 28oct76; rgd 16nov76; f/n KJA 28oct76, first Krasnoyarsk-based Tu-154; l/n KJA 01jul92
	RA-85174 RA-85174	Tu-154B Tu-154B	Aeroflot Khakasiya	DME trf	20mar93 25nov93	canx 17dec97; soc 07sep98 as further use not economically viable; broken up probably at Abakan
76A175 76A176	YR-TPC CCCP-85176	Tu-154B Tu-154B	TAROM Soviet Gvt/AFL c/s	rgd f/f	02nov76 10oct76	f/n LHR 22dec76; CofA expired 18oct91; canx 18jan96 as broken up mfd 20oct76; toc 03nov76; rgd 18nov76; opb 235 OAO; f/n VIE 20jan77
	CCCP-85176	Tu-154B	AFL/Far East-KHV	trf	21jul78	

	RA-85176	Tu-154B-1	Dalavia	trf	01jun93	f/n KHV 02jun93, in Aeroflot c/s and titles; I/n KHV 12may95; last flight 13oct96; soc 07may97 as further
76A177	CCCP-85177 CCCP-85177	Tu-154B Tu-154B	AFL/International AFL/Azerbaijan	mfd trf	23oct76 11mar78	use not economically viable; canx 04jun97; broken up at KHV sep97 toc 18nov76; rgd 30nov76; f/n SVO 17dec76; l/n HAM jun77
76A178	85177 4K-85177 CCCP-85178	Tu-154B-1 Tu-154B-1 Tu-154B	Azerbaijan Al Azerbaijan Al AFL/International	BAK mfd	10dec92 27feb93 12oct76	l/n BAK 17may96, wfu; not in 1998 fleet list; broken up BAK f/f 14oct76; toc 11dec76; rgd 20dec76; f/n LHR 01jan77; reportedly carried additional 'Official Olympic Carrier' titles in the late 1970s
	CCCP-85178 CCCP-85178 RA-85178	Tu-154B Tu-154B Tu-154B-1	AFL/KrasnoyarKJA AFL/Far East-KHV Dalavia	trf trf trf	28dec79 unknown 01jun93	on charge as of 01jul90; I/n VKO 19may91 f/n KHV 07jul94, in Aeroflot c/s and titles; I/n IKT 11may95; soc 22dec97 as life-time expired; canx 29dec97; broken up at KHV apr98
76A179	CCCP-85179 CCCP-85179 CCCP-85179	Tu-154B Tu-154B Tu-154B	AFL/International AFL/Ukraine AFL/Ukraine-ODS	mfd trf trf	29nov76 10aug80 09jan81	toc 11dec76; f/n SVO 17dec76; rgd 20dec76; carried additional 'Official Olympic Carrier' titles by mar79 with AFL/Latvia given in MGA document for this same date; first Odessa-based Tu-154; f/n ZRH jun92 as Tu-154B-1
76A180	CCCP-85179 UR-85179 UR-85179 CCCP-85180 CCCP-85180 RA-85180 RA-85180	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B Tu-154B Tu-154B Tu-154B	Avialini. Ukrayiny Avialini. Ukrayiny Odessa Airlines AFL/International AFL/Urals Aeroflot	VKO STR VKO mfd trf SHJ trf	10sep92 08may93 03sep97 nov76 21jun78 feb93 19may93	I/n ODS 30aug01; canx according to jan02 fleet list; broken up at ODS apr02 to 15dec76; rgd 30dec76; f/n FRA 20dec76; I/n ZRH dec77 I/n LED 07sep92
	RA-85180	Tu-154B	Chelyabinsk Avia Chelyabinsk Avia	DME	04jul94	f/n HEL 18sep93, in Aeroflot c/s, no titles; operating for Aviaprima Sochi Airlines seen CEK 14aug99/12aug01, stored, no titles; soc 24aug00 as life-time expired; canx 03oct00; broken up at CEK
76A181	CCCP-85181 CCCP-85181 RA-85181 RA-85181	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/International AFL/KrasnoyarKJA Aeroflot KrasAir	mfd trf DME DME	nov76 21jun78 09jul93 22aug95	toc 16dec76; f/n SVO 28dec76; rgd 30dec76; l/n LGW 28jan78 f/n as Tu-154B-1 KJA 01jul92 in basic Aeroflot c/s; soc 17feb97 as life-time expired; canx 17dec97; broken up at KJA probably in winter
76A182	CCCP-85182 CCCP-85182 RA-85182	Tu-154B Tu-154B Tu-154B	AFL/International AFL/Moscow-VKO Aeroflot	mfd trf VKO	29nov76 14aug80 21mar93	1998/99 toc 16dec76; f/n FRA 20dec76; rgd 30dec76; carried additional 'Official Olympic Carrier' titles I/n VKO 16aug92
76A183	RA-85182 CCCP-85183	Tu-154B Tu-154B	Vnukovo Airlines AFL/Urals-SVX	trf mfd	30aug94 nov76	canx 30may98; soc 30jul98 as life-time expired; I/n VKO 17may99, wfu; broken up at VKO jun99 toc 01jan77; rgd 14jan77; r/n TBS 27nov82; I/n DME 16apr92
76A184	RA-85183 RA-85183 RA-85183 CCCP-85184	Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B		HEL trf CEK mfd	03apr93 19may93 23aug95 dec76	f/n LED 16jun93, in Aeroflot c/s, no titles; I/n DME 16may95; operated for Aviaprima Sochi Airlines I/n CEK 14aug99, stored, no titles; soc 24aug00 as life-time expired; canx 03oct00; broken up at CEK rgd 28dec76; on charge as of 01jan77; f/n DME 13nov77; the first Tu-154 to undergo rework at ARZ-411 at MRV (in 1979)
	RA-85184 RA-85184	Tu-154B Tu-154B	Aeroflot KrasAir	KJA DME	13jul93 21may96	I/n DME 14may95 I/n KUF 15sep97; soc and canx 12apr99 as life-time expired; broken up at KJA apr99
76A185	CCCP-85185(1) RA-85185(1) RA-85185(1)	Tu-154B Tu-154B-1 Tu-154B-1	AFL/Far East-KHV Aeroflot Dalavia	mfd KHV trf	14dec76 31may93 01jun93	on charge as of 01jan77; f/n FRA 20dec76; rgd 31dec76; see c/n 92A894  I/n KHV 12may95, in Aeroflot c/s and titles; wfu in 1996 (in connection with the crash of Tu-154B-1 RA-
754405	0000 05406	T 4545	451 (Q ; TDQ		451 76	85164 07dec95); soc 16jul96 as further use not economically viable; canx 23jul96; broken up at KHV feb97
76A186 76A187	CCCP-85186 CCCP-85187(1)	Tu-154B Tu-154B	AFL/Georgia-TBS  AFL/Far East-KHV	mfd f/f	15dec76 13dec76	toc 23dec76; rgd 11jan77; f/n DME 14nov77; still CCCP- 16may93; not canx from Soviet register; broken up probably at TBS mfd 30dec76; toc 07jan77; rgd 09feb77; f/n sep77; l/n LED 05sep92; see c/n 92A919
70/1207	RA-85187(1) RA-85187(1)	Tu-154B Tu-154B	Aeroflot Dalavia	KHV trf	28may93 01jun93	I/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1997; soc 10apr97; as life-time expired; canx
76A188	CCCP-85188 CCCP-85188	Tu-154B Tu-154B	AFL/Leningrad AFL/Georgia	mfd trf	30dec76 22dec78	30apr97; broken up at KHV sep97 toc 07jan77; rgd 27jan77; f/n LHR 29apr77 I/n VKO 27apr93
76A189	85188 4L-85188 CCCP-85189 CCCP-85189 CCCP-85189	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B	Aeroflot c/s, n/t Aeroflot c/s, n/t AFL/Moscow-VKO AFL/GosNII GA AFL/Moscow-VKO	VKO VKO mfd trf trf	01sep93 04may94 08jun77 17feb78 09mar78	l/n TBS 16may96 being used for spares; broken up 1997 toc 16jun77; rgd 21jun77; f/n VKO 18nov77
76A190	CCCP-85189 UK-85189 CCCP-85190 CCCP-85190	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/Uzbekistan Uzbekistan Airways AFL/Moscow-VKO AFL/Far East-KHV	trf TAS f/f trf	08sep85 30apr96 26jan77 01jun90	photo exists, taken at Brand nov90 canx but date unknown; //n TAS 05oct97 being cannibalised; broken up by ATB at Tashkent about 2000/01 mfd 08jun77; toc 17jun77; f/n VKO 18jun77; rgd 21jun77
77A191	RA-85190 553	Tu-154B-1 Tu-154B	Dalavia Chosonminhang	trf SXF	01jun93 07mar77	f/n KHV 07jul94, IN Aeroflot c/s and titles; I/n KHV 12may95; wfu in early 1999; soc and canx 26jul99 as life-time expired; broken up at KHV 01mar00
,,,,,,,,,	P-553 P-553	Tu-154B Tu-154B	Chosonminhang Air Koryo	r/r fr.	1978 28mar92	photo SVO 1985; I/n PEK nov91 f/n SVO 19apr93; not in fleet list 30dec06; I/n FNJ 19dec09; according to Air Koryo's facebook page, officially retired on 17nov10 and sent to the Aviation Institute in the Son Yang district near to the airport
77A192	CCCP-85192 CCCP-85192 CCCP-85192 85192	Tu-154B Tu-154B Tu-154B Tu-154B-1	AFL/Moscow-VKO AFL/Armenia AFL/Azerbaijan	mfd trf trf BAK	jan77 25nov77 23jul85 10dec92	toc 12feb77; rgd 24feb77; f/n DME nov77 with Azeri flag
	85192 4K-85192	Tu-154B-1 Tu-154B-1	Azerbaijan Al	DME DME	20mar93 04jul94	I/n DME 07jul93 I/n DME 23apr97; not on Azerbaijan register 12dec00; broken up
77A193	CCCP-85193 RA-85193	Tu-154B Tu-154B	AFL/Urals-SVX Aeroflot	mfd DME	31jan77 02sep93	toc 15feb77; rgd 22mar77; f/n LED 19aug83; l/n IKT 05jul92 opb Ural Airlines oct93
77A194	RA-85193 CCCP-85194	Tu-154B-1 Tu-154B	Ural Airlines  AFL/Krasnoyarsk	trf mfd	25jul94 21feb77	f/n DME 29jun98; I/n active DME 26nov06; seen wfu at SVX with missing parts jan08; I/n 27aug09, in many pieces, being broken up; t/t 38,626 hours and 16,363 cycles rgd 31mar77; on charge as of 01apr77; f/n DME nov77
	CCCP-85194 UN-85194 UN-85194	Tu-154B Tu-154B-1 Tu-154B-1	AFL/Kazakhstan Aeroflot Aeroflot c/l, n/t	trf ALA SHJ	jun92 23apr93 dec94	with Kazakhstan flag with Kazakstan Airlines tail c/s
	UN-85194 UN-85194	Tu-154B-1 Tu-154B-1	Kazakstan Airlines Air Kazakstan	SHJ trf	apr96 26sep96	Almaty based, but never had titles as such; I/n ALA 30jun99/24sep99, derelict; broken up
77A195	CCCP-85195 CCCP-85195	Tu-154B Tu-154B	AFL/Kyrgyzstan-FRU AFL/Krasnoyarsk	mfd trf	feb77 28apr78	toc 06mar77; rgd 29mar77; f/n FRU 12mar77, first Frunze-based Tu-154 f/n DME 08apr81; I/n DME 10sep92
	RA-85195 RA-85195 RA-85195	Tu-154B Tu-154B Tu-154B	Aeroflot Khakasiya Khakasiya	ABA trf ABA	13jul93 25nov93 18aug07	CofR renewal 07may97; f/n DME 02sep97, in Aeroflot c/s, no titles; I/n DME 06aug99 wfu, in basic in Aeroflot c/s with titles; already soc 05feb05 as life-time expired; I/n ABA 22apr11; seen
77A196	CCCP-85196	Tu-154B	Aeroflot/UShVLP	mfd	feb77	ABA 28sep13, without wings Ulyanovsk Advanced Flying Training College; rgd 23mar77; on charge as of 01apr77
77A197	CCCP-85196 EK-85196 CCCP-85197	Tu-154B Tu-154B-1 Tu-154B	AFL/Armenia-EVN Aeroflot c/s, n/t AFL/Ukraine-KBP	trf VKO mfd	30jun77 08sep93 feb77	f/n DME 30oct77; f/n LED 22Jul88 as Tu-1548-1; l/n LED 06sep92 was operated by Armenian Airlines; seen EVN 19Jun97/18apr00, wfu; broken up on charge as of 01apr77; rgd 05apr77; f/n SXF 16apr77
	CCCP-85197 CCCP-85197 4L-85197	Tu-154B Tu-154B Tu-154B-1	AFL/Armenia-EVN AFL/Georgia-TBS Orbi	trf trf VKO	13oct77 21jan88 22aug95	f/n VKO 27apr93 as Tu-154B-1 I/n VKO 12may96; not in 1997 fleet list; broken up TBS
77A198	CCCP-85198 CCCP-85198	Tu-154B Tu-154B	AFL/Azerbaijan-BAK AFL/Georgia	mfd trf	28feb77 06apr84	rgd 25mar77; on charge as of 01apr77; f/n SVO apr79 f/n as Tu-154B-1 VKO 11apr91; reported for Orbi but seen TBS may96/jun97 being used for spares; broken up
77A199	CCCP-85199 CCCP-85199 CCCP-85199 85199	Tu-154B Tu-154B Tu-154B Tu-154B-1	AFL/Privolzhsk-KUF AFL/Georgia AFL/Azerbaijan-BAK Azerbaijan Al	mfd trf trf BAK	mar77 29sep77 27apr84 11dec92	on charge as of 01apr77; rgd 15apr77; f/n DME 13nov77  I/n DME 22feb92
77A200	4K-85199 CCCP-85200 EK-85200	Tu-154B-1 Tu-154B Tu-154B	Azerbaijan Al AFL/Armenia-EVN Armenian Airlines	mfd VKO	26feb93 mar77 12jun93	I/n BAK 17may96, derelict; not on register 02dec02; broken up at BAK too 30mar77; I/n EVN mar93 in basic ex Aeroflot (5, no titles
77A201	EK-85200 CCCP-85201	Tu-154B-1 Tu-154B	Armenian Airlines AFL/Moscow-VKO	VKO Wfd	30aug95 18mar77	in basic ex Aeroflot c/s, no titles; seen EVN apr00/mar03, derelict; broken up toc 30mar77; rgd 01apr77; f/n VKO 18jun77
	CCCP-85201 RA-85201	Tu-154B Tu-154B-1	AFL/Krasnoyarsk Aeroflot	trf KJA	15oct77 13jul93	
	RA-85201 RA-85201 RA-85201	Tu-154B-1 Tu-154B-1 Tu-154B-1		DME rgd rgd	16aug96 01jun01 31may02	<pre>I/n DME 21sep98; CofR renewal 29oct00 f/n DME 03jun01; leased from KrasAir; I/n KJA 27jan02 f/n DME 08oct02; still in basic Sibaviatrans c/s; I/n DME 02jul04; wfu 2005; seen KJA aug08/apr09,</pre>
77A202	CCCP-85202 RA-85202 RA-85202	Tu-154B Tu-154B Tu-154B	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	mar77 07jul93 16aug96	derelict; broken up at KJA autumn 2009; t/t 36,407 hours and 13,236 cycles rgd 15apr77; on charge as of 01jul77; f/n DME 30oct77; l/n KJA 01jul92  l/n KJA 04jul03, engines missing; current in fleet list jan03; soc 06jun03 as life-time expired; canx
77A203	CCCP-85203	Tu-154B	AFL/Georgia-TBS	mfd	16aug96 18mar77	toc 14apr77; rgd 06may77; f/n DME 13nov77; seen TBS 16may96/27jun00, being used for spares; broken
77A204	CCCP-85204(1)	Tu-154B	AFL/East SibIKT	mfd	mar77	up toc 16apr77; rgd 05may77; f/n IKT late 1977; f/n IKT 06jul92 as Tu-154B-1; see c/n 91A886
	RA-85204(1)	Tu-154B-1	Aeroflot	DME	15may93	

77A205	RA-85204(1) CCCP-85205	Tu-154B-1 Tu-154B	AFL/Far East-KHV	trf mfd	07feb95 mar77	soc 29nov96 as life-time expired; canx 15dec96; broken up probably at Irkutsk toc 20apr77; rgd 04may77; f/n KHV apr82
	RA-85205 RA-85205	Tu-154B-1 Tu-154B-1	Aeroflot Dalavia	KHV trf	28may93 01jun93	I/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1998; soc and canx 02jul98 as life-time expired;
77A206	CCCP-85206	Tu-154B	AFL/Kyrgyzstan-FRU	mfd	apr77	broken up at KHV apr99 toc 27apr77; rgd 02jun77
77A200	CCCP-85206	Tu-154B	AFL/Far East-KHV	trf	24feb78	f/n KHV apr82
	RA-85206	Tu-154B-1	Dalavia	trf	01jun93	f/n IKT 06jul94, in Aeroflot c/s and titles; l/n KUF 16sep97; wfu in early 1998; soc 06may98 as life-time expired; canx 12may98; broken up at KHV in summer 1998
77A207	CCCP-85207 CCCP-85207	Tu-154B Tu-154b	AFL/Moscow-VKO AFL/Far East-KHV	mfd trf	apr77 12sep77	toc 19may77; rgd 19may77; f/n LBG 07jun77 photo STW jul85
	RA-85207 RA-85207	Tu-154B-1 Tu-154B-1	Aeroflot Dalavia	KHV trf	24may93 01jun93	I/n KHV 12may95, in Aeroflot c/s and titles; wfu in early 1998; canx 16jun98; soc 16jul98 as life-time
774200		Tu-154B		mfd	-	expired; broken up at KHV 26sep98
77A208	LZ-BTL (2)	1u-1346	Balkan	IIIIu	04apr77	f/n LHR 25apr77; I/n SXF sep90, in full c/s; leased to Laos Air during summer 1991 and later to Palair Macedonian in autumn 1991, in all-white c/s; seen FRA 29jul92, all-white c/s, no titles; tt 21,590 hours,
						1,222 cycles at 01aug92; wfu VAR late 1996, due to a problem with the wings; I/n VAR sep97/jul02, as such; broken up; see c/n 73A051
77A209	LZ-BTM (2)	Tu-154B	Balkan	mfd	14apr77	f/n LGW 22may77; t/t 23,585 hours, 12,324 cycles at 01aug92; wfu SOF jan96; l/n SOF 07jan98, as such; broken up oct99; see c/n 73A052
77A210	CCCP-85210 EK-85210	Tu-154B Tu-154B	AFL/Armenia-EVN Armenian Airlines	mfd AMS	may77 20jun95	toc 24may77; rgd 08jul77;f/n DME early 1978; still CCCP- 17may93 in Aeroflot c/s, no titles; I/n DXB 22feb97; not in 1998 Armenian Airlines fleet list; broken up 1998,
77A211	CCCP-85211	Tu-154B	AFL/Azerbaijan-BAK	mfd	may77	probably at Yerevan rgd 23jun77; on charge as of 01jul77; f/n DME 13nov77
//AZII	85211	Tu-154B-1	Azerbaijan Al	CAI	feb93	the date is stamped on a slide to might be before feb93
77A212	4K-85211 CCCP-85212	Tu-154B-1 Tu-154B	Azerbaijan Al AFL/Urals-SVX	IST mfd	05may93 may77	l/n BAK 16may96; not in 1998 fleet list, broken up probably at Baku toc 26may77; rgd 23jun77; f/n DME 13nov77
	CCCP-85212 CCCP-85212	Tu-154B Tu-154B	AFL/GosNII GA AFL/Urals	trf trf	20nov unknown	year not given in the MGA document on charge as of 01jan82
	CCCP-85212 CCCP-85212	Tu-154B Tu-154B	AFL/Krasnoyarsk AFL/Urals	trf trf	08feb89 01apr89	I/n DME 26sep91, as Tu-154B-1
	RA-85212 RA-85212	Tu-154B-1 Tu-154B-1	Aeroflot Permskiye Avialin.	ALA trf	23apr93 30mar94	I/n DME 21may96, in Aeroflot c/s and titles; soc and canx 26apr99 as life-time expired; I/n PEE 16aug99,
77A213	CCCP-85213	Tu-154B	AFL/Krasnoyarsk	mfd	31may77	in Aeroflot c/s, no titles; broken up at PEE on charge as of 01jul77; rqd 11jul77; f/n DME apr82
//AZI3	RA-85213	Tu-154B	Aeroflot	KJA	13jul93	I/n DME 14may95
77A214	RA-85213 CCCP-85214	Tu-154B Tu-154B	KrasAir AFL/Leningrad	DME mfd	jul95 may77	soc 17feb97 as life-time expired; canx 17dec97; broken up KJA 1999 toc 04jun77; rgd 08jun77; f/n LHR 01jul77
	CCCP-85214 85214	Tu-154B Tu-154B	AFL/Azerbaijan AFL/Azerbaijan	trf	06oct77	I/n DME 16apr92 seen on Russian TV as such
77A215	4K-85214 CCCP-85215	Tu-154B-1 Tu-154B	Azerbaijan Al Aeroflot/UShVLP	IST mfd	07mar93 18jun77	I/n BAK 17may96, derelict; not on register 02dec02; broken up at Baku 2000 Ulyanovsk Advanced Flying Training College; on charge as of 01jul77; rgd 19aug77; f/n SVO 09aug80
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	CCCP-85215 RA-85215	Tu-154B Tu-154B	AFL/Moscow Aeroflot	trf VKO	31oct85 21mar93	transfer not mentioned in the MGA document; I/n VKO 05jun92
	RA-85215	Tu-154B	Vnukovo Airlines	trf	30aug94	f/n VKO 01jul95 as Tu-154B-2, in Aeroflot c/s and titles; seen VKO aug97/aug01, derelict, titles removed
77A216	CCCP-85216	Tu-154B	Soviet Gvt/AFL c/s	mfd	11jun77	and broken up aug01 toc 26jul77; rgd 12aug77; opb 235 OAO; f/n VKO 18nov77
	CCCP-85216 RA-85216	Tu-154B Tu-154B-1	AFL/Far East-KHV Aeroflot	trf KHV	23aug79 28may93	
	RA-85216 RA-85216	Tu-154B-1 Tu-154B-1	Dalavia Dalavia	trf KHV	01jun93 31jul01	I/n KHV 12may95, in Aeroflot c/s and titles I/n KHV 04jul04; wfu probably in 2004; broken up at KHV probably in early 2005
77A217	CCCP-85217 CCCP-85217	Tu-154B Tu-154B	AFL/International AFL/East Siberia	mfd trf	30jun77 27apr81	toc 08jul77; rgd 12aug77; already f/n SVO 09jul77; carried additional 'Official Olympic Carrier' titles
	CCCP-85217	Tu-154B	AFL/Yakutiya	trf	27mar91	
	RA-85217 RA-85217	Tu-154B Tu-154B	Aeroflot Sakha Avia	VKO trf	21mar93 24may94	I/n ROV 14may96, in Aeroflot c/s and titles
	EW-85217 RA-85217	Tu-154B-1 Tu-154B-1	Aeroflot c/s, n/t Permskiye Avialin.	HAJ VKO	06jun00 11sep00	opb Gomelavia, photo proof I/n DME 13aug01; seen DME 03dec01, reportedly no titles; seen VKO 02aug02 again with titles; reported
						VKO 18sep02 in incident report, opb Avialinii 400 on lease from Primeaviaexport LLC !; I/n VKO jun03/aug04 in VARZ-400 to be scrapped but current on the Russian Register feb04; broken up at VKO
77A218	CCCP-85218	Tu-154B	AFL/International	mfd	jun77	aug04 toc 13jul77; rgd 12aug77; f/n SVO 13jul77; carried additional 'Official Olympic Carrier' titles
	CCCP-85218 UR-85218	Tu-154B Tu-154B	AFL/Ukraine-ODS Avialini. Ukrayiny	trf IST	10aug80 03aug93	I/n VKO 19may91
	UR-85218	Tu-154B	Odessa Airlines	HAJ	22aug96	l/n ODS 30aug01; current in jan02 fleet list; l/n ODS may02/oct04 wfu; was last remaining Tu-154 at ODS, seen broken up on the dump mar/apr05
77A219	CCCP-85219	Tu-154B	AFL/International	mfd	30jun77	toc 12jul77; f/n SVO 16jul77; rgd 12aug77; carried additional 'Official Olympic Carrier' titles, seen SXF
	CCCP-85219	Tu-154B	AFL/Urals	trf	05oct79	jul78 and PIK jun79, as such I/n TAS 15apr92
	RA-85219 RA-85219	Tu-154B-1 Tu-154B-1	Aeroflot Ural Airlines	DME trf	20mar93 25jul94	f/n DME 07may95; f/n as a Tu-154B-2 SVX 30apr04; damaged 30apr04 on a flight from Koltsovo to
						Moscow when engine # 3 suffered an uncontained failure shortly after take-off, but the aircraft managed to land safely; repaired; I/n SVX 21jun06; wfu 2007 and broken up at SVX
77A220	CCCP-85220 CCCP-85220	Tu-154B Tu-154B	AFL/International AFL/Far East-KHV	mfd trf	16jun77 31jul81	rgd 09jul77; toc 29jul77; f/n AMS 13aug77; carried additional 'Official Olympic Carrier' titles I/n VKO 08iul92
	RA-85220 RA-85220	Tu-154B Tu-154B-2	Dalavia	trf KHV	01jun93 12may99	f/n KHV 07jul94, in Aeroflot c/s and titles; I/n KUF 29nov98 I/n KHV 04jul04; wfu probably in 2004; scrapped at KHV probably in early 2005
77A221	CCCP-85221	Tu-154B	AFL/International	mfd	01jul77	toc 03aug77; f/n FRA 13aug77; rgd 18aug77; seen ZRH 22mar78; seen DUB sep79, carried additional
	CCCP-85221	Tu-154B	AFL/Kazakhstan	trf	31jul81	'Official Olympic Carrier' titles I/n SXF aug92
	UN-85221 UN-85221	Tu-154B-1 Tu-154B-2	Aeroflot Aeroflot c/s, n/t	IST SHJ	19jun93 08may94	Kazakhstan flag I/n ATH 1996, with Kazakhstan flag; no titles
	UN-85221 UN-85221	Tu-154B-2 Tu-154B-2	Kazakstan Airlines Air Kazakstan	SHJ trf	12nov85 26sep96	Almaty based, with 186 hours left but never reported again since 1995; broken up 1997 probably at ALA
77A222	CCCP-85222	Tu-154B	AFL/International	mfd	jul77	toc O4aug77; f/n FRA 15aug77; rgd 19aug77; carried additional 'Official Olympic Carrier' titles, seen LIG sep79 as such
	CCCP-85222 85222	Tu-154B Tu-154B	AFL/Georgia Tbilisi Avn Ent.	trf no	16oct79 reports	was on the Georgian register, but probably did not wear a prefix; w/o 20jul92 on a cargo flight from Tbilisi
				5	. sports	to Mineralnyye Vody with the MTOW exceeded by at least 2 tonnes and the centre of gravity being out of the envelope (too far forward) when failed to lift on take-off, overran the runway, collided with the building
						of the localiser 490 metres behind the runway threshold and with the slope of a ravine 190 metres later on,
77A223	CCCP-85223	Tu-154B	AFL/International	mfd	28jul77	broke up and exploded, all 8 crew and 16 passengers killed too laaug77; rgd 01sep77; f/n SVO 16aug77; carried additional 'Official Olympic Carrier' titles; I/n SOF
	CCCP-85223	Tu-154B-1		Isd	15aug79	23jun79, as such
	CCCP-85223 CCCP-85223	Tu-154B-1 Tu-154B-1	AFL/International AFL/Krasnoyarsk	ret trf	15nov79 28nov79	I/n KJA 01jul92
	RA-85223 RA-85223	Tu-154B-1 Tu-154B-1	Aeroflot Khakasiya	ABA trf	13jul93 25nov93	seen DME 20aug99, in Aeroflot c/s, no titles
	RA-85223	Tu-154B-1	Khakasiya	DME	10jul00	seen DME 28aug02; soc 03feb05 as life-time expired; I/n ABA 18aug07, wfu in basic ex-Aeroflot c/s with titles; broken up ABA nov10
77A224	YR-TPD	Tu-154B	TAROM	rgd	13aug77	f/n LHR 20aug77; seen OTP jun95/aug00 wfu; CofA expired 31oct94; canx 13nov98 as broken up
77A225	YR-TPE YR-TPE	Tu-154B Tu-154B	TAROM Guyana Airways	rgd Isd	30aug77 jan87	f/n LHR 04mar78
77A226	YR-TPE CCCP-85226	Tu-154B Tu-154B	TAROM AFL/West Siberia	ret mfd	feb87 aug77	I/n OTP sep98/may99 wfu; CofA expired 31oct95; canx 16nov98 as broken up toc 01sep77; rgd 14sep77; f/n VKO 20sep85
	CCCP-85226 RA-85226	Tu-154B Tu-154B	AFL/N.Kavkaz-MRV Aeroflot	trf AUH	01oct88 03may94	f/n as Tu-154B-1 RKT 15nov95
77A227	RA-85226 CCCP-85227	Tu-154B-1 Tu-154B	KavMinVody Avia Aeroflot	trf no	15dec94 reports	f/n IST 22sep97; soc 16mar04 as life-time expired; canx 06may04; broken up at MRV tested to destruction by the SibNIA institute; not mentioned in the Soviet register or MGA document
77A228	CCCP-85228 RA-85228	Tu-154B Tu-154B-1	AFL/Privolzhsk-KUF Nizhni Novgorod Al	mfd trf	30aug77 25nov93	toc 02sep77; f/n SVO 24sep77; rgd 05oct77; l/n LED 17may91 f/n GOJ 22aug95, in Aeroflot c/s and titles; l/n GOJ 26aug97 soc 15dec98 as life-time expired; canx
77A229	CCCP-85229	Tu-154B-1	AFL/Leningrad	mfd		30dec98; I/n GOJ 04aug01, in Aeroflot c/s, no titles; broken up
//AZZ9	RA-85229	Tu-154B-1	Aeroflot	STN	aug77 30may93	toc 29aug77; rgd 06oct77; f/n SV0 24sep77; l/n LED 05sep92
77A230	RA-85229 CCCP-85230	Tu-154B-1 Tu-154B	Pulkovo Avia AFL/Moscow-VKO	trf mfd	22nov94 31aug77	soc 22may97 as life-time expired; canx 05jun97; broken up toc 10sep77; rgd 21sep77; f/n VKO 14nov77
	CCCP-85230 UN-85230	Tu-154B Tu-154B-1	AFL/Kazakhstan Aeroflot	trf SHJ	04nov78 03jun93	I/n ALA 22apr93 with Kazakhstan flag
	UN-85230 UN-85230	Tu-154B-1 Tu-154B-1	Aeroflot c/s, n/t Kazakstan Airlines	SHJ ALA	08may94 04jun97	with Kazakhstan flag was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles; I/n ALA 14may98; not in 2001
77A231	CCCP-85231	Tu-154B-1	AFL/N.Kavkaz-MRV	mfd	sep77	fleet list and broken up probably at ALA f/n MRV 28sep77; toc 29sep77; rgd 14oct77; the first Tu-154 based at MRV
	CCCP-85231 UN-85231	Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA	trf	22dec78 23apr93	In DME 20mar93 with Kazakhstan flag
	JIV-03231	1u-1J4D-1	ACTUTUL	ALA	∠⊃ahi ⊅⊃	mai razaristan nay

	UN-85231	Tu 1548 1	Aeroflot c/s, n/t	ALA	04jun97	trf to Air Kazakstan 26sep96 and based at Almaty, but never had such titles; used as a fire-trainer, seen
77A232	CCCP-85232	Tu-154B-1	AFL/Ukraine-KBP	mfd	sep77	may98/apr05; broken up toc 27sep77; rgd 18oct77; f/n KBP 06may78; l/n VKO 08jul92
77A233	UR-85232 UR-85232 CCCP-85233	Tu-154B-1 Tu-154B-1	Avialini. Ukrayiny Odessa Airlines AFL/Privolzhsk-KUF	DXB IST mfd	04may93 13jan97 sep77	I/n IST 22mar96, titles painted out I/n ODS 09may98; seen ODS may02/oct04 wfu; canx according jan02 fleet list; broken up at ODS apr05 toc 26sep77; rgd 09nov77; f/n VKO 20sep85; seen wfu (without engines) at KUF 25apr93, still and in full
774224	CCCD 05224	T: 1540.1	AFI /M \/// \/ \/	64	1177	Aeroflot colours; canx 21jan94; soc 15feb94 as trf to Samara according to the MGA document; broken up, only the tail remained by 19may96
77A234	CCCP-85234 CCCP-85234	Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Privolzhsk-KUF	mfd trf	11sep77 21nov86	toc 30sep77; rgd 19oct77; f/n VNO 14nov77; l/n HAM 03jun84 opb Aerovolga by jun92 (destroyed 19jun92 (local time, according to Moscow time still 18jun92) while being parked at Bratsk next to Tu-154B-1 CCCP-85282, while CCCP-85282 was refuelled the fuel truck caught fire due to operator error (the operator was intoxicated), the fuel truck exploded (killing the driver who had tried to remove it from the aircraft) and the fire spread to Tu-154B-1s CCCP-85282 and CCCP-
77A235	CCCP-85235 RA-85235	Tu-154B-1 Tu-154B-1	AFL/West SibOVB Sibir	mfd trf	18sep77 04apr94	85234 which both burnt out; t/t 31,565 hours and 13,180 cycles; canx 30apr93; soc 15feb94 toc 11oct7r; rgd 24oct7r; f/n DME 13nov7r; l/n DME 12apr91 f/n DME 02jul95, in Aeroflot c/s and titles; not in 1999 fleet list; rgd 28jan00 to ATTs Barnaul; l/n BAX
	RA-85235	Tu-154B-1	Chita Avia	rgd	09jun01	24jul00 seen in VARZ-400 jun02/jul04 in Aeroflot c/s, no titles; broken up at VKO; t/t 39,243 hours and 13,535
77A236	CCCP-85236	Tu-154B-1	AFL/Leningrad	mfd	sep77	cycles toc 11oct77; rgd 16nov77; f/n LGW 21jan78; l/n LED 05sep92
	RA-85236 RA-85236	Tu-154B-1 Tu-154B-1	Aeroflot Pulkovo Avia	AMS trf	13jun93 22nov94	soc mar96 as life-time expired; canx 10jul96; broken up
77A237	CCCP-85237 CCCP-85237	Tu-154B-1 Tu-154B-1	AFL/North Kavkaz AFL/West Siberia	mfd trf	sep77 24nov88	toc 26oct77; rgd 28nov77; f/n VKO 11aug80 I/n DME 16aug92
	RA-85237 RA-85237	Tu-154B-1 Tu-154B-1	Aeroflot Aerokuznetsk	trf	15may93 31mar94	seen MRV 15may96/dec99, in Aeroflot c/s and titles, stored
77A238	RA-85237 CCCP-85238	Tu-154B-1 Tu-154B-1	Sibir AFL/Leningrad	rgd mfd	05jul00 24oct77	f/n VKO 29jul00; wfu at OVB, soc 20jan06 as life-time expired; l/n apr/jul06; broken up at OVB toc 31oct77; rgd 30nov77; f/n LHR 17feb78; l/n BTK 01jul92
77A239	RA-85238 RA-85238 YR-TPF	Tu-154B-1 Tu-154B-1 Tu-154B-1	Aeroflot Pulkovo Avia TAROM	LED trf rgd	03jan93 21oct94 08nov77	I/n LED 09jun94 soc 18jan96 as life-time expired; canx 02feb96; broken up seen LHR 14oct78; white with titles and logo in red; I/n OTP sep98/jul00, wfu; CofA expired 25jun95; canx
77A240	CCCP-85240	Tu-154B-1	AFL/Kazakhstan-ALA	mfd	31oct77	16nov98 as broken up toc 11nov77; rgd 02dec77; f/n VKO early78; l/n DME 10sep92
7771210	UN-85240 UN-85240	Tu-154B-1 Tu-154B-1	Aeroflot Aeroflot c/s, n/t	ALA TSE	22apr93 22jul94	with Kazakhstan flag with Kazakhstan flag
	UN-85240 UN-85240	Tu-154B-1 Tu-154B-1	Kazakstan Airlines Air Kazakstan	FRA trf	09sep95 26sep96	Almaty based; f/n DME aug96; l/n ALA 24sep99: not in 2001 fleet list, broken up at ALA
77A241	CCCP-85241 CCCP-85241	Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Turkmenistan	mfd trf	31oct77 20oct78	toc 17nov77; rgd 02dec77; f/n VKO early 1978 I/n DME 22may91
	EZ-85241		Turkmenistan Al	DME	02sep93	seen ASB may96/may09, wfu; not in fleet list feb08; offered for sale in early 2008 with t/t 28,656 hours and 14,531 cycles; broken up at ASB 2012
77A242	CCCP-85242 RA-85242	Tu-154B-1	AFL/Leningrad Aeroflot	mfd AMS	04nov77 09may93	toc 21nov77; rgd 08dec77; f/n SXF 18feb78; l/n LED 16may91
77A243	RA-85242 CCCP-85243	Tu-154B-1 Tu-154B-1	Pulkovo Avia  AFL/Moscow-VKO	trf mfd	24feb95 nov77	I/n LED jul98/dec98, in Aeroflot c/s and titles, wfu; canx 28jan99; soc 05feb99 as life-time expired; broken up toc 09dec77; rgd 22dec77; f/n VKO early 1978
778243	CCCP-85243		AFL/West SibOVB	trf	02dec78	opb 384 LO; w/o 11oct84 on the leg from Krasnodar to Omsk of a flight from Krasnodar to Novosibirsk when collided during the landing run at Omsk-Tsentralny at night with two snow trucks and a jeep (which were equipped neither with flash lights nor with radio receivers), broke up and exploded, 5 of the 9 crew, 169 out of 170 passengers and 4 all persons in the vehicles killed plus 1 crew and 1 passenger injured; soc 31oct84
77A244 77A245	CCCP-85244 CCCP-85245	Tu-154B-1 Tu-154B-1	AFL/Ukraine-KBP AFL/Uzbekistan-TAS	mfd mfd	nov77 nov77	rgd 19dec77; on charge as of 01jan78; f/n SXF 08apr78; seen KBP 22sep94/19mar97, derelict; broken up on charge as of 01jan78; rgd 02jan78; f/n TAS 29oct79; l/n TAS 15apr92
77A246	UK-85245 CCCP-85246	Tu-154B-1 Tu-154B-1	Uzbekistan Airways AFL/Turkmenistan	TAS mfd	08may95 30nov77	//n TAS 05oct97, wfu; broken up 2001 toc 16dec77; rqd 11jan78; f/n DME 23nov82
	EZ-85246	Tu-154B-1	Turkmenistan Al		20may93	l/n operational ASB 18may96; see ASB apr02/may09, wfu; offered for sale in early 2008 with t/t 29,307 hours and 14,853 cycles; broken up at ASB 2012
77A247	CCCP-85247 EY-85247 EY-85247	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Tajikistan-DYU Tajik Air Tajikistan Al	mfd LED SHJ	nov77 27oct94 13mar96	toc 21dec77; rgd 10jan78; f/n DME early 1978; l/n DME 01sep93 Tajik Air was renamed Tajikistan Airlines In full c/s with Tajikistan titles; l/n ALA 24oct97; still in fleet list 07nov03; not in fleet list 01nov04; seen
77A248	CCCP-85248	Tu-154B-1	AFL/Uzbekistan-TAS	mfd	dec77	DYU 01sep07, wfu; broken up by 2009 on charge as of 01jan78; rgd 12jan78; f/n SVO apr79; one of the few aircraft in the experimental livery with blue/white/blue fin; still 'CCCP-' 22sep93
77A249	UK-85248 CCCP-85249	Tu-154B-1 Tu-154B-1	Uzbekistan Airways AFL/Uzbekistan-TAS	TAS mfd	08may95 06dec77	canx but date unknown; I/n TAS 05oct97, wfu; broken up 2001 on charge as of 01jan78; rgd 12jan78; f/n VKO 29apr84
777273	85249 UK-85249	Tu-154B-1 Tu-154B-1	Uzbekistan Airways Uzbekistan Airways	TAS TAS	07apr93 08may95	canx but date unknown; I/n TAS 05oct97, awaiting scrapping; broken up by ATB at Tashkent 2000/01
77A250	CCCP-85250 CCCP-85250	Tu-154B-1 Tu-154B-1	AFL/Turkmenistan Turkmenistan Al	mfd DME	22dec77 20mar93	toc 28dec77; rgd 11jan78; f/n VKO 20sep85
	85250 EZ-85250	Tu-154B-1 Tu-154B-1	Turkmenistan Al Turkmenistan Al	EVN DME	mar93 30aug93	I/n ASB 18may96
	4K-85250 EZ-85250	Tu-154B-1 Tu-154B-1	Aeroflot c/s, n/t Turkmenistan Al	DME	25aug97	I/n RMI 16sep97; operated by Imair, returned not in fleet list nov99/feb08; seen ASB 26feb06/oct09, wfu; for sale early 2008, t/t 30,838 hours and
77A251	CCCP-85251	Tu-154B-1	AFL/Tajikistan-DYU	mfd	dec77	15,493 cycles; broken up at ASB 2012 toc 29dec77; rgd 12jan78; f/n TAS oct85; still CCCP- 02sep93; MGA document gives as trf 01jul93 to Baikalavia, but see next line; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-85251	Tu-154B-1	Tajikistan Al	DME	02jul95	in full c/s with Tajikistan titles; I/n SHJ 02dec98; still in fleet list 07nov03; not in fleet list 01nov04; seen wfu DYU 24mar06/01sep07; broken up by 2009
77A252	CCCP-85252 EX-85252	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd ADB	dec77 10sep94	toc 04jan78; rgd 16jan78; f/n SVO 01sep81 I/n FRU 11may98; seen again FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up 2005
78A253	CCCP-85253 CCCP-85253	Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/Privolzhsk	mfd trf	24jan78 17nov78	toc 30jan78; rgd 02mar78; f/n VKÓ 28apr78
	RA-85253	Tu-154B-1	Nizhni Novgorod Al	trf	25nov93	f/n DXB 20feb95, in Aeroflot c/s; l/n GOJ 26aug97; soc 04jul01 aas life-time expired; canx 12sep02; broken up in early mar03
78A254	CCCP-85254	Tu-154B-1	AFL/TurkmenisASB	mfd	24jan78	toc 01feb78; rgd 21feb78; opb 369 LO; dbr 18jan88 on the leg from DME to Krasnovodsk of a flight from DME to Ashkhabat when descended too fast on finals to Krasnovodsk at night and touched down with 4.8 g so that the tail broke off, both parts of the aircraft slid off the runway, 6 of the 9 crew injured and 11 of the 137 passengers killed plus 10 injured; t/t 15,859 hours and 8,082 cycles; soc 31mar88
78A255	CCCP-85255 CCCP-85255	Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Tyumen	mfd trf	21aug78 20may83	toc 17may79; rgd 28may79; opb 235 OAO f/n AER aug83
	RA-85255 RA-85255	Tu-154B-1 Tu-154B-1	Aeroflot Tyumen Airlines	DME trf	23apr93 31aug94	I/n TJM 15may95, in Aeroflot c/s and titles
	RA-85255 RA-85255	Tu-154B-1 Tu-154B-1	Tyumen Airlines CNG Transavia, n/t	DME rgd	02jul95 26jun03	I/n VKO 22aug03 f/n VKO 27jun04; seen derelict in VARZ-400 jun05/aug08, no outer wings, titles on left side only; used in
78A256	CCCP-85256 RA-85256	Tu-154B-1 Tu-154B-1	AFL/West SibOVB Aerokuznetsk	mfd trf	jan78 31mar94	fire brigade's exercise at VKO 10sep08; broken up at VKO by 16mar09 toc 14feb78; rgd 02mar78; f/n P6G 31aug78; i/n DME 12apr91  /n DME 13mar96, in Aeroflot c/s and titles; soc and canx 17jul98 as life-time expired; broken up dec98,
78A257	CCCP-85257	Tu-154B-1	AFL/Kyrgyzstan	mfd	31jan78	but location unknown toc 10feb78 according to MGA document; rgd 28feb78 to Kazakhstan directorate according to the Soviet register; f/n DME early 1978; I/n DME 16aug92
	EX-85257	Tu-154B-1	Kyrgyzstan Al	ADB	10sep94	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; not in fleet list 31dec03; I/n FRU sep04/nov04; broken up at FRU
78A258	LZ-BTO	Tu-154B-1	Balkan	mfd	28jan78	d/d 24feb78; t/t 21,961 hours, 11,836 cycles at 01aug92; wfu SOF oct97; l/n SOF 04dec98; not in fleet list 31dec99; broken up may00
78A259	CCCP-85259 EX-85259	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd DME	21feb78 16may95	toc 03mar78; rgd 21mar78; f/n SVO apr79; l/n SHJ 23jan94 stored FRU since at least dec03 as per fleet list, l/n sep04/nov04; broken up at FRU 2005
78A260	CCCP-85260 CCCP-85260	Tu-154B-1 Tu-154B-1	AFL/Leningrad AFL/Belarus	mfd trf	21feb78 29jun86	toc 07mar78; rgd 04apr78; f/n HEL 02sep78 still CCCP- 09jul93
78A261	EW-85260 EW-85260 CCCP-85261	Tu-154B-1 Tu-154B-1 Tu-154B-1	Aeroflot Belavia AFL/West SibOVB	MSQ MSQ mfd	08sep93 09sep94 19feb78	seen MSQ 02sep97/24sep99, engineless, wfu; broken up toc 06mar78; f/n ZRH 12mar78; rqd 05apr78; l/n IKT 06jul92
/UMZ01	RA-85261 RA-85261	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/West SibOVB Aeroflot Sibir	DME trf	20mar93 29dec94	seen aug94/jun98 in full Aeroflot c/s with additional 'Sibir' titles; soc and canx 28sep98 as life-time
		15151				expired; preserved as an internet cafe at Kogalym (N62.256565 E74.479436) since 1999, seen with 'Lukoil-Zapadnaya Sibir' (Western Siberia) titles and 'Lukoil' badge jan05; I/n mar14/23may15; seen in
78A262	YR-TPG	Tu-154B-1	TAROM	mfd	28feb78	basic Lukoil c/s without registration 19jul15; I/n 01jul19 rgd 01apr78; f/n LHR 15apr78; f/n as Tu-154B-2 SXF jun90; CofA expired 30sep97; I/n OTP sep98/may99,
	UN-85777(2)	Tu-154B-2		ALA	28jun99	wfu; canx 17jun99 I/n ALA 24sep99; blue tail with emblem and large titles; see c/n 93A959
704262	UN-85777(2) UN-85777(2)	Tu-154B-2		ALA DME	oct99 01jun01	I/n SHJ 03jan01, blue tail with emblem, no titles; c/n checked in Air Scorpio c/s, no titles; leased 21may01/20oct01 from Yuzhnaya; probably broken up
78A263	CCCP-85263 RA-85263 RA-85263	Tu-154B-1 Tu-154B-1 Tu-154B-2	AFL/Privolzhsk Aeroflot Nizhni Novgorod Al	mfd FRA trf	mar78 15jan93 25nov93	on charge as of 01apr78; rgd 06may78; f/n DME 11mar79 f/n GOJ 22aug95 as Tu-154B-2 f/n SHJ 07oct99, in Aeroflot c/s, no titles; l/n SHJ 21nov99; wfu in 2000 with 16,000 cycles; soc 10mar03
	.0. 03203	15-10-2		Ci i	25.10433	as life-time expired; /n GOJ 16jan04, awaiting scrapping; canx 19may04; broken up at GOJ

78A264	CCCP-85264 CCCP-85264 RA-85264	Tu-154B-1 Tu-154B-1 Tu-154B-2		mfd trf KUF	22mar78 10dec78 25apr93	toc 30mar78; rgd 17apr78; f/n VKO early 1978 f/n as Tu-154B-2 KUF 05jan87
78A265	RA-85264 CCCP-85265	Tu-154B-2 Tu-154B-1		trf mfd	24nov94 22mar78	f/n SHJ 10feb96; soc 11nov00 as lif-time expired and canx same day; l/n KUF 28jun02; reportedly scrapped Jan08 toc 31mar78; rgd 13apr78; f/n VKO early 1978
70A203	CCCP-85265 RA-85265	Tu-154B-1 Tu-154B-1	AFL/Privolzhsk-UFA	trf trf	18oct78 unknown	(I/n DME 23feb92 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; seen UFA 12jun94 as Tu-154B-2; f/n DME 27au95 in full c/s; soc and canx 21sep98 as life-time expired; broken up at UFA dec98
78A266	CCCP-85266 CCCP-85266		AFL/Far East-KHV	mfd trf	mar78 05aug91	toc 31mar78; rgd 19apr78; f/n DME 24mar86
78A267	RA-85266 RA-85266 CCCP-85267	Tu-154B-1 Tu-154B-2 Tu-154B-1		trf KHV mfd	01jun93 12may99 14mar78	f/n KHV 02jun93, in Aeroflot c/s and titles; I/n KHV 12may95, engineless I/n LED 06aug00; soc 17jul01 as life-time expired; canx 26jul01; broken up at KHV toc 07apr78; rgd 06may78; f/n LED 05apr86; I/n DME 22may91
	RA-85267 RA-85267	Tu-154B-1 Tu-154B-1	Aeroflot Samara	KUF trf	25apr93 24nov94	f/n KUF 19may96, basic AFL c/s with titles and simple logo, old cheatline later removed; I/n DME 30sep05; broken up at KUF 2007
78A268	CCCP-85268 CCCP-85268	Tu-154B-1 Tu-154B-1	AFL/Kyrgyzstan-FRU AFL/Georgia-TBS	mfd trf	31mar78 06apr90	toc 07apr78; rgd 11may78; f/n DME 20sep85 dbr 20oct90 on the leg from Kutaisi to Kiev of a flight from Kutaisi to Leningrad with the centre of gravity being out of the envelope (too far forward) when failed to rotate on take-off, the crew aborted the take-off above V1, the aircraft overran the runway by 781 metres and suffered substantial damage, 2 of the 7 crew
78A269	CCCP-85269	Tu-154B-1	AFL/Ukraine-KBP	mfd	21apr78	injured while all 164 passengers escaped unhurt; t/t 23,472 hours and 10,227 cycles f/n KBP 13may78; rgd 17may78; on charge as of 01jul78; seen KBP jun93/mar97, derelict probably due to landing mishap 05sep92 after left main gear failed to extend on landing Kiev
78A270	LZ-BTJ	Tu-154B-1	Balkan c/s	SOF	10sep78	opb Bulgarian Government; 'TJ' reportedly stood for 'Todor Jivkov' (French transcription of Zhivkov), the long-time Bulgarian leader; photo PRG aug83 in slightly modified Balkan c/s; last flight of for Air Detachment 28 was on 25dec88 from Sofia to Graf Ignatievo air base. It was listed as a technical flight, no records of any flights for Air Detachment 28 in 1989 as it was replaced by LZ-BTZ
	LZ-BTJ LZ-BTJ LZ-BTJ	Tu-154B-1 Tu-154B-1 Tu-154B-1	Balkan Palair Macedonian Balkan	trf ZRH LGW	may89 12may91 jul93	//n VKO 11apr91 //n DUS 24apr93 in all-white c/s with 'Balkan' and small additional 'Bulgarian Airlines' titles on fuselage over wings; I/n as such DUS 15jun99; seen BUD 01aug99 with just small 'Bulgarian Airlines' titles on fuselage over wings, reportedly operating for Hemus Air; I/n active DRS 11sep99; last flight 16sep99 (SOF-VAR); stored at VAR, seen jun02/feb09; trucked away from Varna airport 03sep09; assembled again by a shipyard at Varna and painted with a lot of advertising; submerged as an artificial reef in the Black Sea about 700 metres off
78A271	CCCP-85271 UN-85271 UN-85271	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA Aeroflot c/s, n/t Kazakstan Airlines	mfd DME HAJ	apr78 30aug93 oct95	Sveti Konstantin and Elena 25may11, in some 22 metres of water toc 28apr78; rgd 02jun78; f/n ALA 22apr84; l/n DME 15may93 with Kazakhstan flag was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles; l/n ALA 24sep99 wfu; broken
78A272	CCCP-85272 UK-85272	Tu-154B-1 Tu-154B-1	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd DME	21apr78 16jun94	up at ALA toc 28apr78; rgd 22may78; f/n TAS 15mar79; l/n TAS 15apr92 wfu 21oct90; l/n TAS 31jul99; broken up at TAS
78A273	CCCP-85273 CCCP-85273	Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/West Siberia	mfd trf	14apr78 20dec78	toc 06may78; rgd 31may78 f/n DME 31mar86; l/n DME 16aug92
	RA-85273 RA-85273	Tu-154B-1 Tu-154B-1	Omskavia	BAK trf	07dec92 05jun94	f/n VKO 24aug97
	RA-85273 RA-85273 RA-85273	Tu-154B-1 Tu-154B-1 Tu-154B-1		VKO VKO rgd	08aug98 06aug99 13oct99	not in 1999 fleet list I/n VKO 22aug99; not in 2000 fleet list soc 10nov04 as life-time expired; I/n MRV 27aug05 in ARZ, no titles, aircraft partially scrubbed to bare
78A274	CCCP-85274	Tu-154B-1	AFL/Leningrad	mfd	28apr78	metal; broken up by 11jun06 rgd 25may78; on charge as of 01jul78; f/n HEL 26jul78
	CCCP-85274 85274	Tu-154B-1 Tu-154B-1	AFL/Armenia Aeroflot	trf BAK	19jun84 07dec92	with Azeri flag
78A275	4K-85274 CCCP-85275	Tu-154B-1 Tu-154B-1	Azerbaijan Al Soviet Gvt/AFL c/s	DME mfd	30aug93 28apr78	I/n BAK 14apr01, wfu; not in 1998 fleet list, broken up at BAK toc 06jun78; rgd 14jun78; opb 235 0AO
	CCCP-85275 RA-85275	Tu-154B-1 Tu-154B-1	AFL/Privolzhsk Bashkirian Al	trf trf	unknown unknown	on charge as of 01oct79; f/n SV0 12apr80; l/n DME 12apr91 on charge as of 01jul92; f/n UFA 10jul93, in Aeroflot c/s and titles; seen FJR 16apr95 in full c/s; l/n UFA 18aug99, derelict; soc 29aug01 as life-time expired; broken up by nov01; canx 04jan02
78A276	CCCP-85276 UN-85276 UN-85276	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Kazakhstan-ALA Kazakstan Airlines Air Kazakstan	mfd ALA trf	24may78 jun95 26sep96	toc 30may78; rgd 28jun78; f/n DME apr82; l/n ALA 22apr93  Almaty based; f/n HAJ 22mar97; l/n ALA 24sep99: not in 2001 fleet list, broken up
78A277 78A278	YR-TPH LZ-BTP	Tu-154B-1 Tu-154B-1 Tu-154B-1	TAROM Balkan	rgd d/d	06jun78 26may78	fin LHR 10jun/8; carx Offeb81; crashed into see on approach to Nouadhibou 07aug80 wfu SOF may99; I/n SOF jun99 as such; scrapped may00
78A279	CCCP-85279	Tu-154B-1	AFL/International	mfd	may78	toc O8jun78; f/n SXF 19jun78; rgd 30jun78; carried additional 'Official Olympic Carrier' titles, seen FRA aug78, as such; I/n LGW 03jul83
	CCCP-85279 EK-85279	Tu-154B-1 Tu-154B-1	AFL/Armenia-EVN Aeroflot c/s, n/t	trf SHJ	30dec83 20jan94	I/n DXB 18nov97; reported for Armenian Airlines
78A280	EK-85279 EK-85279 CCCP-85280	Tu-154B-1 Tu-154B-1 Tu-154B-1	Golis Airlines Aeroflot c/s, n/t AFL/International	SHJ EIN mfd	17feb99 26may99 03jun78	I/n SHJ 05apr99, small sticker only opf Armenian Airlines; seen stored EVN oct01/may04; broken up at EVN toc 23jun78; f/n ZRH 16jul78; rgd 17jul78; I/n AMS 28jul79
70A200	CCCP-85280 RA-85280	Tu-154B-1 Tu-154B-1	AFL/East Siberia Aeroflot	trf DME	28nov79 07jul93	I/n VKO 19may91 opb Chita Avia
	RA-85280 RA-85280	Tu-154B-2 Tu-154B-2	Chita Avia Sayany	trf SVO	09feb95 16jun99	f/n DME 06jul98 leased from Chita Avia; in basic Aeroflot c/s with own titles and logo; I/n operational TFS 24dec99; new
						CofR issued 12jan01, again to Chita Avia; the operator's certificate of Sayany was revoked 13mar01; CofA expired 03jun01; t/t 34,830 hours and 13,067 cycles; sold to Aleksandr-Avia before augl1; sat wfu at HTA for many years; towed (with disassembled wings) from Chita-Kadala to the Romanovski trakt at Chita 14/21oct19; I/n in these colours feb20 and repainted in Aeroflot colours without titles by jul20
	RA-85280	Tu-154B-1	Aeroflot	ph.	07sep20	in original Aeroflot colours with Soviet flag; displayed on the premises of the children's health centre "Raduga" at Romanovski trakt 46 at Chita, the cockpit was equipped as a make-shift flight simulator, seen sep20/jun23
78A281	CCCP-85281 CCCP-85281	Tu-154B-1 Tu-154B-1	AFL/International  AFL/Tajikistan	mfd trf	22jun78 24dec79	toc 29jun78; f/n FRA 02jul78; rgd 17jul78; carried additional 'Official Olympic Carrier' titles; l/n FRA 14aug78, as such
78A282	EY-85281 CCCP-85282	Tu-154B-1 Tu-154B-1 Tu-154B-1	Tajik Air Soviet Gvt/AFL c/s	DME mfd	06sep93 23jun78	w/o 17dec97 when crashed shortly before landing at SHJ; wreck l/n on the airfield feb99 toc 06jul78; rgd 17jul78; opb 235 OAO; f/n LHR 18sep79; l/n GVA 22jul80
	CCCP-85282	Tu-154B-1	AFL/Urals-SVX	trf	23apr81	destroyed 19jun92 (local time, according to Moscow time still 18jun92) on a stop-over at Bratsk during a flight from Yekaterinburg to Vladivostok, while the aircraft was refuelled the fuel truck caught fire due to operator error (the operator was intoxicated), the fuel truck exploded (killing the driver who had tried to remove it from the aircraft) and the fire spread to Tu-154B-1s CCCP-85282 and CCCP-85234 which both burnt out; soc 03dec92 as life-time expired
78A283	CCCP-85283 CCCP-85283 RA-85283	Tu-154B-1 Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Privolzhsk Bashkirian Al	mfd trf trf	30jun78 09apr81 unknown	toc 15jul78; rgd 25jul78; opb 235 OAO f/n DME 20sep85 on charge as of 01jul92; seen UFA 11jul93 in Aeroflot c/s and titles
me : - ·	RA-85283	Tu-154B-1	Bashkirian Al	IST	31aug95	f/n IST 05jun97 as Tu-154B-2; I/n ÚFA 13aug99, wfu but still in fleet list 31dec00; soc 10aug01 as life- time expired; broken up at UFA 2003
78A284	CCCP-85284 CCCP-85284 RA-85284	Tu-154B-1 Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Urals Aeroflot	mfd trf DME	04jul78 19mar81 04may94	toc 11jul78; rgd 21jul78; opb 235 OAO; l/n VKO 11aug80 l/n DME 22may91
	RA-85284 RA-85284	Tu-154B-1 Tu-154B-1	Aeroflot c/s, n/t Permskiye Avialin.	PEE trf	23aug95 16feb95	l/n SHJ 16mar98 f/n PEE 15jan98; l/n operational DME 21sep03; seen PEE (N57.922161 E56.024872) jun06/sep10, wfu,
78A285	CCCP-85285	Tu-154B-1	AFL/International	mfd	24jul78	without engines; I/n aug14, missing the front part of the nose and middle fuselage, with the Tail chopped off toc 28jul78; f/n FRA 29jul78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles, seen FRA
, 37,203	CCCP-85285	Tu-154B-1	AFL/East SibIKT	trf	24jui78 28dec79	feb79 and LHR apr79 as such
	CCCP-85285 CCCP-85285	Tu-154B-1 Tu-154B-1	AFL/Moldova Air Moldova	trf FRA	10aug89 14aug92	last overhaul completed 08jun90; l/n VKO dec90 l/n FRA 02jan93, with Air Moldova titles and white tail, photo proof
	ER-85285 ER-85285	Tu-154B-1 Tu-154B-1	Air Moldova GACO	rgd WAW	29mar94 jan97	already f/n VKO 02sep93 !; I/n VKO 30aug95 1/n VKO 03sep97; wfu, for sale; canx 16noy98 cold by United Styles Corp. op belief of Aviazarchaet' at Chicinau with t/t 26.794 hours for \$ 135.000.
78A286	RA-85285 CCCP-85286	Tu-154B-1 Tu-154B-1	Donavia  AFL/International	ROV	22jul00 25jul78	sold by United Styles Corp. on behalf of Aviazapchast' at Chisinau with t/t 26,794 hours for \$ 135,000; seen KIV jul03/mar05, stored, without titles; broken up 05jul06 toc 30jul78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles; overran runway ARN on
00	CCCP-85286	Tu-154B-1	AFL/Uzbekistan	trf	24dec79	aborted take-off nov78 I/n TAS 15apr92
704207	UK-85286	Tu-154B-2	Uzbekistan Airways	MRV	15may96	seen stored this day; in fleet list 30oct00 as under repair and jan03 as repaired; not in fleet list 14dec07; broken up
78A287	CCCP-85287 CCCP-85287	Tu-154B-1 Tu-154B-1	AFL/International  AFL/Privolzhsk-GOJ	mfd trf	31jul78 27may88	toc O4aug78; f/n ARN 08aug78; rgd 22sep78; carried additional 'Official Olympic Carrier' titles, seen as such LHR mar80 f/n PRG 06oct88
	RA-85287 RA-85287	Tu-154B-1 Tu-154B-1	Aeroflot Nizhni Novgorod Al	LED trf	20jun93 25nov93	I/n GOJ 22aug95, in Aeroflot c/s and titles
	RA-85287 RA-85287		Aeroflot c/s, n/t Zavod 411	DXB rgd	28nov98 15may01	I/n DXB 27mar99
	RA-85287	ru-154B-1	KavMinVody Avia	IST	13feb02	leased from ARZ-411; I/n IST 26sep02

	RA-85287 RA-85287	Tu-154B-2 Tu-154B-2		PEE rgd	jun03 29sep04	leased from ARZ-411 //n operational SHJ 03may07; reportedly wfu in spring 2007 I/n PEE nov10, wfu, without engines and cut in two by 23apr13; the forward fuselage and the nose moved to the scrapyard (N57.957346 E56.124947),
78A288	CCCP-85288		AFL/Ukraine-KBP	mfd	31jul78	visible on GE images from may14; photo 02jul23 toc 04aug78; f/n SXF 12aug78; rgd 18aug78
	CCCP-85288 UR-85288	Tu-154B-1 Tu-154B-1	AFL/Ukraine-ODS Avialini. Ukrayiny	trf VKO	1981 28aug93	
78A289	UR-85288 CCCP-85289	Tu-154B-1 Tu-154B-1	Avial. Ukr c/s n/t AFL/Moscow-VKO	HEL mfd	05aug96 aug78	I/n ODS 01may99; not in 2000/2001 Odessa Airlines fleet list; broken up at ODS early 2000 toc 18aug78; rgd 20sep78
	CCCP-85289 RA-85289	Tu-154B-1 Tu-154B-1	AFL/West SibOVB Aeroflot	trf DME	29nov78 12apr93	f/n DME 04aug90
	RA-85289 RA-85289	Tu-154B-1 Tu-154B-1	Aerokuznetsk Aerokuznetsk	trf DME	31mar94 18aug97	I/n DME 23apr97, in Aeroflot c/s and titles I/n DME 27nov97; soc 18aug99 as further use economically not viable; canx 27oct99; broken up
78A290	CCCP-85290	Tu-154B-1	AFL/Moscow-VKO	mfd	aug78	toc 31aug78; rgd 20sep78; f/n DME 11mar79
78A291	CCCP-85290 CCCP-85291	Tu-154B-1 Tu-154B-1	AFL/Kazakhstan AFL/West SibOVB	trf mfd	22nov78 20aug78	not canx from Soviet register; reportedly broken op 1993 location unknown but probably at Karaganda toc 29aug78; rgd 28sep78; f/n ALA oct85; l/n YKS 03jul92
	RA-85291 RA-85291	Tu-154B-1 Tu-154B-1	Aeroflot Omskavia	DME trf	20mar93 30mar94	f/n FJR 22feb95; seen DME 23apr97 as Tu-154B-2
	RA-85291 RA-85291	Tu-154B-2 Tu-154B-2	no titles East Line	VKO SHJ	01jul98 15sep99	in basic Omskavia c/s; I/n VKO 06aug99; reportedly sold to Chernomor-Soyuz
	RA-85291 RA-85291	Tu-154B-2 Tu-154B-2	Chernomor Avia Karat	SHJ VKO	01nov00 15may05	I/n SHJ 08feb04 I/n with titles VKO 24jun05; titles removed by jun06; I/n SVO 06jul06
	RA-85291	Tu-154B-2	Aeroflot-Nord	SVO	09jul06	in white/grey c/s, carried 'Aeroflot-Nord' titles plus 'Karat' logo until aug06; seen without 'Karat' logo SVO 03sep06; canx and offered for sale in 2007; sat wfu at MRV, with titles only on left-hand side, some parts
704.000	0000 05000	T 4545.4	451 WW + 611 OVE		70	missing, I/n feb09; scrapped at MRV starting around 19mar10, only nose and tail remained by 22mar10
78A292	CCCP-85292 RA-85292	Tu-154B-1 Tu-154B-1	Aeroflot	mfd DME	aug78 02sep93	toc 31aug78; rgd 28sep78; f/n DME 25sep86; I/n VVO 27mar92
	RA-85292	Tu-154B-1		trf	29dec94	f/n VKO 15may95; l/n LED 12jul00; canx 10oct00; soc 12oct00 as life-time expired; reportedly broken up at OVB may07
78A293	CCCP-85293 CCCP-85293	Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-ROV AFL/Azerbaijan	mfd trf	31aug78 01dec78	toc 07sep78; rgd 28sep78 f/n LED 24oct81
	CCCP-85293 RA-85293	Tu-154B-1 Tu-154B-1	AFL/Leningrad	trf AMS	18jun84 04apr93	I/n LED 06sep92
	RA-85293	Tu-154B-1		trf	01may95	f/n BLQ 23jun96 as Tu-154B-2; I/n LED 2.may99; soc 06sep99 as life-time expired; canx 03apr00; broken up at LED apr00
78A294	CCCP-85294	Tu-154B-1	AFL/Kyrgyzstan-FRU	mfd	01sep78	toc 07sep78; rgd 29sep78; f/n LED 24oct81
	CCCP-85294 85294	Tu-154B-1 Tu-154B-1	Kyrgyzstan Al Kyrgyzstan Al	FRU SHJ	jul93 04nov93	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n SHJ 09nov93
	EX-85294	Tu-154B-1	Kyrgyzstan Al	FRU	09may95	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; stored FRU since at least dec03 as per fleet list, I/n sep04/nov04; broken up at FRU jan05
78A295	CCCP-85295 CCCP-85295	Tu-154B-2 Tu-154B-2	AFL/North Kavkaz	mfd trf	sep78 17apr87	toc 21sep78; rgd 13oct78 f/n VKO 31aug81
	RA-85295 RA-85295	Tu-154B-2 Tu-154B-2	Aeroflot Donavia	VKO trf	15may93 25nov93	f/n ROV 14may96; I/n ROV 30aug00; soc 18may01 as life-time expired; canx 31may01; remains only
78A296	CCCP-85296		AFL/Moscow	mfd	sep78	(broken up) seen ROV 13aug01 toc 04oct78; rgd 19oct78; opb Vnukovski OAO; f/n VKO 11aug80; l/n VKO 11sep92; opb Vnukovo Airlines
70/1250	RA-85296	Tu-154B-2	•		21mar93	opb Vnukovo Airlines; dbr 25dec93 during a hard landing at Grozny-Severny and damaged further while
	104 03230	10 1545 2	Actorioc	VICO	21110133	being removed from the runway, the fuselage broke into two parts, seen as such mar94; soc 04may94 and canx 30may94; the wreck may have been finally destroyed in an air raid by Russian AF Su-25s 24nov94 or
78A297	CCCP-85297	Tu 1540 2	AFL/Moscow-VKO	mfd	sep78	30nov94 toc 05oct78; rgd 19oct78; f/n VKO 11aug80; l/n VKO 13apr92; tested to destruction by the SibNIA
					•	institute at Novosibirsk; seen there 21apr93; soc as trf to SibNIA 04may94; canx 30may94
78A298	CCCP-85298 RA-85298	Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot	mfd LED	sep78 13jun93	toc 02oct78; rgd 13oct78; f/n LED 11feb79; l/n LED 05sep92
78A299	RA-85298 CCCP-85299	Tu-154B-2 Tu-154B-2	Pulkovo Avia AFL/Moscow-VKO	trf mfd	22nov94 30sep78	soc 07may96 as life-time expired; canx 10jul96; broken up toc 09oct78; rgd 19oct78; f/n AER 18aug80; l/n VKO 11sep92
	RA-85299 RA-85299	Tu-154B-2 Tu-154B-2	Aeroflot Vnukovo Airlines	LED trf	14jun93 30aug94	I/n VKO 01sep97, in Aeroflot c/s and titles
	RA-85299	Tu-154B-2	Aeroflot c/s, n/t	VKO	07jul00	seen VKO sep00/aug04, stored on belly without engines; I/n aug04, all windows and many other parts missing; broken up at VKO dec04
78A300	CCCP-85300	Tu-154B-2	AFL/Leningrad	mfd	20oct78	toc 31oct78; rgd 28nov78; photo exists, in Aeroflot c/s with blue tail, later repainted into standard c/s; f/n LED 19aug83; l/n LED 06sep92
	RA-85300 RA-85300	Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia	LED trf	10sep93 22nov94	soc 12sep96 as life-time expired; canx 23sep96; broken up
78A301	CCCP-85301 RA-85301	Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO Aeroflot	mfd ALA	oct78 22apr93	toc 01nov78; rgd 14nov78' f/n VKO 14sep86
	RA-85301	Tu-154B-2	Vnukovo Airlines	trf	30aug94	l/n VKO 24aug97, in Aeroflot c/s and titles; soc and canx 30jul98 as life-time expired; broken up at VKO 1999
78A302	CCCP-85302 CCCP-85302	Tu-154B-2	AFL/Moscow-VKO AFL/ArkhangelARH	mfd trf	20oct78	toc 01nov78; rgd 14nov78; seen VKO 02jul87
	RA-85302	Tu-154B-2	Aeroflot	SVO	23apr90 20apr93	I/n SVO 09sep92
78A303	RA-85302 CCCP-85303	Tu-154B-2	Arkhangelsk Al AFL/N.Kavkaz-MRV	trf mfd	22feb94 oct78	still in Aeroflot c/s with titles; I/n ARH 03may06, no engines, parts missing; broken up ARH 2006 toc 31oct78; rgd 14nov78; f/n SVO 17sep85
	RA-85303 RA-85303	Tu-154B-2 Tu-154B-2	KavMinVody Avia	VKO trf	05jul93 15dec94	I/n MRV 15may96, engineless; soc 05oct03 as life-time expired; canx 06may04; broken up at MRV
78A304	CCCP-85304 CCCP-85304	Tu-154B-2 Tu-154B-2		mfd trf	oct78 10jun88	toc 17nov78; rgd 12dec78; f/n VKO 11aug80
	CCCP-85304 RA-85304	Tu-154B-2 Tu-154B-2		trf VKO	18jan89 05jul93	featured in the Russian movie 'Kiks' shot in 1992; I/n VKO 16aug92
78A305	RA-85304 CCCP-85305	Tu-154B-2 Tu-154B-2	KavMinVody Avia	trf mfd	30aug94 31oct78	soc and canx 24jul96 as life-time expired; broken up at MRV toc 11nov78; rgd 05dec78; f/n VKO 14sep86; l/n VKO 11sep92
	RA-85305 RA-85305	Tu-154B-2 Tu-154B-2		LED trf	20aug93 25nov93	f/n ROV 13may96; I/n ROV 13aug01, wfu; broken up at ROV sep01
78A306	CCCP-85306	Tu-154B-2	AFL/N.Kavkaz-ROV	mfd	01dec78	toc 01dec78; rgd 12dec78; f/n VKO 11aug80
704007	RA-85306	Tu-154B-2	Donavia	trf	25nov93	f/n VKO sep94, in Aeroflot c/s, no titles; I/n ROV 13may96 engineless; soc 01jul97 as live-time expired; canx 15oct97; broken up at ROV
78A307	CCCP-85307 RA-85307	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot	mfd VKO	23nov78 02sep93	toc 30nov78; rgd 12dec78; f/n VKO 11aug80
	RA-85307 RA-85307	Tu-154B-2 Tu-154B-2	Aviaexpresscruise KavMinVody Avia	trf VKO	15dec94 24aug97	I/n under rework in ARZ-411 at MRV 15may96, in bare metal I/n ATH 30sep01
	RA-85307 RA-85307	Tu-154B-2 Tu-154B-2	Gromov Air KavMinVody Avia	rgd VKO	21mar03 02apr05	in basic KavMinVody Avia c/s; f/n VKO 15may03; l/n VKO 26aug04 l/n active MRV 21aug08; wfu in autumn 2008; l/n MRV dec10, wfu; broken up at MRV before may11
78A308	CCCP-85308 RA-85308	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot	mfd VKO	15nov78 02sep93	toc 04dec78; rgd 26dec78; f/n KBP 27oct79; l/n LED 17apr92
	RA-85308	Tu-154B-2	Donavia	trf	25nov94	I/n ROV 13may96, in Aeroflot c/s, no titles; soc 06aug98 as life-time expired; canx 17aug98; broken up probably at ROV
78A309	CCCP-85309 CCCP-85309	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-ROV	mfd trf	dec78 1978	toc 05dec78; rgd 26dec78 f/n Gross Dölln (Templin) 25oct79; I/n Gross Dölln (Templin) 18jan92
	RA-85309 RA-85309	Tu-154B-2 Tu-154B-2	Aeroflot Donavia	LED trf	17jun93 25nov93	I/n ROV 14jul94, in Aeroflot c/s and titles
78A310	RA-85309 CCCP-85310	Tu-154B-2 Tu-154B-2	Donavia	ROV mfd	13may96 nov78	soc and canx 18may01 as life-time expired; l/n ROV 13aug01, wfu; broken up at ROV aug09 toc 09apr79; rgd 19apr79; f/n DME 21apr84
	CCCP-85310 RA-85310	Tu-154B-2 Tu-154B-2	AFL/Urals Ural Airlines	trf trf	01may90 25jul94	given as Arkhangelsk in the MGA document, in error ? f/n SVX 23aug95, in Aeroflot c/s and titles, engineless; soc and canx 19feb99 as life-time expired; broken
78A311	CCCP-85311		AFL/Uzbekistan-TAS	mfd	30nov78	up at SVX 2000 on charge as of O1jan79; rgd O2jan79; opb 219 LO; f/n TAS 16mar79; w/o 10jul85 on the leg from Karshi
70A311	CCCF-05511	10-13 <del>4</del> D-2	AI Ly UZDEKISLAII-IAS	iiiiu	30110770	to Ufa at night of a flight from Karshi to Leningrad, the aircraft climbed at low speed in warmer than
						normal air and reached an altitude of 11,600 metres at just 400 km/h, power was not sufficient to accelerate at that altitude, the aircraft lost speed due to uncoordinated action of the crew, stalled at 290 km/h, protected a fibe coin and respect in the deport 69 km porth part of Lichkuduk (ct. MA2924 E66917)
						km/h, entered a flat spin and crashed in the desert 68 km north-east of Uchkuduk (at N42°24' E64°17'), all 9 crew and 191 passengers killed, the heaviest death-toll in Soviet aviation history; t/t 12,443 hours
78A312	CCCP-85312		AFL/Tajikistan-DYU	mfd	14dec78	and 5,660 cycles; soc and canx 24sep85 toc 22dec78; rgd 08jan79; f/n SVO 21sep85
	CCCP-85312 RA-85312	Tu-154B-2 Tu-154B-2		trf DME	28nov87 15may93	I/n DME 20mar93 I/n TJM 15may95
	RA-85312 RA-85312	Tu-154B-2 Tu-154B-2	SP Air	BOJ VKO	aug96 20may00	leased from Permskiye Avialinii; I/n PEE feb98 reportedly opb Vnukovo Airlines; I/n VKO 11sep00
	RA-85312 RA-85312	Tu-154B-2 Tu-154B-2	Avial	DME DME	15jan02 mar02	still in white/purple/red c/s; I/n IST 13feb02 still in white/purple/red c/s; I/n 21oct03, titles not noted since sep03
	RA-85312 RA-85312 RA-85312	Tu-154B-2 Tu-154B-2 Tu-154B-2	Regul Kraft, n/t Atlant-Soyuz	rgd VKO	02dec03 19aug04	still in white/purple/red c/s, //1210ct03, ddes not noted since septo still in white/purple/red c/s leased from Regul Kraft 07aug03/01nov04; still in white/purple c/s; named 'San Sanych'; l/n VKO 02sep04
	RA-85312 RA-85312	Tu-154B-2 Tu-154B-2	Gromov Air, n/t	SHJ	28nov04	till in white/purple/red c/s; named 'San Sanych'; I/n active SAW 01nov06; used as a ground trainer by the fire brigade at Machachkala, came to rest on its tail due to a mistake and was seen again MCX 26jun13
						stored; no longer visible on GE by nov14; broken up

704212	CCCD 05313	T:: 1540.0	AEL /// EDII		470	has 224 s 70 and 400 s 770. Fla CVO 22 in 770
78A313	CCCP-85313 CCCP-85313 85313 EX-85313	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Kyrgyzstan Al Kyrgyzstan Al	mfd FRU SHJ FJR	dec78 jul93 22dec93 10apr95	toc 23dec78; rgd 08jan79; f/n SVO 23jun79  I/n DME 06may94  and RKT 25jan96; I/n FRU 11may98; seen FRU jul02/nov04, dumped; in fleet list 31dec03 as stored;
78A314	CCCP-85314 CCCP-85314 RA-85314	Tu-154B-2 Tu-154B-2	AFL/West Siberia AFL/Tyumen Aeroflot	mfd trf DME	dec78 11jul91 07jul93	broken up 2005 toc 11jan79; rgd 25jan79; f/n SVO apr79
78A315	RA-85314 CCCP-85315	Tu-154B-2 Tu-154B-2	Tyumen Airlines Aeroflot/UShVLP	trf mfd	31aug94 23dec78	I/n TJM 15may95, in Aeroflot c/s and titles; canx 25jun97; soc 03jul97 as life-time expired; broken up probably at TJM Ulyanovsk Advanced Flying Training College; toc 30dec78; rgd 11jan79; photo aug85 in Flight
	CCCP-85315	Tu-154B-2	Mineralnye Vody PO	trf	22mar89	International
	CCCP-85315 RA-85315	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ulyanovsk HFS Aeroflot	trf ULV trf	unknown 10sep93 18apr95	on charge as of 01jul89; f/n ANC 25may90; l/n ULV 09sep92
78A316	RA-85315 CCCP-85316 UR-85316	Tu-154B-2 Tu-154B-2 Tu-154B-2	Ulyanovsk HFS AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	dec78 21jan93	seen ULV Z6junO2, in Aeroflot c/s and titles; I/n ULV junO5/26jul19 engineless (N54.268705 E48.234005) toc 05jan79; rgd 19jan79; f/n SXF 31mar79 f/n VKO 29jul93; I/n FIR 22feb95
78A317	UR-85316 CCCP-85317	Tu-154B-2 Tu-154B-2	Lugansk Airlines Tupolev OKB	VSG mfd	27apr99 late78	no titles; canx 17mar00; broken up 2007 probably at Lugansk converted to the Tu-154M prototype; not mentioned in the Soviet register or the MGA document
	CCCP-85317 CCCP-85317	Tu-154M Tu-154M	Tupolev OKB  LII im. Gromova	f/f trf	1980 late80s	in Aeroflot c/s; underwent joint state trials 01jun81 to 14aug81 (Tupolev OKB, GosNII GA, LII and TsAGI); after conversion was possibly given the c/n 700 in Aeroflot c/s; converted to the Tu-154M-LL; with digital fly-by wire control system and digital engines
	RA-85317	Tu-154M	LII im. Gromova	ZIA	06may94	Tu-154M-LL; in Aeroflot c/s; I/n ZIA 13sep93  Tu-154M-LL; in Aeroflot c/s; I/n ZIA 21aug99; seen ZIA 15aug01, in dark blue/grey c/s with large FACT -
	85317	Tu-154M	LII im. Gromova	ZIA	oct16	'Future Aircraft Control test-bed' titles; I/n ZIA 05oct15 Tu-154M-LL; in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles; I/n ZIA
79A318	CCCP-85318	Tu-154B-2	AFL/GosNII GA	mfd	07mar79	05oct20 toc 05jul79; rgd 25jul79; f/n SVO 29dec79
	CCCP-85318 CCCP-85318	Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Privolzhsk	trf trf trf	30aug80 09apr87	f/n DXB 15apr95, in Aeroflot c/s and titles
	RA-85318 RA-85318 RA-85318	Tu-154B-2 Tu-154B-2 Tu-154B-2	Nizhni Novgorod Al Aeroflot c/s, n/t Panaviatrans	FJR rgd	25nov93 06nov99 06mar01	seen GOJ aug01/aug04, in Aeroflot c/s, no titles, stored; soc 16may05 as life-time expired; seen aug05,
79A319	CCCP-85319	Tu-154B-2	AFL/Urals-SVX	mfd	22jan79	just the fuselage without the tail; broken up the MGA document and OKB listing give the c/n as 78A319; toc 27jan79; rgd 06feb79; f/n LED 16may85
	RA-85319 RA-85319	Tu-154B-2 Tu-154B-2	Aeroflot Ural Airlines	SVX trf	20apr93 25jul94	f/n SVX 23aug95; I/n DME 14nov08; last flight 14nov08 (DME-SVX); seen SVX dec08/may10 wfu, with the port wind shield covered by plastic and tape as if it was broken; scrapped at SVX by 16sep12, only the tail
79A320	LZ-BTR (2)	Tu-154B-2	Balkan	mfd	jan79	section remaining f/n AMS 24feb79; I/n LGW 22feb90; see c/n 73A051 and 87A760
	CCCP-85742 RA-85742	Tu-154B-2 Tu-154B-2	Blagoveshchensk AE Aeroflot	d/d DME	22dec91 06may94	toc 24feb92; rgd 15apr92; f/n DME 16aug92, in basic ex Balkan c/s
	RA-85742 RA-85742 UN-85742	Tu-154B-2 Tu-154B-2	Amurtransaero Aeroflot	trf BQS	18dec94 20apr97	soc and canx 28aug98 as to Kazakhstan
	UN-85742 UN-85742	Tu-154B-2 Tu-154B-2	Jana Arka Atyrau Airways	SHJ SHJ	27nov98 13jan01	I/n SHJ 28nov00 seen with additional 'Terra Incognita' titles may01/apr05; I/n active SHJ 01may05; I/n ALA 20feb08, wfu in poor condition minus engines; still seen stored ALA 14nov08/22mar09; broken up at ALA jun10
79A321	CCCP-85321	Tu-154B-2	AFL/Far East-KHV	mfd	jan79	toc 08feb79; rgd 19feb79; dbr 08oct80 on the leg from Barnaul to Chita of a flight from Alma-Ata to Khabarovsk with the centre of gravity being out of the envelope (too far forward) when came in too fast and well above the glide-path on finals to Chita-Kadala, the captain failed to go around and 'forced' the
						aircraft down and it touched down 240 metres before the runway threshold, the landing was so hard that the tail broke off and the gear struts collapsed, 2 of the 10 crew and 2 of the 174 passengers injured; soc
79A322	CCCP-85322 UK-85322	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	jan79 05oct97	06nov80 toc 14mar79; rgd 22mar79; f/n AER 18aug80; I/n TAS 15apr92 awaiting to be scrapped; broken up
79A323	CCCP-85323 CCCP-85323	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East SibIKT AFL/Yakutiya	mfd trf	31jan79 18may89	toc 13feb79; rgd 28feb79; f/n SVO apr79 I/n DME 03jun92
	CCCP-85323 RA-85323	Tu-154B-2 Tu-154B-2		trf NER	24may94 mar10	not in 1997 fleet list, but current as such on Russian register mar03 derelict, first sighting as RA- still with Aeroflot titles; reported broken up jan13
79A324	CCCP-85324 CCCP-85324	Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/Moldova	mfd trf	23feb79 13sep90	on charge as of 01apr79; rgd 11apr79
	ER-85324 UN-85324	Tu-154B-2 Tu-154B-2	Air Moldova Taraz Wings Airc.	rgd IST	27jul93 01sep98	f/n VKO 27jul93; seen PRG jul97 with additional 'Balkan' titles; canx 27jul98
79A325	RA-85324 HA-LCM	Tu-154B-2 Tu-154B-2	Yamal	rgd mfd	02aug99 08feb79	f/n DME 15aug99; I/n LED 12jan08; reported in VARZ-400 nov08 and reportedly opf Zapolyarye since jan09; I/n in VARZ-400 15sep09 with only middle part of fuselage remaining d/d 24feb79; rgd 28feb79; first Tu-154B-2 delivered to MALEV; grounded 07apr97 after completing last
738323	HA-ECH	10-1340-2	MALL	IIIIu	0016079	commercial flight this date from Milan; stored at Ferihegy, titles and logo removed 30aug98, registration removed 04sep98
	HA-LCM		no titles	BUD	09sep98	registration painted up again and flown 10sep98 to receive CofA; delivered to Baku as such 23sep98 and canx same date
79A326	4K-325 HA-LCN	Tu-154B-2 Tu-154B-2	MALÉV	mfd	18may00 09feb79	I/n BAK 12mar03; current on Azerbaijan register 20nov03; I/n Gyandzha jun04, derelict and broken up rgd 28feb79; d/d 03mar79; f/n LHR 09jun79; first Tu-154 in new MALÉV livery 12jan89; its last service 29mar01 (PRG-BUD) was the last MALÉV Tu-154 service; MALÉV markings removed by 09apr01; delivered to VKO 03may01 for Avial and canx same day; t/t 26,327 hours and 16,464 cycles
			ex MALÉV c/s, n/t	VKO	16aug01	no visible marks; impounded by Russian Customs; I/n VKO 05sep01; owned by Ladoga according to court order dated 03nov03; broken up, exact location (Samara-Bezymyanka) ?
79A327	CCCP-85327	Tu-154B-2	AFL/Krasnoyarsk	mfd	24feb79	toc 14apr79; rgd 16may79; opb Krasnoyarski OAO; last overhaul completed 25nov82; f/n VKO 18sep85; seconded (but not trf) to Abakanski OAO by 1986; dbr 21may86 on a flight from Chelyabinsk to DME when passed a zone of heavy rainfall and icing at 3,600 metres altitude on approach to DME, as the de-icing system of the pitot tube had not been activated IAS soon dropped and showed incorrectly as 0, tempting the crew to enter a steep dive (up to 100 m/s) to avoid stall (although the flight was normal !), the aircraft recovered from the dive at 800 metres, suffering a g-load of 3.2, but no-one was injured; the crew tried to cover-up the incident, but when the aircraft was fuelled up for the next flight the flep loured out of the wing tanks as they had been damaged by the g-load; the aircraft was struck off charge on account of permanent structural deformations caused by excessive g-loads; t/t 11,922 hours 02 minutes and 4,687 cycles; soc and canx 18jul86; trf to the LII GA 02sep86; used as a ground instructional airframe by the MII
79A328	CCCP-85328	Tu-154B-2 Tu-154B-2	AFL/Urals-SVX	mfd	28feb79 20mar93	GA (later MGTU GA) technical school at SVO (N55.986083 E37.442486), l/n aug11; broken up by aug12 toc 14mar79; f/n TAS 16mar79; rgd 28mar79
	RA-85328 RA-85328 RA-85328	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot c/s, n/t SP Air	DME SVX DXB	23aug95 05nov95	I/n DXB 23mar96; bought from Ural Airlines
	RA-85328 RA-85328	Tu-154B-2 Tu-154B-2	Aeroflot c/s, n/t Ural Airlines	LCA PRG	01nov98 30dec99	I/n SVX 19aug99 wfu; bought back by Ural Airlines I/n SVX 12may01
	RA-85328 RA-85328	Tu-154B-2 Tu-154B-2	TyumenAviaTrans Ural Airlines	UFA rgd	12aug01 04oct01	f/n SVX 06jul03; I/n SVX 24aug03, titles scrubbed out; soc 18oct04 as life-time expired; broken up
79A329	CCCP-85329 CCCP-85329 85329	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/Azerbaijan Aeroflot	mfd trf BAK	28feb79 01feb84 11dec92	rgd 28mar79; on charge as of 01apr79; f/n SXF 08jul83 l/n DME 16apr92 with Azerbaijani flag
79A330	4K-85329 CCCP-85330	Tu-154B-2 Tu-154B-2 Tu-154B-2	Azerbaijan Al AFL/Azerbaijan-BAK	DME mfd	16may95 20mar79	with Azerbaljain ling not in 1998 fleet list; I/n BAK 14apr01; not on register 02dec02; broken up toc 27mar79; rgd 06apr79; f/n SVO apr79
, 37,550	CCCP-85330 RA-85330	Tu-154B-2 Tu-154B-2	AFL/North Kavkaz Aeroflot	trf SHJ	03feb84 09mar93	
79A331	RA-85330 CCCP-85331	Tu-154B-2 Tu-154B-2	KavMinVody Avia	trf mfd	15dec94	f/n FRA 13jan97; soc 10mar03 as life-time expired; fuselage used as a rescue-trainer by the KavMinVody Avia training centre at MRV, seen aug05/may17 toc 30mar79; rgd 17may79; f/n HEL 23jun79
, 20031	CCCP-85331	Tu-154B-2	AFL/Northern-LED	Isd	mar79 23jan85	01mar85 according to the MGA document; ferried from the Soviet Union to Poland 07may85; returned 17sep88; see next line
	CCCP-85331 CCCP-85331	Tu-154B-2 Tu-154B-2	AFL/Belarus	trf trf	22mar86 01jan89	on paper only ?, see lease details on the previous line 1/n MSQ 07sep93 cst wife v MSQ csee 13may(6/21a) (6/6 broken up
79A332	EW-85331 CCCP-85332 CCCP-85332	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East SibIKT	BOJ mfd trf	04sep94 06mar79 06jun89	sat wfu at MSQ, seen 12may96/21aug96; broken up toc 14apr79; rgd 15may79; f/n IST apr82
	CCCP-85332 85332	Tu-154B-2 Tu-154B-2 Tu-154B-2	Air Moldova	VKO SXF	05jun92 03apr93	leased to Bosporus Airways this date
	ER-85332 ER-85332	Tu-154B-2 Tu-154B-2	Air Moldova, n/t Air Moldova	rgd FRA	12apr94 06nov93	f/n FRA 26may93 now wearing titles
	ER-85332 ER-85332	Tu-154B-2 Tu-154B-2	Air Moldova	BTS FRA	jul94 10sep94	in basic ex Aeroflot c/s with 'Air Terrex Slovakia' titles; I/n GRO 03aug94 I/n DUS 08jul95 I/n DUS 08jul95
	ER-85332 ER-85332 ER-85332	Tu-154B-2 Tu-154B-2 Tu-154B-2	Air Transp. Europe Air Moldova Balkan	BTS PRG PRG	09jun96 aug97 sep97	in basic ex Aeroflot c/s with titles and small tail logo; //n BTS 10sep96 in basic ex Aeroflot c/s with additional 'Chartered by Balkan' titles on the rear fuselage in basic ex Aeroflot c/s with only 'Chartered by Balkan' titles on the rear fuselage; canx 16oct98
	RA-85332 RA-85332	Tu-154B-2 Tu-154B-2 Tu-154B-2	Chernomor Avia	rgd rgd	02jun99 02apr03	f/n VKO 17jun99; //n IST 14jul03, see dates next line ! leased from ARZ-411 since 17mar03; f/n PFO 06sep03; CofA expired in 2004

	RA-85332		Zavod 411 GA	FJR	08jan07	opb Daghestan Airlines; in white/red/blue c/s with unknown badge (Zavod 411 GA ?) on fin, no titles; I/n SHJ 13sep08
	RA-85332	Tu-154B-2		VKO	08nov08	with sticker only; I/n as such VKO 10nov08; seen BEG 15jul09 with titles; operator's license suspended 08oct09; seen MRV 07sep10; I/n SAW 24oct11, active; seen parked MRV 21aug13/04dec13
79A333	CCCP-85333 CCCP-85333	Tu-154B-2 Tu-154B-2	AFL/Tajikistan-DYU AFL/GosNII GA	mfd trf	26mar79 14apr81	toc 14apr79; rgd 16may79; f/n SVO 09aug80
	CCCP-85333 CCCP-85333	Tu-154B-2 Tu-154B-2	AFL/Kazakhstan AFL/GosNII GA	trf trf	08may84 10oct84	I/n SVO 14aug92
	RA-85333 RA-85333	Tu-154B-2 Tu-154B-2	GosNII GA GosNII GA	AMS SVO	12nov92 14apr97	Aeroflot c/s Aeroflot c/s, no titles
	RA-85333 RA-85333	Tu-154B-2 Tu-154B-2	SAAK Stavrop. Avia	lsd rgd	jun97 16jun98	Aeroflot c/s, no titles; I/n SVO jul98, see next line was leased from GosNII GA; f/n SVO dec98; seen wfu in VARZ-400 at VKO aug02/aug06, slowly being
	104 05555	10 1545 2	INS ACIO	igu	10,01150	broken up; the forward fuselage was seen in 2012 at the training complex at Kashira (N55.427896 E37.808318) near Domodedovo
79A334	CCCP-85334 CCCP-85334	Tu-154B-2 Tu-154B-2	AFL/Leningrad LOT	mfd Isd	09apr79 02may86	toc 13apr79; rgd 17may79; f/n LED 07jul79 f/n ORY 07may86
	CCCP-85334	Tu-154B-2	Aeroflot	ret	16jun86	l/n LED 17apr92
	RA-85334 RA-85334	Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia	DUS trf	28mar93 22nov94	I/n LED 20oct00 f/n LED 21jul01; stored at LED without engines, being cannibalised, seen may/nov05; canx 02mar06; t/t
79A335	CCCP-85335	Tu-154B-2	Soviet AF/AFL c/s	mfd	apr79	35,760 hours and 17,371 cycles; broken up at LED may07 f/n SVO apr79 and Sperenberg 02jun79; rgd 14jun79; l/n Sperenberg 14dec80
	CCCP-85335 RA-85335	Tu-154B-2 Tu-154B-2	AFL/Tyumen Tyumen Airlines	trf trf	15jun90 31aug94	rgd 02jul90; I/n DME 16aug92 f/n VKO 04jul95; I/n DME 25aug97; not in fleet list 27oct00 but current as such on Russian register mar03
						and seen wfu TJM aug03/aug04; offered for sale on the Internet 16jun04; soc 22dec05 as life-time expired; broken up
79A336	CCCP-85336		AFL/Far East-KHV	f/f	04apr79	mfd 13apr79; toc 25apr79; rgd 17may79; photo in 1981; damaged jan87 when there was a problem with the flaps at Novosibirsk; repaired
	RA-85336 RA-85336	Tu-154B-2 Tu-154B-2	Aeroflot Dalavia	KHV trf	28may93 01jun93	I/n KHV 12may95, in Aeroflot c/s and titles, engineless
	RA-85336	Tu-154B-2	Dalavia	KHV	12may99	last flight 05mar06 (KRR-KHV); t/t about 45,000 hours (the highest t/t of all KHV Tu-154s); scrapped at KHV jun06; cockpit separated and to be used for training, I/n sep06
79A337	CCCP-85337 RA-85337	Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot	mfd DME	17apr79 23may93	toc 23apr79; rgd 17may79; f/n LED 29nov82; l/n DME 10sep92 opb Ural Airlines
	RA-85337	Tu-154B-2	Ural Airlines	trf	25jul94	f/n LCA 21sep95; last flight 16apr09 (30 year 'calendar' life-time ran out that day); I/n SVX aug10, wfu; broken up 16jul12, only tail left
79A338	CCCP-85338	Tu-154B-2	AFL/KrasnoyarKJA	mfd	19apr79	toc 27apr79; rgd 16may79; opb 1-y Krasnoyarski OAO; photo nov82; w/o 23dec84 on a flight from Krasnoyarsk to Irkutsk at night when engine # 3 suffered an uncontained failure 2 minutes after take-off
						(due to a manufacturing defect), the turbine blades destroyed electrical and fuel lines so that a fire broke out, the aircraft went out of control when the hydraulic system failed and crashed near Krasnoyarsk, all 7
						crew and 103 of the 104 passengers killed and the sole survivor seriously injured; t/t 8,955 hours and 3,581 cycles; soc 28may85
79A339	CCCP-85339 CCCP-85339		AFL/East SibIKT AFL/Belarus	mfd trf	apr79 16may89	toc 08may79; rgd 06jul79; f/n SVO 23jun79 I/n MSQ 07sep93
79A340	EW-85339 CCCP-85340	Tu-154B-2 Tu-154B-2	Belavia	TLV mfd	04may94 26apr79	//n MSQ 09sep97; not in 1999 fleet list; broken up toc 08may79; rgd 17may79; f/n LED 20aug80
798340	RA-85340 RA-85340	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot	LED trf	11sep93 15dec94	opb KavMinVody Avia since at least may94 f/n SHJ 02dec95; I/n IST 31aug98; soc 11mar04 as life-time expired; broken up at MRV
79A341	CCCP-85341 RA-85341	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV	mfd trf	18may79 01jun93	for 10 June 3, 7, 11 11 12 12 12 12 12 12 12 12 12 12 12
	RA-85341	Tu-154B-2		AOJ	04jul99	I/n KHV 31aug06; wfu in 2006 because of expired life-cycle; broken up sep07, photo of forward fuselage
79A342	YR-TPI	Tu-154B-2		rgd	04jun79	and tail section 11sep07  f/n LHR 06oct79; CofA expired 17sep93; canx 18jan96 as scrapped
79A343	CCCP-85343 CCCP-85343	Tu-154B-2 Tu-154B-2	AFL/Leningrad	mfd trf	18may79 18apr85	rgd 08jun79; on charge as of 01jul79 f/n LGW 12jul86; I/n LED 05sep92
	RA-85343 RA-85343	Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot c/s, n/t	BRU LED	10oct92 10nov00	l/n LED 22oct00 l/n LED 28apr01
	RA-85343	Tu-154B-2	Pulkovo Avia	trf	22nov94	f/n LED 20jul01; not in fleet list oct03/feb05; stored at LED, (N59.796514 E30.255398) in basic Aeroflot c/s, no titles, registration on nose wheel door only, seen aug02/aug12; seen LED 24sep12 with 'uchebny'
79A344	CCCP-85344	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	24may79	(training) titles; I/n 28may19 toc 01jun79; rgd 14jun79; f/n AER aug83; I/n LED 16jun93
79A345	UK-85344 CCCP-85345	Tu-154B-2 Tu-154B-2	Uzbekistan Airways AFL/Turkmenistan	TAS mfd	08may95 13may79	stored TAS, I/n 25may04; for sale feb07; not in fleet list 14dec07; canx before dec07; broken up toc 08jun79; rgd 25jun79; f/n DME 18sep85
	CCCP-85345 CCCP-85345	Tu-154B-2 Tu-154B-2	Aeroflot c/s, n/t Turkmenistan Al	VKO VKO	14aug92 11sep92	with white tail; I/n VKO 16aug92
	85345 EZ-85345	Tu-154B-2 Tu-154B-2	Turkmenistan Al Turkmenistan Al	AUH LED	07apr93 16jun93	I/n IST 24jul98; not in fleet list nov99/feb08, but present at ASB 15apr02; seen ASB 26feb06/oct09, wfu;
79A346	CCCP-85346	Tu-154B-2	AFL/International	mfd	28may79	offered for sale in early 2008 with t/t 28,940 hours and 14,463 cycles; broken up at ASB 2012 toc 02jun79; f/n FRA 17jun79; rgd 04jul79
	CCCP-85346 RA-85346	Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot	trf SVO	10sep79 19mar93	I/n LED 05sep92
	RA-85346	Tu-154B-2	Pulkovo Avia	trf	22nov94	in Aeroflot c/s; soc 23jun00 as life-time expired; I/n LED 22oct00; canx 27nov00; seen LED nov00/aug02 stored and with titles scrubbed; broken up
79A347	CCCP-85347 CCCP-85347	Tu-154B-2 Tu-154B-2	AFL/International AFL/Privolzhsk	mfd trf	may79 28sep79	toc 15jun79; rgd 04jul79; f/n PRG 30jun79
	CCCP-85347 RA-85347	Tu-154B-2 Tu-154B-2		trf trf	19oct85 unknown	first Kazan-based Tu-154 on charge as of 01jul92; seen DME 20mar93, in Aeroflot c/s and titles
79A348	RA-85347 CCCP-85348	Tu-154B-2 Tu-154B-2	AFL/East SibIKT	UFA mfd	29aug97 20jun79	l/n UFA 12aug01; reported wfu UFA nov01; soc 16oct02 as life-time expired; canx 26jan04; broken up toc 25jun79; rgd 06jul79; f/n IKT 23sep86
	CCCP-85348 RA-85348	Tu-154B-2 Tu-154B-2	AFL/Yakutiya	trf trf	28dec89 06aug91	f/n VKO 11sep92
	RA-85348 RA-85348	Tu-154B-2 Tu-154B-2	Sakha Avia	YKS trf	13may95 20jul95	has additional 'Respublika Sakha' titles and Sakha flag f/n YKS 14aug03; seen YKS jul04/mar13, derelict, without engines; broken up at YKS
79A349	CCCP-85349 CCCP-85349	Tu-154B-2 Tu-154B-2	AFL/International AFL/Tajikistan	mfd trf	19jun79 06oct79	toc 22jun79; f/n SXF 29jun79; rgd 30jul79
	CCCP-85349 RA-85349	Tu-154B-2 Tu-154B-2	AFL/Privolzhsk Bashkirian Al	trf trf	26dec87 unknown	on charge as of 01jul92; f/n OVB 20apr93, in Aeroflor c/s and titles; seen UFA 12jun94, in full c/s and
79A350	CCCP-85350		AFL/Ukraine-KBP	mfd	29jun79	titles; I/n UFA aug99/jun15, stored f/n DUS 14jul79; rgd 25jul79; on charge as of 01oct79; seen FRA 19jul92, without the Soviet flag on the
	UR-85350	Tu-154B-2	Avialini. Ukrayiny	rgd	21jan93	tail; I/n CDG 05sep92, as such f/n STR 09apr93; I/n KBP 11sep99, derelict/wfu; canx 01oct99; broken up at KBP
79A351	CCCP-85351 RA-85351	Tu-154B-2 Tu-154B-2	AFL/West SibOVB	mfd trf	29jun79 31jan94	toc 06jul79; rgd 20sep79; f/n DME 24mar86 f/n LED 30oct94, in Aeroflot c/s and titles; I/n DME 26aug95; soc 11aug99 as life-time expired; canx
79A352	CCCP-85352	Tu-154B-2	AFL/Krasnoyarsk	mfd	04jul79	27oct99; broken up rgd 25jul79; on charge as of 01oct79; f/n KJA 29apr80
	CCCP-85352 EW-85352	Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia	trf LJU	23oct90 18nov93	I/n MSQ 07sep93 I/n MSQ 17aug03; not in 1999 fleet list, broken up
79A353	CCCP-85353	Tu-154B-2		mfd	10jul79	opb 978 otap PVO at Klin; f/n Sperenberg 14sep79; rgd only 09oct79; last flight in 1998; canx but date unknown; the unit was trf from the PVO to the VTA 01may98 and was redesignated 78 ovtae 01jul01, but
						the aircraft never flew with the VTA; sat wfu at Klin, seen mar01/jun08; offered for sale by the Russian privatisation agency may05 and sold to East Wind 02feb06, but never left Klin; scrapped before oct10
79A354	CCCP-85354	Tu-154B-2	AFL/Armenia	mfd	jul79	(probably in 2009) toc 03jul79; rgd 09aug79; f/n DME 20sep85
	CCCP-85354 RA-85354	Tu-154B-2 Tu-154B-2	AFL/Yakutiya Aeroflot	trf SVO	19jun87 19apr93	I/n YKS 13may95
	RA-85354	Tu-154B-2	Sakha Avia	trf	20jul95	not in 2000 fleet list !; f/n YKS aug03; seen YKS jul04/jul06, wfu; in fleet list 04may09 as wfu; l/n YKS jun09, engineless; broken up at YKS 2012
79A355	CCCP-85355	Tu-154B-2	AFL/Kazakhstan-ALA	mfd	20jul79	toc 26jul79; rgd 24aug79; opb 218 LO; f/n DME 1980; w/o 08jul80 (local time, according to Moscow time still 07jul80) on the leg from Alma-Ata to Rostov-na-Donu at night of a flight from Alma-Ata to Simferopol
						when got caught by a rare combination of strong winds (down draught of up to 14 metres per second combined with a tail wind of up to 20 metres per second) at a height of 150 metres when the flaps were
						retracted, the aircraft started to descend rapidly, could not be recovered, came down with 400 km/h in a wheat field on the eastern outskirts of Alma-Ata (3,400 metres behind the runway), bounced twice, ended
						up in two ditches, broke up and caught fire, destroying 6 houses (4 of them on ul. Fedoseyeva) in the process, all 10 crew and 156 passengers killed plus 9 persons on the ground injured; t/t 2,438 hours and
79A356	CCCP-85356	Tu-154R-2	AFL/Moscow	mfd	23jul79	1,124 cycles; soc and canx 29aug80 toc 31jul79; rgd 09aug79; f/n VKO 11aug80
. 37.330	CCCP-85356 UK-85356	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan	trf TAS	23apr86 08may95	//n TAS 15apr92  I/n TAS 10apr02; in fleet list oct00/jan03 as stored; not in fleet list 14dec07; broken up
79A357	CCCP-85357 RA-85357	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals	mfd DME	31jul79 04feb94	toc 01aug79; rgd 09aug79; f/n LED 02sep88; l/n SVX 20apr93
79A358	RA-85357 CCCP-85358	Tu-154B-2 Tu-154B-2 Tu-154B-2	Ural Airlines	trf	25jul94 31jul79	f/n SHJ 28mar95; seen SVX 07mar10/26may12, stored; broken up 2012 toc 14aug79; rgd 17aug79; opb 235 OAO; f/n SVO 08apr80
	CCCP-85358 CCCP-85358	Tu-154B-2		trf trf	16jun81 jun91	I/n DME 16apr92
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	RA-85358	Tu-154B-2	Aeroflot	DME	20mar93	seriously damaged 29dec93 during emergency landing at Omsk when the starboard main gear unit failed
	RA-85358	Tu-154B-2	IDF Tatarstan	IST	26sep96	to extend, but repaired I/n IST 16dec99; leased from Avialinii Tatarstana
	RA-85358 RA-85358	Tu-154B-2 Tu-154B-2		KHI trf	09oct00 03jul01	confirmation of titles welcome leased from Iron Dragonfly; named 'Suyumbike' after the last empress of the Kazan Khanate who was defeated by Tsar Ivan IV the Terrible, reportedly thus named while still operated by IDF; f/n VKO 15aug01; seen VKO 18feb02 with the name painted out; eventually rgd to Karat 29aug02; I/n GOJ aug/nov07, wfu
79A359	CCCP-85359 CCCP-85359	Tu-154B-2 Tu-154B-2	AFL/Georgia	mfd trf	aug79 21jun82	and being cannibalised; to be broken up toc 03sep79; rgd 10sep79; opb 235 OAO; f/n SVO 29aug81; l/n HEL 20mar82 l/n VKO 27sep91
79A360	85359 CCCP-85360	Tu-154B-2 Tu-154B-2	Orbi Soviet AF/AFL c/s	LED mfd	05sep92 22aug79	reportedly damaged Sukhumi 23sep93 by a Russian attack scrapped at Sukhumi rgd 09oct79; opb 223 OAO; f/n Sperenberg 27oct79; seen Brest jul88; I/n STN 03mar93
	RA-85360 RA-85360	Tu-154B-2 Tu-154B-2	Russian AF/AFL c/s Russian Air Force	Spr OVB	31may93 22jul07	//n CKL 14aug06 in basic Aeroflot c/s, no titles; was stored at CKL for circa eight years; re-activated by late jan17 and flown to Samara for overhaul; //n Samara-Bezymyanka 01feb17; seen Samara-Bezymyanka jun18, in colours similar to Rossiya with small 'VVS Rossii' titles on the fin; l/n CKL may22
79A361	CCCP-85361 CCCP-85361 RA-85361 RA-85361	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Moscow AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf DME trf	aug79 28may87 16jun94 31aug94	toc 29aug79; rgd 10sep79; f/n VKO 11aug80 l/n DME 16apr92 l/n TJM 14may95, in Aeroflot c/s and titles; engineless; soc 03jul97 as life-time expired; canx 25jun97;
79A362	CCCP-85362	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd	aug79 21jan93	broken up at TJM toc 03aug79; rgd 17sep79; f/n LGW 02aug80; l/n KBP 07sep92 f/n SVO 19mar93
	UR-85362 UR-85362 UR-85362	Tu-154B-2 Tu-154B-2 Tu-154B-2	Avialini. Ukr. n/t	rgd OST VKO	08feb95 24aug97	opb Azerbaijan Al, this date; I/n DXB 31oct96 I/n DXB 01feb98
	4K-85362	Tu-154B-2	Azerbaijan Al	DME	06jul98	leased, in basic ex Air Ukraine c/s, no titles; I/n VSG 27apr99; reported for Lugansk Airlines; not on Azerbaijan register 02dec02
79A363	UR-85362 CCCP-85363	Tu-154B-2 Tu-154B-2	Lugansk Airlines AFL/International	no mfd	reports 30aug79	canx 2imarn0 by Ukrainian CAA; broken up Lugansk 2007 toc 06sep79; f/n LHR 13sep79; rgd 19sep79; carried additional 'Official Olympic Carrier' titles; photo PRG 1980 as such; I/n SVO 14aug92
704764	RA-85363	Tu-154B-2	Aeroflot Rus. Al	CPH	nov92	I/n SVO 28jan02/15may02 in scrap area; soc and canx 01apr02 as life-time expired; front section only remained for training purposes 11aug02 toc 07sep79; rad 19sep79; f/n LHR 15oct79; carried additional 'Official Olympic Carrier' titles; I/n LGW
79A364	CCCP-85364 CCCP-85364	Tu-154B-2 Tu-154B-2	AFL/International  AFL/Uzbekistan	mfd trf	aug79 12apr81	26jul80
	CCCP-85364	Tu-154B-2	AFL/Azerbaijan	trf	28apr84 01sep93	seen LED 07apr91; I/n LED 17may91, with small additional Azerbaijan titles on the rear fuselage and badge below the Soviet flag
	4K-85364 4K-85364 4K-85364	Tu-154B-2		DME DME	31dec93 20aug97	still with Aeroflot titles only and Azeri flag on the fin; opb Azerbaijan Al with Azeri flag on the fin; opb Azerbaijan Al; I/n BAK 16may96 in full c/s; I/n BAK 14apr01; not in jan02 fleet list but current on Azerbaijan register 20nov03; I/n GYD
79A365	CCCP-85365		AFL/International	mfd	17sep79	16oct09, wfu; by nov09 only two Tu-154 tails remained at GYD, one of them probably from this aircraft toc 20sep79; $f/n$ LPL 01oct79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles
	CCCP-85365 CCCP-85365 RA-85365	Tu-154B-2 Tu-154B-2 Tu-154B-2		trf trf trf	18oct88 27jan91 22feb94	f/n SVO 11apr94, in Aeroflot c/s and titles; I/n SVO 21aug95
	RA-85365 LZ-LTB	Tu-154B-2 Tu-154B-2		ph. AMS	nov97 27jun98	leased for summer 1998; in basic Aeroflot c/s with white tail and 'Balkan' titles; I/n PRG 06sep98
	RA-85365 RA-85365		TyumenAviaTrans Aeroflot-Nord	UFA SVO	16jun01 27mar05	repainted in new c/s; I/n SVO 26jul08
79A366	RA-85365 CCCP-85366	Tu-154B-2 Tu-154B-2		ARH mfd	15feb09 sep79	in basic new Aeroflot c/s, but with completely blue fin; seen in ARZ-411 at MRV mar10/sep10, wfu; broken up at MRV dec10 toc 25sep79; f/n FRA 28sep79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles
	CCCP-85366 RA-85366	Tu-154B-2 Tu-154B-2	AFL/Tyumen Aeroflot	trf VKO	11jun88 13jun94	I/n DME 20mar93
	RA-85366 RA-85366	Tu-154B-2 Tu-154B-2	Tyumen Airlines Tyumen Airlines	trf TJM	31aug94 15aug99	I/n DME 21may96, in Aeroflot c/s and titles seen TJM jul00/aug04, derelict; not in fleet list 27oct00; soc 01dec04 as life-time expired; broken up at TIM
79A367	CCCP-85367 CCCP-85367	Tu-154B-2 Tu-154B-2	AFL/International AFL/Azerbaijan	mfd trf	20sep79 07aug81	toc 25sep79; f/n ZRH 27sep79; rgd 30nov79; carried additional 'Official Olympic Carrier' titles around 1980
	CCCP-85367 CCCP-85367	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan AFL/Yakutiya	trf trf	27apr84 04jun85	I/n DME 10sep92
	RA-85367 RA-85367	Tu-154B-2 Tu-154B-2	Aeroflot Sakha Avia	VKO trf	17jul93 24may94	not in 2000 fleet list, fate unknown; current on Russian register mar03; in Yakutiya fleet list 04may09 as wfu !; broken up at NER 2010
79A368	CCCP-85368 UR-85368	Tu-154B-2 Tu-154B-2	Avialini. Ukrayiny	mfd rgd	27sep79 28jan93	rgd 19dec79; on charge as of 01jan80; f/n CDG 19apr80; l/n KBP 07sep92 f/n KBP 29aug93; l/n KBP 11sep99, derelict/wfu and broken up 2000; was canx 23oct01
79A369	CCCP-85369 EX-85369	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan Al	mfd FRU FRU	27sep79 09may95	toc 02oct79; rgd 09oct79 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n GMP 14mar99 Val ST 7 Gray 05 part in floot list dec06; while a life time expired and started at Bishkok. Val 6ab07
79A370	EX-85369 CCCP-85370 UK-85370	Tu-154B-2 Tu-154B-2 Tu-154B-2	ITEK Air AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	17aug00 sep79 08may95	I/n IST Z6may05; not in fleet list dec06; wfu as life-time expired and stored at Bishkek, I/n feb07 rgd 22oct79; on charge as of 01jan80; f/n TAS 15sep87 in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05
79A371	CCCP-85371 RA-85371	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV Aeroflot	mfd SHJ	16oct79 09mar93	toc 18oct79; rgd 13nov79; f/n VKO 11aug80
79A372	RA-85371 RA-85371 CCCP-85372	Tu-154B-2 Tu-154B-2 Tu-154B-2	KavMinVody Avia KavMinVody Avia AFL/Leningrad	trf SNN mfd	15dec94 12jan96 oct79	I/n SVX 23aug95, in Aeroflot c/s and titles I/n active MRV 06jan08; wfu in autumn 2008; I/n MRV feb09, wfu; broken up at MRV before may11 toc 25oct79; rgd 12nov79; f/n CDG 27mar80; I/n BTS feb87
737.372	CCCP-85372 EW-85372	Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia	trf MSQ	16mar90 10jul94	I/n MSQ 08sep93 I/n MSQ 09sep94/21aug96, engineless, wfu; broken up at MSQ
79A373	CCCP-85373 RA-85373	Tu-154B-2 Tu-154B-2	Aeroflot	mfd MRV	23oct79 mar93	toc 26oct79; rgd 20nov79; f/n MRV 22may81 photo with Russian flag being painted on; I/n VKO 11jul94
79A374	RA-85373 CCCP-85374	Tu-154B-2	KavMinVody Avia  AFL/International	trf mfd	15dec94 23oct79	f/n MRV 15may96; soc 11mar04 as life-time expired; seen wfu at MRV jan/may08, being cannibalised; broken up at MRV around 18jun08, only the nose-cone remained by 05jul08 toc 14nov79; f/n LGW 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles; seen MLA
	CCCP-85374	Tu-154B-2	AFL/Urals	trf	27sep82	31jul80, as such I/n Finow jun92
	RA-85374 RA-85374	Tu-154B-2 Tu-154B-2	Aeroflot Ural Airlines	ABA trf	13jul93 25jul94	f/n SVX 23aug95; seen SVX jan11/jul12, wfu parked on the grass; in the process of being broken up 06jan13
79A375	CCCP-85375 CCCP-85375	Tu-154B-2 Tu-154B-2	AFL/Urals	mfd trf	31oct79 29dec82	toc 14nov79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
	CCCP-85375 CCCP-85375	Tu-154B-2		trf trf	18mar83 13may83	
	RA-85375 RA-85375	Tu-154B-2 Tu-154B-2		SVX trf	20apr93 25jul94	f/n SHJ 16jan95; I/n active LED 07jun09; wfu 14oct09; t/t 35,881 hours and 15,231 cycles by 14oct09; I/n SVX jan11, wfu; broken up at SVX 11nov11
79A376	CCCP-85376 CCCP-85376	Tu-154B-2 Tu-154B-2	AFL/Yakutiya	mfd trf	oct79 09may88	toc 14nov79; f/n SVO 30dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles
	RA-85376 RA-85376	Tu-154B-2 Tu-154B-2	Aeroflot Sakha Avia	OVB trf	22apr93 20jul95	I/n YKS 13may95 soc 14may97 as further use not economically viable; canx 22may97; f/n YKS aug03; seen YKS jul04/apr10, derelict; broken up
79A377	CCCP-85377 CCCP-85377	Tu-154B-2	AFL/International AFL/Leningrad	mfd trf	29nov79 30dec82	toc 07dec79; f/n SVO 29dec79; rgd 02jan80; carried additional 'Official Olympic Carrier' titles on charge as of 01jan83; l/n LED 05sep92
	RA-85377 RA-85377 RA-85377	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia Pulkovo Avia	r/r trf LED	19oct92 22nov94 21feb00	l/n PRG 22aug99, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n LED 26apr01
79A378	RA-85377 CCCP-85378	Tu-154B-2 Tu-154B-2 Tu-154B-2	Pulkovo Avia AFL/International	LED mfd	11aug01 oct79	In Aeronic Cys, in titles, yii tele 20apine. I/n LED my05/jun05, stored engineless; broken up toc 07dec79; rgd 02jan80; f/n LHR 09jan80; carried additional 'Official Olympic Carrier' titles
	CCCP-85378 CCCP-85378	Tu-154B-2 Tu-154B-2	AFL/Tajikistan AFL/Tyumen	trf trf	13oct82 29apr84	I/n NUX aug91
	RA-85378 RA-85378	Tu-154B-2 Tu-154B-2	Aeroflot Tyumen Airlines	DME trf	23may93 31aug94	seen TJM jul00/aug04, stored, in Aeroflot c/s and titles; soc 22nov04 as life-time expired; broken up at TJM
79A379	CCCP-85379 CCCP-85379	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP	mfd trf	19nov79 07jan83	toc 07dec79; rgd 02jan80; f/n LHR 04jan80; carried additional 'Official Olympic Carrier' seen SXF aug92 and KBP 08sep92 with white tail
	UR-85379 UR-85379	Tu-154B-2 Tu-154B-2	Avialini. Ukrayiny United Nations	rgd BRU	28jan93 07apr94	f/n FRA 10apr93; still in fleet list early 2001 Isf Avialiniyi Ukrayiny; in all-white c/s, carried code 'UN-180'; I/n ZAG 11jan95; arrived at ARZ-411 at MRV for overhaul 07jul95; f/n there 15may96 in bare metal, with 'United Nations' under wings; I/n 2004, still in
79A380	CCCP-85380	Tu-154B-2	Soviet PVO/AFL c/s	rgd	09jan80	bare metal and without engines; canx 01oct08 opb 978 vtap PVO at Klin; f/n Sperenberg 23jun80; I/n Klin 16apr97
	RA-85380	Tu-154B-2	Russian AF/AFL c/s	Kĺn	02sep97	opb 78 ovtae at Klin; was stored at Klin, seen aug03/aug06; offered for sale by Russian privatisation agency may05; sold to East Wind 02feb06; photo Klin 20aug06; I/n MRV 21jan08/13mar09, stored; I/n
79A381	CCCP-85381 RA-85381	Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot	mfd TLS	30nov79 15nov92	without outer wings by jul10 toc 12dec79; rgd 26dec79; f/n HEL 10may80; l/n LED 05sep92 l/n ATH 06apr00
	RA-85381		Pulkovo Avia	trf	22nov94	seen LED 20oct00, in Aeroflot c/s, no titles; I/n LED 28apr01

704303	RA-85381		Pulkovo Avia	LED	28may01	I/n LED jul04/jun05, stored, engineless; in fleet list 22feb05; broken up at LED
79A382	CCCP-85382 RA-85382	Tu-154B-2 Tu-154B-2	Aeroflot	mfd LED	30nov79 16jun93	toc 12dec79; rgd 26dec79; f/n SXF 26may80
	RA-85382	Tu-154B-2	KavMinVody Avia	trf	15dec94	f/n MRV 15may96; damaged when the left wing tip was hit by a truck at VKO 03aug06; I/n MRV 13mar09, in process of being broken up
79A383	CCCP-85383 EZ-85383	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al	mfd VKO	07dec79 17jul93	toc 26dec79; rgd 29jan80; f/n ASB 02sep82 I/n operational IST 10jul98; seen ASB 26feb06/oct09, wfu; for sale early 2008, t/t 27,891 hours and
					-	14,042 cycles; broken up at ASB 2012
79A384	CCCP-85384 CCCP-85384		AFL/Krasnoyarsk AFL/Moldova	mfd trf	20dec79 11jan91	toc 28dec79; rgd 19feb80; f/n TAS 15sep87
	CCCP-85384	Tu-154B-2	Air Moldova	VKO	15aug92	I/n VKO 21mar93
	HA-LCZ ER-85384	Tu-154B-2 Tu-154B-2	Napkelet Airlines Air Moldova	rgd rgd	1993 12apr94	in official register, but not taken up already f/n VKO jun93 !; l/n PRG 04nov97; canx 16nov98
	RA-85384 RA-85384	Tu-154B-2	Chernomor Avia Sochi 2014	rgd AER	28jul99 feb07	still in basic Aeroflot c/s; f/n SVX 20aug99; l/n AER dec06
		TU-1346-2	30CH 2014	ALK		wfu, wears advertising for the Winter Olympic Games Sochi wants to hold in 2014; I/n sep10 at the dump near the threshold of runway 20 (N43.453883 E39.961726); not seen jan13, broken up?
79A385	CCCP-85385 EY-85385	Tu-154B-2 Tu-154B-2	AFL/Tajikistan	mfd SHJ	20dec79 14jul94	on charge as of 01jan80; rgd 17jan80; f/n at a Moscow airfield 12apr80 l/n SHJ 13jan98; still in fleet list 30sep00, see below
	UN-85385	Tu-154B-2		SHJ	17mar98	in basic ex Tajik Air c/s with Jana Arka tail logo, with 'Jana-Arka Airlines' titles and 'Konkurent' by the nose
						on the port side; I/n SHJ 04may98; photo DYU sep06 stored, in basic ex Tajik Air c/s with Jana Arka tail logo, no titles; broken up by 2009, see next line
	EY-85385	Tu-154B-2				still in fleet list 07nov03; not in fleet list 01nov04
79A386	CCCP-85386 CCCP-85386		AFL/Krasnoyarsk AFL/ArkhangelARH	mfd trf	25dec79 16oct90	toc 29dec79; rgd 19feb80; opb 1 Krasnoyarski OAO; f/n SVO 21sep85 opb 1 Arkhangelski OAO; l/n SVO 10sep93
	RA-85386	Tu-154B-2	Arkhangelsk Al	trf	22feb94	f/n FRA 23dec94, in Aeroflot c/s with 'Arkhangelsk Airlines' badge; l/n MBA 05jan98
	RA-85386 RA-85386	Tu-154B-2 Tu-154B-2	Arkhangelsk Al East Line	BRU DME	06may98 04oct99	small titles only; I/n DME 19sep99
	RA-85386 RA-85386	Tu-154B-2	Aeroflot c/s, n/t Arkhangelsk Al	DME SVO	05sep00 07jul04	I/n SVO 26aug02 in new c/s with large Cyrillic 'AVL' titles; Arkhangelsk Airlines was bought by Aeroflot aug04, but this
	101 05500	10 15 15 2	/ intrangelok / ii	5.0	07,4101	aircraft retained its old livery and titles; offered for sale oct06, but could not be sold; I/n active SVO
						27jun07; wfu jul07; stored at ARH without engines, seen aug07/nov07; seen ARH 25feb08 without right wing; I/n ARH may09 complete; seen preserved in the aviation museum at ARH nov09/jun22
79A387	CCCP-85387	Tu-154B-2		mfd	dec79	toc 14jan80; rgd 22jan80; f/n DME 21apr84; still CCCP- 23apr93
	UN-85387 UN-85387	Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot c/s, n/t	DME DME	02sep93 25may94	Kazakhstan flag Kazakhstan flag, seen wfu Almaty 04jun97; broken up at ALA
79A388	CCCP-85388 CCCP-85388	Tu-154B-2 Tu-154B-2	Aeroflot/UShVLP AFL/East Siberia	mfd trf	28dec79 29jun82	Ulyanovsk Advanced Flying Training College; toc 08jan80; rgd 22jan80; f/n VKO 11aug80
	CCCP-85388	Tu-154B-2	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01oct82
	CCCP-85388 CCCP-85388	Tu-154B-2 Tu-154B-2	Vnukovo PO AFL/Ulyanovsk HFS	trf trf	09aug83 06sep88	
	CCCP-85388	Tu-154B-2	Mineralnye Vody PO	trf	10jan90	
	CCCP-85388 RA-85388	Tu-154B-2 Tu-154B-2	AFL/Ulyanovsk HFS Aeroflot	trf ULV	unknown 31aug93	on charge as of 01jul90; I/n ULV 09sep92 with Russian flag
	RA-85388	Tu-154B-2	Ulyanovsk HFS	trf	28apr94	I/n MBA 05jan98, in Aeroflot c/s and titles; I/n ULV 17aug99, titles not reported
80A389	RA-85388 CCCP-85389	Tu-154B-2 Tu-154B-2	Ulyanovsk HFS AFL/West SibOVB	VKO mfd	16aug01 feb80	in Aeroflot c/s, no titles, I/n ULV 26jun02; seen ULV nov10/sep12, stored; broken up may13 toc 07mar80; rgd 18mar80; f/n VKO 20sep85
	RA-85389	Tu-154B-2	Aeroflot	OVB	22apr93	reported for Kemerovo Aviation Enterprise; I/n operational VKO 24aug97; seen KEJ jul99, derelict, still in AFL c/s but without titles; soc 18jul01 as life-time expired; canx 20aug01; broken up at KEJ
80A390	CCCP-85390		AFL/Leningrad	mfd	23jan80	toc 31jan80; rgd 11feb80; f/n LHR 06jun80
	RA-85390 RA-85390	Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia	FRA trf	30dec92 22nov94	I/n SVO 16jun99, in Aeroflot c/s and titles
	RA-85390	Tu-154B-2	Pulkovo Avia	SVO	16aug99	in Aeroflot c/s, no titles; I/n LED 28apr01
80A391	RA-85390 CCCP-85391	Tu-154B-2 Tu-154B-2		LED mfd	21jul01 25jan80	I/n LED 22aug04; I/n stored LED, may05/nov05, titles and flag removed; broken up at LED may11 toc 01feb80; rgd 11feb80
	CCCP-85391	Tu-154B-2	AFL/Azerbaijan	trf	11jul84	f/n LED 05apr86
	85391 4K-85391	Tu-154B-2 Tu-154B-2	Aeroflot Azerbaijan Al	BAK DME	08dec92 01sep93	with Azeri flag I/n BAK 17may96; not on Azerbaijan register 12dec00, broken up
80A392	CCCP-85392 RA-85392	Tu-154B-2 Tu-154B-2	AFL/West SibOVB Aeroflot	mfd KRR	23jan80 20sep94	toc 06feb80; rgd 21feb80; f/n DME oct85
	RA-85392	Tu-154B-2		trf	31mar94	f/n DME 06aug99; seen VKO 22jul00; company was renamed Aerokuzbass in sep00; l/n NOZ jul10/nov14,
80A393	CCCP-85393	Tu-154B-2	AFL/N.Kavkaz-MRV	mfd	feb80	stored still with Aerokuznetsk titles; broken up late 2014 toc 21feb80; rgd 26feb80; f/n SXF 27may80
	RA-85393	Tu-154B-2		VKO	16jun94	
	RA-85393 RA-85393	Tu-154B-2 Tu-154B-2	KavMinVody Avia KavMinVody Avia	trf SNN	15dec94 09sep95	f/n NSK 14may95, in Aeroflot c/s and titles seen l/n aug05/jan08, wfu; still in fleet list nov06; scrapped at MRV in summer 2008, gone by 03sep08
80A394	CCCP-85394 85394	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al	mfd VKO	30jan80 21mar93	toc 07feb80; rgd 26feb80; f/n DME 21apr84; l/n LED 07sep92
	EZ-85394	Tu-154B-2		DME	07jul93	l/n operational ASB 18may96; seen ASB apr02/nov08, wfu; for sale early 2008, t/t 24,980 hours and
80A395	CCCP-85395	Tu-154B-2	AFL/Ukraine-KBP	mfd	31jan80	12,822 cycles; broken up at ASB 2012 toc 12feb80; rgd 26feb80; f/n LGW 21jun80; l/n VKO 16aug92
	UR-85395 4K-85395	Tu-154B-2 Tu-154B-2		rgd VKO	21jan93 10jan94	f/n VKO 16jul93; I/n VKO 07sep93
	UR-85395		Avialini. Ukrayiny	no	reports	in basic Aeroflot c/s, no titles; carried only an Azeri flag; l/n FJR 22feb95 return date unknown; canx 02feb95; photo exists taken SVO 1996 ? in basic Aeroflot c/s, no titles; carried
	RA-85395	Tu-154B-2	Kolavia	KUF	29nov97	only an Azeri flag still owned by Avialiniyi Ukrayiny; initially with logo only, no titles; I/n as such KUF 10feb98; seen KGP
	03333	10 15 15 2	Rolavia		23.10137	mar99 with titles; I/n TJM 15aug99, titles not reported; was stored for several years; offered for sale by
	RA-85395	Tu-154B-2	Sibaviatrans	sld	2002	Ukrainian privatisation agency 18apr01 by Lugansk Airlines; based at Norilsk; f/n NSK 29may02; seen KJA jun06/may10, wfu; believed scrapped
80A396	CCCP-85396	Tu 1540 2	AFL/International	mfd	14feb80	about 2013 toc 22feb80; rgd 13mar80; f/n LGW 15mar80; carried additional 'Official Olympic Carrier' titles jun80
00A390	CCCP-85396	Tu-154B-2	AFL/Kazakhstan	trf	21dec82	I/n DME 16apr92
	UN-85396 UN-85396		Aeroflot c/s, n/t Kazakstan Airlines	ALA SHJ	22apr93 06nov95	I/n SHJ 25jan94; with Kazakhstan flag I/n DME 07iul98: see trf date next line
	UN-85396	Tu-154B-2	Air Kazakstan	trf	26sep96	Akmola based; f/n DME 18nov98; seen ALA jun02/feb08, in graveyard
80A397	CCCP-85397 CCCP-85397	Tu-154B-2 Tu-154B-2	AFL/International AFL/Uzbekistan	mfd trf	14feb80 05mar88	toc 22feb80; rgd 13mar80; f/n LHR 04apr80; reportedly carried additional 'Official Olympic Carrier' titles I/n TAS 15apr92
	85397 UK-85397		Uzbekistan Airways	SHJ	24mar93 15may96	
			•	MRV	-	seen TAS jul99/jan03, stored; in fleet list oct00/jan03 as stored; not in fleet list 14dec07 and not seen since; broken up
80A398	CCCP-85398	Tu-154B-2	AFL/International	mfd	21feb80	toc 29feb80; rgd 13mar80; f/n SXF 23mar80; carried additional 'Official Olympic Carrier' titles, still as such VIE aug81
	CCCP-85398		AFL/Uzbekistan	trf	00mar88	I/n TAS 15apr92
	85398 UK-85398	Tu-154B-2 Tu-154B-2	Uzbekistan Airways	DEL DME	jan93 16jul93	I/n SHJ 15apr95
	UK-85398 UK-85398	Tu-154B-2	Baltic Expr Line Uzbekistan Airways	RIX TAS	10jul97 25dec98	Isf Uzbekistan Airlines; I/n RIX 23sep97; seen TAS may98, titles not reported I/n TAS 05may01 in service; in fleet list oct00/jan02 as stored; not in fleet list 14dec07; broken up
80A399		1U-134D-2		mfd	21feb80	toc 29feb80; rgd 13mar80; f/n LGW 04apr80; carried additional 'Official Olympic Carrier' titles
	CCCP-85399	Tu-154B-2				I/n KBP 07sep92, with white tail
	CCCP-85399 CCCP-85399	Tu-154B-2	AFL/Ukraine-KBP	trf	07jan83 21jan93	f/n KBP 17iun93: I/n KBP 11sep99, derelict/wfu; broken up 2000; canx 23oct01
80A400	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International	trf rgd mfd	21jan93 28feb80	f/n KBP 17jun93; I/n KBP 11sep99, derelict/wfu; broken up 2000; canx 23oct01 toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles
80A400	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot	trf rgd mfd trf VKO	21jan93 28feb80 29jul88 07sep93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles
80A400	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 CCCP-85400	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot	trf rgd mfd trf	21jan93 28feb80 29jul88	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; l/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02;
80A400 80A401	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 RA-85400	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot Donavia AFL/Uzbekistan-TAS	trf rgd mfd trf VKO trf	21jan93 28feb80 29jul88 07sep93 25nov93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles
	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 RA-85400	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia AFL/Uzbekistan-TAS Uzbekistan Airways	trf rgd mfd trf VKO trf	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; l/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; l/n DME 16apr92
	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 CCCP-85401 85401 UK-85401 UK-85401 CCCP-85402	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot Donavia AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX	trf rgd mfd trf VKO trf mfd TAS DME mfd	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80
80A401	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 RA-85400 CCCP-85401 85401 UK-85401	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot	trf rgd mfd trf VKO trf mfd TAS DME	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on
80A401 80A402	CCCP-85399 CCP-85399 UR-85399 CCCP-85400 RA-85400 RA-85400 CCCP-85400 CCCP-85401 UK-85401 UK-85401 UK-85401 CCCP-85402 RA-85402 RA-85402	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir	trf rgd mfd trf VKO trf mfd TAS DME mfd OVB	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06
80A401	CCCP-85399 CCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 RA-85400 CCCP-85401 B5401 UK-85401 UK-85401 CCCP-85402 RA-85402 RA-85402 CCCP-85403 EK-85403	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t	trf rgd mfd trf VKO trf  mfd TAS DME mfd OVB trf  mfd VKO	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 05jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84
80A401 80A402 80A403	CCCP-85399 CCCP-85399 UR-85399 CCCP-85400 RA-85400 RA-85400 RA-85401 CCCP-85401 UK-85401 UK-85401 CCCP-85402 RA-85402 RA-85402 CCCP-85403 EK-85403 EK-85403	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines	trf rgd mfd trf VKO trf mfd TAS DME mfd OVB trf	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18
80A401 80A402	CCCP-85399 CCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 RA-85400 CCCP-85401 B5401 UK-85401 UK-85401 CCCP-85402 RA-85402 RA-85402 CCCP-85403 EK-85403	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA	trf rgd mfd trf VKO trf  mfd TAS DME mfd OVB trf  mfd VKO BEY	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; I/n UFA
80A401 80A402 80A403	CCCP-85399 CCP-85399 UR-85399 CCCP-85400 CCCP-85400 RA-85400 RA-85400 CCCP-85401 UK-85401 UK-85401 UK-85401 CCCP-85402 RA-85402 CCCP-85403 EK-85403 EK-85403 EK-85403 CCCP-85404 CCCP-85404	Tu-154B-2	AFL/Vlkraine-KBP Avialini. Ukrayiny AFL/International AFL/N.Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA Bashkirian Al  AFL/Azerbaijan	trf rgd mfd trf VKO trf mfd TAS DME mfd OVB trf mfd VKO BETY mfd trf mfd	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95 mar80 unknown	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82
80A401 80A402 80A403 80A404	CCCP-85399 UR-85399 UR-85399 CCCP-85400 RA-85400 RA-85400 RA-85401 UK-85401 UK-85401 UK-85402 RA-85402 RA-85402 CCCP-85403 EK-85403 CCCP-85404 CCCP-85404 CCCP-85404 CCCP-85405	Tu-1548-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kawkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA Bashkirian Al AFL/Azerbaijan AFL/Kyrgyzstan	trf rgd mfd trf VKO trf  mfd TAS DME mfd OVB trf  mfd trf  mfd trf  mfd trf  mfd trf	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95 mar80 unknown 24apr80 29jun84	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; I/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02
80A401 80A402 80A403 80A404	CCCP-85399 UR-85399 UR-85399 CCCP-85400 RA-85400 RA-85400 RA-85401 UK-85401 UK-85401 UK-85401 UCCP-85402 RA-85402 CCCP-85403 EK-85403 CCCP-85403 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405	Tu-1548-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA Bashkirian Al  AFL/Azerbaijan AFL/Kyrgyzstan AFL/Moldova Air Moldova	trf rgd mfd trf VKO trf TAS DME mfd OVB trf mfd VKO BEY mfd trf trf trf trf VKO	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95 mar80 unknown 24apr80 29jun84 05dec89 08jul92	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; I/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02 toc 24apr80; rgd 13may80; f/n DME 1980  basic ex-Aeroflot c/s with white tail and additional small 'Aeroflot' titles
80A401 80A402 80A403 80A404	CCCP-85399 CCP-85399 UR-85399 CCCP-85400 RA-85400 RA-85400 CCCP-85401 85401 UK-85401 UK-85401 UK-85401 UK-85402 RA-85402 CCCP-85402 RA-85402 CCCP-85403 EK-85403 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 ER-85405 ER-85405	Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA Bashkirian AI  AFL/Azerbaijan AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Moldova Air Moldova Air Moldova Air Moldova Air Moldova, n/t	trf rgd mfd trf VKO trf  mfd TAS DME mfd OVB trf  mfd VKO BEY mfd trf  mfd trf	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95 mar80 unknown 24apr80 29jun84 05dec89 08jul92 16may93 23oct93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; I/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02 toc 24apr80; rgd 13may80; f/n DME 1980  basic ex-Aeroflot c/s with white tail and additional small 'Aeroflot' titles I/n DUS 16oct93, still with titles operated for Sultan Air this date
80A401 80A402 80A403 80A404 80A405	CCCP-85399 CCCP-85399 CCCP-85400 RA-85400 RA-85400 RA-85400 CCCP-85401 UK-85401 UK-85401 UK-85401 CCCP-85402 RA-85402 CCCP-85403 EK-85403 CCCP-85404 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 ER-85405 ER-85405 ER-85405 ER-85405	Tu-1548-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kawkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA Bashkirian Al  AFL/Azerbaijan AFL/Kyryzstan AFL/Moldova Air Moldova Air Moldova Air Moldova Air Moldova Air Moldova	trf rgd mfd trf VKO trf  mfd TAS DME mfd OVB trf  mfd VKO BEY mfd trf  mfd VKO BERU rgd	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95 mar80 unknown 24apr80 29jun84 05dec89 08jul92 16may93 23oct93 15mar94	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; I/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02 toc 24apr80; rgd 13may80; f/n DME 1980  basic ex-Aeroflot c/s with white tail and additional small 'Aeroflot' titles I/n DUS 16oct93, still with titles operated for Sultan Air this date f/n BAK 13apr94; can 24dec98; seen VKO may99/aug02 in ARZ, many parts missing, tail cut off by jul03
80A401 80A402 80A403 80A404	CCCP-85399 CCP-85399 UR-85399 CCCP-85400 RA-85400 RA-85400 CCCP-85401 85401 UK-85401 UK-85401 UK-85401 UK-85402 RA-85402 CCCP-85402 RA-85402 CCCP-85403 EK-85403 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 CCCP-85405 ER-85405 ER-85405	Tu-1548-2	AFL/Ukraine-KBP Avialini. Ukrayiny AFL/International AFL/N. Kavkaz-ROV Aeroflot Donavia  AFL/Uzbekistan-TAS Uzbekistan Airways Uzbekistan Airways Uzbekistan Airways AFL/West SibBAX Aeroflot Sibir  AFL/Armenia Aeroflot c/s, n/t Armenian Airlines AFL/Privolzhsk-UFA Bashkirian AI  AFL/Azerbaijan AFL/Kyrgyzstan AFL/Kyrgyzstan AFL/Moldova Air Moldova Air Moldova Air Moldova Air Moldova, n/t	trf rgd mfd trf VKO trf  mfd TAS DME mfd OVB trf  mfd VKO BEY mfd trf trf VKO VKO BRU	21jan93 28feb80 29jul88 07sep93 25nov93 29feb80 07apr93 04jul94 14mar80 21apr93 04apr94 mar80 07sep93 15feb95 mar80 unknown 24apr80 29jun84 05dec89 08jul92 16may93 23oct93	toc 06mar80; f/n LHR 12mar80; rgd 18mar80; carried additional 'Official Olympic Carrier' titles  f/n DUS 04nov95; I/n ROV 13aug01/10aug02, wfu; soc 01may02 as life-time expired; canx 16jun02; broken up at ROV toc 09mar80; rgd 24mar80; f/n TAS 27apr84; I/n DME 16apr92  in fleet list oct00/jan03 as stored; I/n TAS 24may04; broken up by ATB at Tashkent 2004/05 toc 28mar80; rgd 18apr80; f/n LED 19apr80 I/n ALA 14may98, titles not reported f/n DME 06jul98; I/n OVB 07jul05; soc 20jan06 as life-time expired; broken up at OVB mar06, tail seen on the dump apr06 toc 27mar80; rgd 03apr80; f/n DME 21apr84  seen EVN apr03/may14, stored; seen jul14, without the prefix; I/n 11nov18 on charge as of 01apr80; rgd 25apr80; f/n LED 02jun82 on charge as of 01jul92; f/n UFA 11jul93, in Aeroflot c/s and titles; seen DME 23aug95, in full c/s; I/n UFA 13aug99, wfu; soc 16apr01 as life-time expired; broken up by nov01; canx 04jan02 toc 24apr80; rgd 13may80; f/n DME 1980  basic ex-Aeroflot c/s with white tail and additional small 'Aeroflot' titles I/n DUS 16oct93, still with titles operated for Sultan Air this date

	EY-85406 EY-85406	Tu-154B-2 Tu-154B-2	Tajik Air Tajikistan Al	OVB SHJ	26jul94 18mar98	Tajik Air was renamed Tajikistan Airlines in full c/s with Tajikistan titles; I/n DEL 04dec98; still in fleet list 07nov03; not in fleet list 01nov04; seen
80A407	CCCP-85407 UR-85407		AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	apr80 21jan93	DYU 24mar06/01sep07, stored on the grass; broken up by 2009 to 17jun80; rgd 16jul80; f/n LGW 03aug80; l/n KBP 07sep92, with white tail f/n VKO 17may93; canx 08jan02; wfu KBP and later in use as a fire trainer (N50.333022 E30.886299);
80A408	YR-TPJ YR-TPJ	Tu-154B-2 Tu-154B-2	TAROM Guyana Airways	rgd Isd	06may80 apr85	seen sep99/05jul21, serial removed with Training' titles f/n LGW 07jun80; seen LHR 26aug84 f/n LGW 07jun80; seen LHR 26aug84 f/n LHR 20apr85 in full c/s; l/n MIA dec85; canx 16jan96, canx presumably relates to Guyana Airways
80A409	YR-TPJ YR-TPJ YR-TPJ CCCP-85409 CCCP-85409 RA-85409 RA-85409	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Guyana Airways TAROM AFL/International	ret JFK HEL mfd trf BAH trf	jan86 06dec86 06jun87 26apr80 21oct88 14apr93 25nov93	lease leased again, but operated in full TAROM c/s seen LHR oct88; crashed Otopeni 09feb89 on a training flight, killing all 5 crew toc 26apr80; fn FRA 03may80; rgd 13may80; carried additional 'Official Olympic Carrier' titles still 'CCCP-' early 1993
80A410	RA-85409 RA-85409 RA-85409 RA-85409 RA-85409 CCCP-85410 CCCP-85410 EZ-85410	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot c/s, n/t Aeroflot Aeroflot c/s, n/t Donavia Aeroflot-Don AFL/International AFL/Turkmenistan Turkmenistan Al	LBA ROV FRA ROV IST mfd trf DME	21dec93 14jul94 jul95 10aug99 24sep02 26apr80 18aug89 25may94	operated for SP Air reported for Donavia   /n ROV 13may96, engineless   /n summer 2000 offered for sale feb08; //n ROV 15aug09, being scrapped toc 13may80; f/n AMS 14jun80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles LHR aug80   /n operational ASB 05may98; seen ASB apr02/oct09, wfu; offered for sale in early 2008 with t/t 23,421
80A411	CCCP-85411 CCCP-85411	Tu-154B-2	AFL/International AFL/Belarus	mfd trf	26apr80 22jan88	hours and 10,697 cycles; broken up at ASB 2012 toc 08may80; f/n FRA 24may80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles still 'CCCP-' 26jul93
80A412	EW-85411 EW-85411 CCCP-85412	Tu-154B-2 Tu-154B-2 Tu-154B-2		FRA FRA mfd	23aug93 20dec93 30apr80	seen MSQ aug03/mar04, wfu; I/n MSQ 20may05, status not reported; broken up MSQ toc 14may80; f/n FRA 23may80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles; seen ARN 21jun80, as such
	CCCP-85412 RA-85412	Tu-154B-2	AFL/Privolzhsk-KZN Avial. Tatarstana	trf trf	13dec88 unknown	on charge as of 01jul92; f.n IST 07dec92 in Aeroflot c/s and titles; seen DME 11jul94, in Aeroflot c/s, with Tatarstan flag
80A413	RA-85412 RA-85412 RA-85412 CCCP-85413 CCCP-85413	Tu-154B-2 Tu-154B-2 Tu-154B-2	Avial. Tatarstana Karat Tatarstan AFL/International AFL/East SibIKT	DXB GVA IST mfd trf	14apr95 01jan00 07aug00 26apr80 06jul83	I/n KZN 16aug99  I/n LED 12jan07; wfu 30jan07; I/n KZN 04aug11, wfu, engineless; broken up at KZN toc 08may80; f/n FRA 22may80; rgd only 17jun80; carried additional 'Official Olympic Carrier' titles dbr 08mar88 when was hijacked by the Ovechkin family (a mother and her 10 children who formed the jazz band "Sem Simeonov") on the leg from Kurgan to Leningrad of a flight from Irkutsk to Leningrad, the aircraft diverted to the military airfield at Veshchevo near the Finnish border for refuelling (pretending it to be Kimi airfield in Finland), when the hijackers realised that they were still in the Soviet Union they shot a flight attendant, 3 hours later security forces stormed the aircraft, but the hijackers managed to blow it up (it burnt out completely apart from the tail section) and tried to commit suicide, 1 of the 8 crew and 8 of the 76 passengers (among them 5 hijackers) killed plus 17 passengers (among them 2 hijackers) and 2
80A414	CCCP-85414		AFL/International	mfd	21may80	commandos injured; t/t 11,411 hours and 4,669 cycles; soc and canx 13may88 toc 26may80; f/n FRA 01jun80; rgd 17jun80; carried additional 'Official Olympic Carrier' titles; I/n FRA mar81, as such
	CCCP-85414 RA-85414 RA-85414	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia	trf VKO trf	17jul87 17jul93 25nov94	f/n ROV 14jul94; l/n ROV 13aug01, wfu; soc 06may02 as life-time expired; scrapping started 08jun02; canx 16jun02
80A415	YR-TPK YR-TPK YR-TPK	Tu-154B-2 Tu-154B-2 Tu-154B-2	TAROM Guyana Airways TAROM	d/d Isd OTP	jun80 jan85 26jun85	f/n LGW 14jun80; I/n FAO 1984 seen MIA 01feb85 in full c/s seen OTP sep98/aug00, wfu; CofA expired 30oct95; canx 16nov98 as broken up
80A416	CCCP-85416 UK-85416 UK-85416 UK-85416	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways Pakistan Intl Aw Uzbekistan Airways	mfd DME KHI TAS	may80 26aug95 28mar97 05oct97	toc 28may80; rgd 09jun80; f/n TAS 27jun84; l/n TAS 15apr92  leased from end 1996 until early 2001 but returned Summer 1997 seen TAS mar99/jan03, stored; in fleet list oct00/jan03 as stored; not in fleet list 14dec07; broken up
80A417	CCCP-85417 RA-85417 RA-85417	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd KJA DME	24may80 13jul93 23apr97	toc 31may80; f/n KJA 18sep80; rgd only 25sep80  last overhaul completed 12oct96; seen KJA, seen jun06/may10, wfu (reported jul07 as used by the FSB as
80A418	CCCP-85418 CCCP-85418 RA-85418 RA-85418	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2		mfd trf DME trf	24may80 1991 20mar93 unknown	a trainer for anti-terrorist operations); offered for sale by Sberbank 17dec08 with t/t 39,272 hours, without engines (still 10,727 hours left), but could not be sold; broken up at KJA jun10 toc 30may80; rgd 20jun80; f/n DME apr82 exact date unknown; I/n DME 16apr92 on charge as of 01jul95; F/N DME 28aug95; I/n active DME 02jul04; used as a ground instructional
80A419	CCCP-85419 CCCP-85419 EW-85419	Tu-154B-2 Tu-154B-2			30may80 14aug86 21mar93	airframe by the UATB SibGAU technical school, seen as such jun06/aug07; broken up at KJA by may10 toc 31may80; rgd 13jun80; f/n VKO 30aug83  I/n IST jul99; seen MSQ, aug03/mar04, wfu, no titles or logo; broken up
80A420	OK-BYA 0420 0420	Tu-154B-2	CS-Gvt (LSFMV) Czechoslovak AF Slovak Air Force	mfd d/d trf	14jul80 28mar89 01jan93	d/d 18jul80; rgd 22jul80; canx 11apr89 used registration OK-0420 in 1990 for flights to Tel Aviv; photo in primer Kbely apr91, with roundel on tail incorrectly painted
80A421	RA-85842 RA-85842 RA-85842 RA-85842 CCCP-85421	Tu-154B-2 Tu-154B-2 Tu-154B-2	Karat	trf KHI VKO rgd mfd	may98 15oct00 02jun01 15jul01 jun80	I/n LCA 30aug99  still in basic ex Slovak AF c/s; I/n VKO 11jun01 f/n SVO 25aug02; I/n SVO 14aug06; broken up by Aviacor, Samara, aug11 toc 02jul80; rgd 21jul80; f/n DME 23nov82; damaged 11nov84 when a fuel truck drove into the right wing, repaired; I/n DME 16apr92
80A422	RA-85421 RA-85421 RA-85421 LZ-BTS UN-85422	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Tomsk Avia Sibir Balkan Aerotrans	VKO trf VKO ARN DME	21mar93 30mar94 08aug00 28jun80 07jul00	/n DME 21sep98, in Aeroflot c/s and titles soc 28apr03 as life-time expired; I/n OVB 02jul03, wfu; broken up OVB I/n FRA 28jun99; not in fleet list 31dec99 seen ZRH sep00 with additional 'East Line' titles and DME dec01; wfu CIT 2008; I/n CIT 15feb10 in basic
80A423	CCCP-85423 CCCP-85423 UK-85423	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Uzbekistan not reported	mfd trf VKO	20jun80 unknown 05sep93	Balkan c/s, no titles; broken up toc 27jun80; rgd 23jul80; f/n LGW 30aug80 on charge as of 01jul81; l/n TAS 15apr92
80A424 80A425	UK-85423 CCCP-85424 UR-85424 CCCP-85425 RA-85425	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Avialini. Ukrayiny AFL/N.Kavkaz-ROV	TAS mfd KBP mfd LGW	08may95 25jun80 16jul93 25jun80 25oct92	//n TAS 03sep99; wfu 23jan01; canx but date unknown; broken up at TAS toc 26jun80; f/n LGW 12jul80; rgd 23jul80 //n KBP 17jun93 seen KBP sep99/may04, derelict/wfu; broken up toc 01jul80; rgd 21jul80; f/n LED 27nov82; l/n LED aug90
	RA-85425 RA-85425	Tu-154B-2		trf ROV	26jan95 10aug02	f/n VKO 12may96, in Aeroflot c/s, no titles; I/n ROV 13aug01 soc 21jul03 as life-time expired; canx 04nov03; not in fleet list 01oct03; broken up; the forward fuselage was retained for training purposes and moved to Shakhty (N47.683432 E40.244981); f/n feb12; I/n 19se021
81A426	CCCP-85426 RA-85426 RA-85426	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd BRU CKL	17apr81 29mar93 21mar04	SatCom-equipped; rgd 08jun81; f/n Sperenberg 23mar82; //n Sperenberg 17dec92 SatCom-equipped; //n CKL 15aug02; overhaul completed 28dec03 SatCom-equipped; opb 223 LO at Chkalovski; in full c/s similar to Rossiya, initially no titles; l/n without
80A427	CCCP-85427 RA-85427 RA-85427 RA-85427 RA-85427	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2		mfd DME trf VKO OVB	30jun80 20mar93 31aug94 19aug99 07jun01	titles CKL may10; seen ALA 24sep10 with 'VVS Rossii' titles on fin; I/n CKL 06jan23 first Tu-154 based at TJM 01jul80; toc 04jul80; rgd 25jul80; f/n AER aug83; I/n SVO 12apr92 I/n TJM 15may95, in Aeroflot c/s and titles in Aeroflot c/s, no titles leased from Tyumen Airlines since 06jun00; in basic Aeroflot c/s with Kolavia titles; repainted into full c/s
80A428 80A429	YR-TPL CCCP-85429 RA-85429 RA-85429	Tu-154B-2 Tu-154B-2 Tu-154B-2	TAROM AFL/East SibIKT	rgd mfd OMS trf	27aug80 18jul80 11jul93 20jan94	late 2005; I/n DME 17aug08; in the process of being broken up KGP 17jul09; canx before nov09 f/n LHR 07feb1; CofA expired 28jun95; I/n OTP sep98/may99, wfu; canx 16nov98; broken up toc 30jul80; grd 22aug80; f/n DME 23nov82; I/n BTK 01jul92 opb Baikalavia grd 28apr94; f/n BTK 17nov94; in Aeroflot c/s and titles; I/n VKO 06jun99; seen DME 03sep00, in basic ex Aeroflot c/s with partial blue fin, no titles; CofR renewal 18apr01; awaiting overhaul by dec01, seen VKO
	RA-85429 RA-85429 RA-85429	Tu-154B-2 Tu-154B-2 Tu-154B-2	Eurasia Airlines AeroBratsk Gromov Air	VKO DME DME	21aug02 28jun03 09may05	28jun/02aug02 with VARZ in basic ex Aeroflot c/s with partial blue fin and titles; rgd 24sep02 to AeroBratsk; I/n LED 29dec02 in basic ex Aeroflot c/s with partial blue fin; I/n DME 24jul04 in basic ex Aeroflot c/s with partial blue fin, CofR renewal 14feb06; I/n DME 25apr06; returned to
80A430	CCCP-85430 85430 4L-85430		AFL/Georgia-TBS	mfd VKO VKO	10jul80 21mar93 25jan94	Eurotrans OOO; broken up; t/t 38,144 hours and 14,304 cycles; not canx from Russian register toc 01aug80; rgd 22aug80; f/n TBS 20aug80 I/n RTM 04jul93
80A431	4L-85430 CCCP-85431	Tu-154B-2 Tu-154B-2 Tu-154B-2	Georgian Airlines	AMS mfd	26sep97 08jul80	not in 2001 fleet list; seen TBS jun00/jul05, stored; broken up toc 29jul80; rgd 22aug80; f/n SXF 19apr81

80A432	UN-85431 UN-85431 UN-85431 CCCP-85432	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Kazakstan Airlines Air Kazakstan AFL/Urals	IST trf mfd	16may93 19mar96 26sep96 31jul80	Kazakhstan flag I/n CIT 10may98; see trf date next line! Shymkent based; f/n ALA 13may99; I/n ALA 08jun01; seen ALA aug02/mar07 in graveyard; broken up toc 08aug80; rgd 22aug80; f/n SVX nov80; I/n LED 06sep92
004.422	RA-85432 RA-85432	Tu-154B-2 Tu-154B-2	Ural Airlines	SVX trf	20apr93 24jul94	f/n SVX 23aug95; seen SVX 15may10; l/n SVX 16may12, derelict; in the process of being broken up 21may12; wreck still present 27may12
80A433 80A434	CCCP-85433 CCCP-85433 CCCP-85434 RA-85434	Tu-154B-2 Tu-154TS Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Uzbekistan AFL/Tyumen-TJM Aeroflot	mfd trf mfd DME	aug80 21apr86 aug80 06may94	toc 20aug80; rgd 22aug80; f/n DME 08apr81; converted to, see next line f/n TAS 15apr92; l/n TAS apr98 used for spares; broken up toc 15aug80; rgd 22aug80; f/n SVO 23apr85; l/n DME 10sep92
80A435	RA-85434 CCCP-85435 CCCP-85435	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s	trf mfd trf	31aug94 22aug80 03jun83	canx 25jun97; soc 03jul97 as life-time expired; seen TJM 27jul00/13aug01, derelict as CCCP-, RA- prefix faded; broken up toc 17feb81; rgd 25feb81; opb 235 OAO; f/n HEL 03jul82
	RA-85435 RA-85435 RA-85435	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Donavia		17may93 25nov93 28jan02	f/n VKO 12may96; I/n ROV 08aug01 offered for sale 13feb07 (without APU); I/n ROV 18feb08; broken up at ROV jun09
80A436	CCCP-85436 CCCP-85436 RA-85436	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/N.Kavkaz-ROV	mfd trf trf	25aug80 12may83 25nov93	f/n VKO 21apr94, in Aeroflot c/s and titles
80A437	RA-85436 RA-85436 CCCP-85437	Tu-154B-2 Tu-154B-2	Donavia	VOG ROV mfd	02jun96 21jul01 25aug80	//n ROV 10aug99  I/n ROV 18feb08; offered for sale feb08; broken up at ROV jun09; t/t 36,419 hours and 16,549 cycles toc 28aug80; rgd 18sep80; f/n DME 08apr81; I/n LED 07sep92
	RA-85437 RA-85437 RA-85437	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Donavia Zavod 411	LGW trf rgd	18oct92 25nov93 07sep00	f/n ROV 15jul94; I/n IST may98 and leased to Sibir 07jun99 until ?, see next line
	RA-85437 RA-85437 RA-85437	Tu-154B-2 Tu-154B-2 Tu-154B-2	Sibir c/s, n/t	VKO VKO VKO	20jun99 11jul05 11aug05	I/n VKO 24jun05; with additional 'Zavodu 411 GA-55 let' titles which means 55 years factory 411 (Mineralnye Vody)  in basic Sibir c/s with own titles and logo; seen jun06 with additional 'Zavodu 411 GA-55 let' titles; seen
80A438	CCCP-85438 85438		AFL/Uzbekistan-TAS	mfd TAS	30aug80 07apr93	stored at VKO jul/aug06; seen in ARZ-411 at MRV mar09/aug12 in all-white c/s, no titles; broken up toc 03sep80; rgd 24sep80; f/n LED 04sep81; l/n TAS 15apr92
	UK-85438 UK-85438 UK-85438	Tu-154B-2 Tu-154B-2 Tu-154B-2	Uzbekistan Airways Pakistan Intl Aw	SHJ KHI TBS	04feb97 28mar97 16jun97	leased from end 1996 until early 2001 but returned Summer 1997 //n OVB 05jul04; stored OVB and for sale; not in fleet list 14dec07; canx before dec07 but date unknown;
80A439	CCCP-85439 RA-85439		AFL/Urals-SVX Aeroflot	mfd SVX	29aug80 20apr93	broken up toc 30aug80; rgd 19sep80; f/n DME 20sep85 seen DUS 24nov94 with 'Ural Airlines' sticker on nose
80A440	RA-85439 CCCP-85440 EY-85440	Tu-154B-2 Tu-154B-2 Tu-154B-2	Ural Airlines AFL/Tajikistan-DYU Tajik Air	trf mfd	25jul94 sep80 22dec93	f/n SHJ 08nov95;  /n LED 06jul06; still in fleet list 26oct06; broken up at SVX 20jun07/19jul07 toc 23aug80, see mfd; rgd 17oct80; f/n DYU 24apr84 Tajik Air was renamed Tajikistan Airlines
	EY-85440	Tu-154B-2	,	ВНХ	22jun95	in basic ex Aeroflot c/s with Tochikiston' titles and tail logo; I/n LHR 19aug95, as such; repainted in full c/s with Tajikistan titles; still in fleet list 30sep00; not in fleet list 2001, I/n DYU 13oct06, wfu; broken up at DYU nov11
80A441	CCCP-85441 RA-85441 RA-85441	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad Aeroflot Pulkovo Avia	mfd LHR trf	12sep90 17apr93 22nov94	toc 23sep80; rgd 16oct80; f/n LED 24jan81; l/n ARN 24mar90 l/n SVO 11apr94 f/n HAM 01nov97; still in fleet list 22feb05; seen LED 30jun05/26nov05, wfu without engines; fuselage only by may06; broken up at LED may07
80A442	CCCP-85442 EK-85442 EK-85442	Tu-154B-2 Tu-154B-2 Tu-154B-2		mfd VKO VKO	sep80 07sep93 13jun94	I/n VKO 28aug02; broken up but where and when unknown
80A443	CCCP-85443 RA-85443 RA-85443	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Far East-KHV Aeroflot Dalavia	mfd KHV trf	24sep80 28may93 01jun93	toc 01oct80; rgd 16oct80; f/n KHV apr82  I/n KHV 12may95, in Aeroflot c/s and titles
80A444	RA-85443 CCCP-85444 EX-85444	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU	MFd FRU	12may99 10sep80 09may95	wfu at KHV, seen may07 minus outer wings; served as a training mock-up for the Khabarovsk fire brigade (N48.539116 E135.19625) from mid 2010; I/n oct10/aug23 toc 15oct80; rgd 27oct80; f/n LED 12sep87; I/n SHJ 30jan94 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; sat wfu at FRU from at least
80A445	CCCP-85445 CCCP-85445	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s	mfd KBP	dec80 07sep92	dec03 as per fleet list, seen sep04/sep10 rgd 14jan81; based at Orenburg; f/n Sperenberg 19mar81; l/n LHR 25jul91
	UR-85445 UR-85445 UR-85445	Tu-154B-2 Tu-154B-2 Tu-154B-2	Ukraine Air Force BSL Airline	VKO SHJ KBP	21mar93 nov96 26jun99	operated in Avialiniyi Ukrayiny c/s I/n KBP 15may98 carried '15proini Syly Ukrainy' (Armed Forces of Ukraine) titles; seen wfu at KBP may02/04oct19, still with
80A446	CCCP-85446 RA-85446	Tu-154B-2		mfd	dec80 18may05	titles, reg (in white on faded blue) barely readable; broken up 2020 and the cockpit went to the new Odessa Aviation Museum and will become a flightsim f/n Sperenberg 13jan81; rgd 14jan81; seen VKO 26sep86; I/n KHV 30aug89 current on Russian register by feb98; in basic Aeroflot c/s but with white nose, no titles; based at Khabarovsk-Tsentralny; I/n HTA jun14, active; seen Samara-Bezymyanka mar15, after overhaul; in
80A447	CU-T1222 CU-C1222	Tu-154B-2 Tu-154B-2		d/d HAV	08dec80 10oct99	colours similar to Rossiya with "VVS Rossii" titles; I/n KHV 15dec21 1/n HAV 24mar99 seen HAV 09jan01/20apr02 without registration or colour scheme; reported again HAV 03mar03 at
80A448	CCCP-85448		AFL/Urals-SVX	mfd	oct80	Aerocaribbean facilities; nothing reported since (here or in Russia) and probably broken up toc 26oct80; rgd 11nov80; opb 1-y Sverdlovski OAO; w/o 08sep81 when caught fire while being refuelled at Tashkent and burnt out, no casualties; canx 20sep81 and soc 28sep81 when caught fire while being refuelled at Tashkent and burnt out, no casualties; canx 20sep81 and soc 28sep81 when caught fire while being refuelled at Tashkent and burnt out, no casualties; canx 20sep81 and soc 28sep81 when caught fire while being refuelled at Tashkent and burnt out, no casualties; canx 20sep81 and soc 28sep81 when caught fire while the cancel of the case o
80A449	CCCP-85449 UK-85449	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	oct80 19may94	toc 25oct80; rgd 13nov80; f/n TAS 14sep83; l/n TAS 15apr92 in fleet list jan03 as stored; l/n TAS 25may04; not in fleet list 14dec07; stored at TAS, l/n aug09/jun10; broken up 2011
80A450	CCCP-85450 RA-85450 RA-85450	Tu-154B-2 Tu-154B-2 Tu-154B-2	Tyumen Airlines Bashkirian Al	mfd trf rgd	23oct80 31aug94 20may02	rgd 27nov80; on charge as of 01jan81; f/n DME 18sep85 f/n TJM 14may95, in Aeroflot c/s and titles; l/n TJM 27jul00, wfu f/n DME 29jun02; l/n UFA 10feb03
80A451	RA-85450 CCCP-85451	Tu-154B-2	AFL/Tyumen-TJM	rgd mfd	23apr03 28oct80	already f/n DME 16apr03; //n active DME 11aug06; seen PEE apr10/ feb14 (N57.920666 E56.023402), wfu minus engine parts; t/t 37,337 hours and 17,391 cycles rgd 11dec80; on charge as of 01jan81; f/n DME 23nov82
	RA-85451 RA-85451 RA-85451	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Tyumen Airlines Sibir	DME trf VKO	20mar93 31aug94 29jul00	still in full Aeroflot c/s with titles; I/n TJM 14may95, without engines rgd to ARZ-411 05nov99 and leased to Sibir 22sep99/31dec01; spc 25apr06 as life-time expired; h/o to Novosibirsk-Tolmachovo airport sep06 for use for training by rescue services, seen as such mar07/apr13; broken up at OVB
80A452	CCCP-85452 CCCP-85452 RA-85452	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/North Kavkaz Aeroflot	mfd trf OVB	20oct80 25oct87 20apr93	toc 15nov80; rgd 09dec80; f/n DYU 19sep87
80A453	RA-85452 RA-85452 CCCP-85453 RA-85453 RA-85453	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Donavia AFL/East SibIKT Aeroflot	trf DUS mfd OMS trf	25nov93 08aug98 21nov80 11jul93 07feb95	f/n VKO 25jan94, in Aeroflot c/s and titles; seen DME 28aug95, in Aeroflot c/s, no titles rgd 11apr00 to Aeroflot-Don; /n 15T 04jun01; t/t 37,337 hours and 17,391 cycles; canx 30nov06 toc 03dec80; rgd 19dec80; f/n YKS 06jun85; l/n LED 07sep92  f/n VKO 12may96; l/n VKO 20may00; carried 'Baikal Airlines' titles
80A454	RA-85453 RA-85453 CCCP-85454	Tu-154B-2 Tu-154B-2 Tu-154B-2	Rusavia Baikal c/s, n/t	VKO IKT mfd	22jul00 05jun01 15nov80	in basic Baikal c/s; Rusavia went bankrupt dec00; I/n DXB 16aug00 seen OVB jul03/apr06, stored, engineless; soc 20jan06 as life-time expired; broken up aug06 toc 04dee80; rgd 19dee80; f/n LED 16may85; J/n FRA 13aug88; I/n VKO 16aug92
00/1131	RA-85454 RA-85454 RA-85454	Tu-154B-2 Tu-154B-2	Aeroflot	LED trf	16jun93 25nov93 20aug03	f/n FRA 08may94; seen ROV 13aug01/10aug02, wfu with additional small 'Sberbank' titles jun06; rgd 05mar04; I/n DME 22nov06 in full c/s; reportedly removed from service spring 2007 and seen stored PEE (N57.921241 E56.024938) sep08; seen 08mar10,
80A455	CCCP-85455	Tu-154B-2	AFL/Leningrad	mfd	nov80	minus engines and still present oct11/mar14; broken up in 2015; t/t 37,224 hours and 17,022 cycles; canx before apr16; the cockpit and part of the cabin was sold to Krylya Sovetov Virtual Aviation Center at Chelyabinsk, with cockpit and business class salon restored; f/n aug18; l/n may19 on charge as of 01jan81; rgd 04jan81; f/n HAM 04jan81; l/n LGW 25aug84
	CCCP-85455 CCCP-85455	Tu-154B-2 Tu-154B-2	LOT  AFL/International	lsd trf	09may85 20mar86	01mar85 according to the MGA document; ferried from the Soviet Union to Poland 07may85; carried 'Aeroflot/Chartered by LOT Polish Airlines' titles, returned 05oct88; see next line on paper only 7, see lease details on the previous line
	CCCP-85455 UN-85455	Tu-154B-2 Tu-154B-2	AFL/Kazakhstan	trf	17may89 28aug93	I/n DME 20mar93 based Karaganda; dbr 21jan95 on take-off from Karachi when overran runway; in basic Aeroflot c/s with Kazakhstan flag; soc 26jun95; still present, derelict near hangars 09oct00/jan14; broken up according to GE images, starting dec15 and completed by 21jan16
80A456	CCCP-85456 CCCP-85456 CCCP-85456	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Latvia AFL/Privolzhsk-GOJ	mfd trf trf	16mar81 12aug83 14dec83	toc 01apr81; rgd 09apr81; opb 235 OAO; f/n HEL 04jun83
	RA-85456 RA-85456 RA-85456 RA-85456	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Nizhni Novgorod Al KrasAir Nizhni Novgorod Al	IKT trf DME SHJ	02jun93 25nov93 20jun99 14feb00	in Aeroflot c/s and titles; I/n DXB 03feb98, as such with titles but no tail logo; was leased as such for several months I/n SHJ 29mar00; in KrasAir fleet list 2000; CofR renewal 25oct00

	RA-85456	Tu-154B-2	Kuban Airlines	rgd	21nov00	leased from Nizhni Novgorod Al; CofR renewal 31may01, leased from Panaviatrans OOO 24apr01; in
	RA-85456	Tu-154B-2	Atlant-Soyuz	rgd	02dec03	Aeroflot c/s, no titles; f/n RKT 19may01; //n VKO 23oct03 to Mega Aero with operator as Atlant-Soyuz; leased 09sep03/01nov04; f/n VKO 18apr04, in basic ex Aeroflot c/s with titles; seen GOJ (N56.223060 E43.790708) aug05/jul23, wfu; t/t 31,230 hours and
80A457	CCCP-85457 CCCP-85457 RA-85457	Tu-154B-2 Tu-154B-2 Tu-154B-2		mfd trf VKO	nov81 24aug84 17jul93	14,761 cycles late mfd; toc 13jul82; rgd 11oct82 f/n VKO 20sep85
80A458	RA-85457 CCCP-85458	Tu-154B-2 Tu-154B-2 Tu-154B-2	KavMinVody Avia	trf mfd	15dec94 29nov80	named 'Stavropolye'; f/n SNN 16sep95; l/n MRV 28sep11/05jun21, stored toc 11dec80; rgd 13mar81; f/n DOK aug85
00/430	CCCP-85458 RA-85458	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aerovolga	trf trf	04nov91 25nov93	f/n PFO 27mar95, in Aeroflot c/s and titles
	RA-85458	Tu-154B-2		BUD	05jun97	in Aeroflot c/s, no titles; seen RKT 09apr00; CofR renewal 25oct00; CofR renewal 01jun01 to Panaviatrans OOO; was also leased by Kuban Airlines in 2001; I/n GOJ 09aug01
80A459	RA-85458 CCCP-85459	Tu-154B-2 Tu-154B-2		GOJ mfd	2001 nov80	photo with small titles only; seen GOJ 16jan04; I/n ZIA aug05; soc 23jan06 as life-time expired; broken up toc 11dec80; rgd 04jan81; f/n DME apr84
	RA-85459 RA-85459	Tu-154B-2 Tu-154B-2	Aeroflot Ural Airlines	DME trf	09jul93 25jul94	seen SHJ 12dec94 with 'Ural Airlines' sticker on nose f/n SVX 23aug95; involved in an incident at IKT 03may05; soc 29jun06 as life-time expired; seen SVX
					-	(N56.749447 N60.783768) jun06/jun16, wfu, no engines, with titles scrubbed out; seen 01sep18, painted all silver with no marks; I/n 02aug19, no engines
80A460	CCCP-85460 UR-85460	Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd TLS	dec80 28oct93	toc 30dec80; rgd 18feb81; f/n SXF 25apr81; l/n KBP 07sep92 seen KBP jul99/aug06, stored; broken up at KBP sep06, cockpit section seen that month
80A461	CCCP-85461 RA-85461	Tu-154B-2			dec80 23may94	toc 31dec80; rgd 26jan81; f/n OVB 25sep86; l/n DME 16aug92
80A462	RA-85461 CCCP-85462	Tu-154B-2	AFL/East SibIKT	trf mfd	27dec94 10dec80	f/n DME 11jul98; I/n OVB 09jul05; soc 25apr06 as life-time expired; seen OVB sep10/22oct10, wfu/derelict, many parts missing; broken up
80A402	RA-85462 RA-85462	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Baikalavia	IKT trf	06jul94 07feb95	toc 09jan81; rgd 02feb81; f/n IKT apr82 f/n TAS 06oct97; carried 'Baikal Airlines' titles
	RA-85462	Tu-154B-2		SVO	may99	seen IKT 05jun01; canx 20feb03; I/n IKT 14oct03, with engines and parts missing; broken up at IKT nov03; t/t 30,057 hours and 11,622 cycles
80A463	CCCP-85463 RA-85463	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Kln	13feb81 16aug96	f/n Sperenberg 18mar81
	UN-85463 UN-85463	Tu-154B-2 Tu-154B-2	Air Kazakstan Kazakh Air Force	ALA ALA	24sep00 08jun01	canx 12mar01 seen ALA jun02/may04, stored in the military area, in Aeroflot c/s, no titles and Kazakh flag on fin; broken
80A464	CCCP-85464	Tu-154B-2	Soviet AF/AFL c/s	mfd	12mar82	up ALA rgd 14jun82; f/n Sperenberg 24jun82; l/n CKL 09apr91; SatCom-equipped
	85464 UN-85464	Tu-154B-2 Tu-154B-2	Kazakh Government Kazakh Government	VKO ALA	08jul92 22apr93	SatCom-equipped; I/n ZRH 30jan93 without prefix SatCom-equipped; with additional small Aeroflot titles below cheatline on forward fuselage this date; opb
80A465	CCCP-85465		AFL/Moscow-VKO	mfd	22aug81	Berkut; reportedly the personal aircraft of the Minister of Defence; I/n ALA 02jul18 being broken up rgd 04sep81; on charge as of 01jan82; f/n VKO 28apr84
80A466	CCCP-85465 EW-85465 CCCP-85466	Tu-154B-2 Tu-154B-2 Tu-154B-2		trf MSQ mfd	16nov85 10jul94 dec81	I/n MSQ 08sep93 seen intact MSQ may05; I/n MSQ 11aug06, in two parts; broken up toc 09jan82; rgd 18jan82; f/n VKO 28apr84
804400	CCCP-85466 CCCP-85466	Tu-154B-2 Tu-154B-2 Tu-154B-2		trf trf	04dec86 23nov87	to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-85466		Tajikistan Al	SHJ	17jan95	of lagh kill in 1939 which was relatined raphstatin armines in full (c/s with Tajkistan titles; in fleet list 01nov04 as lsd to Aerofreight; I/n DME 26nov06; seen DYU 01sep07, wfu; in fleet list 19oct07 as such; scrapped at DYU nov08, seen without outer wings 21nov08,
81A467	CCCP-85467		AFL/Urals-CEK	mfd	27jan81	totally scrapped by may09 toc 07feb81; rgd 25feb81; f/n LED 12sep87; l/n DME 16aug92
	RA-85467 RA-85467	Tu-154B-2 Tu-154B-2	Aeroflot c/s, n/t	HEL IST	15may93 22jun93	
	RA-85467 RA-85467	Tu-154B-2 Tu-154B-2	Aviaprima Sochi Chelyabinsk Avia	SXF trf	14aug93 01jan95	small titles; I/n SHJ 27jan94; leased from Chelyabinsk Avia f/n CEK 22aug95; I/n VKO 21aug01
	RA-85467	Tu-154B-2	Eurasia	VKO	06sep02	in white c/s with additional 'National Football Team of Russia' titles in Russian and English and National Football Team logo on nose; I/n operational DME 23aug03; transported on a barge on the Volga river and Moskva canal from Samara to Dubna around 01/05jun10; used for tests at the 'Moskovski kompleks
						TSAGI' test range west of Dubna (on a wooded peninsula on the shore of Domkinski zaliv bay of the reservoir N56.725621, E37.094527) and I/n in good condition jun12
81A468	CCCP-85468 CCCP-85468	Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/ArkhangelARH	mfd trf	27jan81 29feb91	rgd 07apr81; on charge as of 01jul81; f/n DME 30aug88
	RA-85468 RA-85468	Tu-154B-2 Tu-154B-2	Aeroflot	SVO trf	27aug93 24feb95	
	RA-85468 RA-85468	Tu-154B-2 Tu-154B-2		PRG rgd	04may97 19jul00	I/n PED 30dec97 f/n VKO 22jul00, in basic Aeroflot c/s, no titles
	RA-85468 RA-85468	Tu-154B-2 Tu-154B-2	Karat Arkhangelsk Al	VKO rgd	10sep00 17jul01	in basic Aeroflot c/s, with titles; I/n VKO 08jul01
	RA-85468 RA-85468	Tu-154B-2 Tu-154B-2 Tu-154B-2	Samara Arkhangelsk Al	KUF rgd	27jun02 30dec02 30apr04	confirmation welcome as not in Samara fleet list 19nov02 seen VKO 06may03, in basic Aeroflot c/s, no titles; rgd to North Leasing 26jan04; I/n SHJ 29feb04
	RA-85468 RA-85468 RA-85468	Tu-154B-2 Tu-154B-2 Tu-154B-2		rgd SVO DME	01may05 17nov05	in basic Aeroflot c/s with titles; f/n KUF 07jul04; leased from North Leasing 01apr/31dec04 in basic Aeroflot c/s, no titles; l/n SVO 20aug05 in basic Aeroflot c/s with white tail, Cyrillic titles
	RA-85468	Tu-154B-2	Aeroflot-Nord	SVO	21apr06	in basic Aeroflot c/s, no titles; I/n active SVO 30jun06; offered for sale oct06, but obviously not sold; wfu jun07; stored at ARH without engines, seen auq07/nov07; broken up at ARH jan09; t/t 28,478 hours and
81A469	CCCP-85469		AFL/N.Kavkaz-ROV	mfd	jan81	11,934 cycles toc 10feb81; rgd 23feb81; photo AER 1982; f/n SVO 29aug81
	CCCP-85469 EY-85469	Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air	trf	23oct87 20mar94	I/n DME 30aug93 in basic ex Aeroflot c/s with 'Tochikiston' titles and tail logo; I/n SHJ mar95; Tajik Air was renamed
	EY-85469	Tu-154B-2	Tajikistan Al	SHJ	feb96	Tajikistan Airlines in full c/s with Tajikistan titles; I/n SHJ 27jan03; in fleet list 01nov04 as lsd to Aerofreight; seen 24mar06/01sep07, wfu; in fleet list 19oct07 as stored; broken up by 2009
81A470	CCCP-85470 CCCP-85470		AFL/Ulyanovsk HFS AFL/East Siberia	mfd trf	27jan81 23jul82	toc 05feb81; rgd 25feb81
	CCCP-85470 CCCP-85470	Tu-154B-2	AFL/Ulyanovsk HFS AFL/Privolzhsk	trf trf	unknown 06jul90	on charge as of 01oct8. (exact year unknown)
	CCCP-85470 RA-85470	Tu-154B-2	AFL/Ulyanovsk HFS AFL/Ulyanovsk HFS	trf ULV	unknown 31aug93	on charge as of 01jan91; I/n ULV 09sep92, with Russian flag
	RA-85470 RA-85470	Tu-154B-2 Tu-154B-2	Ulyanovsk HFS Novosibirsk Al	trf	28feb94	date unknown, but titles still visible under paint 25jul00
	RA-85470	Tu-154B-2	UVAU GA	ATH	25apr00	Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s, initially without titles; new CofR issued 11jun02; carried small 'UVAU GA' titles on the nose from 2004; seen operational VRO 18oct10; wfu
81A471	CCCP-85471	Tu-15//R-2	AFL/West SibOVB	mfd	16jan81	in late 2011; sat wfu at ULV, I/n nov13; preserved in the Museum of Civil Aviation at Ulyanovsk (N54.291741 E48.232576) from 04jul14; I/n aug23 toc 12feb81; rgd 06mar81
-21.17	RA-85471 RA-85471	Tu-154B-2			20mar93 31mar94	f/n OVB 05aug96; I/n FJR 06nov99
	RA-85471 RA-85471		Aerokuzbass	AAQ DME	06sep00 18aug02	I/n DXB 06oct00 leased from Aerokuzbass since 20may02; I/n DME 11oct04 active; still in JP-07 under Aerokuzbass; seen
81A472	CCCP-85472	Tu-154B-2	AFL/East Siberia	mfd	31jan81	NOZ sep11/nov14, stored; broken up at NOZ in the first quarter of 2015 toc 11feb81; rgd 26feb81; f/n DME apr82
	CCCP-85472 RA-85472	Tu-154B-2		trf KUF	04mar89 25apr93	I/a DDO 15anos in Acraflot c/a and titles should
	RA-85472 RA-85472 RA-85472	Tu-154B-2 Tu-154B-2 Tu-154B-2	Air Moravia	trf PRG IST	24nov94 20apr95 21mar96	I/n BRQ 15apr95, in Aeroflot c/s and titles, stored leased from Samara stored at KIIE. I/n may05: broken up at KIIE mar/apr07: t/t 32 077 hours and 14 149 cycles
81A473	HA-LCO	Tu-154B-2 Tu-154B-2		mfd	06feb81	stored at KUF, I/n may05; broken up at KUF mar/apr07; t/t 32,077 hours and 14,149 cycles rgd and d/d 28feb81; last service 16feb01 SOF-BUD and put into store 28feb01 awaiting sale; titles removed 13apr01; was to be bought by Avial but sold to Azerbaijan and flew 23/24apr02 to receive its
	4K-473	Tu-154B-2	Turaņ Air		01jul02	CofA; delivered to Azerbaijan 29may02 and canx same day f/n DME 22jun03; I/n GYD 13nov07, wfu, cut into 2 pieces; scrapped dec07
81A474	HA-LCP	Tu-154B-2		mfd	06feb81	d/d 06mar81; rgd 07mar81; last service HEL-BUD 26oct00; into store 08dec00; titles removed 17apr01; flew 04aug01; was to be bought by Avial but sold to Azerbaijan and flew 23/24apr02 to receive its CofA;
	4K-85474 4K-474	Tu-154B-2 Tu-154B-2	Turan Air Turan Air	DME DME	09aug02 16aug02	delivered to Azerbaijan 23may02 and canx same day in basic MALÉV c/s with 'Turan Air' titles; I/n GYD 09jul08
81A475	CCCP-85475 CCCP-85475	Tu-154B-2 Tu-154B-2 Tu-154B-2		mfd trf	14feb81 26dec87	rgd 18mar81; on charge as of 01apr81  f/n DYU 01may89; /n DME 12apr92; to Tajik Air in 1993 which was renamed Tajikistan Airlines
	EY-85475	Tu-154B-2		SHJ	23feb95	in basic ex Aeroflot c/s with 'Tochikiston' titles and tail logo; I/n DME 10jul05; in fleet list 01nov04 as Isd to Aerofreight; seen DYU 01sep07, wfu; seen DYU apr09 being broken up; hulk still present 2016, according
81A476	CCCP-85476		AFL/Ukraine-KBP	mfd	feb81	to a GE image toc 02mar81; rgd 17mar81; f/n SXF 24apr81; l/n KBP 07sep92
81A477	UR-85476 CCCP-85477 RA-85477	Tu-154B-2 Tu-154B-2 Tu-154B-2		rgd mfd KHV	22jan93 28feb81 24may93	f/n VKO 17jul93, seen derelict at KBP sep99/may04; canx 17mar06; broken up aug06 toc 14mar81; rgd 30mar81; f/n IKT 25sep86
	RA-85477	Tu-154B-2		trf	01jun93	f/n KHV 12may99; I/n active GMP 22nov07; operator ceased operations 19oct08; seen KHV mar09/oct13, stored; reported broken up in 2014
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81A478	CCCP-85478 CCCP-85478 UN-85478 UN-85478	Tu-154B-2 Tu-154B-2	AFL/International AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t	mfd trf SXF ALA	24mar81 31dec81 31may93 13may98	toc 03apr81; f/n SXF 17apr81; rgd 28apr81 I/n DME 10sep92 I/n SHJ 26nov95; was trf 26sep96 to Air Kazakstan, Karaganda based, but never had such titles I/n SHJ 01apr00; had United Nations flag in the past; reported for Yuzhnaya
	UN-85478 EX-017 UN-85478	Tu-154B-2 Tu-154B-2 Tu-154B-2	Yuzhnaya Yuzhnaya	SHJ TSN ALA	mar02 16oct03 29may04	with additional 'Kazakstan Airlines' titles with additional 'Kazakstan Airlines' titles; (In SHJ 25mar04) with additional 'Kazakstan Airlines' titles, these were removed by 02nov04; seen TSE (N51.020325)
044470	0000 05470(4)	T 4540.0				E71.452497) jul06/may14, stored; seen TSE 08may15/20may15, front section of the fuselage missing and nose up and in the process of being broken up, gone by 30may15
81A479	CCCP-85479(1) CCCP-85479(1)		AFL/International AFL/Armenia-EVN	mfd trf	31mar81 23jan82	toc 10apr81; f/n SXF 18apr81; rgd 28apr81; seen LBG 04jun81 with exhibition code "353"; l/n LBG 07jun81 w/o 24sep88 on a flight from Yerevan to Aleppo (Syria) with the centre of gravity being out of the envelope when touched down with more than 4 g following an unstable visual approach in light turbulence, the nose
						gear collapsed and the fuselage broke up, all 10 crew and 158 passengers safe; soc and canx 23dec88; see RA-85479(2) with unknown c/n
81A480	CCCP-85480	Tu-154B-2	AFL/KrasnoyarKJA	mfd	24mar81	toc 01apr81; rgd 21apr81; opb 400 LO 1-go Krasnoyarskogo OAO; w/o 16nov81 on a flight from Krasnoyarsk to Norlisk, on final approach to Norlisk at night with the maximum landing weight exceeded by 2,280 kg (resulting in a forward shift of the centre of gravity) the aircraft lost longitudinal stability due to lack of elevator effect and dropped below the glide path, the crew tried to go around, but the aircraft did not react to the elevator, came down hard in a snow-covered field 472 metres before the runway threshold, hit an obstacle 42 metres further on and broke up, 4 of the 7 crew and 95 of the 160 passengers killed and all survivors injured; t/t 1,889 hours 26 minutes and 697 cycles; soc 27feb82
81A481	CCCP-85481 RA-85481 RA-85481	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot	mfd DME trf	31mar81 30aug93 31aug94	toc 10apr81; rgd 05may81; f/n LED 02jun82; l/n DME 12apr92  I/n TJM 15may95, in Aeroflot c/s and titles
	RA-85481 RA-85481	Tu-154B-2 Tu-154B-2		SHJ LED	09feb97 16aug05	//n TJM 25aug03; offered for sale on the Internet 16jun04 l/n DME 06sep08; reported scrapped KGP prior to 2011
81A482	CCCP-85482 CCCP-85482	Tu-154B-2 Tu-154B-2		mfd trf	mar81 05mar88	toc 16apr81; rgd 27apr81; opb 235 OAO; f/n CDG 16jun83 I/n KBP 07sep92 with white tail, no flag
	UR-85482	Tu-154B-2		rgd	21jan93	f/n KBP 17jun93; seen KBP apr03/nov06, stored, engineless; canx 17mar06; not present may07; broken up
81A483 81A484	LZ-BTT LZ-BTU	Tu-154B-2 Tu-154B-2	Balkan	d/d d/d	apr81 apr81	f/n LHR 04may81; wfu SOF jan99; l/n SOF jun99 as such; scrapped may00 f/n LHR 16may81
	LZ-BTU LZ-BTU	Tu-154B-2 Tu-154B-2	Palair Macedonian ex Palair c/s, n/t	STR ZRH	20apr91 13aug94	l/n DUS 22aug93 opb Balkan; l/n FRA 06jun96
	LZ-BTU	Tu-154B-2	Balkan	NUE	29aug96	in all-white c/s; last flight 31oct96 to BOJ and preserved in the Burgas Airport Aviation Exposition museum (since closed); in all-white c/s with titles and just 'U' on the nose wheel door; moved and now preserved in the Burgas Air museum, which officially opened 30jun17 (N42.5651283 E27.5191596); I/n BOJ 19jul20
81A485	CCCP-85485 RA-85485	Tu-154B-2 Tu-154B-2	AFL/West SibOVB Aeroflot	mfd DME	25may81 20mar93	on charge as of 01jul81; rgd 13jul81; f/n OVB 1987
	RA-85485 RA-85485	Tu-154B-2 Tu-154B-2	Tomsk Avia Tomsk Avia	trf DME	30jan94 11jul98	f/n DME 28aug95, in Aeroflot c/s, no titles; I/n DME 02sep97 I/n DME 20sep98
	RA-85485	Tu-154B-2	Sibir	VKO	06aug99	leased from Tomsk Avia since 03nov98; had additional 'Sberbank 160 let' (160 years Savings Bank of Russia) titles for some time; soc 01may06 as life-time expired; I/n OVB 15nov06, wfu with parts missing;
81A486	CCCP-85486 CCCP-85486	Tu-154B-2	Soviet Gvt/AFL c/s AFL/Yakutiya	mfd trf	29apr81	broken up at OVB jan07 toc 05jun81; rgd 15jun81; opb 235 OAO; f/n CGN 22nov81; l/n HEL 22oct83
	RA-85486 RA-85486	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot	DME trf	01aug84 02apr94 15jun94	canx 03jul00 as rented to Belarus
	EW-85486	Tu-154B-2	Gomelavia	SNN	31jul00	'G A' logo on fin
	RA-85486 RA-85486	Tu-154B-2 Tu-154B-2	Atlant-Soyuz Karat	rgd VKO	31may04 20may05	f/n VKO 10jul04; I/n VKO 26aug04 in basic ex Aeroflot c/s, no titles; I/n DME 05jul05
014407	RA-85486	Tu-154B-2	Gromov Air	DME	12jul05	in basic ex Aeroflot c/s, Cyrillic titles, no tail logo; seen DME 15aug09; parked on the grass; seen DME aug10/feb14 as such; broken up; t/t 19,588 hours and 7,930 cycles; canx before apr16
81A487	CCCP-85487 EY-85487	Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air	mfd SHJ	apr81 20jan94	toc 14may81; rgd 15jun81; opb 186 LO Dushanbinskogo OAO; f/n DYU 19sep87; l/n DME 12apr91 initially in basic Aeroflot c/s with 'Tochikiston' titles; l/n as such DME 26aug95; Tajik Air was renamed Tajikistan Airlines
	EY-85487 EY-85487	Tu-154B-2 Tu-154B-2	Tajikistan Al Daallo Airlines	DME DXB	04aug01 nov02	in full c/s with Tajikistan titles; I/n DXB mar02 in full Tajikistan Airlines c/s with Tajikistan titles and additional Daallo Airlines titles on the forward
	EY-85487	Tu-154B-2	Tajikistan Al	SHJ	25apr04	fuselage in full c/s with Tajikistan titles; I/n DME 17oct04; sat wfu at DYU, seen 01sep07; in fleet list 19oct07 as
81A488	OK-BYB	Tu-154B-2		mfd	apr81	stored; scrapped at DYU, only the tail remained by 13dec08 d/d 04jun81; rgd 08jun81; seen LHR 17oct87; canx 15apr92
	OK-LCP RA-85488	Tu-154B-2 Tu-154B-2		rgd trf	15apr92 unknown	f/n ORY may92; seen PMI 09aug92; I/n PRG oct92; canx 10feb93 on charge as of 01jan93; f/n PRG 25jan93, still in basic Ensor c/s with 'Aeroflot' titles; rgd 08feb93; seen PRG 14mar94, and ATH 1995 as such
	RA-85488	Tu-154B-2	Avial. Tatarstana	FRA	12jul95	seen KZN aug01/aug05, stored, no engines; soc 31oct05 as life-time expired; not present 07aug07; broken up
81A489	CCCP-85489 RA-85489 RA-85489	Tu-154B-2 Tu-154B-2 Tu-154B-2		SVO	13may81 16may93 25aug97	toc 22may81; rgd 08jun81; f/n SVO 01sep83; l/n KJA 01jul92 opb KrasAir sep93 l/n active GOJ 01sep06; seen KJA jul07/aug07, stored; broken up at KJA by may10; t/t 39,936 hours and 14,403 cycles
81A490	CCCP-85490 UR-85490		AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	may81 22jan93	toc 25may81; rgd 15jun81; f/n HAM 05jul81; l/n KBP 07sep92 f/n LED 17jun93; seen KBP apr03/jun06, wfu; canx 17mar06; not present may07; broken up
81A491	CCCP-85491 CCCP-85491	Tu-154B-2	AFL/Leningrad AFL/Kyrgyzstan	mfd trf	27may81 17oct89	rgd 29jun81; on charge as of 01jul81; f/n HEL 01aug81  l/n DME 01sep93
	EX-85491	Tu-154B-2			25may94	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n FRU 11may98; seen again FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up
81A492	CCCP-85492 CCCP-85492	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al	mfd TAT	28may81 25nov92	toc 05jun81; rgd 24jun81; f/n LED 19jul86
	85492 EZ-85492	Tu-154B-2		SVO IST	26apr93 06may93	I/n ASB may96/nov08, wfu; for sale early 2008, t/t 24,504 hours and 12,276 cycles; broken up at ASB
81A493	CU-T1224	Tu-154B-2		d/d	02jul81	2012 I/n HAV 14nov98, broken up
81A494	CCCP-85494 RA-85494	Tu-154B-2 Tu-154B-2	Aeroflot	mfd VKO	16jun81 31aug93	on charge as of 01jul81; rgd 14jul81; f/n VKO 31aug81; l/n ULV 09sep92
91 A 40E	RA-85494 CCCP-85495	Tu-154B-2 Tu-154B-2	•	trf	15dec94	f/n SNN 27jan96; I/n NJC 04oct10, active; stored without engines MRV dec10; seen MRV 19aug11/04dec13 as such; broken up at MRV dec14
81A495	CCCP-85495 CCCP-85495 RA-85495	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/North Kavkaz	mfd trf trf	26jun81 19mar82 25nov93	toc 12jul81; f/n ZRH 15jul81; rgd 05aug81; l/n ZRH 21feb82 damaged on landing at Kemerovo 13aug91 when touched down with a high g-load; repaired
	RA-85495	Tu-154B-2	Donavia	VKO	26aug95 07may99	f/n ROV 19sep94, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n VKO 02nov97
	RA-85495 RA-85495	Tu-154B-2 Tu-154B-2		rgd VKO	05aug99	and leased to Sibir 31mar99/30dec02, see next line seen with additional 'Zavodu 411 GA-55 let' titles (meaning 55 years ARZ-411 at Mineralnye Vody) in 2011   DME_16capt.
	RA-85495 RA-85495	Tu-154B-2 Tu-154B-2		VKO MRV	29apr05 06jan08	2001; I/n DME 26sep04 I/n DME 10jan07 In full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; I/n VKO 05jun10; seen
81A496	CCCP-85496		AFL/International	mfd	30jun81	MCX mar12/may15 stored; see c/n 90A839 toc 13jul81; f/n FRA 18jul81; rgd 05aug81; l/n GVA 27mar82
	CCCP-85496 CCCP-85496	Tu-154B-2 Tu-154B-2	AFL/Georgia Aeroflot Georgia	trf VIE	16apr82 30nov91	I/n HEL 19sep87 was also used as a VIP aircraft by president Zviad Gamsakhurdia; in all-white c/s with 'Aeroflot' and 'Georgia' titles (in English starboard side only) and small star logo on the nose; I/n FRA 28aug92
	85496 4L-85496	Tu-154B-2 Tu-154B-2		MLA ORY	16nov92 20jan94	in full c/s; I/n TXL 25jun93 in full c/s; I/n FCO apr96
	4L-85496 4L-85496	Tu-154B-2 Tu-154B-2	Georgian Airlines	VKO SHJ	16apr97 12oct03	I/n PRG 29aug02; in all-white c/s with blue tail logo; I/n TBS 05sep03, stored, titles not noted I/n SHJ 28feb04
81A497	4L-85496 CCCP-85497	Tu-154B-2 Tu-154B-2	no titles	TBS mfd	mar05 16jul81	in basic Air Libya Tibesti c/s; seen TBS jul05/jun09, stored; broken up aug09 toc 25jul81; f/n FRA 07aug81; rgd 11aug81
01/11/	CCCP-85497 CCCP-85497	Tu-154B-2		trf trf	18jun82 26feb90	f/n HEL 26feb83; I/n LHR 05aug89
	EX-85497	Tu-154B-2		DME	10oct94	with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; stored FRU since at least dec03 as per fleet list, I/n sep04/nov04; broken up
81A498	CCCP-85498 CCCP-85498	Tu-154B-2 Tu-154B-2		mfd trf	21jul81 07jul82	toc 31jul81; rgd 09oct81 I/n DME 10sep92
	RA-85498 RA-85498	Tu-154B-2 Tu-154B-2	Aeroflot	DME trf	20mar93 31aug91	f/n DME 07may95; offered for sale on the internet 16jun04; seen in ARZ-411 at MRV aug05/feb09, wfu;
81A499	CCCP-85499		AFL/Ukraine-KBP	mfd	jul81	scrapped at MRV starting around 19mar10, only rear fuselage left by sep10 rgd 17aug81; on charge as of 01oct81; f/n LGW 10jan82; l/n KBP 07sep92
81A500	UR-85499 CCCP-85500	Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-KUF	rgd mfd	21jan93 18jul81	f/n VKO 27apr93; seen KBP sep99/nov06, derelict, engineless; canx 08jan02; broken up nov06 rgd 26aug81; on charge as of 01oct81; f/n SVO 25sep87; l/n DME 10sep92
	RA-85500 RA-85500	Tu-154B-2 Tu-154B-2	Aeroflot Samara	KUF trf	25apr93 24nov94	in basic Aeroflot c/s; f/n IST 20mar96; operator's certificate revoked 30sep08; seen stored at KUF
81A501	70-ACN	Tu-154B-2	Alyemda	SXF	05oct81	jul10/jun15; broken up; t/t 35,842 hours and 18,020 cycles reported damaged at Aden in 1986 (details unknown); returned to Russia, seen VKO jun92; written off on account of the condition of the airframe, hulk seen at Vnukovo VARZ

81A502	CCCP-85502 RA-85502	Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot	mfd DME	aug81 02sep93	rgd 31aug81; on charge as of 01oct81; f/n HAM 23may82
81A503	RA-85502 CCCP-85503	Tu-154B-2 Tu-154B-2	Tyumen Airlines	trf mfd	31aug94 24aug81	f/n PMI 29jun95; I/n TJM 09jul04; offered for sale on the Internet 16jun04; broken up
01A3U3	RA-85503	Tu-154B-2	Aeroflot	IKT	02jun93	toc 28aug81; rgd 25sep81; f/n DME apr82; l/n DME 08jul92
	RA-85503 RA-85503	Tu-154B-2 Tu-154B-2	Baikalavia Tesis	trf IKT	07feb95 05jun01	I/n DME 20nov98, in Aeroflot c/s and titles leased from Baikalavia 01nov00/01nov05; seen in ARZ-411 at MRV aug05/feb09, wfu; slowly scrapped at
81A504	CCCP-85504	Tu-154B-2	AFL/West SibOVB	mfd	07aug81	MRV starting around 19mar10, completed dec10 rgd 15sep81; on charge as of 01oct81; f/n OVB apr82; l/n DME 16aug92
02/1501	RA-85504	Tu-154B-2 Tu-154B-2	Aeroflot	LED DME	17jun93 20sep98	I/n VKO 02sep97
	RA-85504 RA-85504	Tu-154B-2	Omskavia	DME	18nov98	I/n DME 21sep98 still with 'Sieveraero' tail logo
	RA-85504 RA-85504	Tu-154B-2 Tu-154B-2	Sibaviatrans Aeroflot c/s, n/t	DME VKO	17jun99 19aug99	l/n VKO 20jun99 rgd 13oct99 to Kinnerton Financial and leased to Norilskoe GUP
	RA-85504 RA-85504	Tu-154B-2 Tu-154B-2	Tatarstan UTair	SHJ rgd	02feb00 13may03	sold by Kemerovskoye aviapredpriyatiye through bankruptcy procedures Isf Avializing 27apr03/27apr09; f/n VKO 18apr04; I/n VKO 22jul07; still in fleet list 15nov07; I/n SGC
				. 5-		27oct09, all-white c/s, no titles, stored; photo SGC 2011 with titles and registration removed; I/n SGC 28mar13/13sep19, as such with registration still worn on the wings
81A505	CCCP-85505	Tu-154B-2	AFL/Krasnoyarsk	mfd	28aug81	on charge as of 01oct81; rgd 11dec81; f/n SVO 02jun82; l/n DME 12apr92
	CCCP-85505 RA-85505	Tu-154B-2 Tu-154B-2	Aeroflot KrasAir	DME DME	26feb92 06sep93	with additional Krasnoyarskavia titles below the cheatline; I/n KJA 01jul92 painted as Krasnoyarskavia; still in fleet list jan04; I/n KJA 13aug08, active; seen KJA aug09, wfu;
81A506	CCCP-85506	Tu-15/R-2	AFL/Privolzhsk	mfd	31aug81	scrapped at KJA by may10 on charge as of 01oct81; rgd 03nov81; opb Kuibyshevski OAO; f/n VKO 18sep85
01A300	CCCP-85506	Tu-154B-2	AFL/East Siberia	trf	07mar89	opb Chitinski OAO; I/n DME 12apr91
	RA-85506 RA-85506	Tu-154B-2 Tu-154B-2	Aeroflot Chita Avia	SVO trf	20apr93 29jul93	still in full Aeroflot c/s including titles; I/n as such DME 29jun98
	RA-85506	Tu-154B-2	Sayany	rgd	30sep98	to Chita Avia; leased from Chita Avia 31aug98/01jun99; in basic Aeroflot c/s with own titles and logo; f/n SVO jun99; l/n operational SVO 18aug99; CofA expired 28jan00; t/t 35,772 hours and 14,740 cycles; sat
						wfu at HTA, seen may07/feb20; towed (with disassembled wings) from Chita-Kadala to the Romanovski
						trakt at Chita jul20 (arrived there by 29jul20); displayed on the premises of the children's health centre "Raduga" at Romanovski trakt 46 at Chita where RA-85280 already resides, seen with 'Sayany' titles jul20,
81A507	CCCP-85507	Tu-154B-2	AFL/Magadan	mfd	21sep81	with 'Aeroflot' titles oct20/aug21 and without titles aug22, I/n jun23 toc oct81; rgd 28oct81; f/n GDX 12nov81, first Sokol-based Tu-154
	CCCP-85507 85507	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al	trf SVX	26jul90 20apr93	l/n DME 12apr91, in Aeroflot colours with blue tail in basic Aeroflot c/s with blue tail
	EZ-85507	Tu-154B-2			20may93	l/n IST 26aug98; sole Tu-154 in nov99 fleet list; not in fleet list 2001/feb08; seen ASB apr02/nov08, wfu;
81A508	CCCP-85508	Tu-154B-2	AFL/Urals	mfd	25sep81	for sale early 2008, t/t 26,763 hours and 13,523 cycles; broken up ASB 2012 toc 01oct81; rgd 28oct81; f/n SVO 23apr85
	RA-85508 RA-85508	Tu-154B-2	Aeroflot Ural Airlines	SVX trf	25sep92 25jul94	I/n SVX 20apr93 f/n SHJ sep94; I/n stored SVX 20aug12; broken up nov12
81A509	CCCP-85509 CCCP-85509	Tu-154B-2	AFL/Magadan	mfd	30sep81	toc oct81; rgd 05nov81; f/n KBP 1981
	EW-85509	Tu-154B-2 Tu-154B-2	Belavia	trf MRV	25jun90 15may96	I/n MSQ apr93 I/n FRA 31aug01
	EW-85509 EW-85509	Tu-154B-2 Tu-154B-2	Shaheen Air Intl Belavia	DXB MSQ	30jan02 09may05	I/n DXB 29dec03, basic Belavia c/s; leased from Belavia seen MSQ aug07/apr11, stored; not in Belavia fleet list feb08; I/n MSQ dec12/jul17, stored
82A510	CCCP-85510	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	aug83	toc 24sep83; rgd 12oct83; year in c/n from the Russian Register and MGA document; f/n NUE 05jan84; seen LHR 15dec84 on VIP flight; l/n ORY 02oct85; trf 06aug90 to the Soviet Air Force, based at Chita, with
	DA 05510	T: 1540.0	D A5/A51 -/-	\//\C	0702	military unit 55345
	RA-85510	Tu-154B-2	Russian AF/AFL c/s	VKO	07sep93	seen DME 07jul04 in absolutely non-standard c/s; I/n CKL sep08 and OVB oct08 with 'City of Chita' logo by 1st door; I/n SVX 19nov11
	RF-91822	Tu-154B-2	Russian air Force	Sae	16jul13	test flown after overhaul, bare metal with just a registration and Russian flag painted on; seen fully painted in colours similar to Rossiya SVX 05sep13; I/n OVB nov22
81A511	CCCP-85511 EY-85511	Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air	mfd DME	oct81 01sep93	toc 06nov81; rgd 16dec81; f/n SXF 15jun82; still CCCP- 09jul93 in basic ex Aeroflot c/s with Tajik Air titles and tail logo; Tajik Air was renamed Tajikistan Airlines
	EY-85511		Tajikistan Al	SHJ	13apr95	in basic ex Aeroflot c/s with 'Tochikiston' titles; later repainted in full c/s with Tajikistan titles; I/n DME
81A512	CCCP-85512	Tu-154B-2	AFL/GosNII GA	mfd	31oct81	18aug05; seen DYU wfu 24mar06/01sep07; in fleet list 19oct07 as stored; broken up by 2009 rgd 12jan82; toc unknown
	CCCP-85512 RA-85512	Tu-154B-2 Tu-154B-2	AFL/East Siberia Aeroflot	trf VKO	13jul82 15may93	f/n SVO 21sep85; I/n DME 12apr91 I/n ULY 17aug99
	RA-85512	Tu-154B-2	Baikalavia	trf	07feb95	f/n IKT 05jun01; carried 'Baikal Airlines' titles
	RA-85512	Tu-154B-2			17aug03	Isf Baikalavia since 28sep01 but sold to Tesis 07may04; named 'Vladimir Kondakov' in 2002; seen at ARZ-411 at MRV 27aug05, no titles; probably scrapped at MRV in late 2009
81A513	CCCP-85513 UR-85513	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	oct81 10jan93	toc 02nov81; rgd 12nov81; f/n BHX 11mar82; l/n LGW 16aug89 f/n ATH 26feb93; seen KBP jul99, wfu; canx 17mar06; l/n jun06; broken up at KBP aug06
81A514	CCCP-85514 RA-85514	Tu-154B-2 Tu-154B-2	AFL/Urals-CEK Aeroflot	mfd IST	21oct81 20nov92	toc 29oct81; rgd 13nov81; f/n DME 18sep85; l/n DME 12apr92
	RA-85514	Tu-154B-2	Chelyabinsk Avia	trf	19may93	1. 16 . 01.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
	RA-85514 RA-85514	Tu-154B-2 Tu-154B-2	Aviaprima Sochi Chelyabinsk Avia	SXF DUS	28aug93 aug94	leased from Chelyabinsk Avia; I/n IST 18feb94 I/n DUS 06jan95
	RA-85514 RA-85514	Tu-154B-2 Tu-154B-2	Aviaprima Sochi Chelyabinsk Avia	DXB CEK	15jan95 22aug95	leased from Chelyabinsk Avia; small titles on nose only leased to Enkor 15jun01/31dec04; seen in white/blue c/s without titles in VARZ-400 04apr04; carried
			•		-	additional 'Enkor' titles on nose, I/n as such jul05; seen OVB apr06/oct10, wfu; scrapped at OVB in early 2011
81A515	CCCP-85515 YL-LAB	Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX	mfd SNN	27oct81	toc nov81; rgd 07dec81; first Riga-based Tu-154 from 20nov81; seen RIX jul87; I/n RIX 19aug90 rad only 19oct92: I/n SHJ 02dec95
	YL-LAB YL-LAB		Latavio Latpass Airlines	RIX	06aug92 10jun96	rgd 27mar98, possibly renewal of registration; wfu 2003; seen wfu at RIX, engines and titles gradually
		Tu-154B-2	Yefim Ratner	RIX	07oct05	removed jun04/aug05; still current on Latvian register owned by Yefim Ratner, the chairman of Latpass Airlines; named "Yakov Ratner" after the father of Yefim
						Ratner; in fantasy dark grey/light grey c/s with pink rudder and birds on fuselage and tail, no titles; preserved in the Riga Aviation Museum from 21dec05, I/n 24jan10; sold as scrap metal in early 2010;
014516	CCCP-85516	T., 1540 3	AFL/Latvia-RIX	no fel	23nov81	scrapping started 26feb10 and completed 27mar10
81A516	CCCP-85516	Tu-154B-2	Latavio	mfd RIX	sep92	toc nov81; rgd 22dec81; f/n SVO 29apr84; last overhaul completed 23jan90; l/n LGW 13jul90
	YL-LAC UN-85516	Tu-154B-2 Tu-154B-2	Latavio Aeroservice	rgd AMS	14dec92 02oct93	f/n LCA 16dec92; canx 02aug93 carried additional 'Kazakhstan Aircompany' (sic!) titles; seen near the military area at ALA jun02/06nov08,
						wfu; sold to Asia Continental Airlines in 2005; offered for sale on the internet 24sep08 with t/t 24,204 hours and 12,758 cycles, for \$ 80,000; scrapped at ALA nov08, fin cut off by 25nov08
81A517	OK-BYC	Tu-154B-2		mfd	27nov81	d/d 08dec81; rgd 16dec81; l/n LHR 14may89; canx 18jan90
	OK-LCS RA-85804	Tu-154B-2 Tu-154B-2	Cargo Moravia Al Krai Aero	sld toc	20jan90 09dec92	seen PRG 20may91, in basic ex-Government c/s with 'CMA' titles; I/n PRG 02aug92; canx 07dec92 f/n PRG 09dec92
	RA-85804	Tu-154B-2	Avial. Tatarstana	trf	28dec92	f/n DRS 04may93; with Tatarstan and 'AT' logo and additional small 'Aeroflot' titles until at least jun94; repainted in all-white c/s with just Tatarstan titles by apr97; I/n SHJ 28nov98
	RA-85804 RA-85804	Tu-154B-2 Tu-154B-2	Qeshm Air Tatarstan	SHJ IST	feb99 jul99	CofR renewal 26jun00; seen KZN jun05, wfu, missing one engine; I/n aug05; not present 07aug07; broken
014510					-	up
81A518	CCCP-85518 CCCP-85518	Tu-154B-2 Tu-154B-2	AFL/Georgia Orbi	mfd VIE	30nov81 sep92	toc 04dec81; rgd 30dec81; opb Tbillisski OAO; f/n CDG apr82; l/n LED 17may91
	85518 4L-85518	Tu-154B-2 Tu-154B-2	Orbi Orbi	FRA	28apr93 08jan94	in white c/s with blue tail and large titles; I/n VKO 04sep93 in white c/s with blue tail and large titles; I/n TBS 16may96
81A519	4L-85518 CCCP-85519	Tu-154B-2 Tu-154B-2		TBS mfd	oct99 16dec81	not in 2001 fleet list; sat wfu at TBS, seen aug01/jul05; scrapped probably in summer 2005 toc 31dec81; f/n ZRH 16jan82; rgd 09mar82
	CCCP-85519	Tu-154B-2	AFL/Krasnoyarsk	trf	25sep82	
	CCCP-85519 EX-85519	Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan Kyrgyzstan Al	trf RKT	20jul90 12jan94	I/n 23may93 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; later repainted in white c/s with
81A520	CCCP-85520	Tu-154B-2	AFL/Magadan	mfd	18dec81	just 'Kyrgyzstan' titles; sat wfu at FRU from at least dec03 as per fleet list, seen sep04/sep10 toc 28dec81; rgd 29jan82; f/n CDG apr82
	CCCP-85520 RA-85520	Tu-154B-2 Tu-154B-2	AFL/Yakutiya Aeroflot	trf VKO	01mar90 04may94	l/n YKS 03jul92 l/n YKS 13may95
	RA-85520	Tu-154B-2 Tu-154B-2	Sakha Avia	trf	20jul95 15aug03	seen VKO 21aug01; I/n DME 05jun02 I/n YKS 01jul04; wfu 2006; in fleet list 04may09 as wfu; I/n YKS 28jun12 with many parts missing; seen
B4 : = :	RA-85520		Yakutiya	YKS	_	09sep14 broken up; t/t 24,564 hours and 9.973 cycles
81A521	CCCP-85521 UN-85521	Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-ALA Aeroflot	mfd SXF	22dec81 aug93	rgd 18jan82; on charge as of 01apr82; f/n ALA 02may89; l/n DME 16aug92 with Kazakhstan flag
	UN-85521 UN-85521	Tu-154B-2		trf ALA	26sep96 30jun99	Karaganda based; f/n DME 16jun94, in Aeroflot c/s. no titles; l/n DME 07jul98 l/n SAW 03may05; trf to Aerotrans 2006 for a short period
	UN-85521	Tu-154B-2	Aerotur Air	SAW	17sep06	I/n SAW 03oct06
81A522	UN-85521 CCCP-85522	Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM	DMB mfd	29jul10 30dec81	l/n DMB 19jun13/04may15, stored; still present 01may19, visible in the background of an An-2 photo toc 13jan82; rgd 03feb82; f/n dec85; l/n VKO 11sep92
	RA-85522 RA-85522	Tu-154B-2 Tu-154B-2	Tyumen Airlines	DME trf	06sep93 31aug94	f/n SHJ 09apr95, in Aeroflot c/s, no titles; l/n IST 13jul98
	RA-85522 RA-85522	Tu-154B-2 Tu-154B-2	Tyumen Airlines	SHJ	24mar99 01may04	I/n TJM 25aug03 leased from Tyumen Airlines 10dec03/31may04; offered for sale 16jun04, but could not be sold; I/n DME
81A523	CCCP-85523		MAP LII Zhukovski	mfd	01dec81	27aug10; scrapped by feb12 rgd 12mar82; in Aeroflot c/s; f/n DME 20sep85; l/n LED 05sep92
01/1/23	RA-85523		LII Zhukovski		30may93	in Aeroflot c/s; I/n ATH 02jun93

	RA-85523 RA-85523		Moscow Airways LII Zhukovski	SVO ZIA	23aug93 14aug01	l/n ZIA 23aug97; reported for Tupolev Aerotrans in basic Aerofiot c/s, no titles; seen wfu, without engines, at ZIA aug03/aug09; canx 22jul10; scrapped in
82A524	CCCP-85524 YL-LAG	Tu-154B-2 Tu-154B-2	AFL/Latvia Latavio	mfd rgd	26jan82 21dec92	2010 toc 03feb82; rgd 09mar82; f/n RIX nov84; l/n SVO 02jun92; soc 27jul92 f/n TLV 23dec92; l/n RIX 11sep94, wfu ?; canx 02feb95
	4K-85524 4K-85524	Tu-154B-2 Tu-154B-2		SHJ RKT	05mar95 30mar00	/n DME 29jun98; only Azeri flag, for Turanair seen BAK feb02/may03, stored and CCCP- again visible whilst 4K- was faded; current on Azerbaijan register 20nov03; broken up
82A525	CCCP-85525 CCCP-85525	Tu-154B-2 Tu-154B-2	Bashkirian Al	mfd trf	16jan82 unknown	on charge as of 01apr82; f/n DME apr82; rgd 31may82 on charge as of 01jul92
	RA-85525 RA-85525	Tu-154B-2 Tu-154B-2	Bashkirian Al Bashkirian Al	IST DME	07dec92 22aug95	in Aeroflot c/s and titles I/n UFA 18aug99; reported wfu UFA nov01; soc 25dec01 as life-time expired; broken up; canx only 26jan04
82A526	CCCP-85526 UR-85526	Tu-154B-2 Tu-154B-2		mfd rgd	30jan82 28jan93	toc 11feb82; rgd 26feb82; f/n DUS 07mar82; l/n KBP 08sep92 f/n STR 24feb93; seen KBP apr03/nov06, stored at KBP, engineless; canx 06feb06; not present may07;
82A527	CCCP-85527 RA-85527	Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot	mfd HEL	11feb82 17oct92	broken up rgd 12mar82; on charge as of 01apr82; f/n PRG 10jun82; l/n HEL 11apr92
	RA-85527 RA-85527 RA-85527	Tu-154B-2 Tu-154B-2 Tu-154B-2	Donavia Donavia Aeroflot-Don	trf ROV VKO	25nov93 13jul97 18jun02	f/n VKO 01jul95, in Aeroflot c/s, no titles; I/n MRV 15may96, bare metal on overhaul I/n ROV 21aug01 offered for sale 13feb07/feb08 (without APU); I/n ROV 18feb08; broken up ROV jul09
82A528	CCCP-85528 CCCP-85528	Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Belarus-MSQ	mfd trf	22feb82 11oct85	rgd 12mar82; on charge as of 01apr82; f/n OVB apr82 last overhaul completed 15feb91; dbr 13oct92 on the leg from Vladivostok of a charter flight for small
						traders from China to Belarus or Lithuania when took off with the MTOW exceeded (as 16.8 tonnes of cargo had been loaded instead of the declared 10 tonnes) and the centre of gravity being outside of the envelope, the aircraft was not able to lift off, the take-off was aborted at a speed of 320 km/h, the aircraft
82A529	CCCP-85529	Tu-154B-2	AFL/Krasnoyarsk	mfd	22feb82	overran the runway by 28 metres and suffered substantial damage, all 5 crew and 62 passengers escaped unhurt; t/t 20,366 hours and 8,758 cycles on charge as of 01apr82; rgd 15apr82; f/n DME 09jun92; I/n DME 16aug92
02A323	RA-85529 RA-85529	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot	DME DME	07jul93 26aug95	offered for sale oct06, but could not be sold; I/n KJA oct09, wfu; broken up at KJA by may10
82A530	CCCP-85530 HA-LCS	Tu-154B-2 Tu-154B-2	AFL/International	f/f d/d	19feb82 jun86	mfd 27feb82; on charge as of 01apr82; rgd 19apr82; f/n FRA 10apr82 used as a cargo aircraft without passenger seats in 1988; canx by 19apr89
	CCCP-85530 CCCP-85530	Tu-154B-2		ret trf	12dec88 10nov89	f/n HEL 09jul89
	CCCP-85530	Tu-154B-2	Transaero	SVO	22feb92	in basic Aeroflot colours with Transaero titles a slide exists may92 with addition small 'Sultan Air' titles; I/n LED 06sep92
	CCCP-85530 RA-85530	Tu-154B-2 Tu-154B-2	Aeroflot		19apr92 14may93	
82A531	RA-85530 CCCP-85531	Tu-154B-2 Tu-154B-2	Pulkovo Avia AFL/International	trf mfd	22nov94 17feb82	f/n SNN 11jul97; seen LED nov05/apr07, wfu; broken up at LED 06may07 on charge as of 01apr82; f/n SVO 10apr82; rgd 19apr82; l/n HEL 10oct87; canx 26apr88 as to Hungary,
	HA-LCU	Tu-154B-2	MALÉV	d/d	22jul88	h/o as a payment for debts; soc 27apr88 rgd 25jul88; with small 'Alitalia partner' titles aug96; involved in last government service 09jun00 (RBA-
						BUD); last commercial service 28mar01 (CPH-BUD); MALÉV markings removed by 11apr01; delivered to VKO 23apr01 for Avial and canx same day
	 RA-85851		ex MALÉV c/s, n/t ex MALÉV c/s, n/t	VKO rgd	16aug01 29sep03	no visible marks; impounded by Russian Customs; later stored at Zhukovski; under overhaul by jul02 registration document dated 25sep03; already f/n VKO 13aug03; owned by Ladoga according to and
						impounded by court order dated 03nov03; seen ZIA aug05; arrived at DME 29sep06 and stored, l/n 31may08 _
82A532	RA-85851 CCCP-85532	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan	DME mfd	02aug08 19mar82	in basic MALEV c/s with 'Moskoviya' titles; seen DME may10/28jul19, parked on the grass toc 26mar82; rgd 03may82; f/n DME oct85
	CCCP-85532 EZ-85532	Tu-154B-2 Tu-154B-2	Turkmenistan Al Turkmenistan Al	IST DME	19nov92 12apr93	I/n DME 20mar93 I/n operational DME 21may96; seen ASB apr02/oct09, wfu; for sale early 2008, t/t 24,995 hours and
82A533	CCCP-85533	Tu-154B-2	AFL/Uzbekistan-TAS	mfd	mar82	12,154 cycles; broken up ASB 2012 toc 15apr82; f/n DME apr82; rgd 03may82; l/n TAS 15apr92
82A534	85533 CCCP-85534	Tu-154B-2 Tu-154B-2	Uzbekistan Airways Soviet AF/AFL c/s	mfd	1992 31mar82	crashed on landing Delhi 09jan93, whilst operating for Indian Airlines f/n Sperenberg 10may82; rgd 20jul82; l/n KBP 13apr92
	RA-85534 RA-85534	Tu-154B-2 Tu-154B-2	Russian AF/AFL c/s Russian Air Force	Spr CKL	14jun93 23jul07	I/n CKL 14aug06 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; I/n without titles
82A535	CCCP-85535	Tu-154B-2	AFL/Ukraine-KBP	mfd	23apr82	CKL 05may10; seen KBP 21apr11 with "VVS Rossii' titles on fin; I/n CKL jul20 still as RA-85534 toc 21may82; f/n DUS 30may82; rgd 11jun82; I/n KBP 14apr92
82A536	UR-85535 CCCP-85536	Tu-154B-2 Tu-154B-2	Avialini. Ukrayiny AFL/Armenia	rgd mfd	21jan93 22apr82	f/n HEL 16may93; seen KBP apr03/nov06, wfu, engineless; canx 06feb06; broken up at KBP 05/06jan07 rgd 10may82; on charge as of 01jul82; I/n VKO 23feb92
	CCCP-85536	Tu-154B-2	Armenian Airlines	ORY	11mar93	photo EVN mar93, basic ex Aeroflot c/s with Armenia titles and Armenian flag on the tail, was a Government aircraft
	EK-85536	Tu-154B-2	Armenian Airlines	CDG	28oct93	basic ex Aeroflot c/s with Armenia titles and Armenian flag on the tail; repainted in full Armenian Airlines c/s by jun95; seen EVN dec02/apr04, stored; I/n DXB 13mar05 and RKT 15mar05, probably opb South
	EK-85536 EK-85536	Tu-154B-2 Tu-154B-2		RKT TIP	31mar05 19sep05	Airlines these dates, see next line basic ex Armenian Airlines c/s with South Airlines titles and blue/orange band; I/n RKT 24jun05 basic ex Armenian Airlines c/s, no titles; arrived FJR 25aug07 for storage; canx 30dec08 from Armenian
82A537	CCCP-85537		AFL/Kazakhstan-KGF	mfd	06apr82	register; l/n FJR 12dec09; not present 02mar10, broken up toc 04may82; rgd 18may82; f/n ALA 21apr84
	85537 UN-85537	Tu-154B-2 Tu-154B-2		DME SXF	20mar93 30jun93	I/n VKO 20apr93, small titles only with Kazakhstan flag, small titles only
	UN-85537 UN-85537	Tu-154B-2 Tu-154B-2		HAJ FRA	may94 23dec95	l/n FRA 15apr95; with Kazakhstan flag photo HAJ 17jun94, error in year ?; l/n DME 29jun98; see trf date next line !
	UN-85537	Tu-154B-2		trf	26sep96	Karaganda based; f/n HAJ 31oct98; l/n SHJ 25jan02: seen ALA aug02/sep02, stored in maintenance area; seen KGF (N49.678611 E73.340788) 28nov07/aug16, wfu seen in a field between Karaganda and the
82A538	CCCP-85538	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	13may82	airport 15may17; noted being scrapped 16jun17 but still extant with tail removed 08jun18 toc 27may82; rgd 11jun82; opb 235 OAO; f/n CDG 06oct84; seen HEL 13apr85
	CCCP-85538 EW-85538	Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia	trf MSQ	08jun88 10jul94	I/n SVO 26jun92 I/n MSQ 12may96
	4K-85538 EW-85538	Tu-154B-2 Tu-154B-2	Belavia c/s, n/t Belavia	DME PRG	18aug97 16oct98	I/n DME 02sep97, operated for Improtex I/n SHJ 31mar00
	EW-85538	Tu-154B-2	Shaheen Air Intl	DXB	30jan02	returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ may05/may12, wfu and stored; not in Belavia fleet list feb08; I/n MSQ 07may13, being broken up with the
82A539	CCCP-85539		AFL/Latvia-RIX	mfd	apr82	wings already clipped toc 07may82; rgd 07jun82; f/n VKO 08apr84
	YL-LAF UN-85539	Tu-154B-2 Tu-154B-2	Latavio Aeroservice	rgd SHJ	19oct92 22jan94	canx 02aug93; no sightings reported ! carried additional 'Kazakhstan Aircompany' (sic !) titles; I/n ALA 24sep99; seen ALA jun02/06nov08, wfu
82A540	CCCP-85540	Tu-154B-2		mfd	14may82	near the military area; broken up at ALA nov08 toc 26may82; rgd 15jun82; f/n KHV 30aug89
	RA-85540 RA-85540	Tu-154B-2 Tu-154B-2	Aeroflot Mavial	GDX trf	08jul94 01mar95	I/n TAS 07may98, apparently still as AFL, see next line f/n DME 18apr06, first sighting in many years; operator ceased operations 29jun06, sat wfu at DME since;
82A541	CU-T1227	Tu-154B-2	Cubana	d/d	17jun82	I/n aug10; broken up 20aug11 c/n confirmed; f/n MEX 20may83; dbr 14sep91 on a flight from Havana to Mexico City when had to go
						around due to poor visibility (high pollution levels and fog) and deviated from approach pattern and glide path (came in too high) on the second approach, but the crew did not go around again as they were low on the control of the
						fuel so that the aircraft touched down on the last third of the runway, overran the runway and came to rest after striking an ILS antenna (some 500 metres from a busy highway which surrounds the airport), the left
82A542	CCCP-85542	Tu-154B-2		mfd	28may82	wing broke off, all 12 crew members and 100 passengers survived; the wreck was still present 07nov91 toc 09jun82; rgd 16jun82; f/n FRA 18jul82
	HA-LCT CCCP-85542	Tu-154B-2 Tu-154B-2	MALÉV AFL/International	d/d ret	17jul86 28nov88	rgd 19jul86; f/n ZRH 24jul86; canx by 19apr89
	CCCP-85542 CCCP-85542	Tu-154B-2 Tu-154B-2	Sultan Air	trf DUS	17nov89 1992	with Aeroflot titles and additional Sultan Air titles and tail logo
	CCCP-85542		AFL/Leningrad	ZRH	27jun92	after lease to Sultan Air, with tail logo overpainted and without Soviet flag; seen BRU jul92; as such; I/n LED 05sep92
	RA-85542 RA-85542	Tu-154B-2 Tu-154B-2	Pulkovo Avia	LED trf	11sep93 22nov94	I/n SVO 11apr94 in Aeroflot c/s and titles; I/n LGW feb98 and LFD move of 106
82A543	RA-85542 CCCP-85543	Tu-154B-2 Tu-154B-2	Pulkovo Avia	AMS mfd	28jun98 25may82	seen LED nov05/06may07, wfu; broken up at LED may07; t/t 29,301 hours and 18,155 cycles used only as test registration
	HA-LCR	Tu-154B-2	MALEV	d/d	23jun82	rgd 25jun82; received as replacement for lost HA-LCF; damaged beyond economical repair on landing Thessaloniki 04jul00 (N40.526435 E22.972469) when crew forgot to lower the landing gear, belly touched,
					04:	got airborne again and landed with gear deployed; canx 01sep00; t/t 22,409 hours and 13,583 cycles; subsequently used for airport for training in basic ex-MALEV c/s; I/n 12aug17 and reported scrapped dec18
82A544	CCCP-85544		AFL/International	mfd d/d	01jun82	toc 09jul82; f/n FRA 14jul82; rgd 26jul82; l/n HEL 06jun87; soc 10may88; canx 19may88 as to Hungary, handed over as a payment for debts
	HA-LCV	Tu-154B-2	MALLV	d/d	01sep88	rgd 08sep88; last service 28mar01 (MUC-BUD); made a farewell flight over Budapest 30mar01; MALEV markings removed by 11apr01; delivered to Vnukovo 25apr01 for Avial and canx same day; t/t 25,608 hours and 12,966 cycles
		Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	nours and 12,966 cycles no visible marks; impounded by Russian Customs; owned by Ladoga according to court order dated 03nov03; broken up, exact location (Samara-Bezymyanka) ?
82A545	CCCP-85545 CCCP-85545	Tu-154B-2 Tu-154B-2	AFL/International AFL/Belarus	mfd trf	02jul82 01nov88	toc 14jul82; f/n FRA 17jul82; rgd 30jul82 //n still CCCP- 07apr93
	EW-85545	Tu-154B-2			09may95	I/n AYT 05jul01

	EW-85545	Tu-154R-2	Shaheen Air Intl	DXB	30jan02	returned to Belavia after lease, still in basic Belavia c/s with 'Shaheen' titles and logos; seen MSQ
	LW-03343	10-1540-2	Shaheen All Thu	DAD	30ja1102	may05/apr11, wfu and stored; not in Belavia fleet list feb08; I/n MSQ 07may13 being broken up wings already clipped
82A546	CCCP-85546	Tu-154B-2	AFL/Latvia-RIX	mfd	29jun82	toc 07jul82; rgd 02aug82; f/n SVO 21sep85
	CCCP-85546 YL-LAE	Tu-154B-2 Tu-154B-2	Baltic Internat. Latavio	LBA rgd	27jul92 23sep92	seen FRA 21nov92, still in full Baltic International c/s
	YL-LAE	Tu-154B-2	Latavio	RIX	10sep93	I/n CDG 23dec95; canx 18apr96
	UR-85546 UR-85546	Tu-154B-2 Tu-154B-2	Tavria MAK Air Somalia	ODS SHJ	08jul96 17dec00	I/n SHJ 27nov00 and was stripped by 07dec00 I/n DXB 18sep01; named 'Tavrei'
	ER-TAI UR-85546	Tu-154B-2 Tu-154B-2	Air Somalia Air Somalia	rgd DXB	11sep01 03nov01	f/n DXB 21sep01; I/n DXB 19oct01, parked all this time
	ER-TAI	Tu-154B-2	Air Somalia	SHJ	30dec01	
	ER-TAI	Tu-154B-2	Air Service Intl	SHJ	17jan02	and still present feb04, stored; basic Air Somalia c/s; seen SHJ may04/dec04 in all-white c/s, no serial, being worked upon
	ER-TAI ER-TAI	Tu-154B-2 Tu-154B-2	all-white c/s, n/t Air Service Intl	SHJ SHJ	27jan05 04mar05	serial on port side only; possibly had titles, see previous and next line! c/n confirmed; all-white c/s with very small titles port side only; canx from Moldovan register as sold to Russia 30jun04; moved to the scrap area SHJ 24dec07; /n SHJ mar15 (N25.337854 E55.493567) in a
82A547	CCCP-85547	Tu-154B-2	AFL/Privolzhsk	mfd	jul82	very derelict condition; broken up mar21 on charge as of 01oct82; rgd 23dec82
	CCCP-85547 GR-85547	Tu-154B-2 Tu-154B-2	AFL/Georgia Aeroflot	trf FRA	13jul84 27mar93	f/n LED 16may85; I/n VKO 23feb92 operated for Aeroflot Georgia; initially with 'Aeroflot' titles, removed by late may93; I/n VKO 07sep93
	4L-85547	Tu-154B-2	Aeroflot c/s, n/t	PRG FRA	dec93	operated for Aeroflot Georgia; I/n FRA 09aug94
	4L-85547 4L-AAG	Tu-154B-2 Tu-154B-2		BFS	16jul95 27aug99	l/n FRA feb98 seen TBS apr03/may11, wfu; scrapped at TBS jun11/jul11
82A548	CCCP-85548 85548	Tu-154B-2 Tu-154B-2		mfd DME	29jul82 10sep92	toc 18aug82; rgd 27aug82; f/n DME 21apr91; l/n DME 12apr92 Azeri flag; l/n BAK 10dec92
	4K-85548	Tu-154B-2	Aeroflot c/s, n/t	BAK	17may96	reported for Azerbaijan Airlines
	4K-85548	Tu-154B-2	Azerbaijan Al	IST	20jun98	not on Azerbaijan register 20nov03; I/n BAK (later became GYD) may03/ oct09, wfu by nov09; only two Tu-154 tails remained at GYD, one of them probably from this aircraft
82A549	CCCP-85549 85549	Tu-154B-2 Tu-154B-2	AFL/Turkmenistan Turkmenistan Al	mfd IST	25aug82 18dec92	toc 06sep82; rgd 23sep82; f/n SVO 17sep85
	EZ-85549	Tu-154B-2		IST	22jun93	I/n ASB 14apr02, operational; not in fleet list jan04/feb08, seen ASB feb06/oct09, wfu; offered for sale in
82A550	CCCP-85550	Tu-154B-2	AFL/Tyumen-TJM	mfd	20oct82	early 2008 with t/t 25,701 hours and 14,484 cycles; broken up ASB 2012 toc 10nov82; rgd 01dec82; f/n DME 15sep86
	RA-85550	Tu-154B-2	Aeroflot	KUF	25apr93	
	RA-85550 RA-85550	Tu-154B-2 Tu-154B-2	Tyumen Airlines Aeroflot c/s, n/t	trf PMI	31aug94 jun96	I/n DME 21may96, in Aeroflot c/s and titles seen FRA jun97 with Aeroflot titles (the paint had faded and the titles were bleeding through again); I/n
	RA-85550	Tu-154B-2	UTair	trf	dec04	TJM jul00/aug03, wfu, as such after overhaul; lsf Avializing 30dec04/30dec07; f/n DME 29mar05; offered for sale by Avializing 02sep08
	KA-65550	1u-154b-2	UTair	uri	decu4	with t/t 27,507 hours and 12,877 cycles; I/n active VKO 03sep08; seen wfu at TJM (N57.189732
82A551	CCCP-85551	Tu-154B-2	AFL/International	mfd	25aug82	E65.333209) apr10, slowly being cannibalised; broken up mar11 toc 03sep82; rgd 10oct82; f/n ZRH 13oct82; featured in the Soviet movie 'Vals zolotykh teltsov' shot in
	CCCP-85551	Tu-154B-2	AFL/ArkhangelARH	trf	20jan90	1992
	RA-85551	Tu-154B-2	Aeroflot	STR	24feb93	
	RA-85551 RA-85551	Tu-154B-2 Tu-154B-2	Arkhangelsk Al East Line	trf IST	22feb94 14jun98	I/n FRA 07sep01; leased from Arkhangelsk Airlines until 20oct01
	RA-85551	Tu-154B-2	Aeroflot c/s, n/t	ARH	22oct01	rgd to North Leasing 27may03; Isd to Arkhangelsk Airlines (bought by Aeroflot aug04); I/n as such SVO 20aug03; seen SIP 06jul04 in all-white c/s
	RA-85551	Tu-154B-2	Aeroflot-Nord	SVO	04jan05	I/n SVO 27aug08; ferried to MRV 30jan09
	RA-85551	Tu-154B-2	AeroRent	DME	22feb09	in basic new Aeroflot c/s, but with completely blue fin; operator's license suspended 08oct09; seen in ARZ-411 at MRV oct09; I/n MRV sep11 without outer wings; broken up
82A552	CCCP-85552 CCCP-85552	Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad	mfd trf	24aug82 10jan90	toc 03sep82; rgd 10oct82; f/n AMS 11oct82; l/n LHR 01nov89 l/n LED 16may91
	RA-85552	Tu-154B-2 Tu-154B-2	Aeroflot	LHR trf	05dec92 22nov94	I/n LED 10jun94
	RA-85552 RA-85552	Tu-154B-2	Pulkovo Avia	SVO	18jun00	in Aeroflot c/s and titles; I/n SVO 11jun99 I/n active SVO 26feb07; seen LED 25oct08, stored; broken up jul09; t/t 30,026 hours and 18,494 cycles
82A553	CCCP-85553 CCCP-85553	Tu-154B-2 Tu-154B-2		mfd trf	30aug82 24nov89	toc 14sep82; rgd 21sep82; f/n FRA 03oct82; l/n HEL 24jan87 seen SXF aug90
	CCCP-85553	Tu-154B-2	Transaero	LED	30may92	in basic Aeroflot c/s with Transaero titles
	CCCP-85553 RA-85553	Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot	SVO LED	19aug92 03jan93	I/n LED 05sep92 I/n LED 09jun94
	RA-85553 RA-85553	Tu-154B-2 Tu-154B-2		trf SVO	22nov94 18jun00	in Aeroflot c/s and titles; I/n LED may99 I/n LED 23auq08, stored; seen hangared LED 17dec08 being cannibalised; broken up LED 07jul09; t/t
024554					-	29,546 hours and 18,491 cycles
82A554	CCCP-85554 RA-85554	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	16sep82 17aug93	f/n Sperenberg 10nov82; rgd 06dec82; still 'CCCP-' by 22feb93 l/n as such CKL 25aug03; soc 02apr02 as life-time expired; refurbished by Aviakor, shown on Russian TV
	RA-85554	Tu-154B-2	Russian Air Force	Bkr	mar06	in the Aviakor factory in bare metal 22feb05 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles; I/n without titles SVO 28aug11; seen SCW
82A555	CCCP-85555		Soviet AF/AFL c/s	mfd	21sep82	28oct11 with 'VVS Rossii' titles on fin; I/n Minsk-Machulishchi feb22 rqd 06dec82; f/n Sperenberg 06jan83; still 'CCCP-' 17jun93
02/1333	RA-85555	Tu-154B-2	Russian AF/AFL c/s	Spr	13aug93	seen SXF 28may94; tender for rework issued 29jul08; I/n CKL 20aug07
	RA-85555	Tu-154B-2	Russian Air Force	CKL	04aug08	opb 223 LO at Chkalovski; in basic Rossiya c/s, no titles but with '223 LO' badge; last overhaul completed 19feb09; seen CKL feb11 with 'VVS Rossii' titles on the fin; I/n 2020, location withheld
82A556	CCCP-85556 YL-LAD	Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio	mfd rgd	22sep82 21dec92	toc 06oct82; rgd 20oct82; first reported RIX 20may87 in an incident report canx 03dec93; no sightings reported
	RA-85556 RA-85556	Tu-154B-2 Tu-154B-2		trf OVB	15feb96 07jun01	seen DME 13mar96, in full Aeroflot c/s and titles; I/n DME 25aug97, as such opb 4 ae LO no. 3 at DME; I/n DME 30jun04; w/o 24aug04 on flight 1047 from DME to Sochi when was
	104 05550	10 1546 2	31011	015	07,01101	blown up by a female Chechen suicide bomber and crashed 8 km from Gluboki (Kamensk district of the Rostov region), all 8 crew and 38 passengers killed; t/t 30,751 hours; soc 25jul05
82A557	CCCP-85557	Tu-154B-2	AFL/Magadan	mfd	30sep82	toc 26oct82; rgd 04nov82; f/n BTK 01jul92
	RA-85557 RA-85557	Tu-154B-2 Tu-154B-2	Aeroflot Mavial/Magadan Al	SVX trf	20apr93 18oct94	seen GDX 13may95, still in Aeroflot c/s and titles
	RA-85557	Tu-154B-2	TyumenAviaTrans	VKO	28jun02	I/n UFA 26jan03
	RA-85557	Tu-154B-2	UTair	rgd	28jan03	Isf Avializing 27apr03/27apr09; f/n VKO 16jan04; l/n TJM 10jul08; seen TJM (N57.190021 E65.332662) apr10/may13, wfu, slowly being cannibalised; fuselage in two pieces feb14
82A558	CCCP-85558 YL-LAH	Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio	mfd rgd	29oct82 19oct92	toc 05nov82; rgd 15dec82; f/n DME 18sep85; in Aeroflot colours with blue tail; I/n SVO 17jul91 photo SVO date unknown, in basic ex-Aeroflot colours with blue tail and Latvian flag with titles; canx only
	4L-85558	Tu-154B-2		VKO	05sep93	17jun96, see next line I/n FRA 13mar99
	4L-AAH UN-85558	Tu-154B-2 Tu-154B-2	Air Georgia GST Aero	FRA SAW	24apr99 23jun05	seen TBS mar02/aug03, stored; still carried 4L-85558 on nose wheel doors 20may00 in white c/s with small 'GST Aero' titles; seen CIT 11feb10 without titles; I/n CIT aug11/sep23 stored
82A559	CCCP-85559 RA-85559	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	29oct82 09jul93	rgd 06dec82; f/n Sperenberg 21jan83; still 'CCCP-' 25jun93 l/n BCN 24aug02; overhaul completed 30sep03, see next line
	RA-85559	Tu-154B-2	Russian Air Force	Эрі	jul04	opb 223 LO at Chkalovski; in basic Aeroflot c/s; initially no titles; l/n without titles OVB 08jul10; seen CKL
						02sep10 with 'VVS Rossii' titles on the fin; I/n CKL 13aug12; repainted in full c/s similar to Rossiya with small '223 LO' badge, no titles; f/n CKL jan16; I/n OVB 16jul20
82A560	CCCP-85560 CCCP-85560	Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Turkmenistan	mfd trf	24nov82 03feb88	rgd 15dec82; on charge as of 01jan83; opb 235 OAO; f/n VKO 20sep85
	EZ-85560	Tu-154B-2		SVO	05jul93	seen ASB 18may96/nov08, wfu; not in fleet list nov99/feb08; offered for sale early 2008 with t/t 18,522
82A561	CCCP-85561	Tu-154B-2	Soviet AF/AFL c/s	mfd	nov82	hours and 8,823 cycles; broken up ASB 2012 rgd 28jan83; based in Ukraine
	CCCP-85561 85561	Tu-154B-2 Tu-154B-2		VIE UTC	25aug92 05apr93	Avialiniyi Ukrayiny c/s Avialiniyi Ukrayiny c/s
	UR-85561 UR-85561	Tu-154B-2 Tu-154B-2	BSL Airline Ukrainian Cargo Aw	KBP KBP	22sep94	with titles and tail logo; I/n KBP 26jun99
	UR-UCZ	Tu-154B-2 Tu-154B-2		BUD	07jul99 03jun00	with titles painted as 'UC Airways' and UCA tail logo; seen KBP may02/oct05, stored; repainted with larger
						'U.C. Airways' titles and reportedly operational since jan06; seen ROB 05may06, for sale jan10 t/t 4,411 hours and 2,666 cycles; canx 08oct10; l/n KBP sep12/oct19, stored
82A562	CCCP-85562 RA-85562	Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot	mfd SVO	24nov82 20apr93	rgd 16dec82; on charge as of 01jan83; f/n BTK 07sep89; l/n VVO 27mar92
	RA-85562	Tu-154B-2	Mavial/Magadan Al	trf	18oct94	I/n BUD 23sep00, still in Aeroflot c/s and titles
	RA-85562	Tu-154B-2	Vladivostok Avia	IKT	06jun01	leased from Mavial/Magadan Avia 02jul97/25jun03, sold to Vladivostok Avia 14mar03; named 'Dalnerechensk'; I/n VVO 21jun07; wfu in late autumn 2007; t/t 33,573 hours and 13,252 cycles by
	RA-85562	Tu-154B-2	Zapolyarye	VKO	25nov08	01jul08 in basic Vladivostok Avia c/s, no titles; still named 'Dalnerechensk'; wfu 30mar09; l/n OVB 31aug09;
						overhauled by the Aviakor factory at Samara-Bezymyanka and retained as the overhaul was not yet paid for by jul11; reported by russianplanes.net as scrapped
82A563	CCCP-85563 RA-85563	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	21dec82 19may94	rgd 01feb83; f/n Sperenberg 28mar83; still 'CCCP-' 25aug93 was reportedly stored at CKL for almost 10 years, seen without engines aug09/aug10; was to be ferried
	55565	15-10-2		υpi		from CKL to a rework plant 29apr11, but as two clamps in the control system had been connected
						incorrectly, steering became reversed and the aircraft started to shake and roll violently, the crew was very lucky in managing to land the aircraft at CKL, it overran the runway but no other damage occurred; photo
						Samara-Bezymyanka 06aug12 in primer c/s on a test flight; photo in flight, oct12 in full c/s similar to Rossiya; seen CKL 05nov12 with 'VVS Rossii' titles and 223 LO badge; I/n OVB 27may22
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82A564	CCCP-85564	Tu-154B-2	AFL/International	mfd	dec82	on charge as of 01jan83; rgd 19jan83; f/n AMS 22jan83; Western intelligence sources claim that the
	BNMAU-85564	Tu-154B-2	MIAT Mongolia	Isd	1988	aircraft was equipped with a camera under a cover in front of the nose landing gear leased from Aeroflot; seen in full colour scheme at SVO in early 1988; arrived at Shannon for repainting 25may90
82A565	CCCP-85564 RA-85564 CCCP-85565	Tu-154B-2 Tu-154B-2 Tu-154B-2		ret SVO mfd	may90 19mar93 29dec82	f/n SŃN 02jun90; I/n PRG 13aug92 I/n operational AMS jul97; sat wfu (without engines) at SVO, seen aug01/dec02; canx 01apr02; scrapped identity sheet (formulyar) issued 08dec82; toc 12jan83; rgd 01feb83; opb Sheremetyevski OAO; f/n FBU
	CCCP-85565		AFL/Moldova	trf	14jun89	22feb83 opb Kishinyovski OAO
	CCCP-85565 CCCP-85565	Tu-154B-2		ph.	1991 aug92	in basic Aeroflot c/s
	CCCP-85565 CCCP-85565	Tu-154B-2 Tu-154B-2	Air Moldova Transaero	TLV AMS	28jan93 04apr93	I/n SVO 13apr93
	CCCP-85565 ER-85565		Aeroflot c/s, n/t	FRA AMS	01may93 28sep93	was several times on short-term lease to the Russian MVD in the 1990s opb Air Moldova; rgd only 04apr94; I/n BRU 06oct93
	ER-85565		Air Moldova	FRA	09apr94	canx 16nov98; stored with VARZ-400 at VKO, I/n as such 19may99, seen stripped 21aug01; bought by the
	RA-85565	Tu-154B-2	Russian MVD/VV	rgd	jan02	Russian MVD jun00; overhaul completed dec01 opb 3 osae on at Chkalovski; given in some documents as 223 LO of the Russian Air Force, but this was merely for insurance reasons; in basic Rossiya c/s, no titles; f/n KHV 14aug03; l/n CKL 05feb16; see rgd next line
	RF-85565	Tu-154B-2		rgd	17may06	prefix never painted as such
	RF-85565 RA-85565	Tu-154B-2 Tu-154B-2	Rosgvardiya Rosgvardiya	trf OVB	05apr16 08nov16	see next line, still flies with RA- prefix opb 3 osae on at Chkalovski; in basic Rossiya c/s, no titles; l/n CKL 17jul18
82A566	CCCP-85566	Tu-154B-2	AFL/Armenia	mfd	jan83	toc 14jan83; rgd 01feb83; f/n DME 24sep87; in Aeroflot colours with blue tail; seen CDG 20jun91; l/n IST 1993
	EK-85566 EK-85566	Tu-154B-2 Tu-154B-2	South Airlines	MHP FJR	29oct93 11dec06	//n active VKO 18feb02; seen stored at EVN dec02/may04; seen FJR 29dec06, no titles arrived FJR this date for storage; canx 30dec08 from Armenian register; I/n FJR 22dec09 in basic Armenian Al c/s, no titles; not present 02mar10, broken up
83A567	CCCP-85567 CCCP-85567	Tu-154B-2 Tu-154B-2		mfd trf	29jan83 01sep88	toc 16feb83; rgd 28feb83; opb 235 OAO; f/n AER aug83
	RA-85567 RA-85567	Tu-154B-2 Tu-154B-2		LED trf	12sep93 18jan94	I/n GDX 18aug96, still in Aeroflot c/s and titles, wfu
	RA-85567	Tu-154B-2	East Line	DME	28jun03	
	RA-85567	Tu-154B-2		DME	17aug03	operator ceased operations 29jun06; seen stored at GDX apr09/ may11; seen again 08sep11/16sep11 with tail cut off and being broken up; forward fuselage only 24feb12
83A568	CCCP-85568 RA-85568	Tu-154B-2 Tu-154B-2	AFL/Yakutiya Aeroflot	mfd YKS	23apr83 08jul94	toc 20may83; rgd 08jun83; f/n VKO 20sep85
	RA-85568	Tu-154B-2	Sakha Avia	trf	20jul95	f/n VKO 01sep97, in basic ex Aeroflot c/s, no titles; trf to SAAK in 1997
	RA-85568	Tu-154B-2		SHJ	31mar98	SAAK - Stavropol Avia; in basic ex Aeroflot c/s, no titles; leased apr98/jul01; CofR renewal 18dec98; l/n SHJ 06nov99
	RA-85568	Tu-154B-2	Aerofrakht	rgd	26aug02	leased from Lodis; f/n VKO 27aug02, in basic ex Aeroflot c/s, no titles; l/n DME 18oct02; seen DME 13oct03, in basic ex Aeroflot c/s with titles; l/n LCA 01nov03
	RA-85568	Tu-154B-2	Mega Lodis OOO	rgd	05dec03	leased to Atlant-Soyuz 01dec03/01nov04; f/n VKO 27jun04; in basic ex Aeroflot c/s with Atlant-Soyuz titles; seen wit in VARZ-400 at VKO jul04/oct09; in the process of being broken up 12aug10; t/t 18,923 hours and 8,348 cycles
82A569	LZ-BTV	Tu-154B-2	Balkan	mfd	14nov82	d/d nov82; operated for Palair Macedonian as a substitute aircraft for LZ-BTU during 1992; I/n CPH 04sep99; seen in primer in VARZ-400 at VKO aug01/aug03
	UN-85569	Tu-154B-2		VKO	27jun03	in modified ex-Balkan c/s; I/n SAW 20sep06
	UN-85569 UP-T5408	Tu-154B-2 Tu-154B-2		SAW DMB	03oct06 29jul10	with 'Aerotour KZ' titles; I/n CIT 19feb10, stored opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, small titles on nose only; I/n DMB
83A570	CCCP-85570(1)	Tu-154B-2	AFL/International	mfd	feb83	24jun13/01may19, stored toc 16mar83; rgd 22mar83; f/n GVA 09apr83; l/n SVO 14aug92
	RA-85570(1)	Tu-154B-2		PRG	16nov92	l/n SVO 19aug01/may02, no engines, wfu; canx 01apr02; soc 02apr02 as life-time expired; broken up; see c/n 87A754
83A571	CCCP-85571 RA-85571	Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Spr	28feb83 03aug93	f/n Sperenberg 18apr83; rgd 12may83; l/n Sperenberg 06jul93 opb 8 adon at Chkalovski; l/n CKL 14aug06; overhaul completed 23jan08, see next line
	RA-85571	Tu-154B-2	Russian Air Force	CKL	25jul08	opb 223 LO at Chkalovski, in c/s similar to Rossiya without titles, carried a '223 LO' badge; I/n without titles; DME 27sep10; seen Chkalovski apr11 with 'VVS Rossii' titles; I/n KHV 2021
83A572	CCCP-85572	Tu-154B-2	Soviet AF/AFL c/s	f/f	21feb83	mfd 29mar83; rgd 12may83; f/n Sperenberg 01jun83; seen LHR 16may89; l/n Greenham Common 23may90
	RA-85572	Tu-154B-2	Russian AF/AFL c/s	Spr	02feb94	opb 8 adon at CKL; new CofR issued 30oct02; I/n in standard 'Aeroflot' c/s CKL 17aug09; received small 'VVS Rossii' titles in addition to the 'Aeroflot' titles; f/n as such CKL 15sep10; I/n CKL 13aug12
	RA-85572	Tu-154B-2	Russian Air Force	SVX	05may14	opb 800 AvB at CKL; in basic Rossiya c/s with a '223 LO' badge, no titles; last overhaul completed 29dec14; //n CKL 24dec16; w/o in the early hours of 25dec16 on the leg from Soch Latakia-Hmeimim of a flight from Chkalovski to Latakia-Hmeimim when the crew retracted the flaps instead of the landing gear by mistake, the aircraft lost height and crashed into the Black Sea 1.7 km off the coast (N43°25'30" E39°50'13") 70 seconds after take-off, all 8 crew and 84 passengers (among them 65 members of the
83A573	P-561 P-561	Tu-154B-2 Tu-154B-2		SXF fr.	29may84 28mar92	Alexandrov Ensemble aka Red Army Choir) killed; t/t 6,689 hours reported with flight plan 'P5-CVN'; I/n SVO apr92, see next line f/n NGO 04mar93; seen PEK 06mar07 with the left main gear on fire, but later departed after a 2 hour
83A574	CCCP-85574	Tu-154B-2	Soviet AF/AFL c/s	mfd	31mar83	delay; I/n VVO 29dec23 active rgd 12may83; f/n Sperenberg 18may83; I/n Sperenberg 06sep93
	RA-85574	Tu-154B-2		VKO	27nov97	opb 223 LO at CKL; was stored for a long period of time before overhaul at VKO and transfer to FSB, see next line
	RA-85574	Tu-154B-2	FSB	VKO	04oct00	opb mil. unit 83475 at VKO; last overhaul completed 24nov99; with Belavia-style cheatline and Aeroflot- style grey tail, no titles; offered for sale by Russian privatisation agency 29mar07 with t/t 6,806 hours and
	RA-85574	Tu-154B-2	Zapolyarye	GOJ	26sep08	3,928 cycles; sold to S.D. Leichenko 27apr07 and probably sold on by him later owned by RK Leasing; operator from documents; in previous c/s, no titles; I/n SSH 14jun09; arrested by Rosimushchestvo 02mar11 and offered for sale 13oct11, was at Ufa at the time; I/n UFA aug11/jun15 wfu, no titles; photo UFA 12nov16 with small "Training Aircraft' titles and being used for de-icing practise this
024575	CCCD OFFIT	T., 1540.2	Coviet Cut/AFL a/a	mo E el	2000002	date; I/n UFA sep19/sep23
83A575	CCCP-85575 CCCP-85575	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan	mfd trf	20apr83 03jul89	toc 24may83; rgd 08jun83; opb 235 OAO; f/n GVA 19nov85 seen LHR may92 on a VIP flight this day
	85575 UK-85575	Tu-154B-2 Tu-154B-2		SHJ FRU	24feb93 28jun03	I/n TAS 01jun09; current on Uzbekistan register dec10
83A576	CU-T1253	Tu-154B-2		d/d	27may83	I/n HAV 14nov98, stored; seen HAV 20apr02 in grey c/s without titles and registration; not in fleet list 31dec05; bare metal Tu-154, tail apart and front upper fuselage missing, probably this one, seen HAV
05:-	000n				ae	28may06; nothing reported since (here or in Russia) and probably broken up
83A577	CCCP-85577 RA-85577	Tu-154B-2	AFL/Yakutiya Aeroflot	mfd YKS	15jun83 13may95	toc 05jul83; rgd 18jul83; f/n VKO 18sep85
	RA-85577	Tu-154B-2		trf	20jul95	in basic AFL c/s with own titles; f/n SVO 29aug95; trf to Yakutiya, but wfu in 2004; stored at YKS, seen jul04/jun12; in fleet list 04may09 as wfu; in the process of being broken up 28jun12; remains still present
004570	0000 05570	T 4540.0	0 0 . / 45. /		201 02	12sep12/03mar13
83A578	CCCP-85578 CCCP-85578	Tu-154B-2	Soviet Gvt/AFL c/s AFL/Uzbekistan	mfd trf	28jun83 26jan90	toc 19jul83; rgd 25jul83; opb 235 OAO; f/n AER aug83
	85578		Uzbekistan Airways Uzbekistan Airways	SHJ TAS	24feb93 22apr94	I/n TAS 17mar12
	UK-855/8				07auq13	stored, prefix removed; I/n TAS 10may15
024570	UK-85578 85578	Tu-154B-2	Uzbekistan Airways	TAS		
83A579	85578 CCCP-85579 CCCP-85579	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad	mfd trf	16jun83 03mar90	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 l/n LED 17may91
83A579	85578 CCCP-85579	Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad	mfd	16jun83	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 l/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; l/n AMS 12jul92; Sultan Air titles later
83A579	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Sultan Air Aeroflot	mfd trf AMS FRA	16jun83 03mar90 19apr92 20dec92	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 [/n LED 17may91] with Aeroflot titles and additional Sultan Air titles and tail logo; l/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; l/n LED 07sep92, still as such
83A579	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Sultan Air  Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf AMS FRA trf PRG	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 I/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00
83A579 83A580	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Sultan Air Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/International	mfd trf AMS FRA trf PRG LED mfd	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 I/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83
	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Sultan Air Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/International AFL/Belarus	mfd trf AMS FRA trf PRG LED mfd trf	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 l/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; l/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; l/n LED 07sep92, still as such l/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 l/n MSQ 07sep93
83A580	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580 CCCP-85580 EW-85580	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Leningrad Sultan Air  Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/International AFL/Belarus Belavia	mfd trf AMS FRA trf PRG LED mfd trf MSQ	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88 09sep94	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 I/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped
	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/JInternational AFL/Leningrad Sultan Air  Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/JInternational AFL/Belarus Belavia  AFL/Belarus	mfd trf AMS FRA trf PRG LED mfd trf	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88  I/n LED 17may91  with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such  I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83  I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MKV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia
83A580	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580 CCCP-85580 CCCP-85581 EW-85581	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/JInternational AFL/Leningrad Sultan Air  Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/Jinternational AFL/Belarus Belavia  AFL/Belarus Belavia  AFL/Belarus	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88 09sep94 jul83 07jan94 22aug83	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 I/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, Mri; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; rpeserved at MSQ (N53.892054 E28.033835) by jul13; I/n 12jul23 toc 01sep83; rgd 12oct83
83A580 83A581 83A582	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85580 CCCP-85580 EW-85580 CCCP-85581 EW-85581 CCCP-85581 EW-85582	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Belarus Belavia AFL/Belarus Belavia Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/International AFL/Belarus Belavia AFL/Belarus Belavia	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88 09sep94 jul83 07jan94 22aug83 15jul94	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 [/n LED 17may91 with Aeroflot titles and additional Sultan Air titles and tail logo; l/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; l/n LED 07sep92, still as such  1/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 [/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; l/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; l/n 12jul23 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08
83A580 83A581	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RCCCP-85580 CCCP-85580 CCCP-85581 EW-85581 CCCP-85581 EW-85582 CCCP-85582 EW-85583 EW-85583	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN mfd SNN mfd MRV	16juñ83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88 09sep94 jul83 07jan94 22aug83 15jul94 01jun83 15may96	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88  I/n LED 17may91  with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such  I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83  I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MSQ 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; I/n 12jul23 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; I/n MSQ 09sep93 stored this day, in Belavia fleet list 16nov93, last overhaul completed 28dec93 at MRV
83A580 83A581 83A582	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580 EW-85580 CCCP-85580 EW-85581 CCCP-85581 EW-85581 CCCP-85582 CCCP-85582	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN mfd SNN mfd	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88 09sep94 jul83 07jan94 22aug83 15jul94 01jun83	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88  I/n LED 17may91  with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such  I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; I/n 12jul23 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; I/n MSQ 09sep93 stored this day, in Belavia fleet list 16nov93, last overhaul completed 28dec93 at MRV I/n LCA 27sep96; seen ATH 1996 with titles in cyrillic on starboard side; in basic ex Belavia c/s; seen VKO 16app79; leased from Belavia 05mar96/05mar04; repairted in full Sibir c/s by jul00; I/n DME 21sep03;
83A580 83A581 83A582	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RCCCP-85580 CCCP-85580 CCCP-85581 EW-85581 CCCP-85581 EW-85582 CCCP-85582 EW-85583 EW-85583	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia AFL/Belarus Belavia	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN mfd SNN mfd MRV	16juñ83 03mar90 19apr92 20dec92 22nov94 21aug98 21jul01 jul83 22jul88 09sep94 jul83 07jan94 22aug83 15jul94 01jun83 15may96	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88  I/n LED 17may91  with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such  I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; I/n 12jul23 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; I/n MSQ 09sep93 stored this day, in Belavia fleet list 16nov93, last overhaul completed 28dec93 at MRV f/n LCA 27sep96; seen ATH 1996 with titles in cyrillic on starboard side; in basic ex Belavia c/s; seen VKO
83A580 83A581 83A582	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85580 CCCP-85580 CCCP-85580 CCCP-85581 EW-85581 CCCP-85581 EW-85583 RA-85583 CCCP-8583 CCCP-8584	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Magadan  AFL/Magadan  AFL/Magadan	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN mfd MRV rgd	16juñ83 03mar90 03mar90 19apr92 20dec92 22nov94 21jul01 jul83 22jul88 09sep94 jul83 07jan94 22aug83 15jul94 01jun83 15may96 07aug96	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88 [/n LED 17may91] with Aeroflot titles and additional Sultan Air titles and tail logo; l/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; l/n LED 07sep92, still as such  I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; l/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (N53.892054 E28.033835) by jul13; l/n 12jul23 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; l/n MSQ 09sep93 stored this day, in Belavia fleet its 16nov93, last overhaul completed 28dec93 at MRV f/n LCA 27sep96; seen ATH 1996 with titles in cyrillic on starboard side; in basic ex Belavia c/s; seen VKO 16app97; leased from Belavia 05mar96/05mar04; repainted in full Sibir c/s by jul00; /m/ DME 21sep03; seen OSD jul005, wfu; t/t 31,718 hours and 12,671 cycles; scrapped at OVB in early 2011; not can from
83A580 83A581 83A582 83A583	85578 CCCP-85579 CCCP-85579 CCCP-85579 RA-85579 RA-85579 RA-85579 RA-85579 RA-85579 CCCP-85580 CCCP-85580 CCCP-85581 EW-85581 CCCP-85581 EW-85581 CCCP-85582 EW-85583 EW-85583	Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2 Tu-1548-2	AFL/Jeremational AFL/Leningrad Sultan Air  Aeroflot Pulkovo Avia Pulkovo Avia Pulkovo Avia AFL/Jinternational AFL/Belarus Belavia  AFL/Belarus Belavia	mfd trf AMS FRA trf PRG LED mfd trf MSQ mfd SNN mfd SNN mfd MRV rgd	16jun83 03mar90 19apr92 20dec92 22nov94 21aug98 22jul88 29sep94 jul83 07jan94 22aug83 15jul94 01jun83 15may96 07aug96	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88  I/n LED 17may91  with Aeroflot titles and additional Sultan Air titles and tail logo; I/n AMS 12jul92; Sultan Air titles later removed, but retained tail logo; seen ZRH 11aug92; I/n LED 07sep92, still as such  I/n LED 09jul98, in Aeroflot c/s and titles in Aeroflot c/s, no titles; I/n LED 22oct00 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles toc 29jul83; rgd 15aug83; f/n BRU 13sep83 I/n MSQ 07sep93 seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; I/n MSQ 07may13 being broken up, wings already clipped toc 05jul83; rgd 29aug83; f/n VKO 18sep85 seen MRV 15may96, stored; f/n active again BOJ 09jul03; seen MSQ aug07/dec12, wfu; not in Belavia fleet list feb08; preserved at MSQ (NS3.892054 E28.033835) by jul13; I/n 12jul23 toc 01sep83; rgd 12oct83 seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08 toc 28jul83; rgd 12oct83; f/n VKO 18sep85; I/n MSQ 09sep93 stored this day, in Belavia fleet list 16nov93, last overhaul completed 28dec93 at MRV f/n LCA 27sep96; seen ATH 1996 with titles in cyrillic on starboard side; in basic ex Belavia c/s; seen VKO 16apr97; leased from Belavia 05mar96/05mar04; repainted in full Sibir c/s by jul00; I/n DME 21sep03; seen OVB jul05, wfu; t/t 31,718 hours and 12,671 cycles; scrapped at OVB in early 2011; not canx from Russian register

	RA-85584	Tu-154B-2	Mavial	LED	14apr99	l/n operational KRR 28aug05; operator ceased operations 29jun06; seen stored at GDX apr09/jan10; l/n 08sep11/24sep11, derelict but basically complete
83A585	CCCP-85585 RA-85585 RA-85585	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot	mfd DME trf	27sep83 20mar93 24nov94	rgd 30nov83; on charge as of 01jan84; f/n TAS oct85  f/n DME 27aug95; l/n KUF 29may05; offered for sale oct06; still current on register nov09; t/t 32,716
83A586	CCCP-85586 RA-85586 RA-85586	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	20sep83 12jul93 18aug02	hours and 17,082 cycles; broken up rgd 06dec85; I/n TUF 25jun93 I/n CKL 05aug00, overhaul completed 29dec00 rgd 15feb01 to 223 LO; in basic Aeroflot c/s, no titles; reflown after overhaul by Aviakor 22nov13, in primer; seen SVX 28jan14 in full c/s similar to Rossiya with small '223 LO' badge and 'VVS Rossii' titles; I/n
83A587	CCCP-85587 RA-85587 RA-85587	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Spr CKL	29sep83 19jul93 23jul07	OVB 16sep22 rgd 06dec83; f/n VKO 20sep85; still 'CCCP-' 23jun93 opb 223 LO at Chkalovski; in full Aeroflot c/s with titles; l/n CKL 25aug03 opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; l/n without titles UUS 04jul10; f/n with 'VVS Rossii' titles on the fin PEE 06sep10; l/n OVB 17oct14; damaged feb15 (appr. 18feb15) while under overhaul with Aviakor at Samara when a fire erupted, resulting in deformations of
83A588	CCCP-85588 RA-85588 RA-85588 RA-85588 RA-85588	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan Al Vladivostok Avia Kolavia	mfd LED trf DME sld	25oct83 16jun93 18oct94 15aug99 apr07	fuselage frame and wing spar; a repair was deemed economically not viable toc 13nov83; rgd 30nov83; f/n ALA oct85  I/n GDX 12may95, still in Aeroflot c/s and titles, without engines named 'Artyom'; last overhaul completed 23dec98; I/n VVO 16aug06 initially in basic Vladivostok Avia c/s, with titles and logo; f/n OVB 17aug07; I/n as such DME oct07; seen in full c/s DME apr08; rgd 23apr10 to ALavia, leased to Kolavia 26apr10; I/n DME 05nov10; w/o 01jan11 whilst preparing for take-off from Surgut for a flight to Moscow when a short circuit occurred while the generators were connected to the aircraft's electrical system after start-up of the engines, the short circuit caused a strong fire in the generators' compartment in the tail which spread rapidly through the fuselage, the evacuation of the passengers took no less than 3 minutes due to panic, the fire brigades were not able to extinguish the fire so that the fuselage burnt out completely, of the 8 crew and 126 w passengers, 3 passengers were killed, 5 crew and 27 passengers seriously injured and 3 crew and 22 passengers slightly injured; t/t 32,354 hours and 13,147 cycles
83A589	CCCP-85589 UN-85589 UN-85589	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t	mfd DUS DUS	31oct83 22may93 13nov93	toc 21nov83; rgd 12dec83; f/n DME 23apr89; still CCCP- 08may93 with titles and Kazakhstan flag; l/n DME 17jul93 was trf 26sep96 to Air Kazakstan, Karaganda based, but never had such titles; l/n KGF 08jun01; Kazakhstan flag; seen in VARZ-400 09sep02, in primer; l/n KGF 23mar09, no titles, outer wings, with the tail and no.3 engine cut off; moved to side of the highway on road to Balkhash,PP 2km from Karaganda; was reported set on fire, date unknown and dragged further onto the Steppe (M49.737579, E73.155716)
83A590	CCCP-85590 CCCP-85590 EX-85590	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Leningrad AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf RKT	08dec83 28nov89 16apr95	toc 09dec83; rgd 21dec83; f/n MAN 05aug84; I/n AMS 30aug89  with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; underwent last overhaul apr96; repainted in blue/white c/s, red cheatline with just 'Kyrgyzstan' titles by jan04; I/n SHJ 06mar05; made airworthy again dec06 to be used as the president's aircraft (temporarily replacing Tu-154M EX-85718); I/n FRU 2018/feb23, wfc
83A591	CCCP-85591 CCCP-85591 CCCP-85591 CCCP-85591 EW-85591	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Belarus	mfd BRU trf trf SHJ	nov83 11jan89 25jan90 08feb90 24oct93	toc 09dec83; rgd 20dec83; f/n AMS 04feb84; l/n PRG 19mar85 in full Aeroflot c/s and titles with additional 'Balkan' sticker; l/n LHR 03may89  l/n DME 07jul93  wfu shortly after its last overhaul; seen MSQ aug06/oct08, wfu; not in fleet list feb08; scrapped at MSQ may09, forward fuselage cut off by 14may09, only tail and wings remained by 15may09, l/n jul09; forward fuselage trf to MChS Belarusi for use as a rescue trainer
83A592	CCCP-85592 CCCP-85592 CCCP-85592 RA-85592	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International Indian Airlines Aeroflot Aeroflot Rus. Al	mfd Isd ret r/r	30nov83 01may89 30apr90 26nov92	toc 29dec83; rgd 11jan84; f/n HEL 30mar84; l/n TAS 27feb89  f/n SVO 30jun90; l/n SVO 30jun92 f/n HEL 14dec92; seen SVO jul00/may02, engineless; canx 01apr02; soc 02apr02 as life-time expired;
83A593 84A594	CCCP-85593 EW-85593 CCCP-85594 RA-85594 RA-85594	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Belarus Belavia Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd MSQ mfd HEL BRU	26dec93 09may95 29feb84 21feb93 15may01	broken up toc 27dec83; rgd 06feb84; f/n MSQ 18sep87; l/n MSQ apr93 seen MSQ aug03/may12, wfu and stored; scrapped MSQ 08aug12 SatCom-equipped; rgd 16apr84; f/n HEL 14jul86; l/n Krzywa-Osla 25apr92 SatCom-equipped; n/ CKL 20aug99; overhaul completed 27dec00, see next line SatCom-equipped; opb 223 LO at Chkalovski; initially in basic Aeroflot c/s, no titles; l/n as such DXB 02jan04; repainted in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; f/n as such PRG 01may06; l/n without titles CKL 29jun10; seen OVB 03sep10 with 'VVS Rossii' titles on the fin; titles
83A595	CCCP-85595 RA-85595 RA-85595 RA-85595 RA-85595 RA-85595	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-KUF Orenburg Airlines Orenburg Airlines UTair Orenburg Airlines UTair	mfd trf DME rgd rgd VKO	02dec83 25oct93 26aug95 29jan03 01jun04 22jul06	removed in 2017; I/n CKL 09jun22 rgd 31jan84; on charge as of 01apr84; f/n DME 21apr84; I/n DME 10sep92 f/n IKT 06jul94, in Aeroflot c/s and titles I/n SHJ 11sep01 no sightings f/n REN 29aug04; initially all-white c/s, no titles but full c/s in 2005; I/n SAW 05apr05 Isf Orenburg Airlines until 31oct07; in full c/s; still in fleet list 15nov07; in Orenair fleet list 15jan08; photo
84A596	CCCP-85596 RA-85596 RA-85596	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial/Magadan Al	mfd LED trf	30jan84 10sep93 18oct94	REM feb12, all-white c/s no titles, stored with parts missing; broken up REN 16nov12 rgd 16apr84; on charge as of 01jul84; c/n given as 83A596 in the MGA document; f/n ALA oct85; l/n OVB 30jun92  I/n GDX 13may95, still in Aeroflot c/s and titles
84A597	RA-85596 CCCP-85597	Tu-154B-2 Tu-154B-2	Vladivostok Avia  AFL/Yakutiya-CNN	KIX mfd	jul98 29feb84	leased from Mavial/Magadan Avia; unoficially named 'Primorye' (not painted on); was stored at VVO in 2007 but made airworthy again mar08; I/n VVO 17sep09; scrapped at VVO in spring 2010, only minor parts remained by 10apr10 toc 21mar84; rgd 02apr84; f/n VKO 18sep85; I/n KBP 14apr92
84A598	RA-85597 RA-85597 CCCP-85598	Tu-154B-2 Tu-154B-2	Aeroflot Sakha Avia AFL/Belarus	LED trf mfd	04aug93 19oct94 apr84	later to Yakutiya, but remained in full Aeroflot c/s; seen YKS aug03/jun08, wfu; scrapped at YKS in winter 2008/09; remains still present YKS jun09 toc 04apr84; rqd 11may84; trf to MAP based on a decree dated 12aug85; f/n SVO 21sep85; was leased to
64A336	1602		Ethiopian AF	QHR	2005	Ethiopia and returned to Russia in 1993 for overhaul, returned again to Ethiopia photo exists, in white c/s with two blue cheatlines and grey undersides, wavy Ethiopian flag on the tail; wfu at Debre Zeyit, in poor condition; I/n sep16; moved to a new position (N8.709281, E39.001763) and visible on GE image 2018/2021; photo 28jan22, in very faded c/s and again in video footage released
84A599	CU-T1256	Tu-154B-2	Cubana	mfd	23apr84	apr23 d/d 07jun84; last flight 22apr98,10,405.05 hours, 5,784 cycles; stored HAV; seen HAV mar00, stored/preserved outside Cubana hangar all-white c/s with large 'Centro de Admistramiento de la Aviación' titles; seen mar03, engines and outer wings missing and stripped to pieces but registration on plate in cockpit, built up again by 2006; I/n apr06; used by the airport fire service for fire practice and noted alongside the Cubana maintenance hangar minus its tail and in very derelict condition; nothing reported since (here or in Russia) and probably broken up
84A600	CCCP-85600 CCCP-85600 YA-TAT 85600 UK-85600 UK-85600	Tu-154B-2	Soviet Gvt/AFL c/s AFL/Uzbekistan Afghan Government Uzbek Government Uzbek Government Uzbekistan Airways	mfd trf SXF GVA TAS trf	20jul84 31dec88 dec89 30jan92 22apr94 unknown	toc 20jul84; rgd 27jul84; opb 235 OÁO; f/n SVÓ 21sep85; l/n SXF 13may88  in Ariana c/s; l/n VKO 11apr91; return date ? l/n TAS 15apr92 with 'Uzbekistan' titles with 'Uzbekistan' titles; seen ATH sep98; l/n ALA 11aug99 seen TAS 07may05; l/n DME 08sep10; current on Uzbekistan register dec10; seen stored TAS aug13;
84A601	OK-BYD 0601 0601 85601	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	CS-Gvt (LSFMV) Czechoslovak AF Czech Air Force basic CzAF c/s,n/t	mfd trf trf Kbe	30apr85 06feb91 01jan93 apr05	broken up there apr15 d/d 13may85; rgd 16may85; f/n PRG 06jun86; l/n AMS 15sep90; canx 28mar91 l/n BTS 29jan03 with Russian Federation flag; l/n Kbely 29may05; ferried to MRV 14jun05 for overhaul and later sale in Russia; l/n 27aug05 in ARZ-411
84A602	RA-85601 CCCP-85602 CCCP-85602 CCCP-85602 RA-85602 RA-85602 RA-85602	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Privolzhsk-REN AFL/Ulyanovsk HFS Aeroflot Orenburg Airlines Aviaexpresscruise	mfd trf trf VKO trf rgd	23jul86 30jun90 11jul90 27apr93 25nov93 06may00	in white/red/blue c/s with tail logo, no titles; stored at Zhukovski from spring 2006; last CofR renewal 21jul10; l/n mar15, still stored; broken up jun16; t/t 4,184 hours and 3,362 cycles toc 23jul86; rgd 01aug86; opb 235 OAO; f/n SXF 27may87, SatCom-equipped SatCom removed f/n Eberswalde-Finow 30may92  f/n FJR 19jan96; l/n REN 25aug97 leased from Orenburg Airlines 21nov99/21nov00; f/n VKO 20may00 in basic Aeroflot c/s, no titles; l/n VKO 22jul00
	RA-85602 RA-85602 RA-85602 RA-85602 RA-85602 RA-85602	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	TyumenAviaTrans Orenburg Airlines UTair Orenburg Airlines Orenburg Airlines UTair	rgd rgd DME IST LED SGC	23may01 05dec02 24oct03 27jun04 08nov04 06jul05	leased from Orenburg Airlines from 15may01 in basic Aeroflot c/s, no titles; I/n DME 01aug03; CofR renewal 16oct03 leased from Orenburg Airlines; in basic Aeroflot c/s with titles; I/n IST 13may04 in basic Aeroflot c/s, no titles; I/n REN 29aug04 in Orenburg Airlines c/s with titles in Orenburg Airlines c/s with titles leased from Orenburg Airlines until 31oct07; in basic Orenburg c/s with titles and tail logo; I/n GOJ 17sep07; not in fleet list 15nov07
84A603	RA-85602 CCCP-85603 CCCP-85603 CCCP-85603 RA-85603	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Ulyanovsk HFS Aeroflot/Aerovolga	DME f/f trf trf OVB	31may08 21oct85 04apr91 18apr91 21apr93	already in fleet list 15jan08; I/n REN feb12 mfd 27oct86; toc 28oct86; rgd 25nov86; opb 235 OAO; f/n ARN 12jan88, SatCom-equipped SatCom removed f/n DME 15aug92

	RA-85603 RA-85603		Orenburg Airlines TyumenAviaTrans	trf rgd	25nov93 23may01	f/n HAJ 02jun95; CofR renewal 17apr00; l/n SHJ 03nov00 f/n VKO 17mar02; l/n VKO 17apr02
	RA-85603 RA-85603		Orenburg Airlines	rgd PUY	05dec02 15sep07	seen DME 11dec02, no titles; I/n DME 21sep03, as such; seen DME 30jun04, with titles; I/n DME 01sep07  I/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; I/n mar23
84A604	CCCP-85604 CCCP-85604	Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s	mfd VKO	01feb87 apr91	SatCom-equipped; Cyrillic 'Sovyetski Soyuz' titles and Soviet coat-of-arms and very small Aeroflot titles
	0001		5077000111 50742	*****	ар. 51	below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; I/n VKO 27sep91
	CCCP-85604 RA-85604	Tu-154B-2 Tu-154B-2	Aerovolga Aerovolga	trf IKT	10feb92 02jun93	SatCom removed; on charge as of 01jul92 in Aeroflot c/s and titles
	RA-85604 RA-85604	Tu-154B-2 Tu-154B-2	Orenburg Airlines Aviaexpresscruise	trf VKO	25nov93 01jul98	f/n BRQ 23aug94; I/n BRQ 26apr98 I/n BCN 02oct98; basic Orenburg Airlines c/s
	RA-85604 RA-85604	Tu-154B-2 Tu-154B-2	Orenburg Airlines Orenair	BTS LED	19nov98 27jan07	CoffR renewal 05feb99; I/n SHJ 12dec06 with 'Orenair' titles and tail logo; I/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14
84A605	CCCP-85605 RA-85605	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd VKO	30jul86 27apr93	the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92 SatCom-equipped; l/n CKL dec06
	RA-85605	Tu-154B-2	Russian Air Force	VKO	25mar07	opb 223 LO at Chkalovski; in basic Rossiya c/s, initially no titles, carried a '223 LO' badge; I/n without titles AAQ 18oct09; seen ROV 01nov11 with 'VVS Rossii' titles on the fin; titles removed in 2018; I/n LED
						16jun22
<u>Tu-154M</u>	production					
84A701	CCCP-85606	Tu-154M	MAP LII Zhukovski	mfd	jul84	fuselage number 606, but Tu-154M c/n 701; f/f 16jul84; photo exists with type painted as 'Tu-154M', Tu-
						154B-2 fuselage, with anti-spin parachute container above No. 2 engine jetpipe for low-speed/high-alpha trials (not a closed APU); rgd only 24nov89; f/n BUD 28jul90; l/n ZIA 15aug92
	RA-85606 RA-85606	Tu-154M Tu-154M	LII Zhukovski Moscow Airways	ZIA SVO	01sep93 07may94	in Aeroflot c/s and titles in basic Aeroflot c/s, wfu aug99; l/n ZIA 19aug01, derelict; was leased from Zhukovski Research Institute;
84A702	CCCP-85607	Tu-154M	MAP LII Zhukovski	mfd	22nov84	broken up; not canx from Russian register fuselage number 607, but Tu-154M c/n 702; opb LIS OKB im. A.N. Tupoleva; in Aeroflot c/s; to MAP
	RA-85607	Tu-154M	LII Zhukovski	ZIA	31aug93	24apr85 according to Soviet register; rgd only 05mar90; f/n VKO 07aug92 in Aeroflot c/s and titles
	EK-85607 RA-85607	Tu-154M Tu-154M	Arax Airlines Abakan Avia	EVN DME	09oct95 06aug99	leased from LII Zhukovski ?; l/n EVN 19jun97 l/n DME 20aug99
	RA-85607	Tu-154M	Dalavia	rgd	20jan00	trf 23feb00; first service 27feb00; f/n CAN 16sep00; was operated by Permskiye Avialinii for some time, photo exists but date and location unknown; operator ceased operations 19oct08; seen stored KHV
84A703	CCCP-85608	Tu-154M	Aeroflot	VKO	18sep85	nov07/oct11; in the process of being broken up feb12; t/t 15,591 hours and 5,892 cycles tested to destruction by the SibNIA institute at Novosibirsk; seen there 21apr93, according to personnel
84A704	CCCP-85609	Tu-154M	AFL/Moscow-VKO	mfd	20oct84	there it was the first production Tu-154M built, fuselage number 608 but Tu-154M c/n 703 fuselage number 609, but Tu-154M c/n 704; toc 04apr85; f/n LBG 30may85; rgd only 20aug86
	CCCP-85609 RA-85609	Tu-154M Tu-154M	AFL/Ulyanovsk HFS Aeroflot	trf ULV	27oct86 31aug93	l/n ULV 09sep92 seen ULV 13jun94; l/n KUN 22aug96, titles not reported
	RA-85609 RA-85609	Tu-154M Tu-154M	Aeroflot c/s, n/t UVAU GA	SH) rgd	18nov97 08jun98	leased by UVAU GA to Aviaexpresscruise Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s with small 'UVAU GA' titles on the
84A705	CCCP-85610	Tu-154M	AFL/Moscow-VKO	mfd	27dec84	nose; f/n VKO 26may05; wfu in late 2011; sat wfu at ULY, I/n 26jul19 f/n DME 01jul85; on charge as of 01oct85
	CCCP-85610 CCCP-85610	Tu-154M Tu-154M	AFL/Ulyanovsk HFS AFL/Moscow-VKO	trf trf	01may86 25jun86	rgd 25sep86; l/n VKO 16aug92
	RA-85610 RA-85610	Tu-154M Tu-154M	Aeroflot Vnukovo Airlines	VKO trf	27apr93 30aug94	seen VKO jul94/aug97, in Aeroflot c/s and titles, stored without engines
	RA-85610 RA-85610	Tu-154M Tu-154M	Vnukovo Airlines Sibir	VKO rgd	01jul98 11apr01	in Aeroflot c/s, no titles; stored, engineless; CofR renewal 27sep00 seen may01, stored, engineless; f/n VKO 06sep01, active, in Aeroflot c/s, no titles
	RA-85610	Tu-154M	Sibir	DME	28jun03	carried additional 'S7' titles and logo by early 2006; I/n active DME 06sep08; wfu in late 2008; seen OVB may09/oct09, wfu; scrapped at OVB in early 2011; t/t 26,246 hours and 12,022 cycles
85A706	LZ-BTI	Tu-154M	Balkan	mfd	09dec84	also reported in official documents as 84A706; d/d may85; f/n FRA 29may85; last overhaul completed aug94
	EP-LBE LZ-BTI	Tu-154M Tu-154M	Kish Air Balkan	DXB PRG	08feb98 19jun98	I/n PDV 25nov98
	EP-LBG LZ-BTI	Tu-154M Tu-154M	Kish Air Balkan	DXB AMS	12feb99 21jun99	l/n AMS 15dec00; reportedly sold to a financial company in Africa
	LZ-HMI LZ-HMI	Tu-154M Tu-154M	Balkan titles Balkan Holidays	MAN	19mar01 01jul01	in Hemus Air c/s offered for sale by Transavia in 2007 with t/t 27,576 hours and 12,429 cycles; seen stored at VAR
	RA-85037(2)	Tu-154M	primer	MRV	04aug08	02jun07; I/n MRV 04mar08 in ARZ-411 in ARZ-411; I/n MRV 13feb09 in Fill 10 10 10 10 10 10 10 10 10 10 10 10 10
85A707	EP-MCV LZ-BTW	Tu-154M Tu-154M	Iran Air Tour Balkan	THR mfd	mar09 02jan85 16dec98	in full colours; I/n THR 21sep10; stored Esfahan HESA jan12/oct21 d/d may85; f/n SXF 07apr85; last overhaul completed aug93; I/n AMS mar98 I/n DXB 03apr99
	EP-LBI LZ-BTW	Tu-154M Tu-154M	Kish Air Balkan	DXB AMS	02jun99	(FP-LBI' painted on flight deck; seen LHR 18dec99; seen VKO 20may00 after maintenance; I/n BUD 21dec00; reportedly sold to a financial company in Africa
	LZ-HMW LZ-HMW	Tu-154M Tu-154M	Balkan titles Hemus Air, n/t		19mar01 27mav01	in Hemus Air c/s in basic Balkan c/s; I/n MAN 22sep01
	LZ-HMW	Tu-154M	Balkan Holidays	FRA	07oct01	offered for sale by Transavia in 2007 with t/t 28,092 hours and 12,826 cycles; seen stored at VAR 02jun07; I/n MRV 13feb09 in ARZ-411; probably for KavMinVody Avia
85A708	EP-MCX YK-AIA	Tu-154M Tu-154M	Iran Air Tour Syrianair	THR mfd	26aug09 jan85	in full colours; I/n ZAH 30jan11; stored Esfahan HESA jan12/oct21 rgd 25mar85; f/n ATH 04may85; seen stored DAM jul98/may10; two Tu-154s still visible (YK-AIA and YK-
85A709	CCCP-85709(1)	Tu-154M	bare metal	Sae	1984	AIC ?) on Google Earth 2021 on the assembly line (on the photo together with completed and painted Tu-154M CCCP-85609); no
	YK-AIB	Tu-154M	Syrianair	rgd	28apr85	markings apart from the registration (without hyphen); see c/n 91A884 in full c/s; f/n ATH 06may85; stored at DAM, seen jul98 and being worked on by nov05; ferried to Aviakor
85A710	YK-AIC	Tu-154M	Syrianair	mfd	mar85	at Samara nov05; believed still present sep09, but probably scrapped since rgd 01may85; f/n ATH 29may85; last seen operational ATH 25may01; seen stored DAM jan02/may10; two
85A711	B-4001	Tu-154M	China United Al	mfd	22may85	Tu-154s still visible (YK-AIA and YK-AIC ?) on Google Earth 2021 rgd 1986; with CAAC titles; f/n VKO 23feb92; last overhaul completed 19aug98; l/n Dangyang 22may09
85A712	B-4001 B-4002	Tu-154M Tu-154M	Chinese Air Force China United Al	KMG rgd	jul11 1986	no titles with Chinese flag; seen NAY 22sep19; I/n NAY 18feb23, wfu government VIP aircraft; f/n SHA 20jul86
	B-4138 B-4138	Tu-154M Tu-154M/D	China United Al China United Al	NAY toc	feb92 1995	converted to, see next line  Type I ELINT aircraft (D stands for Dian, Chinese for Electronic) with several blisters under the fuselage;
						photo exists in full CAAC c/s; seen NAY 19mar96 in CUA c/s but still with CAAC titles; later converted to Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; based at Nan
	B-4138	Tu-154M	Chinese Air Force	KMG	26oct10	Yuan; I/n Dangyang 22may09 photo proof no titles with Chinese flag and without canoe-shaped fairing
054743	B-4138	Tu-154M/D		NAY	feb11	photo proof no titles with Chinese flag and again with canoe-shaped fairing under the fuselage; seen NAY 07nov12; I/n Dangyang 12oct19, fuselage only
85A713	CCCP-85713(1) B-4003	Tu-154M Tu-154M	bare metal China United Al	mfd rgd	19jul85 1986	test flown as such Samara-Bezymyanka 1986; see c/n 91A889 with CAAC titles; f/n PEK 05jun88; last overhaul completed 06aug98; stored at NAY with t/t 13,333.03
054714	B-4004	T., 154M	China United Al	ma E el	250005	hours and 8,226 cycles, seen mar05/oct06; I/n NAY 08may13; in the process of being dismantled at NAY jun13, for preservation?
85A714	D-4004	Tu-154M	China United Al	mfd	25sep85	rgd 1986; with CAAC titles; f/n SIA 23oct88; last overhaul completed 04dec98; stored at NAY with t/t 13,080.3 hours and 7,941 cycles and seen NAY 22sep16, wfu in the technical school, still with the CUA before the tail and CAAC titles; I/o NAY 02sep16.
85A715	CCCP-85611 RA-85611	Tu-154M Tu-154M	AFL/Moscow-VKO Aeroflot	DME VKO	01jul85 21mar93	badge on the tail and CAAC titles; I/n NAY 02mar21 toc 25oct85; mfd given as 18jun86; rgd 13aug86; I/n VKO 11sep92
	RA-85611 RA-85611	Tu-154M Tu-154M Tu-154M	Vnukovo Airlines Aeroflot c/s, n/t	trf VKO	30aug94 29may00	l/n VKO aug99, in Aeroflot c/s and titles, wfu wfu, no engines; still present jun03
	RA-85611	Tu-154M	Sibir	VKO	01jul04	with additional 'S7' logo and titles since around aug06; I/n DME 07nov07; reported DME jan08 without engines
	RA-85611	Tu-154M	Globus	DME	09mar08	operator received licence 07mar08; leased from mother company S7 Airlines; in all-white c/s; titles taped on at DME 09/10mar08; f/n in full c/s GOJ 08may08; l/n DME 14nov08
85A716	RA-85611 B-2601	Tu-154M Tu-154M	KavMinVody Avia CAAC (Xian-Dir)	VKO mfd	30may09 31oct85	all-white c/s with large KMV titles; I/n PEE 050 tolliayos; I/n DHE 1410006 all-white c/s with large KMV titles; I/n PEE 05000010; stored MRV since dec10; seen with tail cut off aug12 rgd 1985; I/n PEK 23mar86; I/n SIA 09oct88, see trf date next line
034/10	B-2601 UN-85835(1)	Tu-154M Tu-154M Tu-154M	China Northwest Sayakhat	trf trf	jul88 jan98	fgu 1963; I/II PER 23Ha166; I/II SIA 090Cl66, See tri date next line f/n VKO 27sep91; I/n PEK 26oct96 f/n BRQ 03apr98; I/n MRV 01aug04; see c/n 98A1015
	RA-85140(2)	Tu-154M Tu-154M	Continental Aw	ul	15oct04	I/in as such SZG 10jan06; offered for sale on internet 09nov05; company later acquired by Aeroflot; carried additional 'Aeroflot' titles since may06; J/n VKO 12aug06; see c/n 76A140
	RA-85140(2) EP-MCQ	Tu-154M Tu-154M	Atlant-Soyuz Iran Air Tour	VKO THR	21aug06 14jun08	repainted by Roand this date; I/n HRG 22jan08 titles added at THR 14jun08; I/n in basic Atlant-Soyuz c/s THR 03nov08; f/n in full c/s SVO 25nov08; I/n
85A717	B-2602	Tu-154M	CAAC (Xian-Dir)	mfd	23nov85	THR 18feb11, stored; stored Esfahan HESA 2012/oct21 according to Iran Air Tour f/n SIA 06apr86; i/n CAN 14oct88, see trf date next line
55/1/1/	B-2602 UN-85836(1)	Tu-154M Tu-154M	China Northwest Sayakhat	trf trf	jul88 jan98	I/n PEK 26oct96 f/n IST 21apr98; I/n ALA 13may98; see c/n 98A1018
	EP-LBN RA-85081(2)	Tu-154M Tu-154M	Kish Air Middleton Group	VKO rgd	16dec99 06may03	delivered to Iran that day; I/n DXB 31jan03 canx 31dec03 as leased to Bulgaria; see c/n 74A081
	LZ-LCT	Tu-154M	Bulgarian Air Ch.	CGN	01jun03	c/n checked; leased from VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 22jul07
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	85836(1)	Tu-154M	all-white c/s, n/t	VKO	07nov09	in VARZ-400 with just '85836' on the nose wheel door; sat wfu in VARZ-400, seen 07nov09/03oct13;
85A718	RA-85081(2) B-2603	Tu-154M Tu-154M	OOO Finzaider CAAC (Urumqi-D)	rgd rgd	18jun10 1985	scrapped by VARZ-400 before 22oct13 never taken up, see above f/n PEK 05mar86; I/n PEK 29oct86
	B-2603 4K-AZ17	Tu-154M Tu-154M	China Xinjiang Al Imair	trf BAK	jul88 14apr01	f/n URC 29may94; I/n URC 25sep99; sold early 2001 I/n GYD 15may11, seen GYD 12dec11, wfu and without titles; broken up
85A719	8R-GGA CU-T1276	Tu-154M Tu-154M	Guyana Airways Cubana	mfd SNN	07dec85 22dec88	d/d mar86; f/n MIA 14mar86; seen MIA 11feb87; still on register by 1995! on delivery; l/n SNN 29jan94
	RA-85818 EP-MAJ	Tu-154M Tu-154M	Omskavia Iran Air Tour	rgd THR	14dec95 mar97	f/n FRA 26jan96; I/n DME 21may96 leased from Omskavia; in basic ex Omskavia c/s, green cheatline, white tail with titles; I/n NBO 24jul98
	RA-85818 RA-85818	Tu-154M Tu-154M	Omskavia, n/t Omskavia	rgd CGN	27sep00 oct01	last overhaul completed 05sep00; f/n DME 01apr01 carried additional small 'Domodedovo Airlines' logo on nose from aug05; l/n DME 27oct05
	RA-85818 RA-85818	Tu-154M Tu-154M	KrasAir Samara	KJA DME	16jun06 16jul07	still with Omskavia tail c/s; I/n SAW 01nov06 in full AiRUnion c/s with small additional 'Aviakompaniya Samara' titles; I/n operational DME 17aug08; approximate antificiate provided 200001 offered for call by Sharbank 17doc08 with t/t 22,205 bours change
85A720	CU-T1264	Tu-154M	Cubana	mfd	23dec85	operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 22,205 hours; stored at KJA, I/n oct09/jul10; broken up reportedly ex CCCP-85720, not taken up; d/d 06feb86; seen MAD oct91; I/n HAV 20nov96; w/o 29aug98
63A720	C0-11204	10-13414	Cubana	IIIIu	23ueco3	on the leg from Quito to Guayaquil (Ecuador) of a flight from Quito to Havana when the crew forgot to select the switches for the hydraulic valves of the control system as they had faced problems with starting
						up one of the engines, the aircraft did not rotate after having reached Vr speed and the decision to abort the take-off was taken too late so that the aircraft overran the runway, ploughed into a football field and
						caught fire, all 14 crew members, 56 of the 77 passengers and 10 people on the ground were killed; t/t 9,256 hours
85A721	CCCP-85612 RA-85612	Tu-154M Tu-154M	AFL/Moscow-VKO Vnukovo Airlines	mfd VKO	20jun86 21may94	toc 23jun86; rgd 13aug86; f/n VKO 14sep86; l/n VKO 11sep92 trf 30aug94; seen VKO 25aug97, wfu
	RA-85612 RA-85612	Tu-154M Tu-154M	East Line Sibir	rgd rgd	14jun00 07aug03	probably as payment for debts; //n VKO aug01/aug02, in Vnukovo Airlines c/s and titles, wfu f/n DME 16aug03; carried additional 'S7' logo and titles since at least dec05; I/n DME feb08
	RA-85612 RA-85612	Tu-154M Tu-154M	S7 Airlines Globus	DME	22mar08 19may08	in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; I/n BCN 29apr08 operator received licence 07mar08; leased from parent company S7 Airlines; in full c/s; stored at DME,
	RA-85612	Tu-154M	KavMinVody Avia	DME	19jun11	seen mar09/04sep10; ferried for rework to ARZ-411 at MRV sep10 in basic Globus c/s without titles, but still with logo on fin; seen stored ARZ-411 at MRV sep11/aug12;
85A722	CCCP-85613	Tu-154M	Soviet Gvt/AFL c/s	mfd	06jun86	broken up on charge as of 01jul86; rgd 13aug86; opb 235 OAO; f/n SVO 25sep87
	CCCP-85613 RA-85613	Tu-154M Tu-154M	AFL/East Siberia Baikalavia	trf trf	20sep89 30jun92	l/n IKT 05jul92 f/n IKT 02jun93, in Aeroflot c/s and titles
	RA-85613 RA-85613	Tu-154M Tu-154M	Baikalavia Sibir	SVO OVB	20aug95 02jul03	l/n IKT 05jun01; carried 'Baikal Airlines' titles engineless with 'Baikal' logo; f/n operational TOF 22may05, no 'Baikal' logo; additional 'S7' logo since
86A723	CCCP-85614	Tu-154M	Soviet AF/AFL c/s	mfd	jun86	oct05; seen OVB mar09/ sep12, stored rgd 25sep86; photo in "Aviation Week & Space Technology" oct93
	RA-85614 RA-85614	Tu-154M Tu-154M	Russian AF/AFL c/s Russian Navy	VKO Sae	21may94 07oct10	in fleet list of 223 LO mar95;  /n VVO 18apr97 initially in basic Aeroflot c/s with a Russian Navy flag above the forward cabin windows, no titles; reportedly based in the Far East initially; canx 12mar01 as 'destroyed', presumably a paperwork exercise;
						If the Far East initial ry task initially; tank 12maru as destroyed, presumably a paperwork exercise; I/n in its old c/s Samara-Bezymyanka 07oct10; based at Yeisk by 2012; repainted in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no titles; f/n as such Samara-Bezymyanka 26apr12;
	RF-85855(2)	Tu-154M	Russian Navy	ph.	nov13	I/n EIK 20jul13 at Samara-Bezymyanka in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no
86A724	B-2604	Tu-154M	CAAC (Xian-Dir)	mfd	29mar86	titles; I/n OVB 02sep23 active location not known; see c/n 89A823 f/n PEK 06apr86; I/n PEK 29oct86
00/1/21	B-2604 UN-85837(1)	Tu-154M Tu-154M	China Northwest Sayakhat	trf trf	jul88 jan98	f/n VKO 23feb92 see c/n 91A876; f/n ATH 09jul98; l/n ALA 05dec03
	RA-85146(2) RA-85146(2)	Tu-154M Tu-154M	Continental Aw Atlant-Soyuz	rgd VKO	17jun04 13sep07	f/n BCN 19jun04; I/n operational PED 28may06; I/n VKO jul/aug06 in VARZ-400; see c/n 76A146 in VARZ-400; I/n VKO 29sep07
	EP-MCP	Tu-154M	Iran Air Tour	THR	07jul08	in basic Atlant-Soyuz c/s with Iran Air Tour titles and tail logo; l/n THR 17feb11; stored Esfahan HESA jan12;
	EP-MCP	Tu-154M	Nat. Fire Service	IFH	29sep18	converted to an aerial water bomber; commissioned 29sep18 and deployed to Ahvaz Airport the next day; no reg visible; returned to Esfahan and still stored there oct21
86A725	B-2605 B-2605	Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest	mfd trf	30mar86 jul88	f/n PEK 28oct86; I/n SHA 14oct88, see trf date next line I/n PEK dec97; was reportedly sold to Sayakhat
	UR-FVV EP-TQD	Tu-154M Tu-154M	Donbass Airlines Qeshm Air	TFS SHJ	28jul98 22nov98	still in basic China Northwest c/s, with Donbass titles and tail emblem c/n from JP-00; registration badly painted, EP-TQB reported in error at DXB 25mar99 and DXB 13mar01;
	RA-85726(2)	Tu-154M	Aeroflot-Don	rgd	27jul02	I/n DXB 28may01 f/n BCN 31aug02; c/n checked SHJ 28nov04; never received the new c/s; offered for sale 07aug08; I/n AYT 30sep08; see c/n 92A908
	RA-85726(2)	Tu-154M	Donavia	ROV	07may10	seen ROV 08jun10 without titles; placed into storage summer 2010; I/n ROV nov10; scrapped in ROV (RZGA No. 412) feb11; nose section seen Taganrog 29jun11
86A726	B-2611 B-2611	Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al	rgd trf	1986 jul88	d/d jun86; f/n PEK 28oct86; l/n PEK 06oct88, see trf date next line f/n URC 29may94; l/n SVO 11aug00; out of service mar01; sold to Russia
	UN-85852 UP-T5402	Tu-154M Tu-154M	Sayakhat Sayakhat	ALA SSH	08jun01 05jun08	I/n TLV 17apr08 seen stored ALA jan11/aug13 (N43.354322 E77.023963), still in basic China Xinjiang colours with titles
86A727	SP-LCA	Tu-154M	LOT	rgd	28may86	and broken up 2013 last service 06dec92; seen WAW 07jul95 in basic LOT c/s without titles; delivered ex WAW 19jul95; canx
	4K-727	Tu-154M	Turan Air	RKT	03dec95	27jul95 reported ATH dec95, white tail, no titles,; Azeri flag by front door; I/n DME 20dec01; named 'Naxçivan' (the Azeri spelling of Nakhichevan); had ex-LOT c/s for a while; current on Azerbaijan register 20nov03
	LZ-LCS	Tu-154M	Bulgarian Air Ch.	TXL	25may02	probably leased from Turan Air; awaiting rework (without outer wings and engines) at VARZ-400, seen jul04/aug06, registration removed by 2006
	4K-727	Tu-154M	Turan Air	VKO	30aug07	painted up by VARZ-400 30aug07; I/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up
86A728	B-2606 B-2606	Tu-154M Tu-154M	CAAC (Urumqi-D) China Xinjiang Al	rgd trf	1986 jul88	f/n SHA jul86; I/n PEK 28oct86 f/n URC 29may94; I/n SIA 25may00, operational; out of service mar01
	UN-85853 UN-85853	Tu-154M Tu-154M	Sayakhat, n/t Sayakhat	ALA FRA	08jun01 24jul01	basic China Xinjiang c/s; reg only under wing; UN-85853 handwritten incorrectly on nose wheel door I/n ALA 24feb08
86A729	UP-T5403 B-2607	Tu-154M Tu-154M	Sayakhat CAAC (Urumqi-D)	KIV rgd	06sep08 1986	I/n ALA 25jan11; seen ALA (N43.354766 E77.024469) apr11/may11, stored and broken up by 2013 f/n CAN 06nov86
	B-2607 UN-85854	Tu-154M Tu-154M	China Xinjiang Al Sayakhat	trf ALA	jul88 08jun01	f/n PEK may91; I/n URC 25sep99, operational; out of service mar01 basic China Xinjiang c/s; I/n TLV 28feb08
86A730	UP-T5404 B-2612	Tu-154M Tu-154M	Sayakhat CAAC (Peking-Dir)	SKG	18jun08 1992	seen SAW 18oct11, active; I/n ALA 06nov12/10aug13, stored and broken up since with operator CUA? from nov86
	B-4050 B-4050	Tu-154M Tu-154M/D	China United Al Chinese Air Force	r/r ph.	1994 aug15	with CAAC titles; f/n NAY 22mar96; J/n NAY 18sep14 still with the CUA badge on tail; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; seen NAY 07jun17; seen NAY 25ju119, no wings or tail; J/n complete, preserved
86A731	CCCP-85615	Tu-154M	AFL/Moscow-VKO	mfd	24jul86	since 2019 at Chengdu Pengzhou Aviation Theme Park; I/n 26oct23 toc 29jul86; rgd 15aug86; f/n VKO 14sep86; I/n VKO 11sep92
55A/31	RA-85615 RA-85615	Tu-154M Tu-154M Tu-154M	Aeroflot Vnukovo Airlines	VKO MST	02sep93 07jun94	I/n MST 28may94 I/n MST 28may94 trf to Vnukovo Airlines 29aug95 (see f/n date); seen VKO 21aug01/18feb02, without engines
	RA-85615 RA-85615	Tu-154M Tu-154M	Sibir Permskiye Avialin.	rgd PEE	01jul02 25may06	f/n DME 18aug02; I/n DME 29oct05 leased from Sibir; I/n ASW nov06
	RA-85615 RA-85615	Tu-154M Tu-154M	Sibir S7 Airlines	ret	dec06 12mar08	in basic Permskiye Avialinii c/s, no titles, but 'PAL' logo still on fin; f/n HAJ 13jan07; l/n LED 04nov07 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and
	RA-85615	Tu-154M	Moskoviya		14mar09	'www.s7.ru' titles; I/n OVB 01sep08; latest CofR issued 06nov08 in basic S7 c/s with just small titles on the nose; I/n DME 02sep09; sat wfu at OVB, seen 13nov09/apr13;
064722	CCCD 0E616	T., 154M	Coviet AF/AFL e/e	ma E al	i106	h/o to the airport operator in summer 2013 for use as a training aircraft by the rescue services, still in full c/s but titles removed; I/n 02jul22, rudder missing; I/n 01aug23
86A732	CCCP-85616 RA-85616	Tu-154M Tu-154M	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd	jul86	rgd 25sep86; no reports in 223rd flight Unit fleet list mar95, but not on Russian register feb98!; photo in full Aeroflot c/s, opb Russian Navy, in AFM jan01; canx 12mar01 as 'destroyed' presumably a paperwork exercise, see next line
	RA-85616 RF-85856	Tu-154M Tu-154M	Russian Navy Russian Navy	CKL ph.	19aug05 jun14	operational, basic AFL c/s with navy flag above forward cabin windows; I/n Yeisk 02nov12 active in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows and 'MA VMF Rossii' titles
86A733	SP-LCB	Tu-154M	LOT	rgd	28aug86	on the fin; I/n LED jan22 last service 02dec92; canx 01aug95, delivered ex WAW 28jul95
	4K-733 4K-733	Tu-154M Tu-154M	ex-LOT c/s, n/t Turan Air	BAK DME	16may96 06jul98	operated by Turanair I/n DME 30may00; named 'Ganca' (the Azeri spelling of Gyandzha) by nov98
	LZ-HMP LZ-LCV	Tu-154M Tu-154M	Hemus Air Bulgarian Air Ch.	BLL VKO	14jun00 28jun02	seen BLL 17feb01 with add 'Albanian Airlines' titles; I/n LGW 06oct01 c/n from AL, JP; "B.A.C." on tail; I/n DRS 17sep02
	LZ-LCV LZ-LCV	Tu-154M Tu-154M	Airlines 400 ? Bulgarian Air Ch.	STR	20jun03	no sightings "A.C." on tail; I/n DUS 19oct03
	LZ-LCV LZ-LCV	Tu-154M Tu-154M	Kish Air n/t Bulgarian Air Ch.	DXB DUS	29jan04 30apr04	Isf Turanair; "B.A.C." on tail; left Bulgaria for Moscow 20dec04, terminating the operation of this type by the company; I/n THR may05; sub-lst Iran Air Tour
	4K-733	Tu-154M	Turan Air	DME	12sep06	c/n not checked; in basic Bulgarian Air Charter c/s with 'Turan Air' titles and logo; seen GYD aug11/feb12, stored
86A734	B-2608 B-2608	Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest	mfd trf	31aug86 jul88	f/n CAN 06nov86; I/n SIA 09oct88, see trf date next line I/n XIY may99/may00, stored; gone by sep00; reported owned by Skir Air Ukraine jun01; offered for sale
						with t/t 19,974 hours and 10,571 cycles; seen in VARZ-400 21aug01 in primer

	RA-85734(2)	Tu-154M	Dalavia	trf	jul02	rgd 18oct02; f/n CAN 26oct02; operator ceased operations 19oct08; seen stored KHV sep09/oct09; broken
86A735	B-2609	Tu-154M	CAAC (Xian-Dir)	mfd	30sep86	up at KHV nov14; see c/n 92A916 f/n SIA 01nov86; I/n KWL apr91 and CAN oct91, see trf date next line
	B-2609 MSN735 RA-85845	Tu-154M Tu-154M Tu-154M	China Northwest all-white c/s Vladivostok Avia	trf XIY rgd	jul88 17sep00 07may01	f/n VNO 08jul92; seen XIY may99/may00, stored c/n painted on tail as registration named "Ussurisk" after a town in the Far East; f/n SVX 15jun01; w/o 04jul01 (local time, according to Moscow time still 03jul01) on the leg from SVX to IKT of a flight from SVX to VVO when lost speed on
86A736	CCCP-85617	Tu-154M	AFL/Vnukovo	mfd	13oct86	approach to Irkutsk at night in clouds, stalled, entered a flat spin and crashed in a forest clearing near Burdakovka, all 9 crew and 136 passengers killed, t/t 20,953 hours 17 minutes and 11,387 cycles c/n as such in MGA document, but given in register as 86A-617 which was never built; toc 14oct86; rgd 21oct86; f/n VKO 24sep87; dbr 24sep88 in a hard landing at Norilsk when suffered structural deformations; t/t reportedly only 65 hours; trf 18may89 to Ulyanovsk HFS and used as a ground
86A737	CCCP-85618	Tu-154M	AFL/Vnukovo	mfd	13nov86	instructional airframe; soc and canx 18jan90; seen sep92/jun05 (N54.275872 E48.241233); used in an exercise by the fire brigade jun07/26jul19 toc 14nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92
	RA-85618 RA-85618 RA-85618 RA-85618	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Vnukovo Airlines Sibir S7 Airlines	VKO BKA rgd OVB	21mar93 04jul94 30oct01 13mar07	trf 29aug95; I/n VKO 19aug01, wfu; was rgd 14jun00 to East Line, probably as payment for debts f/n PEK 15mar02; f/n with additional 'S7' logo and titles jul06; I/n KHV 13feb07 logojet for 'SPSR Ekspress-Logisticheski Ekspress-Operator' since feb07, with big 'S7' logo on tail; seen DME oct08/oct09 stored; I/n DME 07jun10, in service but for what airline ?; seen at ARZ-411 at MRV
86A738	CCCP-85619 RA-85619 RA-85619 RA-85619	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Meta Aviotr Maced Vnukovo Airlines Sibir	mfd ZRH trf rgd	12nov86 14feb93 29aug95 29apr02	07sep10; broken up at MRV toc 13nov86; rgd 25nov86; f/n VKO 13sep87; l/n VKO 11sep92 named 'Ohrid' and with '02' on nose; l/n sep95 f/n VKO 11mar96; l/n DME 22sep99 named 'Yulia Fomina' after a stewardess who was killed aboard this aircraft when it was hijacked by Chechen terrorists 15mar01 while still owned by Vnukovo Airlines; f/n DME 15aug02; carried additional 'S7' titles and logo by mar06; l/n active DME 07aug08; removed from operator's certificate nov08; stored
86A739	CCCP-85620 TC-GRA RA-85620 TC-GRA TC-ACT RA-85620 RA-85620 RA-85620	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Greenair Vnukovo Airlines Vnukovo Airlines Active Air Vnukovo Al, n/t Vnukovo Airlines Sibir	mfd SNN MST VKO IST VKO VKO rgd	12dec86 20feb90 01apr95 15may95 21jun95 16apr97 24aug97 27jun01	at DME, seen mar09/aug09; seen in ARZ-411 at MRV 07sep10; broken up MRV apr12 toc 12dec86; rgd 22dec86; f/n SVO aug87; canx 05mar90 rgd 14may90; named 'Cappadocia'; seen HAI mar92 departed this day after painting, RA- registration taped over; trf 29aug95 still with Turkish registration named 'Prizren'; canx may96 already returned may96  /n VKO 02jun01 f/n VKO 08jul01; additional 'S7' titles and logo since at least mar06; l/n OVB 01mar09, stored; broken up;
86A740	B-2610 B-2610	Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest	mfd trf	22dec86 jul88	t/t 37,427 hours and 12,995 cycles f/n SIA oc87; I/n SIA 09oct88, see trf date next line seen VKO 11sep92 on overhaul; crashed 06jun94, 8 minutes after take-off from Xian, t/t 12,507 hours and
86A741	B-2614 B-4051	Tu-154M Tu-154M	China United Al China United Al	rgd r/r	nov86 1994	6,651 cycles with CAAC titles; f/n NAY 22mar96; I/n NAY 10oct09
86A742	B-4051 CCCP-85621 CCCP-85621 RA-85621 RA-85621 RA-85621 RA-85621	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/Vnukovo Vardar Bosna Air Vardar Bosna Air Vnukovo Airlines Aeroflot Vnukovo Airlines	MAY mfd ZRH ZRH VKO VKO MST	02nov10 14jan87 23may92 08nov92 27apr93 02sep93 23dec94	no titles with Chinese flag; I/n NAY 25sep19 toc 15jan87; rgd 30jan87; f/n VKO 16sep87; I/n VKO 27sep91 named 'Ohrid' after a city and lake in North Macedonia named 'Ohrid' in basic Vardar Bosna Air c/s, no titles; I/n VKO 17jul93 opb Vnukovo Airlines; arrived for painting at MST 13dec94 w/o 29aug96 on a flight from Vnukovo to Longyearbyen (Spitsbergen archipelago) when descended in clouds, deviated from the prescribed flight path to the right by 3.7 km on final approach and crashed at a height of 907 metres into the mountain Operafjellet (968 metres) in the Adventdalen valley, 14.2 km east
86A743	LZ-BTQ LZ-BTQ LZ-BTQ EP-LBD	Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Macedonian AT Balkan Kish Air	mfd DUS SHJ SOF	23dec86 may95 13mar96 07jan98	of the airport, all 11 crew members and 130 passengers were killed; soc 03nov96 f/n SNN 18mar87 in basic Balkan c/s with MAT titles and logo last overhaul completed mar97 [EP-LBD] seen painted on flight deck AMS 01mar99; EP-LBO was reported DXB 31mar98, probably a
	LZ-BTQ LZ-BTQ LZ-HMQ LZ-HMQ LZ-HMQ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan c/s, n/t Balkan Hemus Air, n/t Hemus Air Balkan Holidays	FRA PRG SOF MAN LGW	20jul98 27mar00 19mar01 14jul01 apr02	misread for this as never reported in their fleet list l/n SOF 01may99, as such; seen AMS 25oct99, titles not reported l/n AMS 07oct00; reportedly sold to a financial company in Africa in basic Balkan c/s; l/n GLA jul01 in basic Balkan c/s; l/n WRO 07sep01 offered for sale by Transavia in 2007 with t/t 26,051 hours and 11,429 cycles; seen stored at VAR
	RA-85038(2) EP-MCR	Tu-154M Tu-154M	KavMinVody Avia Iran Air Tour	MRV THR	06jan08 29jul08	02jun07; I/n MRV 06jul07 in ARZ-411 I/n DME 31may08; sold to Iran jul08; see c/n 73A038 still with KavMinVody Avia cheatline; I/n as such THR 03nov08; on 08may09 the airplane encountered bad weather and the fuselage sustained 1.8 G acceleration forces and was struck by hail stones, diverted to Mashhad and landed normally, with substantial damage to the fuselage, radome and cockpit windshield; seen stored MHD 01auq09 (N36.244541 E59.624291); I/n feb16/dec17
87A744	LZ-BTX EP-LBC LZ-BTX	Tu-154M Tu-154M Tu-154M	Balkan Kish Air Balkan	LHR DXB LHR	30mar87 08feb98 30jan99	in basic Balkan c/s with titles; I/n DXB apr98 ex-reg 'EP-LBC' seen painted on flight deck AMS 24feb99; I/n SOF 04sep99; no record of arrival at
	LZ-LTX LZ-LCX LZ-LCX LZ-LCX LZ-LCX	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Balkan Air Charter Air Adriatic Chart Bulgarian Air Ch. Iran Air Tour	SOF SXF PUY DUS THR	09jun00 02jan01 25jul01 29sep01 21apr05	Vnukovo delivered this date; I/n SOF 05sep00 only for a short period I/n SXF 15jul04 Isf Bulgarian Air Charter, in basic c/s of that company, no titles; returned from lease; seen in VARZ-400 22jul07, rework started apr08; seen bare metal, complete, VARZ 11nov09;
87A745	RA-85099(2) SP-LCC RA-85827 RA-85827 RA-85827 RA-85827	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	all-white c/s, n/t Continent LOT Bural East Line Chelyabinsk Avia Enkor	VKO VKO mfd rgd DME rgd HAJ	04jun10 21jul10 20feb87 24apr97 07jul98 05jul01 13oct01	In VARZ compound, marked '87744' on nose wheel door; I/n VKO 18jun10 as such in all-white c/s; I/n ROV 01jun11; seen NOZ sep11/may23, stored; see c/n 75A099 rgd 03mar87; last service 24jan92; delivered ex WAW 18dec96; canx 24dec96 f/n DME 30may97; CofR renewal 23nov99, see next line I/n DXB 04jan01 f/n CEK 12aug01, Bural c/s, no titles; I/n HAJ 20oct01 in basic Bural c/s with 'Enkor' titles on nose; seen DME 18aug02, in all-white c/s with titles; I/n DXB 28crt04
	RA-85827 RA-85827	Tu-154M Tu-154M	Sibir S7 Airlines	PEK OVB	04feb05 28apr08	in all-white c/s with 'Sibir' titles; I/n GOJ 17nov07 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; painted up apr08; seen OVB mar09/may13; stored; seen 13aug/12sep13 in the process of being carefully dismantled, missing tail, nose cone and outer wings; transported by road 18oct14 for use
87A746	CCCP-85622 RA-85622 RA-85622 RA-85622 RA-85622	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Vnukovo c/s, n/t Sibir	mfd VKO VKO OVB rgd	09apr87 21mar93 15jul94 07jun01 19feb03	as a rescue trainer at the Mochishe MChS base (N55.152102 E83.066371) and I/n there complete 31jul22 toc 09apr87; rgd 18apr87; f/n AER aug87  trf 29aug95; I/n IST 07nov00  f/n DME 24aug03; I/n active DME 07aug08; I/n OVB 17sep12, stored on the grass; broken up OVB oct12
87A747	YA-TAP YA-TAP	Tu-154M Tu-154M	Bakhtar Afghan Al Ariana	d/d PRG	22apr87 11sep88	f/n PRG 10may87 damaged 29may92 on approach to Kabul when was hit by a rocket; dbr 01aug92 when was hit by mortar fire at Kabul airport while awaiting repairs; dumped at Kabul scrapyard, I/n jun02/aug03
87A748	YA-TAR YA-TAR YA-TAR EP-CPG	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Bakhtar Afghan Al Ariana Caspian Airlines Caspian Airlines	d/d LHR DXB rgd	20apr87 12jun88 mar98 15mar98	f/n PRG 03may87 I/n SHJ mar97; in UN report (published dec99) as having operated for the Taliban leased from Ariana; see rgd next line f/n DXB 27mar99; I/n THR 21may09; w/o 15jul09 on a flight from Teheran to Yerevan when engine # 1 suffered an uncontained failure while climbing through 8,700 metres, the compressor blades severed fuel, hydraulic and control lines, causing a rapidly extending fire, the aircraft descended with a vertical speed of 70 m/s and crashed in a field near Jannatabad village in Qazvin province, all 15 crew and 153 passengers
87A749	CCCP-85623 RA-85623 RA-85623 RA-85623 RA-85623	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir Globus	mfd VKO SVO trf OVB	28may87 02sep93 22may94 04apr01 26apr08	killed toc 28may87; rgd 09jun87; f/n SVO aug87; l/n VKO 28aug93  trf 29aug95; l/n VKO 06sep01 rgd 18aug03; f/n DME 21sep03; with additional 'S7' logo and titles since around jun06; l/n DME 03jan08 operator received licence 07mar08; leased from parent company S7 Airlines; initially in all-white c/s; left paint shop at OVB 26apr08; seen in full c/s DME 18jun08; last flight 10nov08 (MRV-DME); seen stored DME dec08/05jun10; l/n in ARZ-411 at MRV 07sep10/08aug12; broken up at MRV
87A750	CCCP-85624 CCCP-85624 RA-85624 RA-85624 RA-85624 RA-85624	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Vardar Bosna Air Aeroflot c/s, n/t Aeroflot Vnukovo Airlines Sibir	mfd ZRH VKO VKO trf rgd	16jun87 09aug92 21mar93 28aug93 29aug95 06apr01	toc 16jun87; rgd 01jul87; f/n VKO 24sep87; l/n VKO 05jun92 l/n ZRH 10jan93 small titles only f/n VKO 12may96; hijacked 11nov00, one stewardess killed; l/n VKO aug01/feb02, stored without engines f/n DME may04; carried additional '57' logo and titles since summer 2006; l/n DME aug09/oct09, stored;
87A751	CU-T1265 RA-85721(2) LZ-HMS EX-087	Tu-154M Tu-154M Tu-154M Tu-154M	Cubana Meton Trade LLC Hemus Air Kyrgyzstan Al	mfd rgd LHR HAJ	16jun87 13oct00 11feb01 12nov05	stored ARZ-411 at MRV 07sep10/aug12, with more and more parts missing; broken up d/d 05jul87; I/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria I/n VAR 14sep05; canx late 2005 white/grey with titles and logo

	RA-85031(2)	Tu-154M	Interavia	KJA	27aug07	in all-white c/s, initially without titles, ex 'EX-087' and 'LZ-' visible under paint; I/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zapolyarye from jan09; I/n VKO
071750	RA-85031(2)	Tu-154M	South East	vko	12dec09	24nov09; seen VKO 08dec09 in the process of being resprayed; see c/n 72A031 in all-white c/s with large titles and 'SE' logo on tail; I/n NOZ aug12/may23
87A752	CCCP-85625 RA-85625 RA-85625	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Gazpromavia	mfd SVO rgd	01jul87 22may94 16jun99	toc O9jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO 22sep98 f/n VKO jun99; l/n VKO 09jun16; stored MRV since 14jun16 and broken up MRV aug18; canx between
87A753	CCCP-85626	Tu-154M	AFL/International	mfd	17jul87	27aug18 and 16oct18 toc 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 parked at the Research Institute
074755	RA-85626 RA-85626	Tu-154M Tu-154M	Aeroflot Rus. Al Aeroflot-Don	HEL rgd	20nov92 26dec00	//n FRA 08sep01, see rgd next line f/n IST 01oct01; I/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia Z5sep09; i/n AYT 04oct09
87A754	RA-85626 LZ-BTH	Tu-154M Tu-154M	Donavia Balkan	SVO mfd	09apr10 oct87	//n ROV 21oct10; broken up rgd 15may88; leased to Laos Air autumn 1991; seen PMI 30jun98; see c/n 73A052
077.73	EP-LBL LZ-BTH	Tu-154M Tu-154M	Kish Air Balkan	DXB	26mar99 03may99	In Balkan c/s; c/n from IP-99 I/n SOF nov03/feb04, stored and sold to Hemus Air nov03
	LZ-HMH LZ-HMH	Tu-154M Tu-154M	Balkan c/s, n/t Hemus Air	DUS TLV	30apr04 13jun04	//n BRQ 05jun04; c/n from JP-04 basic Balkan c/s; f/n BFS 19dec04 with small 'www.hemusair.bg'; l/n MLA 10oct05
	UN-85570(2) UN-85570(2)	Tu-154M Tu-154M	Aerotrans Aerotur KZ	d/d trf	18may06 09sep06	flown to Tashkent this day; photo exists operating with small titles at AYT; see c/n 83A570 in white c/s with blue and red trim; in flight plan from SAW 09oct06; f/n SSH 22mar07; I/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect.
	UP-T5407 UP-T5407	Tu-154M Tu-154M	Aerotur KZ SkyBus	SXF UTP	28aug08 26dec08	c/s similar to the Balkan one; I/n ALA 12oct08 opb Aerotur K2, dba as SkyBus; c/s similar to the Balkan one, no titles; I/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian
	UP-T5407	Tu-154M	Caspian Airlines	DXB	09may09	leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, I/n as such DXB 09may09; seen with titles DXB 26sep09
	UP-T5407	Tu-154M	SkyBus	SIP	30may10	opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUW 07jun13/16dec17, titles overpainted, stored; reported scrapped may20
87A755	SP-LCD RA-85829 RA-85829	Tu-154M Tu-154M Tu-154M	LOT Bural East Line	mfd d/d DME	17aug87 oct97 09aug98	rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97  CofR renewal 08apr99 to Bural and leased to East Line 30jan98/30jan01; CofR renewal 14feb01 to Media-
	RA-85829	Tu-154M	Enkor	rgd	19feb03	Group; I/n CEK 12aug01; carried small 'Buryatskiye Avialinii' titles in all-white c/s with titles; f/n HAJ 11apr03; I/n OVB 08jun05
	RA-85829 RA-85829	Tu-154M Tu-154M	Sibir S7 Airlines	OVB DME	07jul05 22mar08	in all-white c/s with titles; carried additional '57' logo and titles since around jun06; I/n DME 10feb08 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; I/n DME 23dec08
	RA-85829 RA-85829	Tu-154M Tu-154M	Taban Air Kolavia	DXB UFA	05jan09 16jul10	in basic 'S7' colours, with titles as such in red; I/n VAR 03jun09 in basic 'S7' colours, with titles as such in blue and tail logo; I/n DME 31aug10; seen MRV jan11/aug12,
87A756	CCCP-85627	Tu-154M	MAP LII Zhukovski	mfd	04aug88	stored; broken up at MRV rgd 26sep89; in Aeroflot c/s; f/n ZIA 16aug92; l/n LHR 05sep92
	RA-85627 RA-85627	Tu-154M Tu-154M	LII Zhukovski LII Zhukovski	SHJ DXB	09nov93 15jan95	in Aeroflot c/s in basic Aeroflot c/s, no titles; was reported for Tupolev Aerotrans; stored in VARZ-400 at VKO, seen aug99/jun03, stripped by aug03
	RA-85627	Tu-154M	Aeroflot	Isd	05jun04	in new c/s; f/n SVO 29jun04; rgd 09jul04; f/n with a 'Skyteam' logo WAW 04jul06; l/n SVO 24sep09; last flight for Aeroflot 31dec09
	RA-85627	Tu-154M	KavMinVody Avia	rgd	23apr10	to Norilsk Avia Service; in basic Aeroflot c/s with 'KMV' titles; already f/n MRV 19mar10; t/t 18,048 hours and 7,943 cycles by 01jan11; I/n MRV 06mar11
	RA-85627	Tu-154M	Continent	VKO	12may11	leased from Norilsk Avia Service; in basic Aeroflot c/s, initially without titles; a sticker with titles was applied at KJA 03jun11; seen DME 19nov11; was impounded and stored at IKT, seen jun12/aug15; used as a ground instructional airframe at IKT, seen jan19/aug22; still current on register 07apr20
87A757	CCCP-85628 RA-85628	Tu-154M Tu-154M	AFL/Vnukovo Aeroflot	mfd VKO	12sep87 27apr93	toc 12sep87; rgd 06oct87; f/n VKO 30aug88; l/n VKO 11sep92
	RA-85628 RA-85628	Tu-154M Tu-154M	Vnukovo Airlines Sibir	VKO rgd	07jul94 12feb03	trf 30aug94; rgd 14jun00 to East Line, probably as payment for debts; I/n in VARZ-400 at VKO 20aug02 f/n DME 29aug03; last overhaul completed in 2004; carried additional 'S7' titles and logo from jan06; rgd
						again 16sep08; CofA expired 01nov08; still current on register by aug10; stored at OVB, seen mar09/jun11; t/t some 12,000 hours and 35,000 cycles; towed to the area of the future Novosibirsk
87A758	CCCP-85629	Tu-154M	Soviet Gvt/AFL c/s	mfd	23nov87	Aviation Museum (near gate 2 at OVB) 05jun12 and preserved there since; I/n jul14/aug23 toc 23nov87; rgd 07dec87; opb 235 OAO; f/n SVO 06feb88; I/n VKO 16aug92
	RA-85629 RA-85629	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	VKO trf	02sep93 22jul94	I/n SVO 17jun94 in Aeroflot c/s and titles; I/n VKO 16apr97; repainted in grey c/s with cheatlines in the colours of the
87A759	CCCP-85630	Tu-154M	Soviet Gvt/AFL c/s	mfd	26nov87	Russian flag and Rossiya titles by sep98; seen VKO 11jul99; latest CofR issued 26aug09; l/n VKO 02jul13; scrapped at VKO 19/21jul13 toc 26nov87; rad 07dec87; opb 235 OAO; f/n PRG 13jun88; l/n VKO 14aug92
	CCCP-85630 RA-85630	Tu-154M Tu-154M	Avioimpex Russ. Gvt/AFL c/s	ZRH SVO	06dec92 27apr93	leased from 235 OAO; I/n SVO 20apr93 I/n SVO 03sep93
	RA-85630	Tu-154M	Rossiya	trf	22jul94	in Aeroflot c/s and titles; seen SVO jul97; leased to Kontinentalnyye Avialinii 18may99; l/n LCA 03sep99, still Aeroflot c/s and titles; rgd to YaROSLAV 28dec99
	RA-85630 RA-85630	Tu-154M Tu-154M	Yamal Airlines 400	VKO VKO	20may00 11jun01	in full c/s; I/n VKO 04oct00 leased from TsITsERON-2000 21may01/30oct01; rgd 03jul01; in basic Yamal c/s with 'A400' titles; I/n in
	RA-85630	Tu-154M	Kolavia	rgd	24feb02	VARZ-400 at VKO 21aug01 in full c/s; f/n DME 16apr03; stored with VARZ-400 at VKO, seen may06/aug06; still in fleet list oct06
	RA-85630 RA-85630	Tu-154M Tu-154M	Avialin. Dagestana Aeroflot-Don	SHJ rgd	22dec06 22may08	in basic Kolavia c/s with Avialinii Dagestana tail c/s and titles; with 'h' in the English titles (Airlines Daghestan) on the starboard side; I/n DME 29sep07; no longer in fleet list 28nov07 to Polimpus; in all-white c/s with titles; already f/n in VARZ-400 at VKO 10apr08; t/t 20,621 hours and
	IVA-03030	10-15414	Aeronot-Don	rgu	ZZIIIayoo	7,619 cycles by 01jul08; CofA expired 30dec08; excluded from the operator's certificate 05feb09; stored with ARZ-411 at MRV, seen 13feb09/oct09
	RA-85630	Tu-154M	Aero Rent	rgd	21jul10	in all-white c/s with titles; probably never entered service; stored with ARZ-411 at MRV, seen aug12/jun16; canx between 10mar17 and 05may17; scrapped at MRV starting 14jun17
87A760	CCCP-85631 CCCP-85631	Tu-154M Tu-154M	Soviet Gvt/AFL c/s Avioimpex	mfd ZRH	20nov87 27sep92	toc 20nov87; d/d 03dec87; rgd 07dec87; opb 235 OAO; f/n VKO 30aug88, l/n SXF 06may92 in basic ex Aeroflot c/s with titles and tail logo; l/n BSL 17jan93
	RA-85631 RA-85631	Tu-154M Tu-154M	Avioimpex Russ. Gvt/AFL c/s	ZRH AMS	feb93 19apr93	in basic ex Aeroflot c/s with titles and tail logo I/n SVO 07sep93
	RA-85631 LZ-BTR (3)	Tu-154M Tu-154M	Rossiya Balkan	trf AMS	22jul94 19sep96	in Aeroflot c/s and titles; I/n VKO aug95 in white c/s with grey undersides and titles; I/n AMS 26oct96; see c/ns 73A051 and 79A320
	RA-85631	Tu-154M	Rossiya	VKO	16apr97	in basic Aeroflot c/s with Rossiya titles by the nose; latest CofR issued 04aug09; I/n BCN 30sep00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; I/n VKO 02jul13;
87A761	CCCP-85632	Tu-154M	AFL/Vnukovo	mfd	18nov87	scrapped at VKO 10/15jul13 toc 19nov87; rgd 02dec87; f/n SVO oct88
	RA-85632 RA-85632	Tu-154M Tu-154M	Aeroflot Vnukovo Airlines	VKO VKO	27apr93 21apr94	trf 29aug95; I/n VKO 02jun01
	RA-85632 RA-85632	Tu-154M Tu-154M	Sibir S7 Airlines	rgd GOJ	03jul01 08apr08	f/n VKO 15aug01; carried additional 'S7' logo and titles since around 2006; I/n DME 29sep07 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles
	RA-85632 RA-85632	Tu-154M Tu-154M	Globus Kolavia	OVB OVB	26apr08 15jan09	leased from parent company S7 Airlines; in white c/s; left paintshop at OVB 26apr08; l/n AYT 18sep08 in all-white c/s; l/n SIP 20aug10
	RA-85632	Tu-154M	Continent	KJA	09jun11	in all-white c/s, no titles but still with 'Kolavia' tail logo, l/n AER (N43.44241 E39.947611) aug12/aug20 near the VIP terminal at the South side
87A762	CCCP-85633 RA-85633	Tu-154M Tu-154M	AFL/Vnukovo Aeroflot	mfd VKO	dec87 05jul93	toc 11dec87; rgd 13jan88; f/n SVO 16jul88; l/n VKO 05jun92 l/n MST 27dec94
	RA-85633 RA-85633	Tu-154M Tu-154M	Vnukovo Airlines Sibir	MST rgd	12jan95 02dec03	trf 29aug95; seen VKO jun99/sep02, wfu, no engines f/n VKO 16jan04; carried additional 'S7' logo and titles since at least jun06; I/n DME 02jan08
	RA-85633 RA-85633	Tu-154M Tu-154M	S7 Airlines Globus	BCN GOJ	05apr08 01jun08	in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; I/n DME 27may08 initially in all-white c/s without titles or logo; I/n as such DME 17jun08; seen in full c/s DME 16aug08; last
						flight 10nov08 (MCX-DME) and stored at DME since, I/n there 30oct09; seen stored ARZ-411 at MRV sep10/aug12; broken up at MRV by 2013; t/t 28,999 hours and 10,374 cycles
87A763	CCCP-85634 RA-85634	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd SVO	nov87 19mar93	toc O2dec87; rgd 11dec87; f/n SNN 09dec87; I/n SVO 09sep92 I/n AMS 10apr93; seen SVO apr97/jun99, no engines; not in oct99 fleet list, sold to Vnukovo VARZ-400; soc and canx 13jan00 as to Iran
	EP-CPM EP-LBX	Tu-154M Tu-154M	Caspian Airlines Kish Air	THR	13mar00 photo	leased from Vnukovo VARZ-400; I/n DXB 31oct00 leased from Vnukovo VARZ-400; In fleet list jan02; damaged on landing at Mashhad 20feb02 and sent to
						Vnukovo for repairs but w was dbr there when nose gear broke off during towing; seen in VARZ-400 aug02/aug04, used for spares; no longer seen jul05; possibly totally dismantled, c/n found DUS 11oct05
87A764	CCCP-85635	Tu-154M	AFL/Vnukovo	mfd	31mar88	on main wheel doors of RA-85765 (c/n 832) toc 21apr88; rgd 29apr88; f/n SVO oct88; l/n VKO sep94/sep95, stored
	RA-85635 RA-85635	Tu-154M Tu-154M	Vnukovo Airlines East Line	VKO rgd	sep98 14jun00	I/n BUD 10oct99 probably as payment for debts; I/n VKO 21aug01, in Vnukovo Airlines c/s and titles, wfu
87A765	RA-85635 OK-SCA	Tu-154M Tu-154M	Sibir CSA	rgd mfd	19nov01 08feb88	f/n OVB 23nov01; additional 'Sberbank 160 let' (Savings Bank of Russia 160 years) titles until may05; seen DME 05jun10, parked; I/n at ARZ-411 at MRV 07sep10; broken up at MRV c/n in Czechoslovak register as '85765'; d/d 19feb88; rgd same date; named 'Mesto Piestany'; I/n ZRH
5/A/03	B-4022	Tu-154M	CSA China United Al	PRG	25sep92	28may92; canx 24sep92 initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 26jul00;
						stored at NAY with t/t 13,744.25 hours and 8,389 cycles, seen 03oct05; I/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line
87A766	B-4022 CCCP-85636	Tu-154M Tu-154M	Chinese Air Force AFL/Ulyanovsk HFS	ph. mfd	feb12 09jan88	no titles with Chinese flag; I/n NAY 22sep19 toc 09jan88; rgd 26feb88
	CCCP-85636	Tu-154M	Vnukovo PO	trf	21jun88	f/n VKO aug88, in Aeroflot c/s and titles

87A767	CCCP-85636 CCCP-85636 CCCP-85636 RA-85636 RA-85636 CCCP-85637 RA-85637	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Ulyanovsk HFS AFL/Krasnoyarsk AFL/Ulyanovsk HFS Ulyanovsk HFS Aviacon Zitotrans Ulyanovsk HFS AFL/International Aeroflot Rus. Al	trf trf trf trf IST rgd mfd SVO	22aug88 05jun90 unknown 31may93 17aug98 28apr99 09jan88 14may93	on charge as of 01jul90; I/n ULV 09sep92, with Russian flag this date f/n ULV 31aug93, in Aeroflot c/s and titles; I/n IST 19jun98 I/n IST 31aug98; leased from Ulyanovsk HFS f/n VKO 17jun99; in Aeroflot c/s, no titles; I/n ULV 19nov10; broken up ULV toc 11jan88; rgd 13jan88; f/n ARN 19jan88; I/n SVO 20apr93 repainted in new c/s; f/n as such WAW 22jan06; I/n as such SVO 13jun09; seen SVO 12sep09 with additional "TsSKA" logo and "Professional Football Club CSKA" titles; opb Donavia from around sep10; ferried ROV-SVO 19jan11 (last flight) as operation of Tu-154s by Donavia ceased 20jan11; seen SVO
87A768	CCCP-85638 RA-85638	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd AMS	30dec87 15oct92	feb11/mar11, wfu, registration and all titles and logos painted out by 01may11; scrapped at SVO by 27jun11 rgd 03feb88; f/n LHR 09feb88; on charge as of 01jul88; l/n SVO 30jun92 l/n WAW 05aug08; probably wfu in 4th quarter 2008; cannibalised by feb09; seen SVO jul09 without outer
87A769	SP-LCE RA-85824 RA-85824	Tu-154M Tu-154M Tu-154M	LOT Bashkirian Al SAN Air Company	mfd rgd FRA	29feb88 16may96 14jun96	wings, nose and titles, registration scrubbed out by aug09; scrapped by 26aug09 rgd 17mar88; last service 26oct93; delivered ex WAW 16dec95; canx 19dec95  leased from Bashkirian Airlines; in all white c/s with titles and tail logo, small 'Bashkortostan' titles on the
	RA-85824 RA-85824	Tu-154M Tu-154M	Bashkirian Al Continental Aw	TSN SVO	21apr99 20aug06	lower fuselage; //n VKO 24aug97 DME, //n jun06 leased from Bashkirian Airlines; repainted jul06; carried additional 'Aeroflot Russian Airlines' titles;
88A770	OK-TCB	Tu-154M	CSA	mfd	21feb88	operator ceased operations mari08; Vt 21,658 hours and 9,928 cycles; seen UFA jul10, wfu without engines; scrapped at UFA in spring 2011, wings cut off by 30apr11 c/n in Czechoslovak register as '85770'; d/d 06apr88; rgd same date; named 'Karlovy Vary', f/n LHR
00A770	B-4023	Tu-154M	China United Al	PRG	25sep92	07jun88; I/n MLA 25jun92; canx 24sep92 initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 27jul00;
88A771	B-4023 CCCP-85639 RA-85639	Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/International Aeroflot Rus. Al	NAY mfd r/r	mar12 07apr88 23oct92	stored at NAY with t/t 14,184.36 hours and 8,739 cycles, I/n NAY 03oct05 as such; seen NAY man07/15ap07, operational; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; I/n NAY 22sep19 toc 07apr88; rgg 13apr88; was already f/n SNN 12apr88; I/n SVO 11sep92 f/n HAM 22nov92; I/n SVO 02jun10, wfu; t/t 40,124 hours and 15,868 cycles; scrapping in progress SVO
88A772	CCCP-85640 RA-85640	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd GOT	07apr88 08nov92	22jun10 toc 07apr88; rgd 13apr88; f/n SNN 01may88; I/n SVO 30jun92 I/n VKO 20sep01, but already opb Aeroflot-Don by that time
	RA-85640 RA-85640	Tu-154M Tu-154M	Aeroflot-Don Donavia	FRA SVO	31jul01 12dec09	I/n in old c/s RVN 04jan08; f/n in new c/s MLA 10jul08; operator renamed Donavia 25sep09; I/n VKO 07oct09 In full c/s with titles; operated for KayMinVody Avia from feb11, still in full Donavia colours (flight numbers
88A773	CCCP-85641 RA-85641	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd SVO	07apr88 14may93	as proof); I/n ROV 19feb11; scrapped at MRV nov11, only heaps of scrap metal remaining by 07nov11 toc 07apr88; rgd 13apr88; f/n LHR 01may88; I/n SVO 30jun92 wfu at SVO, I/n feb10; t/t 37,267 hours and 14,921 cycles; scrapped at SVO starting 01jun10
88A774	SP-LCF RA-85831	Tu-154M Tu-154M	LOT Bashkirian Al	mfd rgd	29apr88 06nov97	rgd 24may88; ex CCCP-85774, not taken up; f/n AMS 05jun88; last service 30oct93; delivered ex WAW 11apr97; canx 23apr97 f/n IST 20jan00; l/n IST 08sep05
	RA-85831 RA-85831 RA-85831	Tu-154M Tu-154M Tu-154M	Zagros Airlines Bashkirian Al Continental Aw	THR DME SZG	04apr06 15apr07 02jan08	in full Bashkirian c/s with additional 'Zagros Airlines' (new Iranian airline) titles; I/n MHD 01sep06 I/n DME 23dec07, parked in full Bashkirian Airlines c/s with titles and additional small 'Continental' titles; operator ceased operations
	EP-MCO	Tu-154M	Iran Air Tour	THR	05nov08	mar08; I/n DME 02aug08; registration scrubbed out 07aug08 fuselage still in partial ex-Bashkirian Al c/s, Iran Air Tour tail colours; I/n THR feb11; seen Esfahan HESA jan12/oct21, stored
88A775	SP-LCG	Tu-154M	LOT	mfd	28may88	rgd 14jun88; ex CCCP-85775, not taken up; last service 01dec91; canx 24nov95; delivered ex WAW 18nov95
	RA-85823 RA-85823	Tu-154M Tu-154M	Samara SAN Air Company	rgd HAM	22apr96 27may96	f/n KUF 19may96, in all-white c/s, no titles leased from Samara; in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; I/n STR 04jun96
	RA-85823 HA-LGA	Tu-154M Tu-154M	Samara Samara	ret rgd	feb97 21dec00	f/n DME may97; I/n BCN 30aug98 d/d same day; f/n BUD 22dec00 and was held by customs until 16jan01; I/n BUD 26jan01, returned to Samara this date; for Atlant Hungary Airlines
	HA-LGA RA-85823	Tu-154M Tu-154M	Atlant Hungary Samara	BUD rgd	01feb01 28dec01	first service 28mar01; last service 26jun01; I/n BUD 25jul01, ceased operations, retuned to lessor f/n SVO 16may02; operator's certificate revoked 30sep08; t/t 15,965 hours and 7,418 cycles; I/n KUF nov10; broken up at 5amara; photo 21jul12, just the tail, forward fuselage and wings remaining
88A776	SP-LCH RA-85825 RA-85825	Tu-154M Tu-154M Tu-154M	LOT Bashkirian Al SAN Air Company	mfd d/d KGF	31may88 mar96 30jul96	rgd 21jun88; ex CCCP-85776, not taken up; I/n ATH Jan93; canx 07feb96; delivered ex WAW 21jan96 rgd 17jul96 leased from Bashkirian; in all white c/s with titles and tail logo, small 'Bashkortostan' titles on the lower
	RA-85825	Tu-154M	Bashkirian Al	UFA	13aug99	fuselage; I/n HAJ 11jul97 parked this date, in full c/s; seen in VARZ-400 jun05/jul10, derelict without outer wings; t/t 18,663 hours
88A777	CU-T1275 CU-T1275	Tu-154M Tu-154M	Cubana red cheatline, n/t	mfd SNN	27jun88 03may01	and 9,302 cycles; scrapped end jul10 d/d 08jul88; seen HAV 14nov98/24jan01, stored, for sale; I/n SNN 03may01 on delivery to Samara, Russia
	LZ-HMF RA-85007(2)	Tu-154M Tu-154M	Hemus Air Yakutiya	GLA rgd	29jun03 25aug04	in all-white c/s with green tail logo and titles; I/n SOF 04mar04; c/n checked see c/n 70M007; named 'Ing. Fidel Sanchez'; f/n OMS 10sep04; I/n YKS jun12/apr13, engineless wfu and broken up in 2015
88A778	CCCP-85642 RA-85642	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd MLA	01jul88 07apr93	on charge as of 01jul88; rgd 07jul88; f/n SVO 22jul88; l/n SVO 14aug92 l/n SVO 05jun10, wfu; markings painted out by 30jun10; broken up 07jul10; t/t 37,267 hours and 14,921 cycles
88A779	CCCP-85643 RA-85643	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd f/f	08jul88 11nov96	on charge as of jul88; rgd 15jul88; f/n BUD 25jul88; last flight 08sep92, stored SVO 1992/1995 f/n AMS 04dec96; l/n SVO 10jun10, wfu; scrapped SVO jun10; t/t 44,313 hours and 16,870 cycles
88A780	CCCP-85644 MPR-85644 RA-85644	Tu-154M Tu-154M Tu-154M	AFL/International MIAT Mongolia Aeroflot Rus. Al	mfd d/d SNN	20jul88 may90 26jul94	on charge as of jul88; rgd 25jul88; f/n LHR 04aug88; J/n HEL 23apr90 f/n LHR sep90; arrived at SNN 18jul94 for repaint back in Aeroflot c/s in full c/s with grey tail; sat wfu at SVO, seen feb10/01jun10; scrapped at SVO jun10; t/t 41,390 hours
88A781	LZ-BTZ	Tu-154M	Bulgarian Govt.	mfd	31oct88	and 14,852 cycles rgd 1988; opb by Avio Detachment 28 from its delivery; f/n ORY 29may89, in Balkan c/s; l/n as such BRU 11jun99; repainted in governmental c/s with 'Republic of Bulgaria' titles during overhaul; f/n as such SZG 30jun99; last flight feb10, t/t 6,134 hours; stored at SOF, seen oct11/oct12 (registration removed by oct12); sold to a businessman (fm Mareshki) from Varna for \$ 395,000 in dec12; registration restored mar13; underwent extensive technical check in jun13 by Russian engineers, with final engine test 27jun13; ferried SOF-KUP 08jul13; still on overhaul at the factory by may15 and sold by Mr. Mareshki to Russia; reportedly sold to a private operator in Kazakhstan
	UP-T5410	Tu-154M	Kaz Air Trans	KUF	jul16	seen stored DMB 30oct17/1may19 with flat tyres, still in former Bulgarian Government c/s, no titles; operator from Kazakh CAA
88A782	CCCP-85645 RA-85645 RA-85645	Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd TXL trf	30aug88 04nov92 22jul94	toc 01sep88; rgd 13sep88; opb 235 OAO at VKO; f/n SNN 05apr89; l/n SVO 11sep92 l/n SVO 17jun94 in Aeroflot c/s and titles; l/n SNN 16oct97; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; f/n SNN 25oct97; canx 28aug09; CofA expired 31aug09; t/z 1,810 hours and 8,232 cycles; l/n VKO 24mar11 stored; tender for assessment of value published 14apr11; broken up
88A783	B-2615	Tu-154M	China Southwest	mfd	31aug88	VKO aug12 rgd 1988; f/n CAN 15oct88; l/n CTU jun99/apr00, wfu
	B-608L RA-85101(2) RA-85101(2)	Tu-154M Tu-154M Tu-154M	ex China Southwest Blagoveshchensk AE Aviaexpresscruise	VKO VKO rgd	30jul01 21jun02 12jul02	//n VKO 21aug01; sold to Blagoveshchensk Air Enterprise small titles on nose?; ex-China Southwest c/s; see c/n 75A101 leased from ACBO Investments; had additional small 'Finansovaya Lizingovaya Kompaniya' and 'Baltiskaya Stroitelnaya Kompaniya' titles; f/n DME 25jul02; //n operational SVO 21feb05; seen in VARZ-400
	RA-85101(2) RA-85101(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	BCN KZN	23jun07 04aug11	jun05/aug06, stored, still in basic China Southwest c/s I/n DXB 02dec08 stored; t/t 23,766 hours and 10,613 cycles by 01jan10; l/n KZN aug12/30jul17, as such; canx between
88A784	CCCP-85646 RA-85646	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd SVO	08sep88 15may93	22mar18 and 25apr18; broken up by may18 toc 09sep88; ryd 13sep88; f/n SVO 30jun92 l/n AAQ_22aug09, active; seen SVO mar10/aug10, wfu; titles painted out by jun10; broken up SVO jun10;
88A785	CCCP-85647 RA-85647 RA-85647	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Aeroflot c/s, n/t	mfd AMS HEL	06oct88 08oct92 15may93	t/t 41,258 hours and 16,081 cycles toc 06sep88, but see mfd; f/n SNN 09oct88; rgd 18oct88; l/n SVO 18may91
88A786	RA-85647 CCCP-85648	Tu-154M	Aeroflot Rus. Al  AFL/International	SVO	05sep93 12oct88	I/n SVO 27dec08; wfu SVO in 1st quarter 2009, I/n may09; scrapped at SVO oct09, only small pieces remained by 13oct09 toc 13oct88; f/n SNN 14oct88; rgd 18oct88; I/n SVO 29jun92
	RA-85648	Tu-154M	Aeroflot Rus. Al	r/r	29oct92	I/n SVO 30aug09, active; seen wfu at SVO feb10; scrapped at SVO may10/jun10; t/t 40,277 hours and 15,921 cycles
88A787	CCCP-85649 CCCP-85649 CCCP-85649	Tu-154M Tu-154M Tu-154M	AFL/International Transaero AFL/International	mfd SVO SVO	12oct88 24jun92 14aug92	toc 13oct88; rgd 18oct88; f/n SNN 22oct88 in basic Aeroflot colours
88A788	RA-85649 CCCP-85650	Tu-154M Tu-154M	Aeroflot Rus. Al  AFL/International	r/r mfd	20oct92 28oct88	I/n KUF 18jul09, active; seen SVO 08jul10, titles painted out, wfu; broken up SVO jul10; t/t 40,819 hours and 14,379 cycles already f/n SNN 17oct88, arrived in bare metal with '788' behind cockpit and Soviet flag on tail; rgd
	RA-85650 RA-85650	Tu-154M Tu-154M	Aeroflot Rus. Al Aeroflot c/s, n/t	r/r VKO	15oct92 19aug99	10nov88; on charge as of 01jan89; I/n SVO 07jul92 I/n SVO 22sep98; no longer in fleet list oct99 rgd 27apr00 to VARZ-400

	HA-LCX	Tu-154M	Pannon Airlines	d/d	11may00	rgd 15may00; first service 16may00; in all-blue c/s; l/n LHR 30mar02; CofA expired 30mar02; canx
	LZ-LCI	Tu-154M	Bulgarian Air Ch.	HAJ	08jun02	24may02, company went bankrupt leased from VARZ-400; I/n BTS 25jun03; in VARZ-400 fleet list 09jan04
	RA-85650	Tu-154M	Airlines 400	ARN	27apr04	leased from VARZ-400; in basic Bulgarian Air Charter c/s, resulting in 'Avialinii 400 Air Charter' titles; 'Natsionalnaya Sbornaya Komanda Rossii' (National Football Team of Russia) on nose; l/n PMI 10jun05; soc 11aug05 to Iran
	EP-MCF	Tu-154M	Iran Air Tour	THR	05sep05	c/n confirmed; leased from VARZ-400; in white c/s with blue tail, 'Iran Airtour Airline' titles; I/n DXB 29may06; w/o 01sep06 on a flight from Bandar Abbas to Mashhad when the nose gear failed on landing, the aircraft veered off the runway and caught fire, 28 passengers of the 11 crew and 137 passengers killed and 56 injured
88A789	OK-TCC OK-TCC	Tu-154M Tu-154M	CSA China United Al	d/d PRG	13dec88 oct92	c/n in Czechoslovak register as '85789'; rgd same date; named 'Teplice'; I/n ZRH 28jul92 in basic ex-CSA c/s with badge and CAAC titles; canx 08oct92
	B-4024	Tu-154M	China United Al	PRG	11oct92	in basic ex-CSA c/s with badge and CAAC titles, later repainted; I/n NAY 22sep05; converted to, see next line
	B-4024	Tu-154M/D	Chinese Air Force	ph.	jan07	Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; in civil c/s, no titles; I/n NAY 22sep19
88A790	B-2616 B-606L RA-85109(2)	Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk AE	mfd VKO	30nov88 30jul01	rgd 1988; f/n VKO 05jul93; l/n CTU jun99/apr00, wfu l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise see c/n 75A109
	RA-85109(2)	Tu-154M	Aviaexpresscruise	rgd	17apr02	leased from SIB 18sep01/18sep06; f/n DME 05jun02, still in basic China Southwest c/s, with additional 'Baltiskaya Strakhovaya Kompaniya' titles on the nose; seen stored in VARZ-400 aug05/jul06
	RA-85109(2) RA-85109(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	KZN KZN	29dec06 04aug11	arrived from overhaul at "Aviakor" that day; I/n BCN 28apr09 stored; t/t 21,502 hours and 10,111 cycles by 01jan10; I/n KZN may13/aug17 as such; canx between 22mar18 and 25apr18; broken up by may18
88A791	B-2617 B-607L	Tu-154M Tu-154M	China Southwest ex China Southwest	mfd VKO	22dec88 30jul01	rgd 1988; f/n CAN nov90; l/n CTU jun99/apr00, wfu l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise
	RA-85136(2) RA-85136(2)	Tu-154M Tu-154M	Blagoveshchensk AE Aviaexpresscruise	rgd	14dec01	see c/n 76A136 and 91A889 f/n VKO 02jan02; l/n VKO 22aug03
	RA-85136(2) RA-85136(2)	Tu-154M Tu-154M	Yakutiya Aviaexpresscruise	rgd SVO	26dec03 29jun04	leased from ACBO Investments; seen in the maintenance area at SVO 08jul04, no titles still in basic China Southwest c/s with small additional 'Baltiskaya Stroitelnaya Kompaniya' titles on the nose; was stored at SVO but left in late 2007
	RA-85136(2) RA-85136(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	DXB KZN	09may08 04aug11	Index; was stored at 500 but left in late 2007 I/n DXB 21nov08 stored; t/t 21,038 hours and 9,983 cycles by 01jan10; I/n KZN aug12/30jul17 as such; canx between
88A792	OK-TCD	Tu-154M	CSA	mfd	26dec88	22mar18 and 25apr18; broken up by may18 c/n in Czechoslovak register as '85792'; d/d 13jan89; rgd 17jan89; named 'Trencianské' Teplice'; l/n PRG
	OK-TCD	Tu-154M	CSA Czech Airlines	fr.	01jan93	02sep94; see trf next line f/n PRG jun95; l/n PRG 02jul99; last service 10jan00 ATH-PRG
	OK-TCD RA-85847	Tu-154M Tu-154M	white tail, n/t Bashkirian Al	PRG DME	25jan00 24jan01	I/n PRG 30jan00, left for UFA this date; canx 31jan00 reported this day in an incident report
	RA-85847 RA-85847	Tu-154M Tu-154M	Airlines 400 Bashkirian Al	rgd rgd	09jun01 09mar04	f/n VKO 11jun01; I/n DME 30nov03; has basic Bashkirian c/s; not in fleet list 09jan04 f/n DME 24jul04; I/n IST 19sep05
	RA-85847	Tu-154M	Zagros Airlines	Isd	jul06	in basic Bashkirian Airlines c/s with 'Zagros' titles and additional small Arabic titles on nose; f/n THR 10aug06; l/n THR 05sep06
	RA-85847	Tu-154M	Continental Aw	sld	14feb07	f/n SVO 13may07, still in full Bashkirian Airlines c/s with titles plus additional small 'Continental Airways' titles on fuselage; repainted in silver c/s with blue tail at SVO 20/24may07; I/n SZG 12jan08; ceased
	EP-MCN	Tu-154M	Iran Air Tour	THR	14jun08	operations mar08 still in full Continental c/s without any external reg; f/n THR 23jun08 with serial; l/n MHD 12oct10/15dec10
88A793	CCCP-85651	Tu-154M	Soviet Gvt/AFL c/s	mfd	07apr89	in full c/s; stored Esfahan HESA jan12/oct21 toc 07apr89; f/n SNN 12apr89; rgd 20apr89; opb 235 OAO; l/n VKO 27sep91
	85651 RA-85651	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s	VKO SVO	08jul92 27apr93	I/n VKO 11sep92 I/n VKO 05sep93
	RA-85651	Tu-154M	Rossiya	trf	22jul94	I/n VKO 23aug95, still with Aeroflot titles; f/n VKO 16apr97, in basic Aeroflot c/s with Rossiya titles and grey tail; I/n VKO 25aug97
	RA-85651 EY-85651	Tu-154M Tu-154M	Aviacon Zitotrans Tajikistan Al	IST MUC	18may98 18jan00	soc 13jan99 as to Tajikistan in fleet list 30sep00; in full c/s with Tajikistan titles; I/n DME 08aug06; seen DME 13jul07 with Tajik Air
	EY-85651 EY-85651	Tu-154M Tu-154M	Taban Air Tajik Air	AWZ DME	05may08 26sep10	titles; I/n LED 28mar08; JSC Tajik Air was formed 30dec09, see next line in basic Tajik Air c/s with 'Taban' titles and logo on the fin; I/n DXB 14dec09 in full c/s with Tajik Air titles; stored from 26nov11 according to an official document of assets dated
88A794	CCCP-85652	Tu-154M	AFL/East Siberia	mfd	27jan89	Oljan18; seen DYU 30jan15/07apr18, stored on the grass rgd 27feb89; on charge as of 01jul89; f/n IKT 03mar92; l/n IKT 05jul92
	RA-85652 RA-85652	Tu-154M Tu-154M	Baikalavia Baikalavia	trf PEK	30jun92 oct95	f/n IKT 02jun93, in Aeroflot c/s and titles carried 'Baikal Airlines' titles; I/n SHJ feb96
	LZ-LTF RA-85652	Tu-154M Tu-154M	Balkan Baikalavia	VAR IKT	jun99 05jun01	l/n BOJ 05sep00 carried 'Baikal Airlines' titles
	RA-85652	Tu-154M	Sibir	IKT	13jul01	leased from Baikalavia since 18jun01; in basic Baikal c/s with 'Sibir' titles; with additional 'S7' logo and titles since jan06; I/n MUC 09feb08
	RA-85652	Tu-154M	S7 Airlines	OVB	29feb08	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; left the paint shop at BKA 28feb08; I/n wfu at OVB mar09; broken up OVB mar11 (as the first green S7 Tu-154)
88A795	CCCP-85653	Tu-154M	Soviet Gvt/AFL c/s	mfd VKO	15apr89	the link gleen 37 10-134) toc 15apr89; rgd 20apr89; opb 235 OAO; f/n VKO 23apr89; l/n IKT 05jul92 l/n LHR 12oct92
	85653 RA-85653	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s	VKO	08jul92 21mar93	in Aeroflot c/s and titles with grey tail; I/n ATH feb94
	RA-85653	Tu-154M	Rossiya	trf	22jul94	f/n LHR 03mar95, in basic Aeroflot c/s with grey tail, no titles; seen GVA 31oct96, in the same c/s, with small Rossiya titles below the cockpit; J/n VKO 22jun/13jul00 in VARZ-400
	RA-85653 RA-85653	Tu-154M Tu-154M	Vostokgazprom Airlines 400	rgd VKO	18jul01 30apr02	was already f/n VKO 11jun01; I/n OSL 21apr02 leased from Vostokgazprom 03jul01/31dec04 and carried small 'Vostokgazprom' titles; seen SZG 03jan04 and 10jan04 with 'National Football Team of Russia' titles on the nose
	RA-85653	Tu-154M	Sibir	rgd	12mar04	f/n OVB 09apr04; in full c/s with additional 'Vostokgazprom' titles; I/n DME 30nov06; returned to Vostokgazprom 24jan07; in S7 fleet list apr07
	EP-MCS no reg	Tu-154M Tu-154M	Iran Air Tour HESA	MRV THR	04aug08 22aug12	in full c/s; I/n THR 15dec10; stored Esfahan HESA jan12 converted to an "Armita" test-bed, fitted with the nose section of an RF-5A on the front edge of the vertical stabiliser; to be used for ejection-seat tests; in basic Iran Air Tours c/s with 'Hesa Testbed Aircraft' titles;
88A796	CCCP-85654	Tu-154M	AFL/East Siberia	mfd	25jan89	may also be fitted with a pylon under its fuselage to carry UAVs for aerodynamic tests rgd 16feb89; on charge as of 01jul89; f/n IKT 03mar92
	CCCP-85654 RA-85654	Tu-154M Tu-154M	Baikalavia Baikalavia	trf DMF	30jun92 21may94	f/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles
89A797	RA-85654 B-2618	Tu-154M Tu-154M	Alrosa China Southwest	rgd mfd	11nov99 31jan89	f/n VKO 22may00; I/n OVB 19aug14; seen MJZ 18jul16/04jun21, stored; officially canx 01sep20 f/n PEK 28nov89; seen CTU jun99/apr00, wfu
03/11/3/	B-609L RA-85149(2)	Tu-154M Tu-154M	ex China Southwest no titles	VKO VKO	30jul01 21jun02	//n VKO 21aug01; sold to Blagoveshchensk Air Enterprise see c/n 76A149; ex-China Southwest c/s, small 'Baltiskaya Stroitelnaya Kompaniya' titles on nose; I/n VKO
	RA-85149(2)	Tu-154M	Aeroflot-Don	rgd	12may03	olsep02  in basic China Southwest c/s with own logo and titles; f/n DUS 08jul03; offered for sale 07aug08; l/n BCN
	RA-85149(2)	Tu-154M	Donavia	VKO	24jan10	Ossep09; operator renamed Donavia 25sep09  I/n DME 29mar11 but was probably opb KMV, see next line
89A798	RA-85149(2) CCCP-85655	Tu-154M Tu-154M	KavMinVody Avia Space Res. Centre	VKO CKL	07apr11 09apr91	in full Donavia c/s; I/n MRV 28sep11 stored; broken up MRV mar12  I/n ZIA 16auq92; Tu-154M-LK1, combined zero-gravity trainer and open-skies aircraft; in Aeroflot c/s
09A790	RA-85655	Tu-154M	Space Res. Centre Promexports	SXF IAD	26may94	Tu-154M-LK1; opb Yuri Gagarin Cosmonaut Training Centre carried additional 'Arms from Russia' titles
	RA-85655 RA-85655	Tu-154M Tu-154M	Space Res. Centre	CKL	23jul99 20aug99	Tu-154M-LK1; I/n CKL 20aug99
	RA-85655 RA-85655	Tu-154M Tu-154M	Russian Air Force Space Res. Centre	SXF	10jun00 sep04	Tu-154M-LK1; carried 'Otkrytoye nebo' (Open Skies) titles Tu-154M-LK1; carried large 'TsPK im. Yu.A. Gagarina'/Y.A. Gagarin Cosmonaut Training Center' titles; tender for modernisation of 'Open Skies' suite published 21nov11 (c/n given as 88A798 in tender); //n MAD
	RF-85655	Tu-154M	Space Res. Centre	CKL	21aug14	10oct13 Tu-154M-LK1; repainted in white c/s with dark blue fin, undersides and engines, Russian flag on tail with
89A799	DDR-SFA	Tu-154M	EGAF/Interflug c/s	mfd	31mar89	red/light blue cheatlines, carried 'Russian Federation Open Skies' titles; I/n CKL feb22 arrived at Marxwalde 14apr89; rgd 16may89; opb TG-44 at Marxwalde; had East German Air Force serial '144' allocated; I/n SXF 24jun90
	11+01	Tu-154M Tu-154M	German Air Force no titles	rgd DRS	03oct90 07feb00	f/n SXF 03oct90, l/n CGN apr94; still operational jun96 ferried as 'VA2955' to Vnukovo for overhaul 21feb00
		Tu-154M	all-white c/s, n/t	VKO	07nov00	00799 on wheel door
	RA-85092(2) EP-MBL	Tu-154M Tu-154M	MVM trading Iran Air Tour	rgd Isd	25sep00 19sep00	canx same date as leased to Iran; see c/n 75A092 leased from VARZ; rgd 26sep00; f/n BAH 01jan02; l/n THR 26nov04; still in JP-05
	EP-MCE EP-EKC	Tu-154M Tu-154M	Iran Air Tour Eram Air	VKO THR	24jun05 03may08	c/n confirmed; new c/s, in AR2; I/n THR 30mar08 still in IRB c/s with 'Eram Air' titles; I/n ADB 05sep08; now in full Eram Air c/s, I/n DXB 17aug09; seen THR jan12/may16, stored
89A800	LZ-BTY RA-85096(2)	Tu-154M Tu-154M	Balkan Middleton Group	mfd rgd	14mar89 06jul01	f/n HEL 01may89; I/n SOF 01may99 canx same date as leased to Iran; see c/n 75A096
	EP-MBP EP-EAN	Tu-154M Tu-154M	Iran Air Tour Aria Air	rgd THR	16jul01 08jul07	leased from VARZ-400 20jul02 until 20jul03; f/n THR oct02; in new c/s early 2006; l/n THR 28may07 in ex Iran Air Tour c/s with 'Aria Air Lines' titles and Aria logo on the fin; l/n THR 28sep07
	EP-MCJ EP-EKD	Tu-154M Tu-154M	Iran Air Tour Eram Air	THR THR	22oct07 28may08	full c/s; I/n THR 05may08 in basic Iran Air Tour c/s with 'Eram Air' titles; I/n THR jan12/07dec18, stored; reportedly broke up there
89A801	CCCP-85656	Tu-154M	AFL/East Siberia	mfd	may89	feb19 rgd 23may89; on charge as of 01jul89; f/n IKT 04sep89
	CCCP-85656	Tu-154M	Baikalavia	trf	30jun92	f/n IKT 05jul92, in Aeroflot c/s and titles

	RA-85656	Tu-154M	Baikalavia	LED	11sep93	in Aeroflot c/s and titles; w/o 03jan94 on a flight from Irkutsk to Moscow when the air start unit of engine # 2 suffered a malfunction so that it kept running from the start-up of the engine, 3 minutes and 45 seconds after take-off the turbine of the unit suffered an uncontained failure which damaged fuel, air and hydraulic pipes and caused a fire in the engine compartment, the crew decided to return to Irkutsk, but all 3 hydraulic systems failed, the aircraft went out of control and crashed at a speed of 510 km/h into a livestock barn of a farm at Mamony 15 km north-east of the airport, all 9 crew and 115 passengers plus a
89A802	CCCP-85657	Tu-154M	AFL/East Siberia	mfd	05may89	farm worker and several dozen cows killed; soc 27jul94; canx 03nov94 rgd 23may89; on charge as of 01jul89; f/n DME 15mar90
	CCCP-85657 RA-85657	Tu-154M Tu-154M	Baikalavia Baikalavia	trf OMS	30jun92 11jul93	l/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles
	RA-85657 LZ-LTD	Tu-154M Tu-154M	Baikalavia Balkan	SVO LHR	21aug95 12apr99	l/n CAN 25jan98; carried 'Baikal Airlines' titles l/n SOF 11mar00
	RA-85657	Tu-154M	Airlines 400	rgd	29may00	Isf VARZ; soc and canx 30may00 as leased to Iran
	EP-MBK LZ-LCD	Tu-154M Tu-154M	Iran Air Tour Bulgarian Air Ch.	rgd FRA	27jun00 11may01	Isf VARZ, subleased from Airlines 400 27jun00; f/n VKO 02jun00; l/n SVO 02feb01 l/n VAR 07jul02; c/n reported as such
	EP-MBK LZ-LCQ	Tu-154M Tu-154M	Iran Air Tour Bulgarian Air Ch.	SHJ DME	24nov03 08jun04	I/n SHJ 28feb04 Isf VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400
89A803	OK-BYO	Tu-154M	CS-Gvt (LSFMV)	mfd	15may89	jul/sep08; broken up VKO 2008 d/d 26may89; in Czechoslovak register as '85803'; rgd 01jun89; l/n FRA dec92; canx 26jan93
09A003	OK-BYO OM-BYO	Tu-154M	Slovak Government	trf	01jan93	I/n BTS 30mar94
	OM-BAO	Tu-154M	Slovak Government	r/r	01apr94	I/n LUX 14nov02; spent 4,5 years at the 'Aviakor' factory in Samara, awaiting overhaul which finally started in spring 2008; returned to BTS 18oct08; I/n OSR 17sep17; flew BTS-Kosice 27sep17 for
89A804	OK-UCE	Tu-154M	CSA	mfd	26may89	preservation at the Múzeum letectva Koaice at Koaice-Barca; l/n may22 c/n in Czechoslovak register as '85804'; d/d 02jun89; rgd 08jun89; named 'Marianské Lazne'; l/n BCN
	OK-UCE	Tu-154M	CSA Czech Airlines	fr.	01jan93	04apr94, see trf next line f/n PRG jun95; conducted the last CSA Tu-154 service 10jan00 (IST-PRG); seen without titles PRG
	RA-85848	Tu-154M	Bashkirian Al		30nov00	20jan00; ferried from PRG to UFA 20jan00; canx 21jan00
				rgd		f/n IST 04jun01; leased to Yevraziya 15feb02/30apr02; seen in ARZ-411 at MRV aug05/jun06, registration not applied by jun06
	RA-85848 RA-85848	Tu-154M Tu-154M	Permskiye Avialin. Sibir	PEE LED	24aug06 09jan07	I/n DME 30nov06 leased from Bashkirian Airlines 26dec06/03dec07; in basic Permskiye Avialinii c/s, no titles; I/n DME
	RA-85848	Tu-154M	Nordwind	no	reports	08oct07 leased from Bashkirian Airlines 06jun08/01sep08; in basic Permskiye Avialinii c/s, probably no titles
	RA-85848	Tu-154M	Atlant-Soyuz	VKO	jan09	leased from Bashkirian Airlines 30dec08; in basic Permskiye Avialinii c/s, initially no titles; I/n without titles VKO 11apr09; f/n with 'Atlant-Soyuz' titles VKO 30may09; I/n VKO 07nov09, see rgd date below
	RA-85848	Tu-154M	Zapolyarye	rgd	12aug09	to Novaya FAK; leased 26oct09/27nov09; in basic Permskiye Avialinii c/s with 'Atlant-Soyuz' logo on fin
	RA-85848	Tu-154M	Krasavia	no	reports	and 'Zapolyarye' titles; f/n VKO 24nov09; l/n AER 15nov10, see dates for Krasavia below leased from Novaya FAK 03mar10; excluded from the operator's certificate of Krasavia 18jun10
	RA-85848 RA-85848	Tu-154M Tu-154M	South East Kosmos Airlines	DME VKO	04apr11 04oct12	in all-white c/s, no titles; t/t 24,145 hours and 12,066 cycles by 01jan11; l/n VKO 02oct11 in all-white c/s; l/n operational SIP 04jul14; seen DME 22jul14 in the process of being cannibalised;
						scrapped at DME in late jul14; remains still seen VKO 03jun15; the forward fuselage was transported on a flat-bed trailer to Moscow-Khodynka and lifted by a crane to the 4th floor of the "Aviapark" shopping centre 01aug14; forward fuselage preserved in the "KidZania" family entertainment centre (to open in 2015); I/n 23feb22
89A805	SP-LCI	Tu-154M	LOT	mfd	31may89	rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95
	RA-85821	Tu-154M	Samara	rgd	09oct95	trf 25nov95; f/n VIE 19mar96; seen DXB 22jan98; CofR renewal 24dec98; l/n as such KUF 20aug05; last overhaul completed 17aug07; repainted in full AiRUnion c/s, f/n as such KJA 27aug07; l/n active PEK 02nov07; operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 11,388 hours, without engines; stored at KJA without engines, l/n aug09; seen KJA jul10 with engines; under
	RA-85821	Tu-154M	UTair	f/f	04feb11	maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13
89A806	SP-LCK SP-LCK	Tu-154M Tu-154M	LOT LOT c/s, n/t	mfd WAW	29may89 07jul95	rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95
	RA-85822	Tu-154M	Samara	rgd	22jan96	
	RA-85822 RA-85822	Tu-154M Tu-154M	SAN Air Company Samara	STR ret	28feb96 feb99	in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; I/n NRT 26oct96 I/n KUF 13aug99, still with SAN Air Company markings
	HA-LGC RA-85822	Tu-154M Tu-154M	Atlant Hungary Samara	SVO	07dec00 18aug01	allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155!; in full c/s; I/n DME 09aug08; operator's certificate
89A807	OK-UCF	Tu-154M	CSA	mfd	12jun89	revoked 30sep08; t/t 13,658 hours and 7,107 cycles; reported stored at KJA and later broken up in Czechoslovak register as '85807'; d/d 21jul89; rgd 24jul89; named 'Vysoké Tatry'
03A007	OK-UCF	Tu-154M	Czech Airlines	PRG	jun95	last service 09dec99 (BCN-PRG); I/n PRG 19dec99 when left for Ufa; canx 20dec99
	RA-85846(2)	Tu-154M	Bashkirian Al	rgd	26sep00	f/n UTP 05jan01; l/n operational DME 11oct04; seen at ARZ-411 at MRV oct06/sep10, cannibalized; broken up dec10; t/t 19,286 hours and 10,204 cycles; see c/n 90A846
89A808	CCCP-85658 RA-85658	Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	mfd DUB	19jul89 11mar93	toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94
	RA-85658 RA-85658	Tu-154M Tu-154M	Rossiya Pulkovo Avia	trf rgd	2F2jul94 14sep00	I/n VKO 17may99, in Aeroflot c/s and titles already f/n LED 06sep00; I/n HAM 14jan07
	RA-85658	Tu-154M	Rossiya Russian Al	MXP	18mar07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; I/n LED 17oct09; last flight (SVO-LED, without passengers) 16nov09, was also the last Tu-154 flight of Rossiya; stored at LED, seen dec09/apr11
	RA-85658	Tu-154M	Continent	ROV	08jul11	in basic ex-Pulkovo c/s; l/n NSK oct11/jun21 stored; canx between 20jul18 and 24aug18
89A809	CCCP-85659 RA-85659	Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s	mfd HEL	21jul89 15jan93	toc 21jul89; rgd 28jul89; opb 235 OAO; f/n SNN 03aug89; l/n VKO 11sep92 l/n VKO 05sep93
	RA-85659	Tu-154M	Rossiya	trf	22jul94	in Aeroflot c/s and titles; I/n 17jul00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; f/n SVO 25feb01; damaged at VKO 25auq06 when the port wing hit a KrAZ fuel truck,
89A810	CCCP-85660	Tu-154M	AFL/East Siberia	mfd	10jul89	repaired by VARZ-400; I/n VKO 06oct13 active; seen complete VKO 23jun14, broken up by end of jun14 on charge as of jul89; rgd 28jul89; f/n DME 15mar90; I/n IKT 05jul92
03/1010	RA-85660	Tu-154M	Aeroflot	CGN	sep92	I/n AMS 12dec93; trf 22feb95 to Bratsk Air
	EP-ITL EP-ITV	Tu-154M Tu-154M	Iran Air Tour Iran Air Tour	Isd SVO	94 ? 28may96	leased from Bratsk Air in basic ex Aeroflot c/s; I/n DXB 28aug99; still on register sep99
	LZ-LTK RA-85660	Tu-154M Tu-154M	Balkan Aviaexpresscruise	SOF rgd	05jun00 19dec00	delivered this date; I/n BOJ 05sep00 f/n HAJ 19may01; I/n HAJ 25aug01, no titles
	RA-85660 RA-85660	Tu-154M Tu-154M	AeroBratsk KrasAir	rgd rgd	08nov01 08jun04	f/n DME 05sep02; i/n DME 16nov03 Isf AeroBratsk and in their c/s; f/n LED 03dec04; operator's certificate revoked 01nov08; t/t 30,595 hours
004011					-	and 12,819 cycles; seen stored at KJA oct09/22aug19
89A811	CCCP-85661 RA-85661	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd TLS	26jul89 08nov92	toc 27jul89; f/n SNN 28jul89; rgd 04aug89; l/n SVO 14aug92 l/n SVO feb10, wfu; t/t 47,017 hours and 16,290 cycles; broken up at SVO may10, only a small piece
89A812	SP-LCL	Tu-154M	LOT	mfd	31jul89	remained by 01jun10 rgd 08aug89; f/n AMS 16sep89; last service 19oct95; canx 22may96; delivered ex WAW 12may96
	RA-85826(1) RA-85826(1)	Tu-154M Tu-154M	Bashkirian Al Shaheen Air Intl	d/d SHJ	aug96 05mar00	rgd 17jan97; I/n UFA 18aug99 leased from Bashkirian Airlines; I/n SHJ 27apr00
	RA-85826(1)	Tu-154M	Bashkirian Al	HAJ	04aug00	seen in Zavod No. 411 GA at MRV aug05/jun06 under overhaul; registration not applied jun06; sold by Tekhnolizing to FinansBiznesGrupp in 2007
	RA-85826(1)	Tu-154M	KavMinVody Avia	MRV	06jul07	in Zavod No. 411 GA; rgd 23jan09 to FinansBiznesGrupp; sat wfu in Zavod No. 411 GA at MRV, seen
89A813	DDR-SFB	Tu-154M	EGAF/Interflug c/s	rgd	18sep89	sep11/aug12; scrapped by Zavod No. 411 GA by 02dec13 had East German Air Force serial 121 allocated, f/n Marxwalde 14oct89
	11+02	Tu-154M	German Air Force	rgd	03oct90	f/n SXF 03oct90; mid-air collision on 13sep97 with C-141B 65-9405 at 65 nautical miles west of Namibian coast, mainly due to poor ATC communications and use of non-standard flight level by Tupolev, all aboard
89A814	B-2619	Tu-154M	China Northwest	mfd	31aug89	both aircraft perished, total of 33 fatalities f/n PEK 28nov89; seen XIY may99/may01, stored; reported owned by Skir Air Ukraine jun01; offered for sale with t/t 17,916 hours and 9,806 cycles; possibly the aircraft seen ZIA 19aug01, without registration,
	EP-EAC	Tu-154M	Aria Air	THR	oct01	see also c/n 90A855 c/n confirmed; still carried a China Northwest cheatline; I/n SHJ jan03; last overhaul completed in 2003
	RA-85114(2)	Tu-154M	Dalavia	rgd	11feb04	leased from Dalmashlizing; f/n CAN 22may04; wing damaged 20jun08; operator ceased operations 19oct08; stored at KHV from late 2008, came to rest on its tail during a hurricane 02/03may09; broken up at KHV in 2014; see c/n 75A114
89A815	B-2620 RA-85849	Tu-154M Tu-154M	China Northwest Vladivostok Avia	mfd VVO	30aug89 01aug01	f/n PEK 23jan90;  /n XIY may99/may00, stored rgd only 07sep01; named 'Arsenyev';  /n VVO 09aug07; sold to Tekhnolizing aug07; ferried VVO-MRV 01sep07;  /n in ARZ-411 at MRV aug08
	RA-85849 RA-85849	Tu-154M Tu-154M	Atlant-Soyuz Zapolyarye	VKO PEE	17jan09 10jun10	in white/blue c/s; I/n MRV 25oct09, stored with ARZ-411 in white/blue c/s with titles on left hand side; I/n AAQ 25aug10
	RA-85849 RA-85849	Tu-154M Tu-154M	Kolavia South East	SIP VKO	27may11 13oct11	on short-term lease; in white c/s with blue tail, no titles; l/n MRV 16sep11 in white c/s with blue tail, South East titles and 'SE' on the tail; l/n NOZ 17aug12
	RA-85849 RA-85849	Tu-154M Tu-154M	Kosmos Kosmos	trf VKO	jan13 may13	in white/blue c/s, no titles; f/n PRG 27jan13; l/n SVX 14may13 in white/blue c/s, with titles; l/n MSQ 08sep14; broken up MRV sep15
89A816	CCCP-85662	Tu-154M	AFL/International	mfd	04oct89	toc 05oct89; f/n SNN 14oct89; rgd 26oct89; l/n ZRH 07oct92
89A817	RA-85662 CCCP-85663	Tu-154M Tu-154M	Aeroflot Rus. Al AFL/International	AMS mfd	29nov92 05oct89	I/n SVO 02jun10, wfu; broken up at SVO jun10; t/t 40,386 hours and 15,899 cycles toc 12oct89; rfn SNN 19oct89; I/n SVO 30jun92
	RA-85663	Tu-154M	Aeroflot Rus. Al	ZRH	21oct92	l/n wfu at SVO 03sep09; t/t 36,008 hours and 14,001 cycles; donated to the Moscow Technical University of Civil Aviation (MGTU GA) (N55.985124 E37.443940) as a ground instructional airframe 20jan10, l/n
89A818	CCCP-85664	Tu-154M	AFL/International	mfd	sep89	may22 toc 11oct89; f/n SNN 24oct89; rgd 26oct89; dbr 17nov90 on a flight from Basel to Moscow when crash-
-					•	landed in a field near Dubenec u Dvora Králové, Eastern Bohemia, when the cargo, 18 tonnes of Winston cigarettes, caught fire, all 6 crew survived; canx 19sep91; soc 26sep91
89A819	CCCP-85665	Tu-154M	AFL/International	mfd	06oct89	toc 11oct89; rgd 26oct89; f/n SNN 28oct89 in primer, for painting in Aeroflot c/s; l/n SVO 11sep92

	RA-85665	Tu-154M	Aeroflot Rus. Al	MLA	21oct92	I/n SVO 12aug09; wfu in 3rd quarter 2009; t/t 46,335 hours and 16,191 cycles; I/n SVO 05jun10; broken
89A820	CCCP-85666	Tu-154M	Soviet Government	mfd	25dec90	up SVO jul10 SatCom-equipped; on charge as of 01jan91; f/n SNN 03jan91, opb 235 OAO; arrived in natural metal c/s
	CCCP-85666	Tu-154M	Sovyetski Soyuz	rgd	10jan91	with Soviet flag for painting; see next line SatCom-equipped; in Aeroflot c/s with 'Sovyetski Soyuz' titles and very small Aeroflot titles below the
	85666	Tu-154M	Russ. Gvt/AFL c/s	SNN	15feb92	cockpit windows; I/n SNN jan92 SatCom-equipped; reportedly the personal aircraft of the Russian Prime Minister; in basic Aeroflot c/s with
						'Rossiya' titles and grey tail, still with very small Aeroflot titles below the cockpit windows; I/n VKO 11sep92
	RA-85666 RA-85666	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	VKO trf	27apr93 22jul94	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; I/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; f/n VKO 25sep94; repainted in
	RA-85001(2)	Tu-154M	Rossiya	HRK	21apr10	grey c/s with cheatlines in the colours of the Russian flag by jan99; t/t 1,898 hours and 1,225 cycles as of 01jan10; I/n LED 22mar10 SatCom-equipped; in grey c/s with cheatlines in the colours of the Russian flag; I/n VKO 11mar11, active;
89A821	YN-CBT		•	mfd	-	seen VKO aug12; I/n VKO aug13, stored; broken up
09A021	RA-85830 EP-MBB	Tu-154M Tu-154M Tu-154M	Aeronica Omskavia Iran Air Tour	rgd Isd	28nov89 06apr98 05oct98	rgd 04dec89; d/d 20dec89; named 'Momotombo'; l/n VKO 16apr97 f/n VKO 29apr98; l/n SVO 09aug98 in basic ex Omskavia c/s with Iran Air Tour titles; seen SVO 20mar01; l/n ALA 08jun01; leased from
	RA-85830	Tu-154M	Omskavia	DME	18aug02	Omskavia until 05cct02 soc 03sep02 and canx 04sep02 as leased to Iran
	EP-MHS RA-85830	Tu-154M Tu-154M	Mahan Air Omskavia	rgd OMS	07sep02 05sep04	Isf Omskavia in basic c/s with own titles and logo; f/n DXB oct02; l/n DXB 27feb04 in full c/s with titles, photo proof
	EP-MHS	Tu-154M	Mahan Air	DXB	10dec04	seen DXB 02dec05; not current on ICAO list feb06, returned for winter 05/06 ?; I/n THR 26nov06
	EP-EAJ	Tu-154M	Aria Air	THR	06jan07	leased from Omskavia; in basic c/s, with titles being applied 06jan07; l/n as such 14jan07; seen KJA 25apr07/27aug07 with titles painted out and registration visible under paint
004022	RA-85830	Tu-154M	Alconorda	rgd	16nov07	seen in ARZ-411 at MRV aug08/feb09, all markings painted out; current on Russian register nov09; t/t 17,386 hours and 13,795 cycles; broken up at MRV before may11
89A822	70-ACT RA-85803	Tu-154M Tu-154M	Alyemda Krai Aero	mfd trf	17nov89 01may92	f/n ADE 02apr90; stored at VKO, seen jun92/sep92 rgd 16sep92; f/n DUS 12jan93; //n SVO 16jul93
	EK-85803 RA-85803	Tu-154M Tu-154M	Arax Airlines Vladivostok Avia	WAW HKT	dec96 28dec99	still carried 'EK-' under the wing after it was sold to Russia; I/n SVO mar98 I/n with titles HKT 02jan00; seen without titles UFA 13jun01 and DME 03dec01; seen again with titles KIX
						09aug02; named 'Spassk-Dalni' after a town in the Far East around 2002; I/n active AER 28may11; seen VVO jul11/nov11, stored; sold to Sumotori in early 2012; towed from the airport to the "Primorskoye to the "Primorskoye" in the control of the co
						koltso" (N43.356668 E132.085671) sports complex 12may12; will be used as a café; seen mar15, with additional RDS - 'Russian Drift Series' sticker on forward fuselage and revised tail logo; I/n oct22
89A823	B-2621	Tu-154M Tu-154M	China Xinjiang Al China Xinjiang c/s	d/d ALA	03dec89 08jun01	f/n XIY 03oct91; l/n URC 25sep99, operational; left operator mar01 no titles
	UN-85855(1) UN-85855(1)	Tu-154M Tu-154M	Sayakhat Atyrau Airways	ALA BTS	08oct02 20aug03	I/n FRU 28jun03 with titles scrubbed out named 'ADJL'; I/n ALA 18oct05
	UN-85855(1) UP-T5405	Tu-154M Tu-154M	MAK Air MAK Air	trf DME	2006 23jul08	in basic Atyrau c/s with own titles and logo; f/n TSE 15sep06; l/n ALA 20feb08; see c/n 86A723 c/n confirmed by Kazakhstan CAA; in all-white c/s; offered for sale by Aero Asia 13apr10 with t/t 29,890
89A824	SP-LCM	Tu-154M	LOT	mfd	21dec89	hours and 11,860 cycles; seen stored at ALA (N43.353939 E77.023734) jan11/aug13 rgd 05jan90; last service 01aug94; delivered ex WAW 25aug94; canx 08sep94
89A825	RA-85810 CCCP-85667	Tu-154M Tu-154M	Aeroflot Rus. Al AFL/Magadan-GDX	mfd	06may95 26dec89	I/n SVO feb10/01jun10; t/t 28,900 hours and 12,884 cycles; broken up SVO jun10 on charge as of 01jan90; rgd 08feb90; f/n SVO 14sep93
	RA-85667 RA-85667	Tu-154M Tu-154M	Aeroflot Mavial/Magadan Al	GDX trf	08jul94 18oct94	I/n GDX 13may95, still in Aeroflot c/s and titles
	RA-85667 EP-LCD	Tu-154M Tu-154M	Mavial/Magadan Al Kish Air	ANC rgd	27oct98 08sep02	I/n DME 09aug01; seen in bare metal in VARZ-400 20aug02; canx 06sep02 as leased to Iran f/n KIH 01nov02; I/n DXB 05dec03
	RA-85667 RA-85667	Tu-154M Tu-154M	Vladivostok Avia Mavial/Magadan Al	rgd KRR	11may04 07feb05	f/n HTA 02oct04, in full c/s airline ceased operations 29jun06; seen GDX 28nov06, stored; sold to Aeroflot 19mar07; ferried to VARZ-
	RA-85667	Tu-154M	Aeroflot Rus. Al	SVO	27jul07	400 for overhaul 19may07 and I/n there 26may07 damaged 30jun08 on take-off from Pulkovo when engine # 1 suffered an uncontained failure during the
						take-off run and the take-off was aborted, engine cowling burnt and fuselage on left-hand side of tail damaged by compressor blades and fire; repair deemed uneconomical; seen on far storage apron at LED 23aug08; broken up at LED early aug09; canx before nov09
89A826	CCCP-85668 RA-85668	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd ADE	08jan90 22oct92	on charge as of jan90; f/n SNN 09jan90; rgd 12jan90; l/n SVO 11sep92 l/n SVO 14may10, wfu; t/t 40,362 hours and 15,785 cycles; broken up SVO jun10
89A827	CCCP-85669 CCCP-85669	Tu-154M Tu-154M	AFL/International Transaero	mfd HAM	08jan90 26jun92	on charge as of jan90; rgd 12jan90; f/n SNN 14jan90 in basic Aeroflot c/s
	CCCP-85669 RA-85669	TU-154M Tu-154M	AFL/International Aeroflot Rus. Al	SVO PRG	08jul92 15nov92	In Stor 14aug92 repainted in new c/s; I/n active SVO 27oct08; was to be wfu in 2nd quarter 2009; seen wfu at SVO
89A828	CCCP-85670	Tu-154M	AFL/International	mfd	08jan90	O3sep09, registration painted out; seen being broken up 17oct09 on charge as of jan90; rgd 12jan90; f/n SNN 18jan90; l/n SVO 29jun92
	RA-85670	Tu-154M	Aeroflot Rus. Al	HEL	19nov92	I/n SIP 17oct09; last flight 30nov09; I/n SVO 05jun10, wfu; t/t 40.625 hours and 15,691 cycles; broken up at SVO starting 27jun10
89A829	CCCP-85671 RA-85671	Tu-154M Tu-154M	AFL/Magadan Aeroflot	mfd GDX	05feb90 08jul94	rgd 26feb90; on charge as of 01jul90; f/n SVO 24feb92
	RA-85671 RA-85671	Tu-154M Tu-154M	Mavial/Magadan Al Aviacon Zitotrans	trf SHJ	18oct94 04feb97	l/n GDX 12may95, still in Aeroflot c/s and titles leased from Magadan Avia/Mavial; l/n IST 13dec99; soc and canx 28apr01 as leased to Bulgaria
	LZ-LCA	Tu-154M	Bulgarian Air Ch.	SXF	12may01	Isf VARZ-400 and subleased from Airlines 400; carried small additional 'Airlines 400' titles on nose; last seen operational SZG 02jan06; in ARZ-411 at MRV, seen oct06/sep10 being cannibalised and broken up
89A830	CCCP-85672	Tu-154M	AFL/Krasnoyarsk	mfd	24aug90	there oct10 toc 24aug90; rgd 20oct90; I/n KJA 01jul92
	RA-85672 RA-85672	Tu-154M Tu-154M	Aeroflot KrasAir	KJA VIE	13jul93 03jul95	opb Krasnoyarskiye avialinii operator's certificate revoked 01nov08; I/n LED 24jun09; titles removed at KJA 18aug09
	RA-85672	Tu-154M	Continent	rgd	14nov08	to Mashlizing; in basic KrasAir c/s, no titles; f/n VKO 19aug09; l/n operational KJA 06jul10; CofA expired 24aug10; t/t 21,046 hours and 6,156 cycles; moved to the apron of the Siberian State Aerospace
						University (SibGAU) at Krasnoyarsk by 12jan12; the cockpit section was cut off 13dec13, sold to Ivan Kleptsov and converted into a simulator in 2014; used as a non-professional simulator by RUNWAY29 at
004931	CD I CN	T., 154M	LOT	an fed	226-600	prospekt Metallurgov 2v at Krasnoyarsk from 15oct14; the rest of the airframe was scrapped at KJA after dec13
90A831	SP-LCN RA-85811(1)	Tu-154M Tu-154M	LOT Aeroflot Rus. Al	mfd SVO	22feb90 06may95	rgd 06mar90; last service 15aug94; delivered ex WAW 25aug94; canx 08sep94 seen SVO feb10/01jun10, wfu; scrapped at SVO jun10; t/t 28,688 hours and 12,869 cycles; see c/n 01A991
90A832	LZ-BTN (2) LZ-BTN (2)	Tu-154M Tu-154M	Balkan Lao Aviation	mfd BKK	28feb90 20oct91	f/n LHR 30mar90; I/n LHR 12sep90; see c/n 74A054 I/n BKK dec91; returned jan92 and then leased to Palair Macedonian
	LZ-BTN (2) LZ-BTN (2)	Tu-154M Tu-154M	all-white c/s, n/t Balkan	ZRH ORY	28jun92 21feb94	opb Balkan; I/n MAN 25sep93 again in full c/s; I/n FCO oct94
	LZ-BTN (2) LZ-BTN (2)	Tu-154M Tu-154M	United Nations Balkan	LGG ZRH	30mar95 20jul96	in full all-white UN c/s, carried code 'UN-180'; I/n LYE 28aug95 in all-white c/s; I/n without titles AMS 19sep96; f/n with titles DUS 23may97; I/n BUD 30oct00
	LZ-HMN LZ-HMN	Tu-154M Tu-154M	Balkan Hemus Air	SOF PRG	19mar01 09jun01	in basic Hemus Air c/s with 'Balkan' titles in all-white c/s, initially without titles; I/n without titles STR 27jul01; f/n with titles MLA 31aug01; I/n FRA
	LZ-HMN	Tu-154M	Balkan Holidays	LGW	01jun02	30sep01 I/n BRQ 07sep04; reportedly returned to Hemus Air and stored; canx from Bulgarian register may05?
	RA-85765(2)	Tu-154M	Aeroflot Rus. Al	VKO	24jun05	h/o officially aug05; last flight 31dec09; new CofR issued 27may10; stored at SVO, I/n SVO 05sep10; see c/n 92A922
	RA-85765(2)	Tu-154M	UVAU GA	trf	sep10	Ulyanovsk Higher Aviation School of Civil Aviation; rgd 15nov10; f/n ULV 19nov10, still in full Aeroflot c/s including titles; f/n with 'UVAU GA' titles VKO 24jul11; wfu in late 2011; sat wfu at ULV, seen 19aug13; l/n ULV 20auq23
90A833	CCCP-85673 TC-GRB	Tu-154M Tu-154M	AFL/Vnukovo Greenair	mfd SNN	30mar90 11apr90	toc 01apr90; f/n SNN 03apr90, arrived for painting this date, see next line named 'Perestroika', delivered ex SNN this day after repaint; l/n VKO 25jan94, stored; see trf next line
	RA-85673 RA-85673	Tu-154M Tu-154M	Vnukovo Airlines Active Air	trf IST	18nov93 27may95	f/n VKO 24apr94; I/n FRA 20jul94 in basic Vnukovo Airlines c/s with Active Air titles
	TC-ACV RA-85673	Tu-154M Tu-154M	Active Air Vnukovo Al, n/t	IST ret	29may95 may96	in basic Vnukovo Airlines c/s with Active Air titles; named 'Fenerbahce'; I/n VKO 26may96 f/n VKO 16apr97
	RA-85673 RA-85673	Tu-154M Tu-154M	Vnukovo Airlines East Line	ZRH rgd	22jul97 14jun00	//n VKO 24aug97 //n VKO 24aug97 probably as payment for debts; seen VKO 22jul00, in Vnukovo Airlines c/s; l/n VKO 19aug01 no engines,
	RA-85673	Tu-154M	Sibir	rgd	08feb02	wfu ?; f/n DME 16aug02; I/n DXB 15nov07; wfu OVB oxt08; I/n OVB 27oct11, as such; broken up; canx before
90A834	CCCP-85674	Tu-154M	AFL/Vnukovo	mfd	06apr90	apr16 toc 06apr90; f/n SNN 09apr90; arrived for painting this date, see next line
== .	TC-GRC RA-85674	Tu-154M Tu-154M	Greenair Greenair	SNN DUS	18apr90 27jul94	named 'Fenerbahee', delivered ex SNN this day after repaint; I/n DUS 23jul93; returned nov93 named 'Fenerbahee' with extremely small registration, leased from Vnukovo Airlines; I/n HAJ 23oct94
	RA-85674 TC-ACI	Tu-154M Tu-154M	Vnukovo Airlines Active Air	VKO IST	15may95 21jun95	in fleet list 29aug95 named 'Senler'; in basic Vnukovo Airlines c/s; overran the runway at MST 12jul95 after landing late,
	TC-ACI	Tu-154M	Kibris Turkish Al	FRA	18nov95	coming to rest by the airport fence, no injuries or damage named 'Senler'; in basic Vnukovo Airlines c/s with KTHY logo on tail; I/n DUS mar96
	TC-ACI RA-85674	Tu-154M Tu-154M	Active Air Vnukovo Al, n/t	FRA SVO	19apr96 04aug96	l/n VKO 26may96; named 'Senler', in basic Vnukovo Airlines c/s; returned may96 l/n VKO 16apr97
	RA-85674 RA-85674	Tu-154M Tu-154M	East Line Sibir	rgd rgd	14jun00 12jul01	probably as payment for debts f/n VKO 16aug01; seen UTP 05jan08; add 'S7' logo and titles, l/n DME 20aug08; wfu OVB oxt08; l/n OVB
90A835	CCCP-85675	Tu-154M	Soviet Government	mfd	10jul91	30oct11, as such; broken up; canx before apr16 SatCom-equipped; photo exists in natural metal c/s with Soviet flag at Samara jun91; toc 22jul91; rgd
					-	12aug91; opb 235 OAO

	CCCP-85675	Tu-154M	Sovyetski Soyuz			SatCom-equipped; arrived SNN for painting; initially painted in Aeroflot c/s with 'Sovyetski Soyuz' titles
	85675	Tu-154M	Russ. Gvt/AFL c/s	SNN	30jan92	and very small Aeroflot titles below the cockpit windows SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; I/n VKO 11sep92
	RA-86575 RA-85675	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	ZRH trf	29jan93 22jul94	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; I/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; I/n VKO aug99, still SatCom-equipped; converted to 164 seater with Satcom removed, see next line
	RA-85675	Tu-154M	Alrosa	rgd	29jun00	already f/n VKO 22jun00; named 'Vladimir Kuzakov'; l/n DME 08feb13; seen MJZ 18jul16/21jun21, stored; reported broken up oct21 and remains still present may22
90A836	CCCP-85676 RA-85676	Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot	mfd KJA	28apr90 13jul93	toc 28apr90; rgd 11jun90; f/n DME 12apr91; l/n DME 10sep92
	RA-85676 RA-85676	Tu-154M Tu-154M	Khakasiya Transeuropean	trf SVO	25nov93 03sep96	leased to Aeroflot Russian Airlines 1994/1995 I/n ATH 05nov96
	EP-MAM RA-85676	Tu-154M Tu-154M	Iran Air Tour Aeroflot c/s, n/t	THR FRA	10mar97 01aug98	operated for Sibaviatrans
	RA-85676 RA-85676	Tu-154M Tu-154M	Sibaviatrans KrasAir	FRA	24apr99 19aug01	I/n HAJ 06aug00 in basic Sibaviatrans c/s; still in fleet list dec02, but not by jan03
	RA-85676	Tu-154M	Vladivostok Avia	h/o	06jun03	leased from Khakasiya; named 'Sayanogorsk'; f/n KIX 03oct03; l/n VVO mar10/jun13 stored; offered for sale 17apr12; became an instructional airframe at VVO (N43.399405 E132.144381), f/n feb16; l/n 30may22
90A837	837	Tu-154M	Polish Air Force	mfd	29jun90	opb 36. SPLT at WAW; in basic LOT c/s with 'Republic of Poland' titles; f/n WAW 12jul90; seen WAW 01mar95 with additional code '01'
	101	Tu-154M	Polish Air Force	WAW	dec96	opb 36. SPLT at WAW; in white c/s with red trim and 'Republic of Poland'/'Rzeczpospolita Polska' titles; last overhaul completed dec09 (by Aviakor); I/n PRG 08apr10; w/o 10apr10 on a flight from Warsaw to
						Smolensk with a Polish government delegation on board which was to visit Katyn when approached Smolensk-Severny in thick fog (the pilot did not follow the advice by ATC to divert to Minsk or Moscow and insisted on landing at Smolensk despite the below-minima conditions), the aircraft descended too low, touched a lone tree 1,100 metres in front of the runway threshold and 15 metres below the runway's elevation and a group of trees 170 metres further on, clipped the tree tops and plunged into a forest some 350-500 metres short of the runway, all 8 crew and 88 passengers (among them Polish president Lech Kaczynski and other high-ranking officials) killed; t/t 5,143 hours and 3,899 cycles
90A838	OK-VCG OK-VCG	Tu-154M Tu-154M	CSA Czech Airlines	d/d PRG	may90 jun95	Mfd given as 30jun90 in Russian register; rgd 10jul90; named 'Luhakovice' last service 21sep99 SVO-PRG; sold to Unimpex 30sep99, for Iran; I/n PRG 01oct99, left for Vnukovo this
	RA-85089(2)	Tu-154M	MVM trading	rgd	28jan00	date; canx 02oct99 canx same date as leased to Iran; see c/n 74A089
	EP-LBR	Tu-154M	Kish Air	rgd	30jan00	f/n DXB 12feb00; damaged 25jun06 on landing at Dubai when touched down on a runway extension under construction, sustained some damage to landing gear and wing; I/n KIH feb12/feb16, stored; moved to the coast 14mar16 (N26.530019 E53.909724); I/n 28nov18
90A839	CCCP-85677 RA-85677	Tu-154M Tu-154M	AFL/Magadan Aeroflot	mfd VKO	29may90 23may94	rgd 11jun90; on charge as of 01jul90
	RA-85677	Tu-154M	Mavial/Magadan Al	trf	28oct94	f/n GDX 13may95, in full Aeroflot c/s and titles; seen SEA 20jul95, still as such; seen ANC 04may00, carried large 'Magadan 60 let' (60 years) and smaller 'Magadan Airlines' titles
	RA-85677	Tu-154M	KrasAir	DME	22jul00	I/n DME 29jul00; CofR renewal 23aug00, operator not given in the Russian register; see previous and next lines
	RA-85677	Tu-154M	Mavial/Magadan Al	ANC	21sep00	carried large 'Magadan 60 let' (60 years) and smaller 'Magadan Airlines' titles aug01/2006; CofR renewal 22oct01 to Mavial; airline ceased operations 29jun06; I/n GDX 28nov06, stored; sold to Peresvet-Avia 06mar07; offered for sale by Aviaflot-Lizing 09oct07; seen MRV 13feb09 in ARZ; was reportedly to be sold to Iran; seen MRV 01aug10, still in full Magadan 60 let c/s; I/n MRV mar12/05aug20 stored; very tatty
	'RA-85495'	Tu-154M	Siberia	MRV	11sep21	paintwork by aug20 repainted in 2021 in Siberia colours and titles and false reg applied; see c/n 81A495
90A840	LZ-MIG LZ-MIG	Tu-154M Tu-154M	Varna Intl Air Macedonia Airlines	mfd ZRH	22jun90 11jul92	f/n SOF 07jul90 in basic VIA c/s
	LZ-MIG RA-85013(2)	Tu-154M Tu-154M	Varna Intl Air UTair	DUS TJM	jul93 06dec06	I/n BSL 15oct05 received winglets during rework; Isf Avializing; CofA issued 02nov06; see c/n 71A013; I/n VKO 19jul13;
90A841	CCCP-85678	Tu-154M	AFL/Krasnoyarsk	mfd	01jun90	scrapped TJM by 06jun14 rgd 14jun90; on charge as of 01jul90; f/n DME nov90; l/n KJA 01jul92
	RA-85678 RA-85678	Tu-154M Tu-154M	Aeroflot KrasAir	DME trf	07jul93 05apr94	
	EP-LAO EP-LAS	Tu-154M Tu-154M	Kish Air Kish Air	ARN DXB	27jan95 jan96	leased from KrasAir; I/n DXB 03dec95 leased from KrasAir; still with '85678' under wing; I/n DXB 04oct96
	EP-MBC RA-85678	Tu-154M Tu-154M	Iran Air Tour KrasAir	THR rgd	27sep99 22dec00	last overhaul completed 31jan99; I/n SVO 25jul00 f/n SVO 13apr01; I/n as such DME 23nov06; in full AiRUnion c/s by jul07; I/n DME operational 06sep08;
						operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,979.5 hours, without engines; broken up KJA 0ct10
90A842	CCCP-85679 RA-85679	Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot	mfd DME	01jun90 20mar93	toc 30jun90; rgd 05sep90; f/n DME 12apr92
	RA-85679 EP-LAP	Tu-154M Tu-154M	KrasAir Kish Air	trf ARN	05apr94 apr95	I/n DXB 18dec95; leased from KrasAir
	EP-LAT RA-85679	Tu-154M Tu-154M	Kish Air KrasAir	DXB IST	03mar96 16jun98	leased from KrasAir I/n AAQ 17sep08; operator's certificate revoked 01nov08; seen KJA oct09/may10, wfu; was to be scrapped
90A843	CCCP-85680	Tu-154M	AFL/Magadan	mfd	09jul90	in mid-2010 rgd 06aug90; on charge as of 01jan91
	RA-85680 RA-85680	Tu-154M Tu-154M	Aeroflot Mavial/Magadan Al	OVB BRQ	12jul93 20sep97	I/n SVX 23aug95 I/n BRQ 01oct97
	RA-85680 LZ-LTR	Tu-154M Tu-154M	Airlines 400 Balkan	VKO AMS	13jul00 16aug00	in VARZ-400 I/n FRA 15sep00
	RA-85680	Tu-154M	Airlines 400	rgd	24nov00	f/n BUD 12mar01; l/n VKO 02jun01; l/n VKO 21aug01 in VARZ-400, all-white c/s, no markings or registration
	LZ-LCE RA-85680	Tu-154M Tu-154M	Bulgarian Air Ch. Airlines 400	HAM SZG	05oct01 05jan02	with additional 'Airlines 400' titles Isf VARZ-400; I/n VKO 03jul05 in VARZ-400; Bulgarian Air Charter c/s, still with 'Air Charter' titles still and
	LZ-LCU	Tu-154M	Airlines 400	VKO	03jul05	'National Football Team of Russia' titles and logo on the nose Isf VARZ-400; in Bulgarian Air Charter c/s with additional 'Air Charter' titles and Russian national football
						team logo; damaged 18sep05 on landing at IST when emergency braking system had to be used after hydraulic failure and all wheels were jammed solid; seen in VARZ-400 22jul07/nov10 with outer wings missing; completely scrapped by 10may11
90A844	LZ-MIK LZ-MIK	Tu-154M Tu-154M	Varna Intl Air Oriental Airlines	mfd Isd	20jul90 dec90	f/n SOF 13aug90 f/n SOF 27apr91
	LZ-MIK RA-85016(2)	Tu-154M Tu-154M	Varna Intl Air UTair	ret trf	jun91 28dec06	f/n LGW 29sep91; I/n HAM 07oct05 received winglets during rework; Isf Avializing; f/n AYT 31aug07; see c/n 71A016; I/n VKO 19jul13; stored
90A845	LZ-MIL	Tu-154M	Varna Intl Air	mfd	21aug90	at UFA oct13; broken up jun14 f/n SVO 04aug90
	LZ-MIL LZ-MIL	Tu-154M Tu-154M	Oriental Airlines Varna Intl Air	lsd ret	18dec90 <aug91< td=""><td>f/n Lagos 18dec90 f/n BRU 09oct91</td></aug91<>	f/n Lagos 18dec90 f/n BRU 09oct91
	LZ-MIL LZ-MIL	Tu-154M Tu-154M	Blue Line Varna Intl Air	lsd ret	mar92 may92	in basic VIA c/s with own titles and logo; f/n DUS 03apr92
	LZ-MIL LZ-MIL	Tu-154M Tu-154M	Macedonia Airlines Varna Intl Air	DUS ZRH	18oct92 25apr93	l/n operational for VIA at DUS 30oct05; wfu at VAR; seen at VARZ-400 may06/aug06, reg removed by
	RA-85056(2)	Tu-154M	UTair	VKO	05mar07	julO6; offered for sale or leasing by Avializing as starting apr07, t/t about 16,000 hours and 8,000 cycles in VARZ-400; received (very small) winglets during rework; leased from Avializing; d/d apr07; named 'Nikolai Baibakov' 25mar11 after a former leader of the Soviet oil industry; see c/n 74A056; l/n SGC 02may14, stored; broken up at SGC oct14
90A846	CCCP-85846(1) B-2622	Tu-154M Tu-154M	not known China Southwest	no rgd	reports apr90	test registration (taken from the accident report); see c/n 89A807 f/n PEK apr91; w/o 24feb99 on a flight from Chengdu to Wenzhou when the elevator control linkage became disconnected due to faulty maintenance so that the aircraft went out of control, entered a spin and crashed in farmland about 500 metres northeast of Cypress Village (Gexiang Town, Ruian City), all 11 crew
00.00:=	D 4011	T., 15.11	China II II II II		40	members and 50 passengers were killed and several farmers were injured by the flying debris; t/t 14,135 hours and 7,748 cycles
90A847	B-4014	Tu-154M	China United Al	rgd	1990	carried 'CAAC' titles; f/n NAY jun93; seen in VARZ-400 at VKO 09sep02 and left VKO after overhaul 17mar03; l/n KMG 18jan08
90A848	B-4014 CCCP-85681	Tu-154M Tu-154M	Chinese Air Force AFL/Krasnoyarsk	MAY mfd	22sep16 10oct90	no titles with Chinese flag; I/n NAY 28jun19 toc 11oct90; rgd 10nov90; f/n KJA 01jul92; I/n DME 16aug92
	RA-85681 RA-85681	Tu-154M Tu-154M	Aeroflot Khakasiya	KJA trf	13jul93 25nov93	
		Tu-154M	Moscow Airways	SVO DXB	17jun94 aug96	leased from Khakasiya; in basic Aeroflot c/s with Moscow Airways titles; I/n SVO 06jul95 leased from Khakasiya; I/n DXB apr97
	RA-85681 EP-LAU	Tu-154M	Kish Air			
	RA-85681 EP-LAU RA-85681 LZ-LTE	Tu-154M Tu-154M Tu-154M	Sibaviatrans Balkan	FRA AMS	11jul98 26may99	I/n HAJ 03apr99 I/n AMS 27sep99; not in fleet list 31dec99
	RA-85681 EP-LAU RA-85681 LZ-LTE RA-85681 RA-85681	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibaviatrans Balkan Khakasiya KrasAir	AMS VKO SVO	26may99 mar00 07aug00	I/n AMS 27sep99; not in fleet list 31dec99 I/n DME 03sep00
	RA-85681 EP-LAU RA-85681 LZ-LTE RA-85681 RA-85681 RA-85681 RA-85681	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibaviatrans Balkan Khakasiya KrasAir Khakasiya KrasAir	AMS VKO SVO rgd rgd	26may99 mar00 07aug00 10oct00 18may01	I/n AMS 27sep99; not in fleet list 31dec99
	RA-85681 EP-LAU RA-85681 LZ-LTE RA-85681 RA-85681 RA-85681	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibaviatrans Balkan Khakasiya KrasAir Khakasiya	AMS VKO SVO rgd	26may99 mar00 07aug00 10oct00	I/n AMS 27sep99; not in fleet list 31dec99  I/n DME 03sep00 f/n UTP 05jan01; I/n UTP 28apr01 f/n KJA 03jun01; I/n DME 02apr02; still in fleet list dec02, but not by jan03  leased from Khakasiya; rgd 14mar03; named 'Abakan'; with 'Vladivostok Avia' titles both sides; f/n UTP
	RA-85681 EP-LAU RA-85681 LZ-LTE RA-85681 RA-85681 RA-85681 RA-85681 RA-85681	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibaviatrans Balkan Khakasiya KrasAir Khakasiya KrasAir Khakasiya	AMS VKO SVO rgd rgd rgd h/o	26may99 mar00 07aug00 10oct00 18may01 04oct02	I/n AMS 27sep99; not in fleet list 31dec99  I/n DME 03sep00  f/n UTP 05jan01; I/n UTP 28apr01  f/n KJA 03jun01; I/n DME 02apr02; still in fleet list dec02, but not by jan03

90A849	CCCP-85682 RA-85682	Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot	mfd KJA	06sep90 13jul93	toc 07sep90; rgd 20oct90; f/n DME 22feb92
	RA-85682	Tu-154M	KrasAir		17may96	l/n KJA 09jul05, as such; f/n in full AiRUnion c/s with small additional 'Krasnoyarskiye avialinii' titles ROV 29jul06; operator's certificate revoked 01nov08; opf Zapolyarye from jan09; l/n VKO 12jun09
	RA-85682	Tu-154M	Zapolyarye	NSK	09jul09	in basic AiRUnion c/s with 'Zapolyarye' titles (on right-hand side only); I/n NOZ 24jun10; seen wfu KJA 01aug11 engines missing
90A850	CCCP-85683 RA-85683	Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot		15oct90 20mar93	toc 16oct90; rgd 10nov90; f/n KJA 01jul92
	EP-LAQ RA-85683	Tu-154M Tu-154M	Kish Air KrasAir	THR ret	31aug95 1997	leased from KrasAir, in basic ex Aeroflot c/s, with Kish Air titles and tail logo; I/n DXB mar97 last overhaul completed 16jul99
	EP-MBI RA-85683	Tu-154M Tu-154M	Iran Air Tour KrasAir	no rgd	reports 12jan01	probably leased in basic ex KrasAir c/s for a period of six months in 2000, see next line f/n PUY 01sep01, with EP- registration just visible on the tail; I/n operational GOJ 06jul08; operator's
						certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,712 hours, one engine missing; l/n KJA oct09, stored; broken up
90A851	CCCP-85684	Tu-154M	AFL/East Siberia	mfd	12oct90	rgd 30oct90; operated either by Chitinski OAO or by 1-y Irkutski OAO; on charge of Baikalavia as of 01jul91; f/n IKT 03mar92; l/n DME 16aug92, still in full Aeroflot c/s
	RA-85684 RA-85684	Tu-154M Tu-154M	Aeroflot Chita Avia	trf	23may93 29jul93	f/n PEK nov95; I/n HTA 18apr98; leased to Sayany 21sep98; sold to Alrosa 28may99
	RA-85684	Tu-154M	Alrosa	VKU	22may00	initially in white c/s with turquoise cheatline and trim; new CofR issued 21mar07; damaged 07sep10 on a flight from Polyarny to DME when suffered a complete electrical breakdown resulting in loss of navigation devices and fuel pumps, the aircraft force-landed on the abandoned 1,340 metre long runway at 1zhma
						(Komi Republic) and overran it by 200 metres into a small wood, all 9 crew and 72 passengers escaped unhurt; t/t 38,911 hours and 10,837 cycles by 07sep10; towed onto the runway 21sep10; repaired in early
						2011 and ferried via Ukhta to Aviakor at Samara 24mar11; returned to Mirny after repair 16jun11; I/n in its old c/s OVB 11aug15; repainted in light blue c/s with dark blue belly and trim in various shades of blue;
						f/n as such DME 24sep15; new CofR issued 09jan17; last flight 29sep18 (MJZ-OVB); donated by Alrosa to Muzei istorii aviatsii (Aviation History Museum) at Novosibirsk-Tolmachovo 30sep18; I/n 03jul23; was
90A852	LZ-MIR	Tu-154M	Varna Intl Air	mfd	28sep90	officially canx 01sep20 f/n SOF 14dec90
	LZ-MIR LZ-MIR	Tu-154M Tu-154M	Blue Line Varna Intl Air	lsd ret	apr92 may92	f/n SXF 05apr92
	LZ-MIR LZ-MIR	Tu-154M Tu-154M	Macedonia Airlines Varna Intl Air	BOJ	23may92 15aug93	
	LZ-MIR LZ-MIR	Tu-154M Tu-154M	Raji Airlines Varna Intl Air	SOF SXF	14apr94 23sep94	also seen at PRG jun97 in full VIA c/s and small "leased by CSA" sticker, date of lease unknown; I/n
	RA-85018(2)	Tu-154M	UTair	VKO	jan07	operational for VIA at DUS 16oct05; sold to Airlines 400; seen at VARZ-400 may/aug06, bare metal by aug06 received winglets during rework; lsf Avializing; see c/n 71A018; d/d mar07; l/n UFA 04jun15/16jul17,
90A853	CCCP-85685	Tu-154M	AFL/Magadan	mfd	23oct90	stored; canx between 25apr18 and 23may18 and broken up UFA jun18 rgd 11nov90; on charge as of 01jan91
30/1033	CCCP-85685 CCCP-85685	Tu-154M Tu-154M	Transaero Aeroflot	TXL SVO	13jan92 01jun92	in basic Aeroflot c/s with red 'Transaero' titles seen GDX jul94/aug96, engines and parts missing; sold 2000
	RA-85685	Tu-154M	Vladivostok Avia		30may00	named 'Nakhodka'; f/n SVO 18jun00; l/n VKO 22jul07; underwent rework at VARZ-400 in late 2007/early 2008
	RA-85685	Tu-154M	UTair	VKO	08jun08	last flight with passengers 23dec11; ferried to Tomsk 28dec11 for preservation, titles painted out; I/n TOF 29aug17
90A854	CCCP-85685 CCCP-85686	Tu-154M Tu-154M	Aeroflot Soviet Government	TOF mfd	27jul12 29jan92	preserved in full Aeroflot colours with Soviet flag; I/n 29aug17 SatCom-equipped; toc 30jan92; opb 235 OAO; f/n SNN 04feb92, natural metal c/s for painting
	85686	Tu-154M	Russ. Gvt/AFL c/s	SNN	09feb92	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail with very small Aeroflot titles below the cockpit windows; rgd 10feb92; I/n VKO 16aug92
	RA-85686 RA-85686	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	VKO trf	15may93 22jul94	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; I/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; repainted in grey c/s with  Rossiya' titles and grey tail; repainted in grey c/s with  Rossiya' titles and grey tail; repainted in grey c/s with
90A855	RA-85686 B-2623	Tu-154M Tu-154M	Russian Air Force China Northwest	ABA mfd	04jan15 31oct90	cheatlines in the colours of the Russian flag; I/n CKL 22aug14 SatCom-equipped; in basic Rossiya c/s, no titles; CofR renewal 26feb15; I/n HEL 22sep21 rgd 1990; f/n CAN 10oct90; I/n XIY may99/may01, stored; possibly the aircraft seen Zhukovski 19aug01,
	RA-85085(2)	Tu-154M	Middleton Group	rgd	21mar02	without registration, see also c/n 89A814 see c/n 74A055; canx same date as leased to Iran
	EP-MBU EP-EAO	Tu-154M Tu-154M	Iran Air Tour Aria Air	lsd THR	23mar02 15aug07	rgd 22mar02; f/n SHJ 04dec02; new c/s since early 2006; l/n KIH 23feb07 in full c/s
	EP-MCK EP-EKE	Tu-154M Tu-154M	Iran Air Tour Eram Air	THR THR	24aug07 22jun08	c/n confirmed; I/n THR 14oct07 in basic Iran Air Tour c/s with 'Eram Air' titles; seen THR jan12/07dec18, stored; reportedly broken up
90A856	B-4015	Tu-154M	China United Al	rgd	1990	there feb19 f/n NAY jun93; seen NAY 08oct99 with Chinese flag on tail and CAAC titles on fuselage; I/n NAY 05jun01,
	B-4015	Tu-154M/D	Chinese Air Force	ph.	jan07	without titles; converted to, see next line no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar?)
90A857	CCCP-85687	Tu-154M	AFL/West Siberia	mfd	26nov90	under the fuselage; seen NAY 27jul19; I/n Dangyang 12oct19 toc 01dec90; rgd 20dec90; f/n IKT 06jul92
	RA-85687 RA-85687	Tu-154M Tu-154M	Aeroflot Sibir	OVB trf	21apr93 29dec94	l/n FRA 14may95 in Aeroflot c/s and titles
	EP-MAC RA-85687	Tu-154M Tu-154M	Iran Air Tour Sibir	rgd	26jun97	was leased from Sibir with comment in register 'foreign work excluded'; I/n FRA 08feb98
	EP-MAZ RA-85687	Tu-154M Tu-154M	Iran Air Tour Sibir	lsd rgd	20sep98 25apr01	in basic ex Sibir c/s; I/n SVO 02may00; leased from Sibir until 19sep01 f/n IKT 06jun01; in full c/s and titles; I/n FRU 15sep04
	RA-85687	Tu-154M	S7 Airlines	VKO	23mar05	r/o in new c/s, striking bright green with medium-green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles, seen DME 15aug09, stored; I/n seen at ARZ-411 at MRV 07sep10/28mar12; broken
90A858	OK-BYP	Tu-154M	CS-Gvt (LSFMV)	mfd	29dec90	up at MRV in 2013 d/d 25jan91; rgd 01feb91; l/n KBP 15apr92
			Ensor Air		09sep92	
	OK-BYP OK-VCP	Tu-154M Tu-154M	Ensor Air	lsd r/r	27apr93	canx 29apr93 rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex
	OK-VCP OK-VCP OK-VCP	Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al	r/r PRG PRG	apr94 12sep97	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo;  /n SVO 1995    /n PRG 27oct99, departed this date; canx 28oct99
	OK-VCP OK-VCP OK-VCP RA-85841	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al Omskavia	r/r PRG PRG rgd	apr94 12sep97 20jan00	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995 I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line
	OK-VCP OK-VCP OK-VCP	Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al	r/r PRG PRG	apr94 12sep97	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995 I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 I/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list
	OK-VCP OK-VCP OK-VCP RA-85841 EP-MBG	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al Omskavia Iran Air Tour	r/r PRG PRG rgd THR	apr94 12sep97 20jan00 01dec99	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles;
90A859	OK-VCP OK-VCP OK-VCP RA-85841 EP-MBG RA-85841 RA-85841 CCCP-85688	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al Omskavia Iran Air Tour Omskavia Domodedovo Airl. Atlant-Soyuz AFL/West Siberia	r/r PRG PRG rgd THR rgd DME VKO	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995 I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08
90A859	OK-VCP OK-VCP OK-VCP RA-85841 EP-MBG RA-85841 RA-85841 CCCP-85688 RA-85688 RA-85688	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al Omskavia Iran Air Tour Omskavia Domodedovo Airl. Atlant-Soyuz AFL/West Siberia Aeroflot Sibir	r/r PRG PRG rgd THR rgd DME VKO mfd OVB trf	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995 I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92
90A859	OK-VCP OK-VCP OK-VCP OK-VCP RA-85841 EP-MBG RA-85841 RA-85841 CCCP-85688 RA-85688	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Czech Government Travel Service Al Omskavia Iran Air Tour Omskavia Domodedovo Airl. Atlant-Soyuz AFL/West Siberia Aeroflot	r/r PRG PRG rgd THR rgd DME VKO mfd OVB trf	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995 I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92
90A859	OK-VCP OK-VCP OK-VCP OK-VCP RA-85841 EP-MBG RA-85841 RA-85841 CCCP-85688 RA-85688 EP-ITS  RA-85688	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour	r/r PRG PRG rgd THR rgd DME VKO mfd OVB trf SVO	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995 I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 I/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96
90A859	OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841  RA-85841  CCCP-85688 RA-85688 RA-85688 RA-85688 RP-ITS  RA-85688 RA-85688 RA-85688 ROM-VEA (2)	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe	r/r PRG PRG rgd THR rgd DME VKO mfd OVB trf SVO	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866
90A859	OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841  RA-85841  RA-85841  CCCP-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour	r/r PRG PRG rgd THR rgd DME VKO mfd OVB trf SVO FRA SHJ OVB rgd	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 I/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 In all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 In all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  In basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n IAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and
	OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841  RA-85841  CCCP-85688 RA-85688 EP-ITS  RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines	r/r PRG PRG PRG rgd THR rgd DME VKO WF OVB trf SVO FRA SHJ OVB rgd OVB	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95 10nov97 04jul98 15may99 29may05	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013
90A859 90A860	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841 RA-85841 RA-85841 RA-85688 RA-85688 RA-85688 RA-95688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RCCCP-85689 EP-ITF	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour	r/r PRG PRG rgd THR rgd DME VKO mfd OVB trf SVO FRA SHJ OVB rgd OVB	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95 10nov97 04jul98 15may99 15oct99 29may05	rgd 29apr3; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28dct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92
	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841  RA-85841  CCCP-85688 RA-85688 RA-85688 EP-ITS  RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85689 RA-85689 RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour  Bratsk Avn Ent. Bratsk Avn Ent. Bratsk Avn Ent.	r/r PRG PRG rgd THR rgd DME VKO OVB trf SVO FRA SHJ OVB rgd OVB	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 12dec90 12japr93 29dec94 16may95 15may99 15oct99 29may05 28dec90 93/94? 20jan94 30jun96	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome
	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841  CCCP-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 CCCP-85689 EP-ITF RA-85689 RA-85689 RA-85689 EP-MBA RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour  Aris Siberia Aris Siberia Iran Air Tour  Aris Sibir Aris Siberia Iran Air Tour Bratsk Avn Ent. Iran Air Tour Sibir Sibir Sibir Sibir	r/r PRG	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95 15oct99 29may05 28dec90 93/94? 20jan94 30jun96 28nov98 15oct99	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.57.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 15jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome I/n VKO 07jul99; leased from Bratsk Aviation Enterprise I/n VKO 07jul99; leased from Bratsk Aviation Enterprise I/n VKO 07geb00, c/s and titles not reported, arrived for overhaul
	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841 EP-MBG RA-85841 RA-85841 CCCP-85688 RA-85688 RA-85688 EP-ITS RA-85688 CCCP-85688 RA-85688 CCCP-85689 EP-ITF RA-85689 RA-85689 LZ-LTP RA-85689 LZ-LTP RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour  Bratsk Avn Ent. Bratsk Avn Ent. Iran Air Tour Sibir Salkan Aeroflot C/s, n/t	r/r PRG	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 12dec90 12japr93 29dec94 16may95 15oct99 29may05 28dec90 93/94? 20jan94 30jun96 28nov98 15oct99 22jun00 30dec09	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04  In all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08  In all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11  toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  In basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n IAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome I/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06feb00, c/s and titles not reported, arrived for overhaul delivered this date; I/n BUD 28sep00 I/n DME 13aug01; operated for East Line
	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841 RA-85841  CCCP-85688 RA-85688 EP-ITS  RA-85688 CCCP-85688 RA-85688 CCCP-85689 RA-85689 RA-85689 RA-85689 RA-85689 RA-85689 RA-85689 RA-85689 RA-85689 RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour Bratsk Avn Ent. Bratsk Avn Ent. Iran Air Tour Sibir Balkan Aeroflot c/s, n/t Airport Bratsk East Line	r/r PRG	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95 15nct99 29may05 28dec90 93/94 ? 20jan94 30jun96 15oct99 22jun00 30dec00 end2001 04jan02	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 I/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 In all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 In all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  In basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 05jul98, stripped; confirmation on titles welcome I/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06feb00, c/s and titles not reported, arrived for overhaul delivered this date; I/n BUD 28sep00 I/n DME 13aug01; operated for East Line ex Bratsk Aviation Enterprise (bankrupt 26oct01) I/n DME 07apr03; leased from Bratse Aviation Enterprise f/n VKO 07apr03; leased from Bratse Romanne Roman
	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841 RA-85841  CCCP-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 CCCP-85689 EP-ITF RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour  Bratsk Avn Ent. Iran Air Tour Sibir Balkan Aeroflot c/s, n/t Airport Bratsk	PFR PRG PRG PRG PRG PRG PRG PRG PRG PRG PR	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95 15oct99 29may05 28dec90 93/94? 20jan94 30jun96 28nov98 15oct99 22jun00 30dec00 end2001	rgd 29apr33; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28oct99 with comment in register 'foreign work excluded'; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n In ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome I/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06feb00, c/s and titles not reported, arrived for overhaul delivered this date; I/n BUD 28sep00 I/n DME 13aug01; operated for East Line ex Bratsk Aviation Enterprise (bankrupt 26oct01) I/n DME 28jun03; I/n DXB 30dec03 f/n VVO 14mp04; Cyrillic titles; repainted in new c/s by early 2005; I/n VVO 11apr08
	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841  RA-85841  CCCP-85688 RA-85688 RA-85688 EP-ITS  RA-85688 RA-85688 RA-85688 RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Iran Air Tour  Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour  Bratsk Avn Ent. Iran Air Tour Sibir Bailkan Aeroflot c/s, n/t Airport Bratsk East Line AeroBratsk Vladivostok Avia	r/r PRG	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 12dec90 12mp93 29dec94 16may95 15may99 15oct99 29may05 28dec90 93/94? 20jan94 20jan94 15oct99 22jun00 30dec00 end2001 04jan02 04jan02 04jan03 04jan02 04jan03 04jan02 04jan03 22jun03 11may09 21jun03 21may09 22jun04 22jun08 29dec90	rgd 29apr93; seen Prague 03sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.57.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome I/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06be00, c/s and titles not reported, arrived for overhaul delivered this date; I/n BUD 28sep00 I/n DME 13aug01; operated for East Line ex Bratsk Aviation Enterprise (bankrupt 26oct01) I/n DME 07apr03; leased from Airport Bratsk f/n DME 28jun03; I/n DXB 30dec03
90A860	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841 RA-85841  CCCP-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85688 RA-85689 EP-ITF RA-85689 RA-85689 LZ-LTP RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aeroflot Sibir Air Transp. Europe Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour Bratsk Avn Ent. Bratsk Avn Ent. Iran Air Tour Sibir Balkan Aeroflot c/s, n/t Airport Bratsk East Line AeroBratsk Vladivostok Avia Iran Air Tour	r/r PRG	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 21apr93 29dec94 16may95 10nov97 04jul98 15may99 29may05 28dec90 93/94? 20jan94 30jun96 28nov98 15oct99 22jun00 30dec00 end2001 04jan02 05jan02 10my04 22jun08	rgd 29apr93; seen Prague D3sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 I/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome I/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06peb00, c/s and titles not reported, arrived for overhaul delivered this date; I/n BUD 28sep00 I/n DME 13aug01; operated for Feast Line ex Bratsk Aviation Enterprise (bankrupt 26oct01) I/n DME 07apr03; leased from Airport Bratsk f/n DME 28jun03; I/n DXB 30dec03 f/n VVO 14may04; Cyrillic titles; repainted in new c/s by early 2005; I/n VVO 11apr08 in partial Vladvostok Avia c/s; seen THR feb11/may16, stored; I/n THR 07mar19 preserved at the Tehran
90A860	OK-VCP OK-VCP OK-VCP OK-VCP OK-VCP RA-85841  EP-MBG RA-85841 RA-85841  CCCP-85688 RA-85688 RA-85688 EP-ITS  RA-85688 RA-85688 RA-85688 RA-85688 CCCP-85689 EP-ITF RA-85689 RA-85689 EP-ITF RA-85689 RA-85689 EP-MBA RA-85689	Tu-154M	Czech Government Travel Service Al Omskavia  Iran Air Tour Omskavia  Domodedovo Airl. Atlant-Soyuz  AFL/West Siberia Aerofiot Sibir Iran Air Tour  Aerofiot Sibir Air Transp. Europe Sibir S7 Airlines  AFL/East Siberia Iran Air Tour  Bratsk Avn Ent. Bratsk Avn Ent. Iran Air Tour Sibir Balkan Aeroflot c/s, n/t Airport Bratsk East Line AeroBratsk Vladivostok Avia Iran Air Tour AFL/East Siberia Balkalan Aeroflot c/s, n/t Airport Bratsk Line AeroBratsk Vladivostok Avia Iran Air Tour AFL/East Siberia Baikalavia	PFRA SHI OVB USO FRA SHI OVB USO FRA SHI OVB USO FRA SHI OVB USO THR TGd USO TFR TGD TGD TFR TGD THR Mfd trf	apr94 12sep97 20jan00 01dec99 02apr03 05feb05 06dec08 12dec90 12dec99 12dec94 16may95 15may99 15oct99 29may05 28dec90 93/94? 20jan94 30jun96 28nov98 15oct99 22jun00 30dec00 end2001 04jan02 05jun03 11may04 22jun08 29dec90	rgd 29apr93; seen Prague D3sep93 without titles, operated for Air Terrex with small titles and still with Ensor Air tail logo; I/n SVO 1995  I/n PRG 27oct99, departed this date; canx 28feb00 as leased to Iran; soc 28sep00; see next line I/n SHJ 14aug02; leased from Omskavia 05mar00/06mar03 f/n DME 28jun03; in all-white c/s with titles and Russian flag on the fin; I/n FRA 20jul04; still in fleet list nov04 in all-white c/s with titles and logo; I/n DME 31aug08; operator's certificate revoked 01nov08 in all-white c/s with titles and logo; I/n in ARZ-411 at MRV 25oct09; t/t 20,310 hours and 9,631 cycles; broken up at MRV before may11 toc 14dec90; rgd 20dec90; f/n OVB 01jul92; I/n LED 06sep92  in basic Aeroflot c/s, all-white tail; I/n SVO 12mar96; believed to be the aircraft that ran off the runway during take-off and struck the concrete edge of a roadway, causing the nose gear to collapse, somewhere in Iran 26mar96; repaired; I/n OSL 03sep96  I/n IST 22mar99 d/d this date; I/n BRQ 06sep99; returned 01oct99 to Sibir; see c/n 91A866 f/n HAJ 04jun00; nose gear broke off when pushed MUC 12apr03; I/n DME 11oct04 in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; seen stored DME jan09/jul10; ferried for rework to ARZ-411 at MRV sep10; broken up at MRV in 2013 toc 28dec90; rgd 20jan91; f/n IKT 31aug91; I/n IKT 05jul92  f/n VKO 16jul94, in Aeroflot c/s and titles I/n VKO 29jul98, stripped; confirmation on titles welcome I/n VKO 17jun99; leased from Bratsk Aviation Enterprise f/n VKO 06be00, c/s and titles not reported, arrived for overhaul delivered this date; I/n BUD 28sep00 I/n DME 13aug01; operated for Feats Line ex Bratsk Aviation Enterprise (bankrupt 26oct01) I/n DME 07apr03; leased from Airport Bratsk f/n DME 28jun03; I/n DXB 30dec03 f/n VVO 14may04; Cyrillic titles; repainted in new c/s by early 2005; I/n VVO 11apr08 in partial VAGadovstok Avia c/s; seen THR feb11/may16, stored; I/n THR 07mar19 preserved at the Tehran Aerospace Exhibition Ce
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	102	Tu-154M	Polish Air Force	VKO	01sep97	opb 36. SPLT at WAW; in white c/s with red trim and 'Republic of Poland'/'Rzeczpospolita Polska' titles; I/n WAW 16jul11; last flight for the Polish Air Force 05aug11; ferried 26oct11 Warsaw to Minsk-Mazowiecki for
90A863	LZ-MIS	Tu-154M	Varna Intl Air	mfd	29dec90	storage; I/n Minsk-Mazowiecki 29may13 f/n DUS 19jul91; in all-white c/s with 'VIA' on the fin; I/n FRA 05oct91
	LZ-MIS LZ-MIS	Tu-154M Tu-154M	Macedonia AS Varna Intl Air	ZRH LGW	20jul92 04jul93	in all-white c/s with 'VIA' on the fin; repainted in full c/s in 1995; leased to Avioimpex late95/early96; l/n operational for VIA at DUS 24oct05; wfu at VAR by late 2005; seen at VARZ-400 may06/aug06,
	RA-85069(2) RA-85069(2)	Tu-154M Tu-154M	primer UTair	VKO d/d	15may07 23jun07	registration removed by aug06; offered for sale or leasing by Avializing starting may07 flying; received (very small) winglets during rework; overhaul completed 20jun07; see c/n 74A069 leased from Avializing; f/n VKO 2jul07; I/n VKO 13feb13; last flight 27mar14 to Samara-Smyshlyayevka for the Samara State Aerospace University; I/n 26oct23
90A864	CCCP-85691 CCCP-85691	Tu-154M Tu-154M	AFL/Tajikistan Tajik Air	mfd SHJ	08feb91 feb93	toc 08feb91; rgd 18feb91; f/n DME 22may/91 with Aeroflot and additional 'Tochikiston' titles
	CCCP-85691	Tu-154M	Daallo Airlines	SHJ	may93	leased from Tajik Air; in basic ex Aeroflot c/s, initially still with Soviet flag, Aeroflot and 'Tochikiston' titles with additional Daallo Airlines titles and sticker on the engine; later photos, in basic ex Aeroflot c/s with just Daallo Airlines titles and tail logo; I/n SHJ 13jan94; Tajik Air was renamed Tajikistan Airlines
	EY-85691	Tu-154M	Daallo Airlines		08may94	leased from Tajikistan Airlines; initially with Aeroflot cheatline and green tail with logo and titles; seen SHJ 16mar97, white fuselage with a green rear leading up the tail with titles and tail logo; I/n SHJ mar98; seen SHJ jun99 with green/blue tail, titles and tail logo; I/n DXB 19sep99
	EY-85691 EP-EAB	Tu-154M Tu-154M	Tajikistan Al Aria Air	PRG DXB	10apr00 01dec00	still in fleet list 30sep00 leased from Tajikistan Al; in basic ex Tajikistan Al c/s with Aria Air titles; l/n SHJ 22feb01
	EY-85691 EP-EAG	Tu-154M Tu-154M	Tajikistan Al Aria Air	SHJ rgd	18apr01 28dec02	seen MUC 12jun01; in Aerofreight fleet list nov01; with Tajikistan titles; I/n DME 19aug02 c/n confirmed; f/n SHJ 20feb03; in ex Tajikistan Al c/s with titles and 'Aria' on a blue tail; seen LAD jun03;
	EY-85691	Tu-154M	Tajikistan Al	DME	30jun04	I/n SHJ 08feb04 in fleet list 01nov04 as Isd to Aerofreight; with Tajikistan titles; I/n DME 10jun07; seen DME 10aug07 with
	EY-85691 EY-85691	Tu-154M Tu-154M	Taban Air Tajikistan Al	DXB	19mar09	Tajik Air titles; I/n LED 15oct08 with titles; I/n DXB 25sep09, active
004065			-	61	i01	JSC Tajik Air was formed 30dec09; returned from Taban Air; stored from 17may10 according to an official document of assets dated 01jan18; seen DYU 30jan15; stored on the grass, titles and tail logo overpainted; was offered for sale by auction 25sep15; I/n 07apr18
90A865	CCCP-85692 EY-85692	Tu-154M Tu-154M	AFL/Tajikistan Tajik Air	mfd	jan91 27nov93	toc 08feb91; rgd 18feb91; f/n DME 22feb92; l/n DME 16apr92 Tajik Air was renamed Tajikistan Airlines; l/n KBP 21sep94, in basic ex Aeroflot c/s with tail logo and Tochikiston' titles
	EP-TUE EY-85692	Tu-154M Tu-154M	Iran Aseman Al Tajikistan Al	no SHJ	reports 20oct99	registration read off the nose wheel door Sharjah oct99 I/n SHJ 24nov99, when entered paint shop; still in fleet list 30sep00, see below
	EY-85692	Tu-154M	Daallo Airlines	SHJ	01dec99	leased from Tajjkistan Airlines; with green/blue tail, titles and tail logo; I/n DXB nov00; seen SHJ mar01 in basic Tajjkistan Al c/s with Daallo Airlines titles and without tail logo; I/n SHJ 03may02
	EY-85692	Tu-154M	Tajikistan Al	IST	14oct02	United trainstant ACS with Dadiou Annies tutes aim without can 1000, //m 151 051nsyoz /m 15T 13jan07; seen DME 24jun07 with Tajik Air titles; JSC Tajik Air was formed 30dec09; //n DYU 28mar12; stored from 19apr12 according to an official document of assets dated 01jan18; seen DYU 30jan15, was offered for sale by auction 25sep15; stored on the grass; //n 07apr18
91A866	CCCP-85693 EP-ITG	Tu-154M Tu-154M	AFL/West SibOVB Iran Air Tour	mfd ATH	07mar91 27mar93	oc 04apr91; rgd 18apr91; f/n OVB 20jun92; in full Aeroflot c/s; I/n OVB 01jul92 and GOT 24oct93; leased from Sibir, in basic ex Aeroflot c/s with white tail and Iran Air Tours titles; I/n OVB 26jul94
	RA-85693	Tu-154M	Sibir	trf	29dec94	f/n SHJ 08nov95 leased from Sibir for five months; see c/n 90A859
	OM-VEA (1) RA-85693	Tu-154M Tu-154M	Air Transp. Europe Sibir	BTS BTS	22jun97 06oct97	returned to Novosibirsk that day
	EP-MAS RA-85693	Tu-154M Tu-154M	Iran Air Tour Sibir	lsd rgd	sum '98 07sep99	returned to Sibir sep99 f/n HAJ 08jun00; w/o 04oct01 on a flight from Tel Aviv to Novosibirsk when was hit and destroyed by a stray S-200 SAM (which had been fired by the Ukrainian Air Defence Forces during an exercise on the Crimea) and crashed into the Black Sea 184 km from Sochi airport, all 12 crew and 66 passengers killed;
91A867	CCCP-85694	Tu-154M	Krasnoyarskavia	mfd	05apr91	t/t 16,705 hours and 7,281 cycles; soc and canx 10dec01 rgd 15may91; on charge as of 01jul91; in full Aeroflot c/s
317007	CCCP-85694 RA-85694	Tu-154M Tu-154M	Transair Mali KrasAir	ABJ trf	29may91 05apr94	in basic ex Aeroflot c/s with titles and small tail logo; /n ORY 16jul91 f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n KJA 08jul94
	EP-ITU EP-MAE	Tu-154M Tu-154M	Iran Air Tour Iran Air Tour	ARN SVO	jun95 03sep96	leased from KrasAir
	RA-85694	Tu-154M	KrasAir	SHJ	14feb98	
	EP-MAY RA-85694	Tu-154M Tu-154M	Iran Air Tour KrasAir	no rgd	reports 29oct99	reported in JP last overhaul completed 22aug00; f/m FRA 27jun01; l/n PEK operational 03sep07; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 25,743 hours, without engines; l/n KJA
91A868	CCCP-85695	Tu-154M	Baikalavia	mfd	12apr91	oct09, stored; broken up KJA rgd 22apr91; on charge as of 01jul91; f/n DME 26sep91, in full Aeroflot c/s; trf 30jun92, presumably just 'on paper'; l/n IKT 07jul92
	RA-85695 RA-85695 RA-85695	Tu-154M Tu-154M Tu-154M	Baikalavia Pulkovo Avia Rossiya Russian Al	DME rgd CPH	01sep93 11jun99 30mar07	in Aeroflot c/s and titles; //n DME 14may95 f/n PRG 01dec99; seen DUS 17dec06 with additional 'Rossiya' titles; //n PRG 02jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; //n active FRA 16dec07; seen LED 25apr09, wfu;
91A869	CCCP-85696	Tu-154M	Magadan Avialinii	mfd	11apr91	l/n 01jun10; broken up dec10; t/t 30,524 hours and 10,569 cycles rgd 26apr91; on charge as of 01jul91; f/n AMS 04dec92, in full Aeroflot c/s; still CCCP- 28jun93
	RA-85696 RA-85696	Tu-154M Tu-154M	Aeroflot Mavial/Magadan Al	VKO trf	21may94 18oct94	seen GDX 12may95; I/n FRA jun96, still in full Aeroflot c/s with additional 'Istanbul 2000' Olympics badge
	RA-85696	Tu-154M	Mavial/Magadan Al	BRQ	22jun97	on nose leased to Mostarez Air for six months; I/n BCN 09jun98
	RA-85696 RA-85696	Tu-154M Tu-154M	Aviacon Zitotrans Aeroflot c/s, n/t	IST LCA	22jun98 12dec99	l/n ATH 30aug98; leased from Mavial/Magadan Avia leased to IRS Aero 04oct99 and rgd 27oct99; l/n LCA 14dec99
	RA-85696 RA-85696	Tu-154M Tu-154M	Mavial/Magadan Al IRS Aero	SVO SNN	13mar00 20jul00	I/n SVO 29jun02
	RA-85696	Tu-154M	Continental Aw	rgd	09jul02	Isf Mavial; white c/s with titles and logo; f/n SVO 26jul02; last seen operational SVO 06nov05; l/n MRV 25jun06 outside rework, disassembled and broken up later
91A870	CCCP-85697 RA-85697	Tu-154M Tu-154M	AFL/West SibOVB Globe Trotters	mfd DXB	23apr91 dec92	toc 24apr91; rgd 15may91; f/n OVB 30jun92, in Aeroflot c/s
	RA-85697 RA-85697	Tu-154M Tu-154M	Aeroflot Sibir	DXB trf	22feb93 29dec94	
	EP-MAB RA-85697	Tu-154M Tu-154M	Iran Air Tour Sibir		1995 may96	leased from Sibir and later returned again to Iran as, see below
	EP-MAQ RA-85697	Tu-154M Tu-154M	Iran Air Tour Sibir	rgd	jul96 09jul98	leased from Sibir and later returned f/n FRA 29dec98; carried additional 'S7' logo and titles from jun06; stored at DME, seen jan09/apr10; seen
91A871	CCCP-85698	Tu-154M	AFL/Azerbaijan	-	21may91	in ARZ-411 at MRV 07sep10; t/t 32,927 hours and 11,712 cycles; broken up at MRV rgd 05jun91; was already f/n SVO 10apr91, overshoot only this date
	CCCP-85698 85698	Tu-154M Tu-154M	Aeroflot Aeroflot	DME	20jul91 15aug92	with additional 'Azerbaijan Airlines' titles and flag with additional 'Azerbaijan Airlines' titles and flag
	4K-85698 4K-85698	Tu-154M Tu-154M	Aeroflot Aeroflot c/s, n/t	LED BAK	16jun93 13apr94	with additional 'Azerbaijan Airlines' titles and flag I/n DME 23aug97; reported for Azerbaijan Airlines
	LZ-LTO 4K-85698	Tu-154M Tu-154M	Balkan Azerbaijan Al	SOF	13jun00	delivered this date; I/n LHR 27aug00 in fleet list 12dec00
	LZ-LCO EP-MBS	Tu-154M Tu-154M	Bulgarian Air Ch. Iran Air Tour	DUS Isd	23dec00 21jan02	I/n SXF 10sep01 crashed into mountains in Iran 12feb02; t/t 12,701 hours minutes and 5,516 cycles (accident report states
91A872	B-4016	Tu-154M	China United Al	rgd	1991	ex RA-85698, not 4K- !) with CAAC titles; f/n VKO may91; I/n NAY mar06
	B-4016 B-4016	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	KMG NAY	29oct08 22sep15	no titles with Chinese flag; I/n NAY 29jan15, active no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?)
91A873	B-4017	Tu-154M	China United Al	rgd	1991	under the fuselage; I/n NAY 22sep19 f/n CAN 20aug92, in full CAAC (c/s with blue cheatline; later repainted to CUA c/s; reported stored oct04; seen NAY 24mar05; seen in VARZ-400 jun05/aug05 at start of extensive work; I/n VKO 21aug05 in ARZ,
	B-4017 B-4017	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	NAY NAY	15oct07 29jan15	bare metal and stripped no titles with Chinese flag; I/n NAY 30sep09 no titles with Chinese flag; I/n NAY 30sep09 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; I/n NAY 19sep19, active
91A874	CCCP-85699 CCCP-85699	Tu-154M	Sibavia	mfd HAM	21jun91 26jun92	toc 09jul91; rgd 15aug91; photo exists in full Aeroflot c/s
	EP-ITC	Tu-154M Tu-154M	Transaero Iran Air Tour	OVB	30jul92	c/n confirmed
	EP-ITC RA-85699	Tu-154M Tu-154M	Aeroflot c/s, n/t Aeroflot	OVB OVB	21apr93 12jul93	just '-ITC' on the tail; returned after lease
	RA-85699	Tu-154M	Sibir	trf	29dec94	rgd 26jul94; f/n MST 22sep94; seen FRA 30jun99 and HAJ 21aug99 with extra titles 'International Space Station Press-Tour at Baikonur'; additional 'S7' titles and logo since may06; I/n DME 06sep08
	RA-85699	Tu-154M	Moskoviya	trf	nov08	in basic Sibir c/s, no titles or logo; f/n DME 29nov08; l/n operational DME 15aug09; seen OVB jan10/mar15, stored; broken up, by jun16 only the cockpit remained and had been transported to the Barnaul area of Altai Krai
91A875	CCCP-85700 85700	Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny	mfd KBP	04jul91 15apr92	toc Odjul91; f/n SXF 25jul91, in full Aeroflot c/s; rgd 15aug91 with small additional Aeroflot titles below cheatline; seen KBP 07sep92; seen ATH nov92 no longer with additional Aeroflot titles
	UR-85700 LZ-HMY	Tu-154M Tu-154M	Avialini. Ukrayiny Hemus Air		10jan93 14may02	f/n LHR 09feb93; l/n DXB 22nov99; canx 14mar01 l/n DME 08nov04; c/n from JP-02
	RA-85700 RA-85700	Tu-154M Tu-154M	no titles Yakutiya	DME VKO	25jun05 02jul06	white/grey c/s, 'Hemus' logo, registration painted out but 'HMY' visible I/n OVB 15feb13
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	RA-85700	Tu-154M	Kosmos	VKO	08jun13	in basic ex Yakutiya c/s, with titles and tail logo; I/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14
91A876	CCCP-85701(2) 85701(2)	Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny	mfd STR	05jul91 09apr92	toc 07jul91; rgd 02aug91; f/n MAN 03aug91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M001 still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92
	UR-85701(2) UR-85701(2)	Tu-154M Tu-154M	Avialini. Ukrayiny Atlant	rgd DEL	10jan93 12apr95	f/n ZRH 04apr93 l/n SHJ 05dec95
	UR-85701(2)	Tu-154M	Donbass Airlines	DXB	feb97	with titles and tail emblem; I/n KBP 07jul99; in Avialiniyi Ukrayiny fleet list early 2001; canx 24sep03 named 'Khakasia' after the region around Abakan; the last Tu-154 operated by Vladivostok Avia; I/n VVO
044077	RA-85837(2)	Tu-154M	Vladivostok Avia	rgd	27sep04	19aug10, active; stored at VVŎ from 03sep10, offered for sale 17apr12; l/n jul20/sep22; see c/n 86A724
91A877	CCCP-85702(2)	Tu-154M	Krasnoyarskavia	mfd	15jul91	toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
	RA-85702(2) RA-85702(2)	Tu-154M Tu-154M	Aeroflot KrasAir	KJA trf	13jul93 04apr94	
	EP-ITK RA-85702(2)	Tu-154M Tu-154M	Iran Air Tour KrasAir	KJA NSK	08jul94 jan96	leased from KrasAir
	RA-85702(2)	Tu-154M	Aviacon Zitotrans	SHJ	08oct96	in basic ex Aeroflot c/s with tail logo and titles; I/n LCA 16aug97; leased from KrasAir from oct95 until mid 98
	RA-85702(2) EP-MBV	Tu-154M Tu-154M	KrasAir Iran Air Tour	rgd	29oct99 07dec02	last overhaul completed 28aug01; I/n DME 08oct02; soc 21oct02 as leased to Iran f/n SHJ 27oct03; I/n DXB 28dec03
	RA-85702(2)	Tu-154M	KrasAir	rgd rgd	21may04	f/n YKS 01jul04; l/n as such PEK 23nov07; f/n in full AiRUnion c/s HAJ 08jun08; l/n operational PEK
						10oct08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 29,309 hours; stored at KJA, I/n oct09; still current on Russian register nov09; broken up
91A878	CCCP-85703(2) CCCP-85703(2)	Tu-154M Tu-154M	AFL/Magadan AFL/Belarus	mfd trf	31jul91 sep91	toc 02aug91; photo exists on the production line at Samara; see Tu-154 prototype c/n 69M003 rgd 20sep91; f/n SXF oct91
	CCCP-85703(2) EW-85703(2)	Tu-154M Tu-154M	Belarussia Al Belarussia Al	LEJ FRA	may92 26jul93	I/n DME 07jul93; with small additional Aeroflot titles below the cheatline I/n FRA 01jun94
	EW-85703(2)	Tu-154M	Belavia	TLV	mid1994	offered for lease on the internet nov05 but apparently not taken up; damaged 14may07 while being towed at Minsk when the right wing tip hit an excavator; I/n MSQ 01nov16/15apr19, stored
91A879	CCCP-85704(2) RA-85704(2)	Tu-154M Tu-154M	Krasnoyarskavia Aeroflot	mfd DME	02aug91 20mar93	toc 02aug91; rgd 20sep91; f/n DME 26sep91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M004
	RA-85704(2) RA-85704(2)	Tu-154M Tu-154M	KrasAir Air AJT Internat.	trf LGW	05apr94 19aug95	leased from KrasAir
	RA-85704(2)	Tu-154M	ex-Air AJT c/s	DUS THR	nov95	seen many times without titles until feb96
	EP-LAV RA-85704(2)	Tu-154M Tu-154M	Kish Air KrasAir	DME	mar97 29jun98	I/n DXB 15mar98; c/n from JP-98; leased from KrasAir I/n HAJ 17sep05; operator's certificate revoked 01nov08; soc 09dec05 as leased to Iran
	EP-MCH	Tu-154M	Iran Air Tour	THR	14apr06	c/n confirmed; Isf KrasAir; in basic KrasAir c/s with small 'Iran Air Tour' titles and Iranian flag; seen KJA 19jun06, returned from lease and then leased again; I/n THR 19apr08
	RA-85704(2)	Tu-154M	Zapolyarye	trf	jan09	in basic KrasAir c/s, initially without titles; I/n as such KJA 11may09; seen with titles NSK 10aug09; seen DME sep10/jul19, (N55.408733 E37.915289) stored
91A880	CCCP-85705 EP-ITB	Tu-154M Tu-154M	Sibavia Iran Air Tour	mfd ARN	09aug91 mar94	toc 10aug91; rgd 26aug91; f/n OVB 01jul92, in full Aeroflot c/s leased from Sibir
	RA-85705 EP-MAI	Tu-154M Tu-154M	Sibir Iran Air Tour	HAJ SVO	aug94 aut '96	trf 29dec94 to Sibir leased from Sibir; seen THR mar97
	RA-85705	Tu-154M Tu-154M	Sibir	rgd	21nov97 06mar00	I/n FRA 10oct99
	EP-MBH RA-85705	Tu-154M	Iran Air Tour Sibir	lsd rgd	30apr02	f/n SYZ 14mar00; leased from Omskavia until 05mar02 f/n HAJ 13jul02; l/n DME 27oct05; soc 12dec05 as to Iran
	EP-MCL	Tu-154M	Iran Air Tour	Isd	jan06	c/n confirmed; Sibir full c/s with small 'Iran Air Tour' titles and Iranian flag; f/n THR 01apr06; l/n DXB 06oct08; 85705 under rhe wings and now full Iran Air Tour c/s, f/n THR 05dec08; l/n THR feb11/may16,
91A881	CCCP-85706	Tu-154M	AFL/Magadan	mfd	19aug91	stored toc 09sep91
	CCCP-85706 EW-85706	Tu-154M Tu-154M	AFL/Belarus Aeroflot	trf SNN	sep91 05jul93	rgd 16sep91; f/n SXF 25oct91; still CCCP- 07jun93 I/n MSQ 08sep93, no flag on tail
	EW-85706	Tu-154M	Belavia	FRA	08nov93	I/n MSQ 23apr11; seen MSQ 16aug12 being painted for preservation; I/n 02nov12 as such; replaced by EW-85581 and moved back to the airfield; I/n MSQ jul15/nov16, stored; reported scrapped may18
91A882	CCCP-85707 UR-85707	Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny	mfd KBP	29aug91 17jun93	toc 02sep91; rgd 18sep91; opb Borispolski OAO; in full Aeroflot c/s; f/n SXF 27sep91; l/n KBP 07sep92 l/n operational IEV 22may04; stored with faded titles at KBP from 23jul04; offered for lease nov05; sold to
			, ,		,	Barrow Management of London; repaired for the ferry flight to Russia jan08; l/n KBP 25jan08; canx 06feb08
	RA-85707	Tu-154M	no titles	KBP	07feb08	initially in basic Avialiniyi Ukrayiny c/s, registration without dash (painted on as 'URA85707' in the process of changing prefixes); ferried KBP-VKO 20feb08 and VKO-MRV 22feb08; I/n in its old c/s in ARZ-411 at
						MRV 04mar08; repainted in white/light grey c/s; f/f after overhaul 27dec08; offered for sale 13may09 with t/t 10,414 hours and 2,843 cycles
	RA-85707	Tu-154M	Yakutiya	rgd	16jul09	to Barrow Management of London; version for 164 passengers; started revenue flights 27jul09; initially in white/light grey c/s with titles; I/n as such VKO 15sep09; seen in the process of painting in VARZ-400
						18sep09; f/n in full c/s VKO 07nov09; t/t 12,253 hours and 3,362 cycles by 01jan11; l/n operational YKS 26jun13; sat wfu at MRV, seen dec13/sep16; scrapped at MRV nov17 (in the process of being scrapped
91A883	CCCP-85708	Tu-154M	Krasnoyarskavia	mfd	30aug91	14nov17); canx between 23nov17 and 26dec17 in full Aeroflot c/s; toc 11sep91; rgd 22oct91; f/n DME 23feb92; l/n KJA 01jul92
31A003	85708 EP-ITJ	Tu-154M	Aeroflot	SVO	16may93	in full Actionic (13, told 113cp) 1, 1gd 220cc) 1, 111 bit 231cb) 2, 111 told 01 july 2
	RA-85708	Tu-154M Tu-154M	Iran Air Tour KrasAir	GOT trf	22dec93 05apr94	seen DME 07may95, in Aeroflot c/s, no titles
	RA-85708 EP-MCG	Tu-154M Tu-154M	KrasAir Iran Air Tour	IST THR	01sep95 31jan06	I/n LED 06nov05; soc 20dec05 as leased to Iran c/n confirmed; leased from KrasAir; in basic KrasAir c/s with 'Iran Air Tour' titles; I/n SVO 01apr08;
	RA-85708	Tu-154M	KrasAir	UUS	29aug08	returned to Russia 03may08 in full c/s; operator's certificate revoked 01nov08
	RA-85708	Tu-154M	Zapolyarye	trf	may09	seen KJA 15oct09, still in full KrasAir c/s; overhauled by the Aviakor factory at Samara-Bezymyanka (seen 06nov09) and retained as the overhaul was had not yet been paid for by jul11
91A884	CCCP-85709(2) RA-85709(2)	Tu-154M Tu-154M	Sibavia Sibavia	mfd OVB	09sep91 21apr93	toc 19sep91; rgd 15oct91; opb Tolmachovski OAO; in full Aeroflot c/s; f/n STN 07may92; see c/n 85A709 still in full Aeroflot c/s including titles
	RA-85709(2) EP-ITM	Tu-154M Tu-154M	Sibir Iran Air Tour	trf ARN	29dec94 19apr95	leased from Sibir; seen in bare metal in ARZ-411 at MRV 15may96
	RA-85709(2) EP-MAK	Tu-154M Tu-154M	Sibir Iran Air Tour	FRA THR	15sep96 mar97	leased from Sibir; I/n SHJ dec99
	RA-85709(2) RA-85709(2)	Tu-154M Tu-154M	Sibir Atlant-Soyuz	rgd rgd	21dec00 15feb05	f/n mar01; I/n OVB sep04 in full c/s; f/n SAW 06apr05; damaged 20jan07 while taxiing at Ufa when the right wing hit an empty bus
	101 03703(2)		riddii 557a2	.gu	15,0505	which stood on the taxiway, no casualties; repaired; t/t 32,427 hours and 13,873 cycles by 01jan10; l/n operational GDZ 11sep10; new CofR issued 21oct10; Atlant-Soyuz ceased operations 18jan11; CofA
						expired 21sep11; stored with VARZ-400 at VKO, seen aug11/jun12; later sat wfu in the middle of the airfield, seen aug12/oct16; scrapped at VKO 18mar17; still current on register sep20
91A885	CCCP-85710	Tu-154M	AFL/Ukraine-ODS	mfd	26sep91	rgd 15oct91; trf to Avialiniyi Ukrayiny but not repainted; f/n FRA 04jul92; operated Greenair flights jul92; //n SVO 26apr93; officially to, see next line
	UR-85710	Tu-154M	Avialini. Ukrayiny	r/r	21jan93	(UR-) not taken up according to Ukrainian CofA # 1050; never wore Avialiniyi Ukrayiny colours; canx 22ian95, see dates next lines
	RA-85710	Tu-154M	Aeroflot Rus. Al	rgd	26apr93	leased from Avialiniyi Ukrayiny; CofA checked AMS 24may93
	RA-85710 RA-85710	Tu-154M Tu-154M	Atlant Vladivostok Avia	IST rgd	aug94 24oct96	arrived at Vladivostok 09aug95 for service with Vladivostok Avia initially with additional Aeroflot titles behind the nose, seen as such VVO apr97; named 'Vladivostok';
		_				'Vladivostok Avia' titles worn both sides; f/n GMP 30nov96; l/n active ICN 16nov08; stored at VVO, l/n sep09; canx 16dec10; broken up
91A886	B-2624 RA-85204(2)	Tu-154M Tu-154M	Sichuan Airlines Pulkovo Avia	mfd rgd	26sep91 10dec01	f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezymyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen
	RA-85204(2)	Tu-154M	Rossiya Russian Al	ph.	20nov06	MLA 13aug02, with titles; I/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; I/n LED
						04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles
91A887	CCCP-85711 UK-85711	Tu-154M Tu-154M	AFL/Uzbekistan Uzbekistan Airways	mfd TAS	11oct91 04apr93	toc 19oct91; rgd 30oct91; opb Tashkentski OAO
	UK-85711 85711	Tu-154M Tu-154M	Pakistan Intl Aw Pakistan Intl Aw	KHI KHI	06dec96 14may97	leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997
	UK-85711	Tu-154M	Uzbekistan Airways	TAS	23sep97	repainted in full new c/s; f/n as such DME 21jul06; l/n operational over Penza 15nov10; sat wfu at TAS, seen aug13/may15; used as a ground trainer (without registration) by the fire brigade at TAS, seen
91A888	CCCP-85712	Tu-154M	ALAK	mfd	30sep91	jul16/oct23 with just '85711' on its tail mfd given as 13dec91 in a sales offer; rgd 06feb92; in full Aeroflot c/s; f/n VKO 23feb92; seen VKO
317000	CCC1 03712	14 15-111	ABAK	IIIIG	эозсрэг	16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670"
	RA-85712 RA-85712	Tu-154M Tu-154M	Lietuva ALAK	KUN VKO	10feb93 17jul93	in white/light grey c/s with red cheatline in basic Lietuva c/s; I/n with titles VKO 30aug93; f/n without titles VKO 22aug95; I/n 29apr98; ALAK
	RA-85712	Tu-154M	Aviaexpresscruise	VKO	19aug99	suspended operations in 1998 I/n SVO 10aug00
	RA-85712 RA-85712	Tu-154M Tu-154M	Yakutskie Avial. Aviaexpresscruise	rgd DME	04jul00 18aug03	//n SVO 20oct00; leased from Aviaexpresscruise; I/n SVO 27sep02 in basic Yakutsk Airlines c/s; I/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO
	RA-85712	Tu-154M	Atlant-Soyuz	VKO	17sep08	jun05/sep08 in all-white c/s, no titles; I/n as such VKO 08nov08; last overhaul completed apr09, converted to a VIP
		. ==				aircraft for 41 passengers during the overhaul; seen ZIA 22aug09 and VKO 07nov09 with the serial number on the nose-wheel door only; offered for sale by Aero Asia in early 2010 with t/t 8,955 hours and
						2,881 cycles

	RA-85712	Tu-154M	AeroRent	rgd	25dec09	to Parabola; entered into the operator's certificate of AeroRent 05feb10; in all-white c/s, initially without titles; f/n VKO 13may10; l/n without titles VKO 04jun10; f/n with titles VKO 13aug10; l/n ZIA 30aug13,
	RA-85712	Tu-154M	Kosmos	VKO	02feb14	stored still a VIP aircraft; in all-white c/s with titles; I/n VKO 30nov15; sold to the Russian MVD nov15; canx
	RF-85136(3)	Tu-154M	Rosgvardiya	CKL	15jul16	before mar16 opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; reported
91A889	CCCP-85713(2)	Tu-154M	ALAK	mfd	oct91	on russianplanes.net with the date 16may16; I/n DXB 20feb23; see c/ns 76A136 and 88A791 rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; see c/n 85A713
	RA-85713(2) RA-85713(2) 4L-85713(2)	Tu-154M Tu-154M Tu-154M	ALAK Ayaks Georgian Airlines	SHJ TAT VKO	10apr93 02jan99 mar00	I/n VKO 24aug97; not in 1998 fleet list; suspended operations in 1998; rgd 01dec98 to Kalex Finances Co I/n TAT 12jan99; soc and canx 04jun99 as to Georgia not in 2001 fleet list; seen in VARZ-400 oct00/jun05, stored; c/n re-checked 24jun05, no outer wings then; under overhaul jul06
	UN-85713(2) UP-T5401 UP-T5401	Tu-154M Tu-154M Tu-154M	Berkut Kaz Air Jet Kazakh Government	LYS BTS KBP	04feb07 12jul08 15sep10	VIP aircraft; in white/light blue c/s, no titles; l/n AMM 10may08 in white/light blue c/s, no titles; l/n TSE 24jun10 in white/light blue c/s, "Kazakhstan' titles; seen ALA 02apr11 with roundels under the wing; l/n LED
	UP-T5401	Tu-154M	Kazakh Air Force	LED	14may20	31may19 in white/light blue c/s, 'Kazakhstan' titles and smaller 'Air Force' below the windows; I/n ALA 27aug23
91A890	CCCP-85714 RA-85714	Tu-154M	ALAK ALAK	mfd VKO	26dec91	active rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; l/n VKO 16aug92 l/n SVO 25iun95
	TC-RAD	Tu-154M Tu-154M	ALAK	AMS	21may93 21jul95	leased to Holiday Airlines; '-85714' still visible on tail
	TC-RAD TC-RAD	Tu-154M Tu-154M Tu-154M	Holiday c/s, n/t Holiday	TXL TXL AGP	28jul95 05aug95 19nov97	I/n VKO 29jun96
	RA-85714 RA-85714 4L-AAF	Tu-154M	blue c/l, n/t ALAK	TAT LHR	03jan98 25sep98	suspended operations in 1998; reported for Ayaks by early 1998 I/n MSO 24sep99
	RA-85714 EP-MHZ	Tu-154M Tu-154M Tu-154M	Aviaexpresscruise Omskavia Mahan Air	rgd rgd	07dec00 07oct01	I'll mSQ 2486P39 f/n SHJ 03jan01, no titles; in fleet list dec00/sep01; l/n DME 21aug01; soc and canx 23aug01 as leased to Iran f/n DXB 19oct01; l/n THR 21may04, Omskavia c/s
	RA-85714	Tu-154M	Omskavia	rgd	12jul04	f/n AYT 01aug04; leased to KrasAir in full Omskavia c/s, seen KJA 16jun06/27aug07; operator's certificate of Omskavia revoked 05oct08; I/n stored at KJA jun09/jul10; still current on register nov09; broken up KJA
91A891	CCCP-85715 RA-85715	Tu-154M Tu-154M	KavMinVody Avia KavMinVody Avia	mfd LUX	27nov91 29sep92	rgd 23dec91; f/n MRV 30dec91, in full Aeroflot c/s; on charge as of 01jan92 in full Aeroflot c/s and titles; l/n LUX 01oct92
	EP-LAI RA-85715	Tu-154M Tu-154M	Kish Air Aeroflot	SNN	27aug94 26may95	I/n 06jan95
	RA-85715 EP-MAF	Tu-154M Tu-154M	KavMinVody Avia Iran Air Tour	SNN ALA	23sep95 23may96	rolled out this date; CofR renewal 21nov95 was in basic KavMinVody Avia c/s
	EP-BOM EP-MAX	Tu-154M Tu-154M	Bon Air Iran Air Tour	no Isd	reports 22aug98	leased from KavMinVody Avia f/n SVO 24oct98; in basic ex KavMinVody Avia c/s with Iran Air Tour titles; l/n SVO 23aug99; leased from
	RA-85715	Tu-154M	KavMinVody Avia	rgd	25apr01	KavMinVody Avia until 21aug01 f/n SVO 12aug01; seen STW 24aug11, active; l/n MRV sep11/nov14, stored; broken up at MRV aug15;
91A892	CCCP-85716	Tu-154M	Aerovolga	mfd	29nov91	canx before apr16 toc 29nov91; rgd 10jan92; f/n SZG 15nov92, in full Aeroflot c/s
	RA-85716 RA-85716	Tu-154M Tu-154M	Aeroflot Aerovolga	SHJ trf	24mar93 24nov94	seen PEK 30oct93 with additional small 'China Xinjiang' titles below the cheatline f/n PRG jun95
	RA-85716 RA-85716	Tu-154M Tu-154M	Georgia Air Prague Aerovolga	PRG PEK	28jun95 16oct96	leased from Aerovolga; I/n PMI 05dec95 I/n PEK 23may98; CofR renewal 12may99
	RA-85716 EP-MCI	Tu-154M Tu-154M	Samara Iran Air Tour	KUF trf	11aug01 may06	l/n KUF 07jul04 leased from Samara; f/n SYZ 03sep06 in all-white c/s; l/n THR 25mar08
	RA-85716 RA-85716	Tu-154M Tu-154M	Samara Continent	DME VKO	23jul08 06jan11	in full AiRUnion c/s with small 'Samara' titles; operator's certificate revoked 30sep08 in basic AiRUnion c/s, no titles; I/n KJA 07jul11
91A893	RA-85716 B-2625	Tu-154M Tu-154M	Aero Rent Sichuan Airlines	KJA mfd	01agu11 29nov91	in basic AiRUnion c/s, with titles; I/n NOZ mar14/may23, stored f/n CTU may92; I/n CTU 11apr00
	RA-85171(2) RA-85171(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd ADB	10dec01 01jun07	see c/n 76A171; f/n CDG 14apr02; seen GVA 13jan07 with additional 'Rossiya' titles; I/n LGW 15apr07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; I/n LED 01jun10, wfu; broken up nov10; t/t
92A894	B-2626 RA-85185(2)	Tu-154M Tu-154M	Sichuan Airlines Pulkovo Avia	mfd rgd	10feb92 10dec01	30,565 hours and 15,378 cycles rgd feb92; I/n active CTU 11apr00; I/n in the "Aviakor" factory at Samara 11aug01 f/f 26dec01; f/n AMS 28dec01; I/n LED 07jul06; w/o 22aug06 on a flight from Anapa to St. Petersburg when climbed to the maximum allowed altitude with the given weight (FL 390) in order to out-climb a
						heavy thunderstorm, was thrown up from 11.961 metres to 12.794 metres within 10 seconds by severe turbulence, entered a deep stall due to uncoordinated action of the crew (the airspeed dropped from 350 km/h to 0 during these 10 seconds while the AoA reached 46 degrees), entered a flat spin and crashed in the steppe near Sukhaya Balka (40 km north-west of Donetsk, at N48°19'58" E37°44'48"), all 10 crew and 160 passengers killed; fyt 24,215 hours and 12,716 cycles; see c/n 76A185
91A895	ES-AAC CCCP-85740	Tu-154M Tu-154M	ELK Estonian ELK Estonian	mfd rgd	06dec91 05feb92	c/n confirmed; reg applied (photo in newspaper 'Estonia' 10dec91) but not taken up c/n confirmed; f/n MLA 23oct92; I/n RIX 10sep93
	ES-LAI YL-LAI	Tu-154M Tu-154M	Baltic Expr Line Baltic Expr Line	no rgd	reports 22oct93	believed not taken up or painted as such f/n SHJ 28oct93; l/n RIX 22aug96; canx 15jan97
	 3D-RTP	Tu-154M Tu-154M	Baltic Expr Line Air Pass	TLL	03aug97 dec97	stored without registration; seen again as YL-LAI PTG 14nov97 for refurbishment prior to Air Pass service I/n PTG 07feb98
	TL-ACF	Tu-154M	Centrafrican	DXB	sep98	legal TL- registration !; seen LHR 28dec98; I/n RKT 16mar00; reported without titles since 09apr00; seen RKT 28apr00 being repainted and noted as TD-RTP, part of its old registration 3D-RTP showing under the paint
	ER-TAG LZ-LTV	Tu-154M Tu-154M	Moldtransavia MTA Balkan	rgd FRA	11sep00 20jun01	f/n RKT 14oct00; I/n MCT 10jun01; canx 22jun01, see next line! basic MTA c/s; I/n FRA 03oct01 basic MTA c/s I/n PRO 03oct01
	LZ-LTV 9XR-DU	Tu-154M Tu-154M	Albanian Airlines Centrafrican c/s	ZRH VKO	aug02 16jan04	basic MTA c/s; I/n BRQ sep02; I/n KIV jul03, stored without any markings c/n confirmed by JP-05; no titles, reported for Regional Int'l Air Services (Rwanda); temporarily to RA-
	RA-85740	Tu-154M	Atlant-Soyuz	VKO	20jun05	85479(2)? see next line ex RA-85479(2) with unknown c/n ?; VIP aircraft, presented in new c/s 20jun05; last CofR 15jun06; first Russian civil aircraft with GLONASS GPS system (installed by VARZ-400 jul07); t/t 4,696 hours and 1,924 cycles by 01jul08; seen LTN 04nov10; Atlant-Soyuz ceased operations 18jan11; l/n VKO aug12/12sep18,
91A896	ES-AAD	Tu-154M	ELK Estonian	mfd	dec91	stored; canx between 17oct19 believed not taken up or painted as such
	CCCP-85741 ES-LTR	Tu-154M Tu-154M	ELK Estonian ELK Estonian	rgd r/r	05feb92 early94	f/n RIX jun92; /n LPA 30oct93 f/n ZRH jul94; in full ELK c/s with additional small Air Moravia titles and logo; I/n FRA 08jul95 as such; seen TIL 04aug97 stored was reported for Air Case
	EW-85741 ES-LTC	Tu-154M Tu-154M	Belavia ELK Airways	BCN rgd	29aug98 17may00	seen TLL 04aug97 stored, was reported for Air Cess I/n GVA 07sep99 f/n SXF 13jun00; I/n ZRH 12aug00
	EW-85741 EW-85741	Tu-154M Tu-154M Tu-154M	Belavia Shaheen Air Intl	ret DXB	unknown 26feb04	in basic Elk c/s with 'Belavia' titles; f/n FCO 29aug01; l/n SZG 03jan04 l/n DXB 18apr04
	EW-85741 EW-85741	Tu-154M Tu-154M	Belavia Shaheen Air Intl		04aug04 19feb05	//n DXB 05mar05
	EW-85741	Tu-154M	Belavia	MSQ	21may05	still in basic Elk c/s, I/n as such TRN 29jul06; seen BCN 26may07 in full Belavia c/s; seen LED 06nov16; I/n MSQ jul19, stored
91A897	CCCP-85717	Tu-154M	AFL/Tajikistan	mfd	dec91	rgd 10jan92; f/n VKO same date; seen VKO 08jul92; l/n PEK mar93 with Aeroflot titles and Soviet flag with large 'Tochikiston' titles over the emergency exit
	EY-85717	Tu-154M	Tajik Air		01apr93	initially with small titles behind the nose and 'Tochikiston' titles on the fuselage; Tajik Air was renamed Tajikistan Airlines; seen DME 23sep94; Tajik Air titles removed by 1995
	EY-85717 EP-CPH	Tu-154M Tu-154M	Tajikistan Al Caspian Airlines	LHR DXB	05aug95 03apr99	in basic ex Aeroflot c/s with Tajikistan titles; I/n DME nov98; still in fleet list 30sep00 c/n confirmed; in basic Tajikistan c/s; I/n THR 13mar00
	EP-EAA 85717	Tu-154M Tu-154M	Aria Air primer c/s	DXB VKO	26mar01 23aug03	c/n confirmed from JP-02; basic Tajikistan c/s; l/n SHJ 24nov02 in VARZ, reg from nose wheel door
	EY-85717	Tu-154M	Tajikistan Al	SHJ	14oct03	in full c/s with Tajikistan titles; I/n IST 03mar07; repainted with Tajik Air titles, f/n DUS 23aug07; JSC Tajik Air was formed 30dec09; out of service 01mar12 according to an official document of assets dated 01jan18; I/n DYU 24jun14, stored
91A898	SU-OAC EP-JAZ	Tu-154M Tu-154M	Cairo Char & Cargo Mahan Air	SVO	23may92 nov93	reported ex CCCP-85898, not taken up; I/n ORY 17apr93 in basic ex Cairo Charter and Cargo c/s, with own logo and titles; I/n DXB 05mar00
	EP-CPN	Tu-154M	Caspian Airlines	DXB	07oct00	c/n confirmed also by VARZ; photo exists in basic ex Cairo Charter and Cargo c/s, no titles, with orange Caspian tail logo; repainted in white/blue c/s with titles; I/n THR 10nov08; stored THR jan12; I/n THR 30mar17, registration on top of the wings only
91A899	SU-OAD EP-ARG	Tu-154M Tu-154M	Cairo Char & Cargo Mahan Air	FRA rgd	13jun92 01mar93	reported ex CCCP-85899, not taken up; I/n STR 19dec92 in fleet since end 1993; in modified ex Cairo Charter and Cargo c/s, with own logo and titles; f/n DXB
	EP-CPO	Tu-154M	Caspian Airlines	rgd	07sep00	13mar97; I/n VKO 29jul00 f/n VKO 07oct00; I/n DXB 29jan11; seen stored THR jan12; I/n THR aug17/nov18 at the Saha Air Training
91A900	CCCP-85718	Tu-154M	AFL/Kyrgyzstan	mfd	jan92	Centre c/n year given in the original handwritten Soviet register as 91; rgd 27feb92; f/n FRA 09apr92; l/n DME
	EX-85718	Tu-154M	Kyrgyzstan Al		31may94	02sep93 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side; I/n HAJ 12aug00
	EX-85718 EX-85718	Tu-154M Tu-154M	Altyn Air Kyrgyzstan Al	FRU HAJ	12jul02 29oct05	I/n DME 01oct05 in full Altyn Air c/s with large 'Kyrgyzstan' titles plus small 'Altyn Air' titles on nose; I/n HAJ 03sep06; damaed 26ce06 during take of the at Bichkele when the cight wing bit the tail of USAS KC 135B c/s 63
						damaged 26sep06 during take-off run at Bishkek when the right wing hit the tail of USAF KC-135R s/n 63-8886 that just vacated the runway (about 2.7 m of the outer wing were ripped off), was able to become airborne, quickly turned 180 degrees and made an emergency landing in the opposite direction no
						airborne, quickly turned 180 degrees and made an emergency landing in the opposite direction, no casualties (but the KC-135R caught fire and was dbr); new right wing (from VARZ-400) attached oct07;

						ferried to VARZ-400 for rework 17jan08; back into service may08; seen DME 10mar10 still in full Altyn Air
91A901	CCCP-85719	Tu-154M	AFL/Kazakhstan	mfd	14feb92	c/s with large 'Kyrgyzstan' titles; for sale on internet jun12; I/n FRU 12oct18 c/n year given in the original handwritten Soviet register and subsequent Russian canx register feb01 as
	UN-85719	Tu-154M	Aeroflot	ALA	22apr93	91; rgd 03mar92; f/n HAJ 13jul92 with Kazakhstan flag
	UN-85719 UN-85719	Tu-154M Tu-154M	Aeroflot c/s, n/t Kazakstan Airlines	BKK ZRH	27oct93 17jan94	with Kazakhstan flag I/n ALA 03aug98; see trf date next line !
	UN-85719	Tu-154M	Air Kazakstan	trf	26sep96	Almaty based; f/n ALA 13may99; l/n ALA 24sep99; mentioned in legal documents 1999/2000 with regards to ownership issues; ferried illegally ALA-VKO (to VARZ-400) 30mar00
	RA-85719 EP-LBS	Tu-154M Tu-154M	MVM Trading Kish Air	rgd rgd	25oct00 28oct00	canx 25nov00 as to Iran not leased but bought; f/n DXB nov00; all titles removed by mid jan05, but full c/s again 11feb05; l/n KIH
91A902	CCCP-85720	Tu-154M	Krasnoyarskavia	mfd	31jan92	feb12/16may17, stored c/n year in all official documents given as 91; toc 20may92; rgd 16jun92; in full Aeroflot c/s; f/n KJA
	EP-ITA	Tu-154M	Iran Air Tour	KJA	17feb93	01jul92 not in fleet list by 28dec93
	RA-85720 RA-85720	Tu-154M Tu-154M	KrasAir KrasAir	trf CGN	05apr94 jul95	f/n KJA 12jun94, in Aeroflot c/s, no titles; I/n VNO may95
	RA-85720 RA-85720	Tu-154M Tu-154M	ex KrasAir, n/t KrasAir	HAJ DME	12jul97 19aug99	operated for Sibaviatrans; I/n HAJ 26jul98 I/n KJA 03jun01; last overhaul completed 18nov02; soc and canx 15jan03 as leased to Iran
	EP-MBZ RA-85720	Tu-154M Tu-154M	Iran Air Tour KrasAir	rgd rgd	04feb03 21may04	f/n SHJ 11nov03 f/n DME 02sep04; in fleet list jan04; l/n FRA 20nov05
	RA-85720	Tu-154M	Aria Air	THR	07feb06	leased from KrasAir; in basic KrasAir c/s with 'Aria' titles, logo literally over 'KrasAir' logo; I/n DXB 26mar07
91A903	RA-85720	Tu-154M	KrasAir	PEK	07jul07	I/n operational PEK 15sep08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 27,140 hours, without engines; I/n KJA 15jnn09; broken up
91A903	CCCP-85721(1) EP-ITD	Tu-154M Tu-154M	Aerovolga	mfd THR	feb92 08feb93	c/n year in all official documents given as 91; toc 27feb92; rgd 03mar92; see c/n 87A751; soc 17mar93 and canx 01apr93 after the accident, see below
			Iran Air Tour			w/o 08feb93 on a flight from Tehran-Mehrabad to Mashhad, after taking off from runway 29R the Tu-154M collided with a Su-24MK of the Iranian Air Force which was on a VFR approach to runway 29L, both aircraft crashed 15 km from the airport, all 12 crew and 119 passengers plus both pilots of the Su-24MK killed
91A904	CCCP-85722 RA-85722	Tu-154M Tu-154M	KavMinVody Avia Aeroflot	mfd KUF	18feb92 21apr93	c/n year in all official documents given as 91; toc 25feb92; rgd 12mar92
	RA-85722 EP-ARH	Tu-154M Tu-154M	Kish Air Mahan Air	THR no	apr93 reports	registration from JP-95
	RA-85722 RA-85722	Tu-154M Tu-154M	not reported KavMinVody Avia	SNN	06oct95 14oct95	arrived for painting //n MRV 15may96
	EP-BOJ RA-85722	Tu-154M Tu-154M	Bon Air KavMinVody Avia	THR no	19mar97 reports	leased from KavMinVody Avia soc may98 as leased to Iran
	EP-MAU RA-85722	Tu-154M Tu-154M	Iran Air Tour KavMinVody Avia	DXB rgd	20nov99 23oct00	in fleet since at least sep99; I/n THR 13mar00 f/n SHJ 27nov00; last overhaul completed in 2000; I/n SHJ 03jan07 databal with the found of the foundation of
	EX-00002	Tu-154M	Kyrgyzstan	trf	31jan07	donated by the Russian Government to the Kyrgyz Government; painted up by ARZ-411 jan07; arrived FRU 22feb07; f/n LED 08jun07; I/n DME 16sep09, active; seen FRU oct14/dec23, wfu (N43.052407
92A905	CCCP-85723	Tu-154M	Aerovolga	mfd	30mar92	E74.482366) c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and
	RA-85723 RA-85723	Tu-154M Tu-154M	Aeroflot Samara	IST trf	21jun93 24nov94	other official documents as 92; toc 31mar92; rgd 06apr92; f/n DME 03jun92, in full Aeroflot c/s f/n SZG 06jun95; l/n SVO 22aug01
	HA-LGB RA-85723	Tu-154M Tu-154M	Atlant Hungary Samara	KUF	07dec00 28jun02	allocated but never delivered and expired 07jun01 in Samara fleet list 31jan01; seen in VARZ-400 at VKO 04jun10 with 'Domodedovo' logo; operator's
	101 03723	10 15	Samara		20,4.102	certificate revoked 30sep08; sat wfu in VARZ-400, f/n 08aug10, without wings by 20aug11, l/n 20nov11; scrapped by VARZ-400 at VKO 24nov11
92A906	CCCP-85724	Tu-154M	AFL/Vnukovo	mfd	23apr92	c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and other official documents as 92; rgd 08may92; opb Vnukovskoye PO; f/n VKO 05jun92; l/n DME 02sep93; canx 10feb94 as to Belarus
	EW-85724 RA-85724	Tu-154M Tu-154M	Belavia Chelyabinsk Avia	GME trf	30jun95 02oct96	I/n MSQ 12may96 in basic Belavia c/s; f/n HAJ dec96; I/n DME 19aug99; CofR renewal 24sep99
	EP-TQM	Tu-154M	Qeshm Air	rgd	01mar00	in basic Belavia c/s; f/n DXB 01mar00; I/n DXB 25may01; EP-TQN was reported DXB 17mar01 probably in error for this registration
	RA-85724 RA-85724	Tu-154M Tu-154M	Chelyabinsk Avia Enkor	DME rgd	15jun01 14jun02	in basic Belavia c/s, no titles f/n DME 25jun02; leased from Chelyabinsk Avia 15jun01/31dec04; in basic Belavia c/s, small titles by the
	RA-85724 RA-85724	Tu-154M Tu-154M	Sibir S7 Airlines	DUS OVB	02jan05 01mar08	nose; I/n OVB 28oct04 in basic Chelyabinsk Avia c/s, no logo; carried additional 'S7' titles and logo from jun06; I/n HAJ 24nov07 in striking bright green c/s with medium green belly and side-mounted engines, with 'www.s7.ru' titles and
	RA-03724	10-13414	37 Allillies	OVB	UTITIATUS	large 'S7' logo; left the paint shop at BKA in late feb08; new CofR issued 15sep08; excluded from the operator's certificate 18nov08; CofA expired 01jun09; t/t 23,507 hours and 9,467 cycles; sat wfu at OVB
92A907	CCCP-85725	Tu-154M	AFL/Vnukovo	mfd	24apr92	(with titles and logo painted out), seen oct09/may18; canx 10nov16; scrapped at OVB jul18 c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and
327.507	0001 03723	10 15	, a cy manoro		2.00.52	other official documents as 92; rgd 08may92; f/n VKO 08jul92; l/n VKO 08sep93; canx 10feb94 as to Belarus
	EW-85725 RA-85725	Tu-154M Tu-154M	Belavia Chelyabinsk Avia	VKO trf	16jul94 02oct96	I/n MSQ 12may96 f/n DME 20aug97; in basic ex Belavia c/s with badge and titles by the nose; CofR renewal 26feb99; I/n HAJ
	EP-MHB	Tu-154M	Mahan Air	DXB	28nov00	12aug00 in all-white c/s with grey undersides; I/n DXB mar02
	RA-85725 RA-85725	Tu-154M Tu-154M	Enkor Sibir	rgd DME	24may02 09apr05	with dark blue tail with small 'Enkor' titles on nose; f/n DME 05jun02; l/n OVB 28oct04 with dark blue tail, no logo; l/n DME 18apr06, as such; carried additional 'S7' logo and titles since may06;
	RA-85725	Tu-154M	S7 Airlines	DME	17feb08	I/n MUC 02jan08 in new c/s, striking bright green with medium green belly and side-mounted engines, large 'S7' logos and
	RA-85725	Tu-154M	Zapolyarye	NSK	09jul09	'www.s7.ru' titles; last flight 10nov08 (KJA-OVB); seen OVB 01mar09, stored in basic S7 Airlines c/s, initially without titles; seen with titles NSK 10aug09; I/n DME 16aug10
	RA-85725 RA-85725	Tu-154M Tu-154M	KavMinVody Avia South East	MRV VKO	26dec10 16oct11	in basic S7 Airlines $c/s$ , with large 'KMV' titles; $l/n$ stored MRV 28sep11 still in basic S7 $c/s$ with South East titles and 'SE' on the tail; stored at MRV by jan12; broken up at MRV;
92A908	RA-85726(1)	Tu-154M	Liana	mfd	29apr92	canx before apr16 rgd 08may92; f/n STN 28mar93 with large 'Liana' titles; see c/n 86A725
	LZ-MNA LZ-MNA	Tu-154M Tu-154M	no titles Macedonia AS	ZRH RJK	27jun93 17jul93	operated for Macedonia Air Service, leased from Air Kona still in basic ex Liana C/S
	RA-85726(1)	Tu-154M	Mals Deoghar	VKO	11jul94	trf 27sep94; carried large 'MALS' titles; I/n as such VKO 25may96; reported for Chukotavia sep98; damaged at an unknown date when suffered a tail-strike at VKO during an excessively nose-up landing;
	RA-85832	Tu-154M	Air AJT Internat.	rgd	04oct99	repaired; I/n VKO 20aug99 suggested re-registered so that superstitious pilots would not guess they were flying a previously damaged and 'unlucky' (or perhaps even unsafe!) aircraft (cf. the case of Trans World Airlines Boeing 707-331B
						N776TW which was blown up by terrorists in Damascus in 1969, repaired and re-registered N28714 so that pilots would not know they were flying 'the blasted one'); f/n SVO 26feb00; l/n in VARZ-400
	RA-85832	Tu-154M	Pulkovo Avia	rgd	11feb03	21aug01/20aug02 f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya'
	RA-85832	Tu-154M	Rossiya Russian Al	BCN	30jun07	I/n DME 30oct09 active; seen LED 01jun10/oct10, wfu
	RA-85832	Tu-154M	Continent n/t	DME	20aug11	still in basic ex-Pulkovo Avia c/s, no titles; seen DME aug11/apr18, stored; was finally canx between 20jul18 and 24aug18
92A909	CCCP-85727 ES-LTP	Tu-154M Tu-154M	ELK Estonian ELK Estonian	mfd CPT	18apr92 22nov93	rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93 seen VKO 21jun02 and 20aug02 in bare metal, no reg on
	RA-85727	Tu-154M	UTair	rgd	15apr03	f/n VKO 06may03; named 'Konstantin Luzhetski' 18oct06 after the first director (1967/69) of the AFL Tyumen directorate; I/n TJM jan13/may13 stored; broken up feb14
92A910	CCCP-85728 RA-85728	Tu-154M Tu-154M	Aviakomp. Vityaz Avialin. Dagestana	mfd trf	15may92 01apr94	rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93 f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
	RA-85728 RA-85728	Tu-154M Tu-154M	Avialin. Dagestana Alrosa	VKO rgd	20aug99 12feb02	f/n VKO 18feb02; I/n TOF 21oct13; seen MJZ 18jul16/04jun21, stored
92A911	CCCP-85729 4K-85729	Tu-154M Tu-154M	Aviakomp. Vityaz Azerbaijan Gvt	mfd LHR	apr92 22feb94	rgd 10jun92; soc and canx 31may93 as to Azerbaijan with 'Azerbaycan' and additional 'AHY' titles; I/n with additional 'AHY' titles 20jul98; reportedly on loan to
	4K-85729	Tu-154M	Azerbaijan Al	KBL	18feb08	Afghan Gvt nov05/may06; named 'Shamakh' after a medieval fortress on the territory of current Azerbaijan; seen SVX 25nov12; I/n GYD oct15, stored
92A912	CCCP-85730 RA-85730	Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot	mfd KJA	15may92 13jul93	rgd 10jun92; f/n KJA 01jul92, in full Aeroflot c/s
	RA-85730 RA-85730 EP-EKA	Tu-154M Tu-154M Tu-154M	Omskavia Eram Air	trf i/s	05jun94 17dec05	f/n GVA 20dec95; last overhaul completed 29may02; l/n HAJ 11jun05; soc 18nov05 as to Iran c/n confirmed by JP; lsf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; f/n THR 04feb06;
	_, _,,,,	15411		1/3	1, 4000	wfu 13may08; I/n as uch THR 29may08; seen KJA 08jul08 with serial overpainted; offered for sale by Omskavia 09feb09 with t/t 22,165 hours and 9,562 cycles, without engines; believed scrapped about 2013
92A913	CCCP-85731 RA-85731	Tu-154M Tu-154M	Aerovolga Aerovolga	mfd DME	27may92 06sep93	toc 27may92; rgd 08jun92; f/n DME 16aug92, in full Aeroflot c/s; CofR renewal 12apr93; l/n KUF 25apr93 in Aeroflot c/s and titles
	RA-85731 EP-LAX	Tu-154M Tu-154M	Samara Kish Air	trf DXB	24nov94 10sep97	f/n SZG 31may95; J/n KUF 19may96; soc 08may97 as to Iran leased from Samara, in basic ex Aeroflot c/s with Kish Air titles
	RA-85731 EP-LBH	Tu-154M Tu-154M	Samara Kish Air	ret THR	unknown 12jul99	f/n IST 13jan99 leased from Samara; l/n DXB 30mar00

	RA-85731	Tu-154M	Samara	KUF	11aug01	under arrest 19sep00 according to Russian canx register mar03; seen KUF 27jun02; seen MRV 10dec05
						(on delivery from ARZ) in AiRUnion c/s; operator's certificate revoked 30sep08; seen DME aug09/apr18, stored; t/t 16,758 hours and 7,203 cycles
92A914	CCCP-85732 4K-85732 4K-85732	Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Improtex Imair	mfd SHJ DME	may92 aug94 07jul98	toc 12may92; rgd 10jun92; soc and canx 10sep93 as to Azerbaijan I/n SHJ 03apr98, small titles only in white c/s with blue tail; carried additional small 'Russian Sky' titles on nose since jun05; I/n as such GYD 26apr07; seen ALA 14jun08 without those titles; I/n GYD 15may11/09feb12, wfu; no longer visible on
92A915	CCCP-85733	Tu-154M	AFL/Northern-MMK	mfd	30jun92	Google Earth apr13, so probably broken up toc 01jul92; rgd 09jul92
32,1313	RA-85733 RA-85733	Tu-154M Tu-154M	Aeroflot Murmansk Airlines	SVO trf	19mar93 22nov94	I/n SVO 21aug95, in Aeroflot c/s and titles
	EP-MAL RA-85733	Tu-154M Tu-154M	Iran Air Tour Murmansk Airlines	THR SVO	mar97 19aug97	leased from Murmansk Airlines in Aeroflot c/s, no titles; I/n SVO 25aug97
	RA-85733 RA-85733	Tu-154M Tu-154M Tu-154M	Murmansk Airlines	OST	02apr98	CofR renewal 10jul00; l/n LED 20oct00
			TyumenAviaTrans	rgd	22mar01	f/n VKO 05sep01; I/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin
92A916	RA-85733	Tu-154M Tu-154M	UTair Azerbaijan Al	rgd	25dec02 20aug92	named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14
92A916	85734(1) 4K-85734(1)	Tu-154M Tu-154M	Azerbaijan Al	rgd rgd	28dec92	f/n IST 19nov92; see c/n 86A734 named 'Shusha'; f/n DEL 15may93; repainted in white/grey c/s with blue cheatline and trim by 2005, now with 'Azerbaijan' titles and 'AZAL' logo on fin; I/n GYD 09feb12
92A917	CCCP-85735	Tu-154M	Baikalavia	mfd	06jul92	rgd 07jul92; canx 04aug92 as to China; toc 04jan93 (presumably just 'on paper'); soc 25dec96 as to China, see next line
	B-2627 RA-85735	Tu-154M Tu-154M	Air Great Wall Aeroflot	rgd SVO	1992 02apr05	still had '85735' on the nose-wheel door; f/n PEK 09nov92; wfu apr95; stored at CKG, seen may97/feb03 in new c/s; l/n active LED 17may09; t/t 16,119 hours and 6,870 cycles by 01jan10; stored at SVO, seen
	RA-85735	Tu-154M	Russian MVD/VV	h/o	28oct10	jun10/sep10; ferried SVO-CKL 30oct10; I/n CKL 02nov10, see trf date below opb 3 osae on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n DME 13feb11; I/n
	RF-85735	Tu-154M	Russian MVD/VV	rgd	18feb11	OVB 10jul15, see rgd date below opb 3 osae on at Chkalovski
	RF-85735	Tu-154M	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n Samara-Bezymyanka 17dec16; underwent a technical assessment at Novokuznetsk in 2020 and was reportedly wfu as a result, but active according to flight trackers feb21; photo NOZ 02oct21; I/n GOJ sep23, active
92A918	CCCP-85736 RA-85736	Tu-154M Tu-154M	Aviakomp. Vityaz Vnukovo Airlines	mfd VKO	06aug92 15may95	rgd 18aug92 trf 29aug95; I/n BCN 25jul98
	RA-85736 RA-85736	Tu-154M Tu-154M	East Line Sibir	rgd rgd	14jun00 27aug02	probably as payment for debts; seen VKO jun/aug01, in Vnukovo Airlines c/s, wfu f/n DME 17oct02; initially in Vnukovo Airlines c/s with Sibir titles; f/n in full c/s DUS 29feb04; l/n DME
	RA-85736	Tu-154M	Atlant-Soyuz	VKO	24jun05	11oct04  I/n DME 03jun06 in full c/s, but see date below
	RA-85736	Tu-154M	Moskoviya	toc	06may06	see I/n date above; carries add small 'Gromov Air' titles; named 'Yuri Morozov'; f/n DME 30jun06; I/n ZIA 19aug09
	RA-85736	Tu-154M	no titles	VKO	03mar10	stored at VARZ, all-white c/s; I/n oct11; moved and seen stored in the middle of the airfield jun12/jun13; broken up by 20nov14
92A919	B-2629	Tu-154M	Sichuan Airlines	mfd	30jun92	rgd sep92; '85736' on the nose wheel door; f/n PEK 29oct93; l/n SHA 13apr00 operational; seen KUF 11aug01
024020	RA-85187(2) RA-85187(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd LED	10dec01 17dec06	f/n LHR 13apr02; //n MXP 29oct06 with additional 'Rossiya' titles; see c/n 76A187 in basic Pulkovo c/s; seen LED mar09/01jun10, stored; broken up dec10; t/t 27,408 hours and 14,127 cycles
92A920	CCCP-85737 LZ-MIV	Tu-154M Tu-154M	LII Zhukovski Varna Intl Air	mfd VAR	jun92 27jun93	rgd 20aug92; in full Aeroflot c/s; f/n ZIA 16aug92; soc and canx 23feb93 as to Bulgaria leased from LII Zhukovski ?; l/n active VAR 09aug02; seen stored at VAR (N43.236431 E27.820433) may05, without serial and titles removed; canx 30jan07; l/n 02aug17, derelict
92A921	CCCP-85738 4K-85738	Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot c/s, n/t	mfd CDG	jul92 04sep95	rgd 18aug92; soc and canx 16dec94 as to Azerbaijan reported for Azerbaijan Airlines; I/n IST 13jul98
	4K-85738 LZ-LCC	Tu-154M Tu-154M	Azerbaijan Al Bulgarian Air Ch.	VKO SXF	13jul00 26may01	in VARZ-400 I/n DUS 27oct02
	4K-85738	Tu-154M	Azerbaijan Al	BAK	18dec02	named 'Lachin'; initially in full 'Azerbaijani flag' c/s; I/n as such IST 27mar04; repainted in white/light grey c/s with blue cheatline and tail, with 'Azerbaijan' titles and 'AZAL' logo on fin; f/n as such NGO 16may05; operated for Turan Air to OVB 25may11; I/n SVX 13jan13; I/n GYD oct15/apr18, stored
92A922	RA-85765(1)	Tu-154M	Baikalavia	mfd	30sep92	c/n in MGA document as 922; toc 05mar93 (presumably just on paper); soc 25dec96 as to China, see next line regarding f/n and c/n; see c/n 90A832
	B-2628	Tu-154M	Air Great Wall	rgd	1992	c/n was always reported as 925, c/n 922 was never reported on the Soviet and/or Russian register until 2005; '85765' on nose-gear door; f/n PEK 08nov92; stored at CKG, seen may97/feb03
	RA-85135(2)	Tu-154M	Aeroflot Rus. Al	SVO	09apr05	in new c/s; I/n active VRN 04oct09; t/t 15,613 hours and 7,391 cycles by 01jan10; stored at SVO, I/n 24oct10; ferried SVO-CKL 30oct10; I/n SVO 01jan11, see trf date below; see c/n 76A135
	RA-85135(2)	Tu-154M	Russian MVD/VV	h/o	28oct10	opb 3 osae on at Chkalovski; in basic Aeroflot c/s with Russian flag on fin, no titles; f/n CKL 14mar11; ferried to Aviakor for overhaul 19aug11; see rgd below
	RF-85135(2)	Tu-154M	Russian MVD/VV	rgd	18feb11	opb 3 osae on at Chkalovski; last overhaul completed 16apr13; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n CKL 20apr13; l/n IKT 22mar16
	RF-85135(2)	Tu-154M	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n OVB 03aug16; l/n GOJ jun23
92A923	RA-85766 RA-85766	Tu-154M Tu-154M	Chita Avia Chita Avia	mfd DME	26oct92 jul95	on charge as of 01jan93; rgd 29jul93; f/n DME 21may94, no titles; l/n DME 16may95
	EP-MAP RA-85766	Tu-154M Tu-154M	Iran Air Tour Chita Avia	THR rgd	29mar97 20jul01	I/n MHD aug00; leased from Chita Avia f/n DME 03dec01; in basic Aeroflot c/s, white tail and no titles; I/n DME 12jul04
	RA-85766	Tu-154M	Vladivostok Avia	rgd	05aug04	initially in basic Aeroflot c/s with white tail, no titles; f/n SVO 22aug04; l/n as such jul05; f/n in new c/s aug06; l/n active VKO 01nov08; seen stored VVO sep09/jun13, engineless; preserved at the "Primorskoye
92A924	CCCP-85748	Tu-154M	Aeroflot	mfd	07oct92	Koltso" sports complex (N43.359142 E132.08246), f/n mar15; l/n sep22 c/n confirmed but registration out of sequence
	EW-85748 EW-85748	Tu-154M Tu-154M	Aeroflot Belavia	FRA	24may93 early94	l/n MSQ sep15/may16 stored; seen MSQ 13jul16, active; l/n MSQ 01nov16/15apr19, stored; dismantled
						may19 and moved to a training site at at Svetlaya (N54.333760 E28.387850) together with Yak-40 UR-YVS, Tu-134 EW-65861(1) and An-26 SP-FPL
92A925	RA-85739 RA-85739	Tu-154M Tu-154M	Aeroflot Aerovolga	mfd trf	28aug92 24nov93	f/n PEK 28oct93; I/n PEK 11nov93 f/n CAN 11oct96; I/n PEK 01oct98
	RA-85739 HA-LGD	Tu-154M Tu-154M	Samara Atlant Hungary	res	6may99 ? 07dec00	f/n VOG 11aug99; CofR renewal 17apr00; still in fleet list 31jan01; l/n KUF 11aug01 allocated, but never taken up; the reservation expired 07jun01
	RA-85739 RA-85739	Tu-154M Tu-154M	TyumenAviaTrans Samara	lsd KUF	07feb01 28jun02	from Samara, see I/n two lines above; seen DME 20dec01 I/n VKO 27jun03
	RA-85739 RA-85739	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rgd	18nov03 12oct06	f/n LED 29dec03 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such GVA 10mar07 and l/n as such HAJ
						01apr07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such TLV 17aug07; last flight (SVO-LED) 16nov09, the last passenger flight of any Rossiya Tu-154; CofA expired 30nov09; t/t 25,557 hours and 11,488 cycles by 01jan10; sat wfu at LED, seen dec09/mar13; scrapped at LED aug13;
92A926	CCCP-85743	Tu-154M	AFL/Vnukovo	mfd	31aug92	sold as scrap metal 27aug13, for USD 12,000 f/n VKO 11sep92, in full Aeroflot c/s
32/1320	RA-85743 RA-85743	Tu-154M Tu-154M	Aeroflot Vnukovo Airlines		21may93 01aug94	I/n VKO 02sep93 seen VKO aug97/jun00, in Aeroflot c/s and titles, stored
	RA-85743 RA-85743	Tu-154M Tu-154M	Vnukovo Airlines Sibir	VKO rgd	02jun01 02apr01	had additional 'National Football Team Russia' titles jun01; I/n VKO 18feb02 f/n DME 21oct03; I/n DME 08nov04
	RA-85743 RA-85743	Tu-154M Tu-154M	Atlant-Soyuz Moskoviya	POR toc	07apr05 06may06	I/n SZG 09jan06 In basic Gromov Air c/s with additional small 'Gromov Air' titles (Moskoviya is the trade name of Gromov
	RA-85743	Tu-154M	all-white c/s, n/t	VKO	16oct09	Air); named 'Yuri Sheffer' after a Soviet test pilot; f/n DME 04jun06; l/n DME 19aug09 in VARZ-400 and still present VKO aug10/jun12; stored in middle of airfield by aug12; l/n dec12/jun13;
92A927	CCCP-85744	Tu-154M	Aeroflot	mfd	08sep92	broken up at VKO 15feb15 opb Azamat; rgd 28sep92; f/n ALA 22apr93; l/n FRA 25dec93
	UN-85744 RA-85744	Tu-154M Tu-154M	Azamat Aeroflot c/s, n/t	HAJ VKO	31may94 24aug97	I/n HAJ 13jul94
	LZ-LTA LZ-LTA	Tu-154M Tu-154M	Aeroflot c/s, n/t Balkan	CPH AMS	20jun98 06jul98	I/n AMS 03oct98
	RA-85744 LZ-LTG	Tu-154M Tu-154M	Aeroflot c/s, n/t Balkan	ret VKO	unknown 19aug99	current on feb01 register; canx by sep01, no further details given, see next line l/n operational HAJ 03aug00; stored at VARZ-400 (awaiting overhaul) from 25sep00, seen with registration removed oct00/jul07; sold to RosAviatekhnika 10oct07 and on to Aeroservice 25oct07; overhaul started
	RA-85744	Tu-154M	Avialin. Dagestana	rgd	07apr08	mar08 owned by Rimos Ltd. of the British Virgin Island from 05mar08; in all-white c/s, no titles; f/n in VARZ-400
						at VKO 03aug08; offered for sale 13may09 with t/t 7,811 hours and 2,355 cycles; last overhaul completed 17aug09; I/n in VARZ-400 at VKO 24nov09, registration on nose wheel door only; leased to Avialinii Dagestana 25nov09
	RA-85744	Tu-154M	South East	VKO	17jan10	owned by Rimos Ltd.; initially in all-white c/s; I/n as such AYT 26may10; f/n in South East c/s SAW 22jun10; leased by Rimos Ltd. to Avialinii Dagestana 01nov10; I/n SVO 28nov10; w/o 04dec10 on a flight
						from Moscow-Vnukovo to Makhachkala when the flight engineer committed a mistake while manually transferring fuel from one tank to another, engines # 1 and 3 started to work irregularly 8 minutes after
						take-off and eventually flamed out 6 minutes later at a height of some 9,000 metres (engine # 2 continued to work until the landing, but not without problems), the crew did not try to restart the engines and
						decided to divert to Domodedovo 85 km from their current position, the aircraft arrived at Domodedovo in freezing rain 28 minutes after departure, came in too fast, was not able to align with the runway, touched

						down very hard on the grass, crossed runway 32R, collided with a 6 metres high earth wall and came to rest 9 metres in front of the concrete perimeter wall, with the fuselage severed just in front of the wings and the right wing and tail severed as well, 2 of the 163 passengers killed and 6 of the 8 crew plus 86 passengers injured; t/t 9,288 hours and 2,985 cycles; wreck (N55.428885 E37.899808) still present by
92A928	RA-85745 RA-85745	Tu-154M Tu-154M	Meta Aviotr Maced Omskavia	mfd rgd	30sep92 13nov97	nov12 Isf AFL/Vnukovo; f/n BSL 27nov92; trf 29aug95 to Vnukovo Airlines; I/n VKO 24aug97 soc and canx 20jan98 as to Iran
	EP-MAT EP-MHR	Tu-154M Tu-154M	Iran Air Tour Mahan Air	lsd rgd	10feb98 21apr03	rgd 01apr98; f/n DXB 31mar98; l/n THR oct02; leased from Omsk Avia until 16aug03 f/n DXB 08may03; l/n DXB 15apr04
	RA-85745 RA-85745	Tu-154M Tu-154M	Omskavia Domodedovo Airl.	DME HAJ	20mar05 16jul05	already in fleet list nov04; opf Domodedovo Airlines; all-white c/s with titles; l/n DME 25jun05 operator's certificate revoked 01nov08; seen wfu at DME, slowly being cannibalised aug09/may10; seen
92A929	RA-85746	Tu-154M	KavMinVody Avia	mfd	10sep92	being broken up 14apr11 on charge as of 01jan93
	RA-85746 EP-LAD	Tu-154M Tu-154M	Kish Air Kish Air	THR THR	apr93 23aug94	I/n ARN 16dec94, leased from KavMinVody Avia
	RA-85746 EP-BON	Tu-154M Tu-154M	KavMinVody Avia Bon Air	trf rgd	15dec94 01jan96	seen LED 02sep95 in Aeroflot c/s, no titles; CofR renewal 21nov95 leased from KavMinVody Avia
	RA-85746 EP-MAG	Tu-154M Tu-154M	KavMinVody Avia Eco Air	SNN SVO	24feb96 ear1997	rolled out this date in basic KMV c/s, all blue tail with logo and titles as such
	EP-MAG RA-85746	Tu-154M Tu-154M	Iran Air Tour KavMinVody Avia	THR ret	mar97 unknown	leased from KavMinVody Avia; photo exists SVO 1997
	EP-MAV RA-85746	Tu-154M Tu-154M Tu-154M	Iran Air Tour KavMinVody Avia	lsd rgd	15jul98 08aug02	l/n MHD oct01; leased from KavMinVody Avia until 14jul02; see f/n below for KMV already f/n VKO 28jun02; seen STW 05aug11, active; l/n MRV sep11/dec13, stored; broken up at MRV
92A930	RA-85747	Tu-154M	AFL/West Siberia	mfd	15oct92	aug15; canx before apr16 on charge as of 01jan93; in full Aeroflot c/s; f/n BOJ 15aug93
	RA-85747 RA-85747	Tu-154M Tu-154M	Aerokuznetsk Chelyabinsk Avia	trf FRA	31mar94 11jul00	f/n CGN jun99; I/n DME 21aug99; renamed Aerokuzbass sep00 I/n DME 05sep00; leased from Aerokuzbass from 05may00; in basic Aeroflot c/s with Chelyabinsk Avia logo behind the nose; Coff renewal 12oct00
	RA-85747	Tu-154M	Aerokuznetsk	rgd	18dec02	canx 21jun02 as leased to Iran; still in fleet list 01oct03 as leased to Iran
	EP-EAD RA-85747	Tu-154M Tu-154M	Aria Air Airlines 400	rgd DME	29jun02 oct03	f/n DXB 01aug02; I/n SHJ feb03 I/n DME 06nov03; not on Russian register feb04!; reg probably just used whilst on overhaul; see next line
	EP-EAD EP-MBT	Tu-154M Tu-154M	Aria Air Iran Air Tour	SHJ rgd	12jan04 09jan04	I/n SHJ 29feb04, photo proof, see rgd next line c/n confirmed; Isf Aerokuzbass; f/n LNZ 07may04; without light blue cheatline since may05 and new c/s by
						dec05; seen THR feb11/may16, stored; preserved at the Tehran Aerospace Exhibition Center by mar19; I/n oct23
92A931	RA-85749 RA-85749	Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk	mfd trf	15oct92 31mar94	on charge as of 01jan93 f/n VKO 19sep94, in Aeroflot c/s and titles
	RA-85749 EP-MBM	Tu-154M Tu-154M	Aerokuznetsk Iran Air Tour	DME Isd	25aug97 12feb01	I/n FJR 27mar99; renamed Aerokuzbass sep00; soc and canx 12feb01 as leased to Iran f/n DXB dec01; leased from Aerokuzbass until 17feb03
	RA-85749 EP-MBQ	Tu-154M Tu-154M	Aerokuzbass Iran Air Tour	rgd SYZ	01oct03 18apr04	c/n confirmed; lsf Aerokuzbass; new c/s by summer 2006; l/n THR 24jul09; seen THR feb11/may16,
92A932	RA-85750	Tu-154M	AFL/Privolzhsk	mfd	31oct92	stored; preserved at the Tehran Aerospace Exhibition Center by mar19/aug21 toc 31oct92; f/n KUF 25apr93; in full Aeroflot c/s; reported for Vak-Rosat; seen CTU 02nov93, opb Sichuan
	RA-85750	Tu-154M	Air Volga	PEK	26oct95	Airlines
	RA-85750 EP-MAR	Tu-154M Tu-154M	Omskavia Iran Air Tour	trf THR	16apr96 28mar97	soc 21feb97 as leased to Iran leased from Omskavia; in basic Omskavia c/s; l/n DXB 27mar99; still on register sep99
	RA-85750 EP-MBE	Tu-154M Tu-154M	Omskavia Iran Air Tour	rgd Isd	18feb00 06mar00	in dec99 fleet list; canx 21feb00 as leased to Iran leased from Omskavia until 05mar01; f/n SVO 23may00; l/n SVO 18jul00
	RA-85750 EP-MHV	Tu-154M Tu-154M	Omskavia, n/t Mahan Air	SVO SHJ	13apr01 27jan02	I/n DXB 09feb03
	RA-85750	Tu-154M	Omskavia	rgd	21aug03	in white c/s with titles; f/n DME 11jul04; seen LED 24mar07 and DME 23dec07 whilst leased to KrasAir; seen DME 20oct08 and UUS 30aug08 with 'Omskavia' titles; reportedly stored by oct08; operator's
92A933	RA-85751	Tu-154M	Aeroflot	mfd	06nov92	certificate revoked 05oct08; stored at KJA, I/n jul10; believed scrapped about 2013 rgd 10dec92; f/n DME 01sep93
	RA-85751 RA-85751	Tu-154M Tu-154M	TyumenAviaTrans Gazpromavia	VKO rgd	30jun96 07aug98	not in 1998 fleet list f/n TAT 02jan99; I/n VKO 23feb08; repainted in new c/s with tail emblem only, f/n as such VKO 03may08;
92A934	RA-85752	Tu-154M	AFL/Far East	mfd	13nov92	l/n UFA 02jun16; scrapped MRV aug18; canx between 27aug18 and 16oct18 toc 01jul93; f/n DME 02sep93
	RA-85752 EP-MBF	Tu-154M Tu-154M	Omskavia Iran Air Tour	trf Isd	08dec94 06mar00	f/n FRA 29mar97; I/n CGN 11sep99 leased from Omskavia until 05mar02; f/n SVO 16may00; I/n DXB 29dec01
	RA-85752	Tu-154M	Omskavia	rgd	04mar02	f/n DXB 28mar02; I/n DME 08oct02; in fleet list nov04 as 'leased to Dalmashlizing'; operator's certificate revoked 05oct08
	RA-85752	Tu-154M	Dalavia	d/d	06mar03	leased from Omskavia; f/n KHV 19aug03; in white/light grey c/s with titles and tail logo; operator ceased operations 19oct08; stored at KHV, seen mar09/apr11; in the process of being broken up at KHV sep14
92A935	RA-85753 RA-85753	Tu-154M Tu-154M	AFL/Far East Amurtransaero	mfd trf	13nov92 08dec94	toc 01jul93; f/n LED 20aug93
92A935	RA-85753 RA-85753	Tu-154M Tu-154M	Amurtransaero Pulkovo Avia	trf rgd	08dec94 21aug98	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles
92A935	RA-85753	Tu-154M	Amurtransaero	trf	08dec94	toc 01jul93; f/n LED 20aug93
92A935 92A936	RA-85753 RA-85753 RA-85753 RA-85753	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot	trf rgd DUS	08dec94 21aug98 19apr99	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded
	RA-85753 RA-85753 RA-85753 RA-85753	Tu-154M Tu-154M Tu-154M Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al	trf rgd DUS LED	08dec94 21aug98 19apr99 26feb07	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with "Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96,
	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia	trf rgd DUS LED mfd rgd	08dec94 21aug98 19apr99 26feb07 20nov92 29may95	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93;  /n RBQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose
	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot	trf rgd DUS LED mfd rgd	08dec94 21aug98 19apr99 26feb07 20nov92 29may95	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93;  /n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such;
	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles	trf rgd DUS LED mfd rgd DME DXB IST	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such 7, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white (75; I/n DR 14mar09)
	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor	trf rgd DUS LED mfd rgd DME DXB IST	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93;  /n RBQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11; in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored;
	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA AFL/Northern-MMK	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 20mar11 in all-white c/s; With Small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s
92A936	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA AFL/Northern-MMK Murmansk Airlines	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22snov94	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; With small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23
92A936	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA AFL/Northern-MMK	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; I/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n TFS 09oct96, still in full Aeroflot c/s
92A936	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA AFL/Northern-MMK Murmansk Airlines Murmansk Airlines	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNLA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n TES 09oct96, still in full Aeroflot c/s I/n TED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Availalizing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 31jul11; broken up
92A936	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf DME rgd	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93;  /n RBQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n LED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n DME 20jun03; offered for sale by Aviali
92A936 92A937	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03	l/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AXT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNLA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n IED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 21jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 21jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 31jul11; broken up 26sep13 leased from Avialinin Dagestana; f/n LCA 26jan93, with 'Konveyer' c/s and titles
92A936 92A937	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd trf rgd mfd trf	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92	l/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles (f/n IST 03nov93;  /n RBQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibhNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n LED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n DME 20jun03; offered f
92A936 92A937 92A938	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf pdd rgd mfd trf rgd mfd dcorr	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98	l/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 20mar11 in all-white c/s; With small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NCC 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n LED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug03; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n the English titles (Dagdestan Airlines) on the starboard side; I/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines' (hit the Sighestan Airlines) on the starboard side; I/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Gould for seen such a such starboard side; I/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Gould for seen
92A936 92A937 92A938	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85757 EX-85757 EX-85757 EX-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd trf rgd mfd trf	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01  06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03  27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97	l/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AXT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n IED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 21jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n VKO 24aug97 f/n SHJ 18mar01; in full "Touch & Go Airlines' on right side; I/n VKO 26aug95 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the s
92A936 92A937 92A938	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85757 EW-85757 EW-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Imair Gomelavia	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd trf rgd mfd HAI DME	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles (f/n IST 03nov93;  /n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibhIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; I/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n IED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; I/n DME 23jun11; broken up 26sep13 leased from Avialinii Dagestana; f/n LCA 26jan93, with 'Konveye
92A936 92A937 92A938	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85756 RA-85757 EW-85757 EW-85757 EW-85757 EW-85757 EW-85757 RA-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Imair Gomelavia Continental Aw	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd dtf rgd mfd trf rgd mfd gGT rgd HAJ rgd	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 1may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul99 27dec99	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n RBQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n IED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 20jun03; offered for sale by Avializing 12nov08 wit
92A936 92A937 92A938	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85756 RA-85757 EW-85757 EW-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Imair Gomelavia	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd trf rgd mfd HAI DME	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99	l/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; l/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; l/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; l/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; l/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; l/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; l/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; l/n DME 14mar09 in all-white c/s; l/n DME 20mar11 in all-white c/s; with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, actival; j/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n LED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; l/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; l/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with t/t 11,820 hours, but could not be sold; l/n DME 31jul11; broken up 26sep13 leased from Avialinii Dagestana; f/n LCA 26jan93, with 'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/Konveyer' c/s and titles; l/n VKO
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85757 EW-85757 EW-85757 EW-85757 EW-85757 EW-85757 EW-85757 EW-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Imair Gomelavia Continental Aw Mahan Air	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd trf rgd HAJ rgd DXB rgd	08dec94 21aug98 21aug98 21aug98 25feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99 19oct01 28jun02	toc 01jul93; f/n LED 20aug93  I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such ?, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n NE 20mar11 in all-white c/s; I/n NOZ 03oct22/may23 on charge as of 01jan93; I/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n LED 20oct00 named 'Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) with the titles on left side and 'Touch & Go Airlines' on right side; I/n VKO 26aug95 f/n SHJ 18mar01; in fill of with 'I'n in the English titles (Daghestan Airlines) on the starboard side; I/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 to 101ce12 lease of the coat-of-arms of the city of Yugra on the fin;
92A936 92A937 92A938	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85757 EW-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Ig!" Gomelavia Imair Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia Aerokuznetsk	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf DME rgd rgd mfd trf rgd mfd GOT rgd HAJ DME HAJ rgd DXB rgd mfd CXB MFG CXB MFG	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01  06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99 19oct01 28jun02	\(  \) (In LED 02feb99) in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; \(  \) (In LED 21nov10, being stripped of internal parts; broken up LED dect.0; \(  \) (t 24,011 hours and 10,599 cycles \(  \) (fn IST 03nov93; \(  \) (RBQ 18aug94/15apr95, impounded \) (Star of Asia', ever as such?, see next line \(  \) (fn SVO 12aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles \( \text{in bacic Aeroflot c/s} \) without titles; \(  \) (In BCN jun00, as such; seen HAJ 04apr01, \( \text{in bacic Aeroflot c/s} \) with emblem by the nose \( \text{in white/grey c/s}, \) with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; \(  \) (N SZG 04jan03, as such; seen FRA 19aug03, \) in the same c/s but with white tail; \(  \) STR 03apr04, as such; seen in VARZ-400 without outer wings jullo5/aug06, awalting rework owned by an off-shore company; \( \text{in all-white c/s}; \) \(  \) In DME 20mar11 \( \text{in all-white c/s}; \) \( \text{in DME 20mar11} \) in all-white c/s; \( \text{in DME 20mar11} \) in all-white c/s; \( \text{in MED 20mar11} \) in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; \(  \) n NOZ 03oct22/may23 \( \text{on charge as of 01jan93; \( \text{fn SVO 13apr93; \) \( \text{in MRS 08jan94;} \) in full Aeroflot c/s \(  \) \( \text{In ED 200ct00} \) named 'Vasill Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; \( \text{fn NVO 15aug01; \(  \) \( \text{NVO 28aug02} \) \( named Vasill Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra on the fin; \( \text{fn SVO 27au03; offered for sale by Avializing 12nov08 with
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85757 EP-ITI RA-85757 EW-85757 EW-85757 EW-85757 EW-85757 EP-MHX RA-85757 RA-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igi" Gomelavia Imair Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf pd rgd mfd trf rgd DME HAJ rgd DXB rgd DME HAJ rgd	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 21oct93 20nov95 18jul97 08jul98 07jul99 19oct01 28jun02	I/n LED 02feb99, in Aerofot c/s and titles seen SZG 13jan07 with additional "Rossiya" titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dect10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BKQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, see next line f/n SVO 21aug95; co-operated for Aerofiot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SCG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibnIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; I/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n TFS 09oct96, still in full Aeroflot c/s I/n CFS 04 in the cost-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sal
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85757 EP-ITI RA-85757 EW-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibnIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igi" Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia Aerokuznetsk Qeshm Air	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf DME rgd mfd trf rgd mfd trgd mfd trgd mfd trgd mfd trgd HAI DME HAI DME HAI Trgd DME HAI SHI	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01  06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03  27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul99 07jul99 27dec99 19oct01 28jun02	I/n LED 02fe999, in Aerofot c/s and titles seen SZG 13jan07 with additional "Rossiya" titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dect10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov93; I/n BKQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, see next line f/n SVO 21aug95; co-operated for Aeroffot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroffot titles in basic Aeroffot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroffot c/s with emblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibnIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n TFS 09oct96, still in full Aeroflot c/s I/n SPG 043 Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named Vasili Bakhilov' after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n SVO 05oct9, still in full Touch & Go Airlines' on right in full Aeroflot c/s I/n SVO 27aug13; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; I/n VKO 26aug95 I/n SYO 05reb9
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85757 EW-85757 EW-85758 EW-MBN	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Imair Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia Aerokuzhetsk Qeshm Air Aerokuzbass Iran Air Tour	trf rgd DUS LED mfd rgd DME DXB IST VKO DME OVB mfd trf DME rgd rgd mfd trf rgd HAJ rgd DXB rgd mfd trf sed HAJ rgd LHAJ rgd LHAD	08dec94 21aug98 21aug98 21aug98 25feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99 19oct01 28jun02	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional "Rossiya' titles in basic Pulkovo c/s with "Rossiya Russian Airlines" titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; I/t 24,011 hours and 10,599 cycles I/n 1ST 03nov93; I/n BRQ 18aug94/15apr95, impounded "Star of Asia", ever as such ?, see next line I/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with emblem by the nose in white/grey c/s with small "Enkor" titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 14mar09 in all-white c/s with small "SibNIA" titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; I/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n LED 20oct00 named "Vasili Bakhilov" after a Soviet politician from the Tyumen region; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; I/n VKO 15aug01; I/n VKO 28aug02 named "Vasili Bakhilov"; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; I/n VKO 15aug01; I/n VKO 28aug02 named "Vasili Bakhilov"; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; I/n VKO 15aug01; I/n VKO 28aug02 named "Vasili Bakhilov"; carried the coat-of-arms of the city of Yugra on the fin; I/n DME 22jun03; offered for sale by Avializing 12nov08 with I/t 11,820 hours, but could not be sold; I/n DME 31ju111; broken up 26sep13 leased from Avialinii Dagestana; I/n LCA 26jan93, with "Konveyer" c/s and titles; I/n I/n DME 24aug97 (I/n SH 11 Bimma01; in titl I/o swith "in in the English titles (Daghestan Airli
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 EX-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85757 EW-85757	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igi" Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia Aerokuznetsk Qeshm Air Aerokuzbass Iran Air Tour Aerovolga	trf rgd DUS LED  mfd rgd DME DXB IST  VKO DME OVB  mfd trf DME rgd rgd trf cgd rgd HAJ rgd DXB rgd HAJ rgd DXB rgd Mrd trf HAJ rgd DXB rgd Mrd Mrd Mrd Mrd Mrd Mrd Mrd Mrd Mrd Mr	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01  06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 07jul99 27dec99 19oct01 28jun02  12dec92 03mar94 26nov98 01feb01 12feb01 224sep07	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov33; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, seen ext line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with most of titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with memblem by the nose in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awalting rework owned by an off-shore company; in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02ju117, active; I/n NOZ 03od22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n TE9 09cc156, still in full Aeroflot c/s I/n TE9 09cc156, still in full Aeroflot c/s I/n TE9 09cc156, still in full Aeroflot c/s I/n EP 09cc160, and Valailizing 12hrov08 with Vt 11,82b hours, but could not be sold; I/n DME 22jun03; offered for sale by Avaliazing 12hrov08 with Vt 11,82b hours, but could not be sold; I/n DME 22jun03; offered for sale by Avaliazing 12hrov08 with Vt 11,82b hours, but could not be sold; I/n DME 31ju11; broken up 26sep13 leased from Avalianii Dagestana; I/n LCA 26jan93, with 'Konveyer' c/s and titles; I/n DME 31ju11; broken up 26sep13 in Fallo
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85757 EP-HTI RA-85757 EW-85757 EW-85758 EP-MCM	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA AFL/Northern-MMK Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Avialin. Dagestana Gomelavia Iran Air Tour ZAO "Igl" Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia Aerokuznetsk Qeshm Air Aerokuzbass Iran Air Tour Iran Air Tour	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf DME rgd mfd trf rgd mfd trf rgd mfd trf rgd mfd trf rgd MRV	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99 19oct01 28jun02	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; ft/ E4,011 hours and 10,599 cycles f/n IST 03nov3; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such?, seen ext line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAD 04apr01, in basic Aeroflot c/s with mile with the control of the seen and titles; I/n AYT 05jul01 leased 02apr02/31dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awalting rework owned by an off-shore company; in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n DME 20mar11 in all-white c/s; I/n IME 20mar11 in all-white c/s with small 'SibNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03od22/may23 on charge as of 01jan93; f/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n TES 09cc156, still in full Aeroflot c/s I/n TES 09cc156, still in full Aeroflot c/s I/n ED 20oct00 named 'Vasill Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasill Bakhilov'; carried the coat-of-arms of the city of Yugra (Tyumen region) on the fin; f/n VKO 15aug01; I/n VKO 28aug02 named 'Vasill Bakhilov'; carried the coat-of-arms of the city of Yugra on the fin; f/n DME 22jun03; offered for sale by Avializing 12nov08 with Vt 11,820 hours, but could not be sold; I/n DME 31jul11; broken up 26sep13 leased from Avialini Dagestans; f/n LCA 26jan93, with 'Konveyer' titles on left side and 'Touch & Go Airlines'
92A936 92A937 92A938 92A939	RA-85753 RA-85753 RA-85753 RA-85753 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85754 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85756 RA-85756 RA-85756 RA-85757 RA-85758 RA-85758 RA-85758 RA-85758 RA-85758 RA-85758 RA-85759 RA-85759 RA-85759 RA-85759 RA-85759	Tu-154M	Amurtransaero Pulkovo Avia Pulkovo Avia Pulkovo Avia Pulkovo Avia Rossiya Russian Al Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor  no titles Aviaenergo SibNIA  AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair  Touch & Go Al Avialin. Dagestana Avialin. Dagestana Avialin. Dagestana Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Continental Aw Mahan Air Alrosa  AFL/West Siberia Aerokuznetsk Qeshm Air Aerokuzbass Iran Air Tour Iran Air Tour Iran Air Tour Iran Air Tour Aerovolga Murmansk Airlines	trf rgd DUS LED mfd rgd DME DXB IST  VKO DME OVB mfd trf DME rgd rgd mfd trf rgd mfd trf rgd HAI DME HAI DME HAI rgd SHI rgd MRV  mfd KKO	08dec94 21aug98 19apr99 26feb07 20nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11 23sep92 22nov94 07jul98 11may01 29may03 27nov92 10dec95 26apr98 25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99 19oct01 28jun02 12dec92 03mar40 26nov98 01feb01 27eb01 12feb01 12feb01 12feb07	I/n LED 02feb99, in Aeroflot c/s and titles seen SZG 13jan07 with additional 'Rossiya' titles in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09 stored; I/n LED 21nov10, being stripped of internal parts; broken up LED dec10; t/t 24,011 hours and 10,599 cycles f/n IST 03nov33; I/n BRQ 18aug94/15apr95, impounded 'Star of Asia', ever as such', seen ext line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Korsar oct95/dec97; photo HAM aug96, with Aeroflot titles in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s without titles; I/n BCN jun00, as such; seen HAJ 04apr01, in basic Aeroflot c/s with more in white/grey c/s, with green tail emblem and titles; I/n AYT 05jul01 leased 02apr02/51dec04; in white/grey c/s with small 'Enkor' titles by the nose, ex Mahan Air tail c/s; I/n SZG 04jan03, as such; seen FRA 19aug03, in the same c/s but with white tail; I/n STR 03apr04, as such; seen in VARZ-400 without outer wings jul05/aug06, awaiting rework owned by an off-shore company; in all-white c/s; I/n DME 2dmar11 in all-white c/s with small 'SiNNIA' titles on the lower forward fuselage; seen NOZ dec13/nov14, stored; seen SGC 02jul17, active; I/n NOZ 03oct22/may23 on charge as of 01jan93; I/n SVO 13apr93; I/n MRS 08jan94; in full Aeroflot c/s I/n ITS 09oct96, still in full Aeroflot c/s I/n ITS 09oct96, still in full Aeroflot c/s I/n LED 20oct100 named 'Vasili Bakhilov'; carried the coat-of-arms of the city of 'Vugra on the fin; f/n DME 22jun03; offered for sale by Availaizing 12nov08 with Vt 11,820 hours, but could not be sold; I/n DME 31jul11; broken up 26sep13 leased from Availainii Dagestana; f/n LCA 26jan93, with 'Konveyer' c/s and titles; I/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; I/n VKO 26aug95 f/n SHJ 05feb96, still in full Touch & Go Airlines'/Konveyer' c/s and titles; I/n VKO 24aug97 f/n SHJ 18mar09; in full C/s with Dive Company and titles; I/n SH

	RA-85760 EP-ITN RA-85760 EW-85760 RA-85760	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Bratsk Avn Ent. Iran Air Tour Bratsk Avn Ent. Gomelavia Continental Aw	trf Isd no HAJ rgd	20jan94 27aug94 reports jun97 11mar99	I/n VKO 25jan94, in Aeroflot c/s and titles Isf Bratsk Aviation Enterprise and returned by early 1997 soc 11feb97 as to Belarus I/n HAJ 07jul98 f/n SVO 22aug99, in basic ex Gomelavia c/s, with dark blue tail and engines, no titles; I/n BCN jul01, as
034043	RA-85760 RA-85760 RA-85760	Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al KavMinVody Avia Continent China United Al	WAW MRV KJA	08jan05 19mar10 21jun11	such; seen ALC 13jul02 with small titles and tail logo; seen PED 30apr04 in full c/s; I/n SVO 04jul04 reportedly trf dec04; I/n LED 24sep09; last flight 31dec09 in basic Aeroflot c/s with 'KMV' titles; I/n DME may11 in basic Aeroflot c/s, no titles; seen ROV 17jul11, active; I/n VKO aug11/apr18 stored in VARZ
92A943	B-4027 B-4027	Tu-154M Tu-154M	Chinese Air Force	rgd NAY	jun93 dec10	f/n NAY 19mar96 in full CAAC c/s; later repainted; seen operational SIA 27may02; stored NAY, reported there without titles 21oct02 and I/n as such sep05; seen operational again in full c/s KMG mar06; I/n Dangyang 22may09 no titles with Chinese flag; I/n NAY 08may13
92A944	B-4027	Tu-154M/D	Chinese Air Force	NAY	22sep16 02mar93	no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; J/n NAY 22sep19
92A944	RA-85761 RA-85761 RA-85761 RA-85761 RA-85761 RA-85761	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tyumen Kolavia Aria Air Taban Air Kolavia Taban Air	mfd BUD DXB no ATH DXB	07aug97 24nov05 reports 03jun07 21feb08	rgd 23mar93; f/n DME 12apr93 named 'Kogalym'; l/n DXB 02apr05 Isf Kolavia since may05; 'Aria Air' titles and logo literally over Kolavia c/s; l/n DXB 02jan07 Isf Kolavia named 'Kogalym'; l/n VAR 06jun07 Isf Kolavia; in full Kolavia c/s with titles and additional 'Taban Air' titles; l/n DXB 10dec09; returned to
92A945	RA-85761 RA-85762 EX-85762	Tu-154M Tu-154M Tu-154M	Kolavia Aeroflot Kyrgyzstan Al	DME mfd	04sep10 07jan93 09may95	Kolavia  /n DME mar12/apr14 stored  /n FRU jul93 with 'h' in the English titles (Kyrghyzstan Airlines) on the starboard side;  /n FRA jul00; repainted in
	EX-00001	Tu-154M	Kyrgyzstan	rgd	15nov08	blue/white c/s, red cheatline with just 'Kyrgyzstan' titles; f/n FRA 25may02; l/n FRA 02sep05; still in JP-07 to Air KG; c/n confirmed; f/n AYT 27feb09, in white c/s with red titles, cheatline and tail logo; current on register 20apr17; current on register 15jul19; seen VKU 28feb20 operational; peopred wfu; seen FRU
93A946	RA-85763	Tu-154M	AFL/Privolzhsk	mfd	03mar93	14may20; I/n LED 24dec23 toc 03mar93; f/n KUF 25apr93, in full Aeroflot c/s; sold to Tomsk Avia 13feb95
	RA-85763 RA-85763	Tu-154M Tu-154M	Aero Volga Georgia Air Prague	PRG PRG	17jun95 27jun95	in basic Aeroflot c/s, only small titles under cockpit returned to Aero Volga 07oct95
	RA-85763 RA-85763	Tu-154M Tu-154M	Aero Volga, n/t Sibir	DME HAJ	21may96 19jun99	operated for Tomsk Avia; I/n SHJ 30mar98 leased from Omskavia; I/n FRA 23jun02
	RA-85763 EP-MHQ	Tu-154M Tu-154M	Omskavia Mahan Air	rgd DXB	14jun01 14jan05	f/n HAJ 05jul02; last overhaul completed 26feb03; I/n CGN 07nov04; soc 15nov04 as leased to Iran c/n confirmed in JP05/06; in basic Omskavia c/s with 'Mahan Air' titles; I/n DXB 29apr05
	RA-85763 EP-EKB	Tu-154M Tu-154M	Omskavia Eram Air	CGN THR	08jul05 07apr06	/n TXL 16nov05; operator's certificate revoked 05oct08 c/n confirmed by JP; Isf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; wfu 01may08; I/n
	RA-85763	Tu-154M	Omskavia	KUF	22aug13	KUF 01may08; offered for sale by Omskavia 09feb09 with t/t 17,996 hours and 8,158 cycles, without engines parked off apron as such, stored; canx between 23may16 and 20jun16; I/n KUF 04jul16; noted being
93A947	RA-85764	Tu-154M	Aeroflot	mfd	05mar93	scrapped 17jul16, top of fuselage removed and tail separated no reports
33A347	UK-85764 UK-85764	Tu-154M Tu-154M	Uzbekistan Airways Pakistan Intl Aw	KGD	03jul94	CofR renewal 24nov94; I/n TAS 07may95 leased from Uzbekistan Airways from late 1996 until early 2001, but was returned in summer 1997
	UK-85764	Tu-154M Tu-154M	Uzbekistan Airways	TAS	05oct97	was used for spares for UK-85711 and UK-85776 before may98; seen stored at TAS oct00/jan03; seen active again TAS 21oct03; repainted in full new c/s; f/n a such OVB 23nov04; l/n operational DME
93A948	RA-85767	Tu-154M	Touch & Go Al	mfd	24mar93	02dec10; sat wfu at TAS, seen aug13/may15; scrapped at TAS in early may16 f/n LCA apr93, with 'Konveyer' titles on port side and 'Touch & Go Airlines' titles on starboard side
	RA-85767 RA-85767	Tu-154M Tu-154M	Aeroflot Pulkovo Avia	LED trf	26oct94 22nov94	trf 01nov94 to AFL/Northern according to MGA document, see next line I/n BRU 15feb97, in Aeroflot c/s and titles
	RA-85767 RA-85767	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd FRA	23apr97 01apr07	f/n DUS 28dec97; seen HEL 30dec06 with additional 'Rossiya' titles in basic Pulkovo c/s; seen LED 17oct09 stored; l/n LED 01jun10, wfu; broken up nov10; t/t 28,310 hours
93A949	RA-85768	Tu-154M	AFL/Privolzhsk	mfd	02mar93	and 10,913 cycles toc 03mar93; f/n HAJ jul93, in Aeroflot c/s, no titles; l/n HAJ 07sep93
	RA-85768 RA-85768	Tu-154M Tu-154M	Orenburg Airlines Orenburg Airlines	trf STR	25nov93 22apr95	f/n HAJ dec93, still in Aeroflot c/s and now with Aeroflot titles named 'Konstantin Brekhov'; I/n LED 12mar07
93A950	RA-85768 B-4029	Tu-154M Tu-154M	Orenair China United Al	HAJ rgd	14jul07 aug93	named 'Konstantin Brekhov'; İ/n REN 13nov20, stored converted to, see next line
	B-4029	Tu-154M/D	China United Al	NAY	21apr97	with CAAC titles; Type III ELINT aircraft (D stands for Dian, Chinese for Electronic) with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; based at Nan Yuan and opb Chinese Air Force; I/n NAY
	B-4029	Tu-154M/D	Chinese Air Force	NAY	08may13	03nov11/mar12 without fairing no titles and without fairing seen NAY 01jun13 active; seen again with fairing NAY 23aug13/18sep14; seen NAY 29sep15 active, with canoe-shaped fairing under the middle of the fuselage and smaller fairing under the rear fuselage, suggesting this has also been converted to an ELINT aircraft (Tu-154M/D); seen NAY 31aug19; /n Dangyang 12oct19
93A951	RA-85769 RA-85769	Tu-154M Tu-154M	AFL/Northern-LED Pulkovo Avia	mfd trf	15mar93 22nov94	rgd 06apr93; f/n AMS 18apr93; l/n LHR 20nov93 new CofR issued 23apr97; f/n LED 09jul98; l/n DME 13may06
	RA-85769	Tu-154M	Rossiya Russian Al	rgd	12oct06	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 12nov06 and l/n as such PRG 31mar07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such HAJ 06may07; excluded from the operator's certificate 29dec09; t/t 30,392 hours and 12,849 cycles by 01jan10; CofA expired 17jul10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13; sold as scrap metal 27aug13, for USD 12,000
93A952	RA-85770 RA-85770	Tu-154M Tu-154M	AFL/Northern-LED Pulkovo Avia	mfd trf	18mar93 22nov94	f/n AMS 05may93 I/n AMS 05may96, in Aeroflot c/s and titles; new CofR issued 23apr97
	RA-85770 RA-85770	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	DME	05may98 25jul07	seen LED 12jan07 with additional 'Rossiya' titles in basic ex-Pulkovo Avia c/s; damaged 30jul07 while taxiing at LED when the left wing hit a bus; repaired; last flight (DME-LED) 15nov09, officially the last scheduled flight of any Rossiya Tu-154; seen LED dec09/jun10, wfu
	RA-85770 RA-85770	Tu-154M Tu-154M	Continent Alrosa	NOZ NOZ	18sep11 24oct11	in basic ex-Pulkovo Avia c/s, stored in basic ex-Pulkovo Avia c/s; l/n NOZ 17aug12/19jul14, stored; canx between 16feb18 and 22mar18
93A953	RA-85771 RA-85771	Tu-154M Tu-154M	AFL/Privolzhsk Pulkovo Avia	mfd trf	26mar93 30mar95	toc 30mar93; f/n KUF 25apr93 new CofR issued 23apr97; in Aeroflot c/s and titles; I/n PRG 10oct99
	RA-85771 RA-85771	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	PRG CPH	16jan00 25mar07	seen FRA 24dec06 with additional 'Rossiya' titles; I/n MUC 03feb07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED nov08/apr10, wfu; broken up nov10; t/t
93A954	RA-85772	Tu-154M	AFL/Privolzhsk	mfd	21apr93	26,697 hours and 9,053 cycles toc 17apr93, see mfd; f/n KUF 25apr93; rgd 27apr93
	RA-85772 B-2630	Tu-154M Tu-154M	Surgutavia Sichuan Airlines	trf rgd	27apr94 1993	but presumably just on paper ?; was already canx 23dec93 as to China; soc 24apr96 as such f/n CTU 02nov93; l/n PEK 11dec95
	B-2630 B-2630	Tu-154M Tu-154M	China Xinjiang Al ex China Xinjiang	trf CTU	apr97 26sep99	f/n ALA 16may98; //n URC 17may99, operational without titles or logo, stored; was seized by the Chinese Customs jun99; //n CTU 11apr00; sold at auction on 26dec00 to the Jiahe Jiamei Home Furniture and Structural Material Ltd Co. of Beijing and remained stored at Chengdu, it was later sold to a Russian Aeronautics Technology Co. and ferried Chengdu to Moscow 28feb05 and seen VKO that same day without titles or logo; probably broken up at VKO
93A955	RA-85773 RA-85773	Tu-154M Tu-154M	Bashkirian Al Bashkirian Al	mfd	21apr93 nov94	toc 21apr93; f/n UFA 10jul93, in full Aeroflot c/s
	EP-TUB RA-85773	Tu-154M Tu-154M	Iran Aseman Al Bashkirian Al	THR LCA	22mar97 20aug97	leased from Bashkirian Airlines I/n IST 22mar99
	RA-85773	Tu-154M	Shaheen Air Intl	DXB	30may99	I/n DXB 14nov00; leased from Bashkirian Airlines; I/n in VARZ-400 21aug01, bare metal, no registration, work stopped due to no payment
	RA-85773 RA-85773 RA-85773	Tu-154M Tu-154M Tu-154M	Bashkirian Al Iran Air Tour Continental Aw	rgd Isd DME	27jun02 sep05 05jul07	f/n DME 25aug02; I/n HEL 09jan05 Isf Bashkirian AI in full c/s; f/n THR 10apr06, still in Bashkirian c/s; I/n THR 01sep06 Isf Bashkirian Airlines; in silver/white c/s with blue fin; I/n DME 22oct07; operator ceased operations mar08
	RA-85773 RA-85773	Tu-154M Tu-154M	UTair Kosmos	ROV VKO	14aug10 12jun14	l/n LED 04aug13 l/n VKO 04jun15/07jul16 stored
93A956	RA-85774 RA-85774 RA-85774	Tu-154M Tu-154M Tu-154M	Bashkirian Al Bashkirian Al Gazpromavia	mfd Isd rgd	21apr93 01jun93 05jun98	toc 23apr93; rgd 07may93; f/n UFA 10jul93, in full Aeroflot c/s f/n IST 18mar96; l/n IST 05nov97; lease ended 01jun98 f/n AAQ 01jul98; l/n operational VKO 19mar12; stored at ULV; canx between 04aug17 and 13sep17; l/n
93A957	RA-85775	Tu-154M	AFL/Privolzhsk	mfd	29apr93	21apr18; no longer present 26jul19 toc 28oct93
	RA-85775 UN-85775	Tu-154M Tu-154M	AMITE AO Kazakstan Airlines	rgd VIE	27jun94 27feb95	soc jun94 to Kazakhstan I/n BUD 12oct96
	UN-85775 UN-85775	Tu-154M Tu-154M	Kazak c/s, n/t Air Kazakstan	HAM HAJ	05jul97 14jul00	//n FRA 25jun00, operated by VIP Air I/n ALA 26apr04; reported KZN 28aug04, stored
93A958	EP-CPS UK-85776	Tu-154M Tu-154M	Caspian Airlines Uzbekistan Airways	BUD	31aug05 06may93	c/n from JP-07; J/n DXB 02jul10; seen stored THR jan12/30mar17 f/n IST 18jun93; damaged 05sep01 on a flight from Ufa to Tashkent when the right main gear did not
13.1330	23., 0					retract after take-off, the crew decided to use up the fuel and land at Ufa, but the right main gear collapsed during the landing, all 10 crew and 106 passengers escaped unhurt; repaired; repainted in full new c/s; f/n a such DME jul03; //n operational ALA 27nov10; current on register dec10; sat wfu at TAS, I/n sep15;
93A959	RA-85777(1)	Tu-154M	Bashkirian Al		12may93	scrapped at TAS in early 2016 toc 12may93; f/n UFA 10jul93, in full Aeroflot c/s; see next line; see c/n 78A262
	RA-85777(1) EP-TUA PA-85777(1)	Tu-154M Tu-154M	Bashkirian Al Iran Aseman Al Bashkirian Al		09jun93 15mar97	f/n FJR 08nov95; I/n ASF 19may96 leased from Bashkirian Airlines I/n IST may 98
	RA-85777(1)	Tu-154M	Bashkirian Al	EVN	19jun97	I/n IST may98

	RA-85777(1) RA-85777(1) RA-85777(1)	Tu-154M Tu-154M Tu-154M	Shaheen Air Intl Bashkirian Al Continental Aw	DXB rgd SVO	03apr99 04dec01 30jun06	l/n SHJ 19mar01; leased from Bashkirian Airlines f/n DME 15jan02; l/n SGC 06jul05 leased from Bashkirian Airlines; carried additional small 'Aeroflot' titles; operator ceased operations mar08;
	RA-85777(1)	Tu-154M	Atlant-Soyuz	AER	aug09	I/n VKO 12jun09 in all-white c/s with tail emblem and titles
	RA-85777(1) RA-85777(1)	Tu-154M Tu-154M	Zapolyarye UTair	VKO VKO	07nov09 01jul10	I/n VKO 03dec09 in all-white c/s with very small titles behind the cockpit; I/n KGP 04may13 as such
	RA-85777(1)	Tu-154M	Kosmos	MRV	30apr14	without titles; seen VKO 29jun14, now with titles; I/n DME 05aug14
93A960	RA-85801 RA-85801	Tu-154M Tu-154M	LII Zhukovski Kolavia	mfd PEE	01jul93 16aug99	in all-white c/s, no titles; f/n ZIA 06jul93; l/n ZIA 24aug95
	RA-85801	Tu-154M	Omskavia	rgd	14apr00	soc and canx 03may00 as leased to Iran
	EP-MBJ EP-MHT	Tu-154M Tu-154M	Iran Air Tour Mahan Air	Isd DXB	14may00 05aug02	leased from Omskavia until 13may02; f/n SVO 30may00; l/n DXB 20oct01 c/n confirmed in fleet list 06jan03; l/n DXB 08feb03
	RA-85801 RA-85801	Tu-154M Tu-154M	Omskavia KrasAir	rgd PEK	21apr03 31may06	still in basic Kolavia c/s with own titles; f/n DME 17aug03; l/n OMS 30may05 still in basic Kolavia c/s with own titles; wfu 13may08; l/n operational DME 06sep08; operator's certificate
						revoked 01nov08; offered for sale by Omskavia 09feb09 with t/t 14,244 hours and 7,173 cycles, but could not be sold; I/n KJA jul10, wfu; scrapped at KJA starting sep11, outer wings cut off by 28sep11 and last remains removed may12
93A961	RA-85802 EP-MAN	Tu-154M Tu-154M	Chita Avia Iran Air Tour	mfd THR	06dec93 10mar97	toc 08dec93 by Baikalavia according to MGA document; rgd 20dec93; no reports leased from Chita Avia; in basic ex Aeroflot c/s with Iran Air Tour titles; I/n DXB 30oct99
	RA-85802	Tu-154M	Chita Avia	rgd	09jun00	f/n DME 09nov00; I/n DME 15jun01
	RA-85802 RA-85802	Tu-154M Tu-154M	Pskovavia Chita Avia	UFA rgd	12aug01 30jan02	in full c/s seen DME apr02, in basic ex Aeroflot c/s, white tail, no titles; seen DME 05jun02; in all-white c/s with blue
						emblem on the tail and grey fuselage behind the engines and rear part of the tail and no titles; I/n AER 28auq04
	RA-85802 RA-85802	Tu-154M Tu-154M	AeroBratsk Dalavia	rgd d/d	20sep04 29dec04	f/n DME 11oct04; leased from Chita Avia since 01sep04 f/n OVB 06mar05; t/t 22,191 hours and 8,884 cycles as of 01jul08; operator ceased operations 19oct08; still current on Russian register nov09; seen KHV feb11/apr11, stored; broken up at KHV nov14
93A962	RA-85778 RA-85778	Tu-154M Tu-154M	Aeroflot Kolavia	mfd BAK	20may93 02feb96	f/n ULY 11sep93 I/n DME 25aug97; in basic Aeroflot c/s with very small titles; not in 1998 fleet list
	RA-85778	Tu-154M	Gazpromavia	rgd	17oct97	f/n TAT 26dec98; reported seen SZG 01jan99 in basic Aeroflot c/s, no titles, operated by Atlant-Soyuz; in
						full c/s since at least may02; I/n VKO 03aug08, in new livery without titles; seen with Gazprom tail logo TIV 17aug08; I/n MRV 15jun16; scrapped MRV sep18; canx between 27aug18 and 16oct18
93A963	RA-85779 RA-85779	Tu-154M Tu-154M	Aeroflot Air AJT Internat.	mfd LCA	26may93	f/n VKO 28aug93; I/n VKO 13jun94
	RA-85779	Tu-154M	Pulkovo Avia	trf	21aug94 01may95	I/n AMS 03aug97, in Aeroflot c/s and titles
	RA-85779 RA-85779	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	DUS MUC	11jan98 10dec06	I/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; I/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours
			,			and 11,500 cycles
93A964	RA-85780 RA-85780	Tu-154M Tu-154M	AFL/Privolzhsk AMITE AO	mfd rgd	10jun93 27jun94	mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan
	UN-85780 UN-85780	Tu-154M Tu-154M	Kazakstan Airlines Air Kazakstan	GMP SHJ	28apr95 12dec99	I/n CGN 03oct98; official trf to Air Kazakstan 26sep96 I/n DXB 30dec03
	EP-CPT	Tu-154M	Caspian Airlines	THR	03jun08	d/d may08; I/n DXB 24jan11; seen stored THR jan12/30mar17
93A965	UN-85781 UN-85781	Tu-154M Tu-154M	Aeroflot Kazakstan Airlines	mfd IST	24jun93 03nov93	f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; I/n FRA 07aug98; see trf date next line !
	UN-85781	Tu-154M	Air Kazakstan	trf	26sep96	Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05
	UN-85781	Tu-154M	Atyrau Airways	DXB	06mar06	seen VIE 16mar07 in new c/s; I/n ALA 20feb08
	UP-T5406	Tu-154M	Kazakhstan Emercom	ALA	10oct08	small Kazakh 'KR TZhM Kazaviakytkaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose  /h side and probably Russian 'Kazaviaspas MChS RK' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles;  /n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09ju119/02may22 stored; in the process of being scrapped late nov22/dec22
93A966	RA-85782	Tu-154M	AFL/Privolzhsk	mfd	09jul93	toc 28oct93
	RA-85782 RA-85782	Tu-154M Tu-154M	IDF Tatarstan Air Volga	IST rgd	sep94 30jun95	operated by Iron Dragonfly f/n PRG 05dec95
	RA-85782 UN-85782	Tu-154M Tu-154M	China Xinjiang Al VIP Air	KUF HAM	19may96 21jun97	full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan I/n ALA 04jan03; had additional 'Air Kazakstan' titles
	RA-85782	Tu-154M	Alrosa	VKO	24jun05	outside VÁRZ; reports 'c/n checked as 917' aug05 proved to be in error; I/n DME 28apr14; seen MJZ
93A967	RA-85783	Tu-154M	LII Zhukovski	mfd	jul93	jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China
	B-4028	Tu-154M	China United Al	d/d	20may94	with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12
	B-4028 B-4028	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	NAY NAY	01jun13 29sep15	no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; I/n NAY 19sep19
93A968	RA-85784 RA-85784	Tu-154M Tu-154M	AFL/Tyumen	mfd trf	28jul93 07jul93	toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95
	RA-85784	Tu-154M	Kolavia Kolavia	DME	16aug96	named 'Kogalym'; I/n AYT 16jul08
	RA-85784 RA-85784	Tu-154M TU-154M	Taban Air Kolavia	THR LGG	17oct08 18aug10	in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; I/n I/n DXB 15mar10 I/n SGC 28mar13/02may14, stored
93A969	RA-85785 RA-85785	Tu-154M Tu-154M	Aeroflot Pulkovo Avia	mfd trf	30jul93 22nov94	f/n DME 01sep93 initially still in full Aeroflot c/s including titles; I/n as such AMS 21apr97; new CofR issued 23apr97;
	KA-63763	1u-134M	FUIKOVO AVIA	LII	22110794	repainted in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles
	RA-85785	Tu-154M	Rossiya Russian Al	rgd	12oct06	DUS 07jan07; I/n DME 21mar07; see rgd date below to the Russian Faderation; in basic Pulkovo c/s with "Rossiya Russian Faderation; in basic Pulkovo c/s with "Rossiya Russian Airlines' titles; f/n DME 27may07; excluded from the operator's certificate 29dec09; t/t 27,246 hours and 11,818 cycles by 01jan10; stored
	RA-85785	Tu-154M	Continent	rgd	21jun11	at LED, seen feb10/jun10; CofA expired 28jan11 in basic Pulkovo c/s with titles in Russian and English; already f/n ROV 06jun11; l/n operational BAX 27jul11; stored with VARZ at VKO, seen mar12/jun15; scrapped at VKO dec17, seen with the tail and wing cut off 18dec17; canx between 23may18 and 20jul18
93A970	RA-85786	Tu-154M	Samara	ZIA	31aug93	official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator
	DA 05706	T: 154M	Kalanda	4	2107	had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96
	RA-85786	Tu-154M	Kolavia	rgd	31mar97	in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CofR issued 16sep03; l/n TJM 09jul04
	RA-85786 RA-85786	Tu-154M Tu-154M	Enkor Kolavia	LED GNB	15aug04 09jan05	returned; I/n VAR 25aug05; seen DXB 16oct05, titles not reported
	RA-85786	Tu-154M	Aria Air	DXB	14nov05	leased from Kolavia; in full Kolavia c/s with additional 'Aria Air' titles and logo; named 'Kogalym'; I/n THR 15apr06
	RA-85786	Tu-154M	Kolavia	TJM	22jun06	presumably just gone home for maintenance ?
	RA-85786 RA-85786	Tu-154M Tu-154M	Aria Air Kolavia	THR DXB	11nov06 21dec06	in full Kolavia c/s with additional 'Aria Air' titles and logo; I/n THR 26nov06 in full c/s; named 'Kogalym'; I/n DXB 13feb07
	RA-85786	Tu-154M	Taban Air	THR	01jun07	leased from Kolavia; in full Kolavia c/s with additional 'Taban Air' titles; named 'Kogalym'; seen DXB
	RA-85786	Tu-154M	Kolavia	VAR	06jun08	15nov07 with the 'Taban Air' titles on the left side scratched out but still visible; seen THR 21feb08 with the 'Taban Air' titles on the right side in place; I/n as such OVB 01mar08 in full c/s; named 'Kogalym'; I/n operational AYT 13sep08; CofA expired 19oct08; sat wfu in ARZ-411 at MRV, seen feb09/aug11; t/t 16,934 hours and 7,283 cycles; scrapped at MRV feb12, only the tail remained
024071	DA 05707	T. 154M	A.E.I. /T	64	2202	by 25feb12
93A971	RA-85787 RA-85787	Tu-154M Tu-154M	AFL/Tyumen Kolavia	mfd trf	23sep93 05nov93	toc 24may93, see mfd rgd 15nov93; f/n UFA 13jul94, in Aeroflot c/s and titles
	RA-85787 RA-85787	Tu-154M Tu-154M	Kolavia Taban Air	SHJ THR	03nov96 15nov06	named 'Surgut'; I/n DXB 19oct06 leased from Kolavia from 2006; initially in full Kolavia c/s with additional 'Taban Air' titles, seen aug09 in
						basic Kolavia c/s with 'Taban Air' titles, still named 'Surgut'; I/n DXB 30nov09; dbr 24jan10 on a flight from Esfahan to Mashhad (Iran) at dawn when the weather at Mashhad deteriorated and reached below minima levels (visibility 200 metres), but the pilot wanted to land because a passenger suffered from acute health problems, the decision to go around was taken too late and the aircraft came down very hard (with the main and nose gear at the same time), the nose gear collapsed, the right wing and the tail and later also the left wing broke off and the wreck caught fire, all 9 crew and 40 of the 154 passengers slightly injured
93A972	RA-85788	Tu-154M	Kaliningradavia	mfd	13sep93	rgd 16sep93; (jointly owned by Vnukovo); in basic Aeroflot c/s, no titles; f/n VKO 04may94; l/n DME 22nov01
	RA-85788 RA-85788	Tu-154M Tu-154M	East Line Aeroflot c/s, n/t	DME DME	03dec01 28dec02	leased from Kaliningradavia; I/n DME 19aug02 'East Line' sticker removed; flew DME-KGD 28dec02, returned to Kaliningradavia; I/n VKO 01feb03
	RA-85788	Tu-154M	Eurasia Airlines	rgd	04jan03	initially without titles; f/n VKO 12jan03; l/n without titles VKO 27jun03; f/n with titles VKO 18aug03
	RA-85788	Tu-154M	Kaliningradavia	rgd	13sep03	still in basic Aeroflot c/s, no titles; seen in VARZ-400 at VKO 21aug05, awaiting overhaul with zero hours left
	RA-85788	Tu-154M	UTair	rgd	18apr06	not leased but bought; last overhaul completed apr06; f/n VKO apr06; named 'Boris Shcherbina' 19feb10 after a Soviet politician; l/n operational PEE 10sep10; suffered from a loss of electrical power probably in spring 2011, a repair was deemed economically not viable; wfu by jun11; sat wfu at Ufa, l/n apr13; broken
93A973	RA-85789	Tu-154M	Kaliningradavia	mfd	29sep93	up in late aug13 rgd 04oct93; (jointly owned by Vnukovo); f/n VKO 04may94; in basic Aeroflot c/s, no titles; l/n HAJ
	RA-85789	Tu-154M	Chelyabinsk Avia	rgd	09jun01	12aug00 f/n DME 11jun01, in Aeroflot c/s, no titles; l/n VKO 23jul03
	RA-85789	Tu-154M	East Line	RHO	28aug03	I/n RHO 04sep03

	RA-85789	Tu-154M	Kaliningradavia	rgd	29sep03	seen LED 04apr05, wfu; seen in VARZ-400 21aug05/autumn 2005, awaiting overhaul with zero hours left,
	RA-85789	Tu-154M	UTair	VKO	apr06	all paint stripped leased from Avializing 28feb06/28feb12; last overhaul completed 26feb06; offered for sale by Aero Asia 02feb10 with t/t 13,558 hours and 5,334 cycles; //n operational SGC 29oct11; sat wfu at VKO with titles
						and logos painted out, seen 20feb/02mar12; scrapped at VKO mar12, only front fuselage remaining by 23mar12; front fuselage left VKO for Komarovo on a flat-bed trailer 31mar12, to be used as an anti-
93A974	RA-85790	Tu-154M	AFL/Yakutiya	mfd	07oct93	terrorist trainer toc 13apr94; f/n YKS 08jul94, in full Aeroflot c/s; l/n SVO 25sep94
	RA-85790 LZ-LTC	Tu-154M Tu-154M	Sakha Avia Balkan	trf LHR	20jul95 08mar99	f/n SVO jul96 I/n BUD 20sep99; not in fleet list 31dec99
	EP-CPL LZ-LTC	Tu-154M Tu-154M	Caspian Airlines	DXB VKO	20nov99 07oct00	I/n DXB 09sep00 stored with faded but readable registration
	RA-85790 RA-85790	Tu-154M Tu-154M	Sakha Avia Yakutiya	rgd rgd	16jan01 27dec02	f/n SVO 03jun02; l/n SVO 10aug02 f/n YKS 14aug03; named 'Valeri Kuzmin'; l/n VKO aug10/oct12 at VARZ with more and more parts
93A975	RA-85791	Tu-154M	AFL/Yakutiya	mfd	12oct93	missing; t/t 22,363 hours and 6,954 cycles; in the process of being broken up 26oct12 toc 13apr94; in full Aeroflot c/s with additional 'Respublika Sakha' titles and Sakha flag; f/n CDG 07dec93
33,1373	RA-85791 LZ-LCB	Tu-154M Tu-154M	Sakha Avia Bulgarian Air Ch.	trf VKO	20sep95 02jun01	CofR renewal 30sep96; I/n SVO 14apr97; soc and canx 14jan01 as leased to Bulgaria I/n FRA 12au001
	EP-MBR	Tu-154M	Iran Air Tour	Isd	16oct01	leased from 'Sofia' until 16oct02; f/n THR oct02; photo, date unknown, at SHJ in basic Bulgarian Air
	RA-85791	Tu-154M	Yakutiya	rgd	04mar04	Charter c/s with 'Iran Air Tour' titles f/n SVO 18apr04; I/n VKO 06sep08 operational; offered for sale 23oct08 with t/t 13,526 hours and 5,673
93A976	RA-85792	Tu-154M	AFL/Privolzhsk	mfd	30dec93	cycles; stored at YKS from late 2009, I/n oct11/jun12; broken up in 2015; canx before apr16 in full Aeroflot c/s; f/n DME 04feb94
	RA-85792 EP-LAZ	Tu-154M Tu-154M	Samara Kish Air	trf rgd	04feb94 01mar97	f/n KUF 20may96; l/n STR 15jun96 leased from Samara; f/n KUF 28may97; l/n DXB nov99
	RA-85792	Tu-154M	Samara	rgd	27jul00	in white c/s with red fin and engines; f/n BUD 26sep00; offered for sale nov06; l/n KUF 11aug08; the operator's certificate of Samara was revoked 30sep08
	RA-85792 RA-85792	Tu-154M Tu-154M	KavMinVody Avia Continent	rgd KJA	26dec09 06jun11	to Norilsk Avia Service; in basic Samara c/s with large 'KMV' titles; f/n MRV 21jan10; l/n DXB 29mar11 leased from Norilsk Avia Service; in basic Samara c/s, no titles; sat wfu at VKO, seen aug11/aug20;
						scrapped at VKO between aug20 and early 2021; still current on register 14jan21; the forward fuselage (up to the wing root) was offered for sale 23feb21, for use as a simulator or trainer
93A977	RA-85793 RA-85793	Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia	mfd trf	21jan94 20jul95	toc 13apr94; in full Aeroflot c/s with additional 'Respublika Sakha' titles and Sakha flag; f/n YKS 08jul94 f/n 10sep95; CofR renewal 30sep96; l/n SVO 19aug02
	RA-85793	Tu-154M	Yakutiya	rgd	17jan03	f/n SVO may03; named 'Yefim Parakhin' between mar06 and aug06; l/n IST 25jan07; was already sold to Avialinii 400 30dec06
	RA-85793	Tu-154M	Airlines 400	VKO	22jul07	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; I/n VKO 06sep08
93A978	EP-MCU RA-85794	Tu-154M Tu-154M	Iran Air Tour AFL/Yakutiya	MHD mfd	28mar09 26jan94	all-white c/s with titles, blue tail with logo; l/n THR feb11/may16, stored toc 13apr94; l/n YKS 13may95, in full Aeroflot c/s
	RA-85794 RA-85794	Tu-154M Tu-154M	Sakha Avia Polar Airlines	trf rgd	20jul95 13jul98	f/n SHJ 09nov95 leased from Sakha Avia; f/n VKO oct98; l/n UTP 05jan01
	RA-85794	Tu-154M	Yakutiya	rgd	11apr01	f/n SVO 26apr01; damaged 04jan05 on landing at Kittilä (Finland) when touched down early and hit landing lights, sustained some damage to the rear of the aircraft; repaired; I/n YKS mar13/apr15, stored;
93A979	RA-85795	Tu-154M	Aeroflot	mfd	04apr94	canx before apr16; reported scrapped rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines'
55/15/5	104 03733	10 15-111	ACIONOC	mu	очиргэч	stickers CAN 25mar95, active; soc and canx 11sep96 as to China; reportedly smuggled into China by Mou Qizhong; damaged between 1995 and 1999 in a hard landing at Chengdu, possibly resulting in a broken
						wing spar; seen stored at Chengdu in damaged condition 06jun99/mar03; sold in auction for 800,000 Yuan; reportedly canx 12nov03
	RA-85795	Tu-154M	Airflot Technics		photo	titles written in Cyrillic as 'Erflot Tekhniks'; ferried to Russia in late oct05 (possibly 30oct05 or 31oct05) and underwent repair and modernisation at Aviakor, receiving a new year in its c/n, now being 06A979
	RA-85795 RA-85795	Tu-154M Tu-154M	Kuban Airlines AviaPRAD	r/o	29jun06 11may07	with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07
		Tu-154M			-	repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, I/n 22mar08
	RA-85795 RA-85795	Tu-154M	VIM-Avia Aviaenergo	DME SHJ	24jun08 05nov09	in basic AviaPRAD c/s with 'VIM-Avia' titles; I/n active DME 18aug08; stored at Krasnodar, I/n 05mar09 still in basic Aviaprad c/s; I/n PEE 08aug10
93A980	RA-85795 RA-85796	Tu-154M Tu-154M	Continent TyumenAviaTrans	UUS mfd	30apr11 08jul94	still in basic Aviaprad c/s; l/n VKO aug11/sep15, stored; broken up at VKO dec15 trf 15dec94; f/n VKO 30jun95; l/n VKO 07aug02
	RA-85796 RA-85796	Tu-154M Tu-154M	UTair Kosmos	rgd VKO	10dec02 09aug13	f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager; I/n VKO 23jun13 initially in all-white c/s with the UTair logo changed into a blue circle, no titles; I/n as such SVX 27aug13;
024004	D. 05707	<b>-</b> 4544			401 00	repainted in full c/s; f/n VKO 08nov13, as such; l/n ZIA 03oct14; used in the filming of the movie, 'The Crew' and destroyed after being set on fire at Zhukovski 15oct14; remains still present 23oct14
93A981	RA-85797	Tu-154M	Aviaenergo	mfd	18dec93	rgd 10jan94; f/n FRA 27apr94; in new c/s from 2002; seen with additional 'Aeroflot' titles SVO 26sep03; last overhaul completed 11jul05; l/n SVO 05aug05; still in fleet list 01dec05; offered for sale 15may06 with
	RA-85797	Tu-154M	Aeroflot	svo	02oct05	t/t 16,608 hours and 6,187 cycles as of 14apr06 wet-leased from Aviaenergo; in basic Aviaenergo c/s with 'Aeroflot' titles; I/n SVO 26may06
	RA-85797	Tu-154M	Dalavia	trf	29jun06	arrived at KHV 29jun06, still in old c/s; repainted by Roand in new c/s 05jul06; t/t 21,276 hours and 7,758 cycles as of 01jul08; Dalavia ceased operations 19oct08; l/n KHV nov08, stored; offered for sale
93A982	RA-85798	Tu-154M	Aviaenergo	mfd	13jan94	16jan/28feb12; broken up at KHV nov14; not canx from the Russian register rgd 20jan94; f/n VKO 22sep94; year in c/n confirmed in Russian register
	RA-85798 EP-MBO	Tu-154M Tu-154M	Tatneftaero Iran Air Tour	SHJ Isd	dec98 09jun01	CofR renewal 29oct99; I/n SHJ 03jan01 f/n MHD oct01; I/n SHJ mar02; leased from Tatneftaero until 08jun02
	RA-85798 RA-85798	Tu-154M Tu-154M	Tatarstan East Line	rgd DME	20jun02 07apr03	f/n KZN 25jun02; l/n SHJ 11nov02 leased from Tatarstan 29aug02/31dec04; additional 'Skylink' titles on nose by apr04; operator renamed
	RA-85798	Tu-154M	Tatarstan	KZN	16aug05	'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; I/n DME 08nov04 t/t 18,001 hours and 6,053 cycles as of 01jan10; seen LED 15jun10, active; I/n KZN aug12/may13, stored;
94A983	RA-85799	Tu-154M	AFL/Northern-MMK	mfd	27may94	broken up jun13; canx before apr16 toc 27may94
	RA-85799 RA-85799	Tu-154M Tu-154M	Murmansk Airlines Ural Airlines	trf DME	16jun94 aug95	f/n SVO 17jun94, in Aeroflot c/s and titles titles below the cockpit
	RA-85799 RA-85799	Tu-154M Tu-154M	Transeuropean Murmansk Airlines	PMI MMK	19jun97 17jun98	leased from Murmansk Air Transport; seen RHO 26jul97 I/n SVO 05aug99
	RA-85799	Tu-154M	Tatneftaero	rgd	29aug00	f/n SHJ 01nov00; in all-white c/s, no titles; CofR renewal 19mar01; l/n DXB 25may01
	RA-85799 RA-85799	Tu-154M Tu-154M	Tatneftaero East Line	DME rgd	08jul01 10spe02	with 'Tatarstan' titles; I/n BCN 24aug02 f/n DME 17oct02; leased from Tatarstan 29sep02/31dec04; in Tatarstan c/s with 'East Line' titles and logo;
	RA-85799	Tu-154M	no titles	DME	17nov05	operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; I/n SKG 04sep05 seen IST 13dec05, reported for Russkoye Nebo; seen Samara-Bezymyanka 07may06 in primer at factory;
	RA-85799	Tu-154M	Tatarstan	GOJ	05oct06	I/n AYT aug06 in white c/s with logo and titles; seen IST 28jul11, damaged by an airport tug this date, which collided with
	RA-85799	Tu-154M	AK Bars Aero	KZN	23jan14	the port wing causing fuel to leak onto the tarmac; I/n KZN 05oct13 reported in AL; in white c/s with Tatarstan Al logo on the tail, no titles; I/n KZN may16/sep20; canx
94A984	RA-85800	Tu-154M	Buryatya Motam	mfd	15dec94	between 13sep17 and 24oct17 f/n DME 15may95 f/1 UME 15may95
	RA-85800 RA-85800	Tu-154M Tu-154M	Pulkovo Avia Pulkovo Avia	trf HAM	end '95 14feb98	f/n LHR 09dec95, in Aeroflot c/s and titles; CofR renewal 24apr97; l/n AMS 20aug97 seen SZG 13jan07 with additional 'Rossiya' titles; l/n MUC 11mar07
	RA-85800	Tu-154M	Rossiya Russian Al	LPA	15apr07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED 17oct09, stored; t/t 24,822 hours and 10,620 cycles as of 01jan10; l/n LED 01jun10, wfu; broken up LED dec10; canx before apr16
94A985	RA-85809	Tu-154M	Aviaenergo	mfd	05dec94	leased 01apr95, but owned later; f/n FRA 25feb95; seen with additional small 'Aeroflot Russian Airlines' titles jun05; seen SPU 12jan08 with just 'Aviaenergo' titles; l/n active ALC 06nov09; arrested because of
	RA-85809	Tu-154M	South East	trf	2011	Aviaenergo's debts 07jul11; photo VKO jul11, no titles f/n VKO 18nov11; still in full Aviaenergo c/s, no titles; seen VKO jan12, stored, auctioned by
94A986	RA-85805	Tu-154M	TyumenAviaTrans	mfd	27jul94	Rosimushchestvo 12mar12; I/n VKO 26jun13; broken up VKO 11nov14 rgd 15dec94; f/n DME 07may95; I/n MUC 11mar03
	RA-85805	Tu-154M	UTair	rgd	10dec02	f/n VKO 22aug03; named 'Farman Salmanov' after one of the geologists who discovered oil in Siberia; new CofR issued 29jan08; I/n operational VKO 01apr11; scrapped at UFA apr13, fuselage cut in two parts by
94A987	RA-85806	Tu-154M	TyumenAviaTrans	mfd	06mar95	11apr13 f/n SVO 16may95; trf 15jun95; l/n DME 28dec02
	RA-85806	Tu-154M	UTair	rgd	10dec02	f/n VKO 27jun03; I/n active VKO 21jul09; t/t 15,021 hours and 5,986 cycles as of 01jan10; seen TJM apr10/feb14, stored; broken up at TJM jun14; canx before apr16
94A988 94A989	RA-85807 RA-85808	Tu-154M Tu-154M	Ural Airlines TyumenAviaTrans	mfd mfd	17mar95 28jul95	rgd 10apr95; f/n CGN 31mar95; l/n SVX 08may12; in the process of being broken up 09jan13 rgd 14aug95; f/n VKO 26aug95; l/n DXB jan03
	RA-85808	Tu-154M	UTair	rgd	10dec02	f/n DXB may03; named 'Pyotr Panov' 27apr05; l/n AER 26aug11; seen TJM 05may13 stored; broken up apr14
95A990	RA-85813 RA-85813	Tu-154M Tu-154M	TyumenAviaTrans UTair	mfd rgd	19may95 10dec02	rgd 29may95; f/n VKO 01jul95; l/n VKO 06may03; see rgd next line lsf Avializing 01nov02/01nov12; f/n DME 16aug03; named 'Vladimir Kuleshov' 18oct06 after the second
				-		director (1969/73) of the AFL Tyumen directorate; t/t 18,811 hours and 7,639 cycles as of 01jan10; l/n TJM sep12/jun14, stored; broken up; canx before apr16
01A991	RA-85811(2) RA-85843	Tu-154M Tu-154M	primer Rossiya	Sae mfd	30aug97 07may01	c/n not confirmed, but surmised as if allocated in order at the factory; see c/n 90A831 c/n confirmed; in 128 passenger configuration; in grey c/s with 'Russian flag' cheatline, with titles; rgd
	-==:=	. ==	<i>,-</i>		,	24may01; f/n DME 02jun01; new CofR issued 26aug09; t/t 9,209 hours and 3,774 cycles by 01jan10; l/n operational VKO may13; stored at VKO, seen mar14/jul19; new CofR issued 18sep18; seen being worked
	RA-85843	Tu-154M	Russian Air Force	trf	jan20	on at VKO 15jan20 still in full Rossiya c/s including titles; ferried from VKO to CKL 20jan20; l/n 10dec21 location unknown
03A992	RA-85844 RA-85844	Tu-154M Tu-154M	Rossiya Ural Airlines	Sae mfd	10aug01 14apr03	not delivered by aug02! rgd 18apr03; f/n DXB 07may03; seen SVX mar12/aug13, stored; completely broken up by 20sep13
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95A993		Tu-154M		Sae	jan96	stored at the factory; work on the aircraft stopped 28feb94; sold (on paper) by the leasing company Aviakor-Lider to the Yakutian NGO Tselevoy fond budushchikh pokoleni Respubliki Sakha 30apr03 and passed on to OOO Vodolei plyus 06mar07; contract annulled by a court order dated 25jun07; airframe not
95A994	RA-85814	Tu-154M	Ural Airlines	ZIA	24aug95	completed before production ceased in feb13 mfd 05sep95; rgd 07sep95; seen SVX may12/may13 stored; in the process of being broken up
98A995	RA-85820	Tu-154M	TyumenAviaTrans	mfd	25aug98	24jun13/03jul13 seen unmarked in the Aviakor factory jan96, see c/nA1000; rgd 20oct98; named 'Roman Marchenko';
	RA-85820	Tu-154M	UTair	rgd -	05dec02	f/n VKO 19aug99; I/n FAO 21jun03, see rgd next line named 'Roman Marchenko'; f/n SGC 25aug03; I/n active VKO 22aug09; t/t 15,373 hours and 5,716 cycles as of 01jan10; seen TJM apr10/may13, stored; broken up may14; canx before apr16
06A996	RA-85816(2)	Tu-154M Tu-154M	primer	Sae Sae	jan96 13aug99	stored at the factory I/n Samara-Bezymyanka 11aug01; see c/n 95A1006
	RA-85123(2)	Tu-154M	Kuban Airlines	r/o	01may06	f/n Samara-Bezymyanka 07may06, in full c/s; f/f 15may06 ?; mfd 02jun06; h/o 06jun06 at KRR; first scheduled service 14aug06; l/n BRU 03may07; see c/n 75A123
	RA-85123(2)	Tu-154M	AviaPRAD	BCN	02jun07	repainted at Bykovo may07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, I/n 22mar08
	RA-85123(2)	Tu-154M	VIM-Avia	DME	25jun08	in basic AviaPRAD c/s with 'VIM-Avia' titles; arrived from CEK 25jun08; l/n active DME 06sep08; l/n Krasnodar 05mar09, stored
	RA-85123(2) RA-85123(2)	Tu-154M Tu-154M	Aviaenergo Continent	BCN VKO	20jun09 31jan11	still in basic AviaPRAD c/s with 'Aviaenergo' titles; I/n BCN 22sep10 still in basic AviaPRAD c/s with 'Continent' titles; seen KJA aug12, stored; with inscription æS Dnyom vozduzhnogo flota Rossiiæ (Congratulations with the Anniversary of the Air Fleet of Russia) since at least dec13; I/n in a hangar KJA 02sep15, as such; photo Samara-Bezymyanka 05mar16
12A997	RA-85123(2) RA-85817(2)	Tu-154M Tu-154M	Russian Air Force primer	CKL Sae	jan19 jan96	latest CofR 12mar18; in basic Rossiya c/s with '223 LO' badge; I/n MJI 08dec21 stored at the factory, seen also 30aug97 and 13aug99; ordered by the Russian Air Force in VIP configuration 05sep08; both c/n and registration painted on by jan09, being worked upon); see c/n 95A1007
	RA-85041(2)	Tu-154M	Russian Air Force	f/f	09jul12	99A101/ VIP alircraft; h/o 08aug12; rgd 21sep12; opb 6991 AvB at Chkalovski; in basic Rossiya c/s, small 'VVS Rossii' titles on fin; seen SVX 28jan13 with additional '223 LO' badge; titles removed in 2017; I/n AER sep22; see c/n 73A041
12A998	 RA-85042(2)	Tu-154M Tu-154M	primer primer	Sae f/f	jan96 05dec12	stored at the factory; ordered by the Russian Air Force 05sep08; the last ever Tu-154 completed I/n 21dec12 before entering the paint shop; see c/n 73A042
	RA-85042(2)	Tu-154M	Russian Air Force	h/o	19feb13	VIP aircraft; opb 223 LO at Chkalovski; in basic Rossiya c/s with 'VVS Rossii' titles on tail and '223 LO' badge; f/n in the Aviakor factory 19feb13; ferried to CKL 20feb13; rgd 01apr13; seen with small titles at Samara Bezymyanka 30nov16; title removed by 2017 seen AAQ 30may18; no titles, just a '223 LO' badge; titles removed in 2017; l/n VKO 07aug23 active
A999	 RA-85819(2)	Tu-154M Tu-154M	bare metal	Sae Sae	jan96 30aug97	stored at the factory; the Russian MoI showed interest in this aircraft in 2015 c/n not confirmed, but surmised as if allocated in order at the factory; seen in bare metal with faded registration at the factory aug09/nov11; airframe not completed before production ceased in feb13; see c/n 97A1008
10A1000	 RA-85155(2)	Tu-154M Tu-154M	primer Russian Air Force	Sae h/o	jan96 29apr10	stored at the factory; seen jan09 being worked on VIP aircraft; opb 8 adon at Chkalovski; in basic Rossiya c/s, no titles; ferried to Chkalovski 29apr10; rgd 01jun10; seen PRG 25aug10 with 'VVS Rossii' titles on tail; titles removed in 2019; l/n ULN jun23; see c/n
07A1001	 RA-85057(2)	Tu-154M Tu-154M	Samara	Sae mfd	jan96 30jul07	76A155 stored at the factory d/d 14dec07; VIP aircraft; rgd 26dec07; owned by and initially operated for the administration of the Samara region; h/o (on paper) 15apr07; f/f probably 04jul07; in white c/s with a large red/white/blue band along fuselage and fin and a Samara region coat-of-arms on the fin; initially carried additional 'Krylia Sovetov' (a Samara football team) titles; f/n BUD 03jan08; l/n as such TXL 20jan08; seen KUF 19jun08 with additional 'Natsionalnaya sbomaya komanda Rossii po futbolu' (Russian National Football Team) titles; the operator's certificate of Samara was revoked 30sep08; leased to Zapolyarye 13jan09; l/n DME
	RA-85057(2)	Tu-154M	South East	STN	28may11	O4sep10, still in full Samara colours; see c/n 74A057 leased to Avialinii Dagestana (dba South East) 13apr11 (for 2 years); in the same basic c/s as above; l/n
	RA-85057(2)	Tu-154M	UTair		21mar12	VKO 07mar12 in the same basic c/s as above, original titles painted out and 'UTair' titles below the cockpit; I/n VKO
	(=)					09jun13; was earmarked to be 'donated' by Aviakor to the Russian Air Force as an attrition replacement for c/n 83A587, but by mar16 was offered for sale by auction; canx 22feb23 as trf to the State Aviation register
A1002 00A1003	1003	Tu-154M Tu-154M	Czech Air Force	Sae d/d	jan96 29jul00	stored at the factory; airframe not completed before production ceased in feb13 export Cofa dated 14jul00; I/n operational PRG 10nov07; wfu nov07 with t/t 2,736 hours; offered for sale by STV Group 11jan08/mar09; stored at Kbely with serial painted out, I/n jul14; acquired dec14 by the Kunovice museum, photos as such Kbely 23dec14/09may15, in the process of slowly being dismantled; still present Kbely (N50.126493 E14.550471) 18sep15/28feb16; in the process of being transported by road to Zruc Air Park 16/17dec16; I/n Zruc 01jul17 still dismantled with no tail attached; seen 21apr18, same condition; seen 05sep20, complete minus outer wings and on display; I/n 06aug22
08A1004	 RA-85084(2)	Tu-154M Tu-154M	FSB	Sae mfd	jan96 09apr09	stored at the factory VIP aircraft for the higher echelons of the Federal Security Service; opb OAOSN at SVO, but officially in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with Belavia-style blue cheatline, no titles; h/o 10apr09; rgd 27apr09; l/n VKO 27apr23 active
94A1005	RA-85812 RA-85812	Tu-154M Tu-154M	Aeroflot Sakha Avia	mfd trf	23mar95 20jul95	f/n SVO 16may95 f/n SVX 20aug95; I/n VKO 24aug97
	RA-85812 RA-85812	Tu-154M Tu-154M	Sirair Sakha Avia	SVO rgd	mar99 09jun99	in blue/white c/s with titles and tail logo f/n TOF 16sep99; l/n UTP 14jan02
	RA-85812	Tu-154M	Yakutiya	rgd	07aug02	f/n YKS 14aug03; seen VKO 17sep12, active; I/n YKS 30mar13/20apr15 stored; canx before apr16; broken up
95A1006	RA-85816(1) RA-85816(1) RA-85816(1)	Tu-154M Tu-154M Tu-154M	Aeroflot Bashkirian Al Transeuropean	VKO rgd SVO	01jul95 08jul95 nov98	official mfd 11jul95; rgd 08aug95; see c/n 06A996 f/n DXB 05nov95; l/n IST 13jul98 leased from Bashkirian Airlines; in modified ex Bashkirian Al blue/white c/s with titles and tail logo; l/n TFS
	RA-85816(1)	Tu-154M	Shaheen Air Intl	DXB	30may99	26dec98 leased from Bashkirian Airlines; in white c/s with blue cheatline, tail logo and titles; I/n DXB 20jul01
	RA-85816(1)	Tu-154M	Bashkirian Al	UFA	15jan02	w/o 01jul02 on a flight from Moscow to Barcelona at night when the crew decided to follow the ATC controller's erroneous instructions to descend instead of the TCAS' resolution advisory to climb so that the aircraft collided at a height of 10,650 metres with Boeing 757-23APF A9C-DHL of DHL Airways over Lake Constance (southern Germany), broke up in 4 pieces and crashed near Überlingen, all 12 crew and 57 passengers (among them many children) as well as both pilots of the Boeing 757 killed; the air traffic controller held responsible for the accident was killed by a relative of one of the victims 24jan04; soc
95A1007	RA-85817(1)	Tu-154M	Avial. Tatarstana	mfd	28sep95	01oct02 f/n IST 07dec95; I/n ZRH feb96 in basic Aeroflot c/s with 'Tatarstan' titles; see c/n 12A997
	RA-85817(1) EP-LBM	Tu-154M Tu-154M	Samara Kish Air	trf rgd	11oct96 01may99	rgd 22nov96 to Aerovolga; photo GVA may97 and DME aug97; in full red c/s; seen DXB 18nov97; I/n SVO 09aug98; canx 06may99 and soc 16may99 as leased to Iran f/n DXB 03dec99; I/n SHJ 19mar00; leased from Samara and in basic ex-Samara c/s; photo exists DXB with additional logos and titles promoting the 'Kish Summer Festival 7th July-22nd August'; seen KUF
	RA-85817(1)	Tu-154M	Samara	rgd	24aug04	28jun02, no reg or titles with just 'M' on the nose wheel door f/n KUF 08jul04; /n as such KHV 05sep06; seen with additional small 'Krasnoyarskiye avialinii' titles GOJ
97A1008	RA-85817(1)	Tu-154M	Tyumen Airlines	mfd	15jul97	20jul07; operator's certificate revoked 30sep08; seen KJA jul10/aug12, stored; broken up at KJA nov14 rgd 20jul97; f/n DME 20aug97; l/n SHJ 04apr98 with additional 'Yamal' titles; see RA-85819(2) with
_,,,1000	RA-85819(1)	Tu-154M	Yamal	SVO	may99	surmised c/nA999  CoffR renewal 29jan01; I/n TJM 22jun06
	RA-85819(1) EP-TBA	Tu-154M Tu-154M	UTair Taban Air	VKO DXB	22jul07 02mar09	I/n KID 24apr08 I/n KIH 20dec10; seen MHD jan12/may16, stored
97A1009	RA-85828	Tu-154M	Avialin. Dagestana	mfd	20dec97	rgd 13jan98; f/n VKO mar98; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side, named 'Rasul Gamzatov' after a famous Dagestani poet; carried additional small 'Moi Dagestan' (My Dagestan) titles on the nose since at least apr02; I/n SHJ 06dec11; seen stored MCX 23mar12; photo DMB
	UP-T5409	Tu-154M	Kaz Air Trans	SAW	12aug12	10jul12, stored in full c/s, no titles all-white c/s, titles and tail logo only; seen DMB 31aug12/24jun13 probably stored; offered for sale jun18
95A1010	EW-85815	Tu-154M	Belarus Government	mfd	aug95 ?	by Avialux of Kiev with 15,117 hours, 5,521 cycles for \$700,000; I/n FRU oct18/sep23 wfu f/n DTW 26oct95; in white c/s with grey undersides and red cheatline with 'Belarus' titles; repainted by
						jan98 with green/red cheatline and coat of arms on the fin; colours again modified by mar02 with green/red stripes added to the fin; still active MSQ 15oct16; advertised for sale nov18 by auction (05dec18) with a reserve of \$2m; presumably was not sold; I/n MSQ 02jul19; stored; dismantled by MZGA-407 commencing summer 2021 and transported by road in sections to Lipki for re-assembly and preservation; the fuselage with titles covered was the last to arrive 24sep21; seen Lipki 22jan22 completely re-assembled; I/n jul22
98A1011	RA-85840	Tu-154M	Avialin. Dagestana	mfd	28dec98	d/d 30dec98; rgd 02may99; with 'h' in the English titles (Daghestan Airlines) on the starboard side and additional 'Wella' logo FRA dec00; I/n VKO 21aug02
	RA-85840	Tu-154M	Eurasia	rgd	17sep02	was already f/n VKO 06sep02; in basic Avialinii Dagestana c/s with Eurasia titles and tail logo, carried additional 'National Football Team of Russia' titles and badge; I/n VKO 24aug03
	RA-85840 RA-85840	Tu-154M Tu-154M	Avialin. Dagestana South East	rgd VKO	28oct03 29aug11	f/n VKO 24jun06; with 'h' in the English titles (Daghestan Airlines) on the starboard side; I/n DME 19jun11 I/n SAW 16oct11, active; seen MCX jun13/may15, stored; canx 23sep21
98A1012	OM-BYR	Tu-154M	Slovak Government	mfd	18mar98	d/d 19mar98; export CofA dated 18mar98; in white c/s with blue and red trim; 'Slovenská Republika' titles; I/n BTS 13oct18/10mar20
98A1013	4K-AZ10	Tu-154M	Azerbaijan Gvt	d/d	mid-98	initially with 'Azerbaycan' titles and Azerbaijani flag, I/n as such in late 2005; repainted in full Azerbaijan Airlines c/s (with 'Azerbaijan' titles and 'AZAL' logo on fin) in 2006 for passenger flights, named 'Absheron'; f/n as such WAW 21may07; seen LUX 22mar13; I/n GYD oct15/apr18, stored
98A1014	OM-AAA	Tu-154M	Slovak Airlines	mfd	30dec97	Tu-154M-100; export CofA dated 14jan98; d/d 16jan98; named 'Púchov' after a town in north-western Slovakia; I/n BTS 04oct03; ferried BTS-VKO-Samara-Bezymyanka 27oct03

	RA-85834 RA-85834	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rad	05dec03 12oct06	f/n HEL 04jun04; I/n HAM 17sep06 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such SXF 14oct06 and I/n as such CDG
	KA-03034	1U-154M	ROSSIYA RUSSIAII AI	rgu	120000	21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such DUS 04mar07;
						excluded from the operator's certificate 29dec09; CofA expired 30dec09; t/t 14,351 hours and 6,257 cycles
						by 01jan10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13, tail cut off by 13aug13; sold as
98A1015	OM-AAB	Tu-154M	Slovak Airlines	mfd	07may98	scrap metal 27aug13, for USD 12,000 Tu-154M-100; had -85923 allocated; export CofA dated 05may98; d/d 08may98; named 'Gerlach' after
90A1013	OM-AAD	10-13414	Slovak Allillies	IIIIu	U/IIIay96	the highest mountain of the High Tatras; I/n PMI 06jul01
	OM-AAB	Tu-154M	Balkan	LHR	01oct01	leased from Slovak Airlines; in basic Slovak Airlines c/s with Balkan titles and Slovak Airlines logos; I/n STR
						21sep02
	OM-AAB	Tu-154M Tu-154M	Slovak Airlines	BTS	14dec02 05dec03	now without titles (with logos only); I/n SVO 29sep03; ferried BTS-VKO-Samara-Bezymyanka 20oct03
	RA-85835(2) RA-85835(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rgd	12oct06	f/n LED 02jul04; I/n DUS 10sep06; see c/n 85A716 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 07oct06 and I/n as such DUS
	101 05055(2)	10 15-111	Rossiya Rassian Ai	igu	120000	21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such KRK 11feb07; excluded
						from the operator's certificate 29dec09; t/t 14,421 hours and 6,369 cycles by 01jan10; CofA expired
						07may10; sat wfu at LED, seen jun10/jul13; scrapped at LED aug13; sold as scrap metal 27aug13, for USD 12.000
96A1016	OK-BYZ	Tu-154M	Czech Government	mfd	10dec96	export CofA dated 10dec96; rgd 12dec96; d/d 14dec96; the sole Tu-154 delivered in 1996; canx 31dec98
30/12020	1016	Tu-154M	Czech Air Force	trf	31dec98	I/n operational PRG 06nov07; wfu nov07 with t/t 3,725 hours and 1,954 cycles; offered for sale by the STV
						Group 11jan08/03oct10; was stored at Kbely with the serial painted out, I/n jul14; acquired by the
						Olomouc museum dec14; seen Kbely 23dec14/may16, in the process of slowly being dismantled; transported by road to Kunovice 23sep16 and preserved in Letecké muzeum v Kunovicích at Kunovice from
						03mar18; I/n 08jul18
	OK-BYZ	Tu-154M	Czech Government	UHE	aug18	now repainted as OK-BYZ; I/n 23aug21
97A1017		Tu-154M	bare metal	Sae	27jun02	bare metal; was planned for delivery to the Ukrainian government; airframe not completed before
98A1018	OM-AAC	Tu-154M	Slovak Airlines	mfd	03sep98	production ceased in feb13 Tu-154M-100; export CofA dated 01sep98; d/d 12sep98; named 'Detva' after a town in central Slovakia;
30A1010	OH PARC	10 15 111	Slovak Allillics	iiiid	озасрэо	I/n as such HRG 21oct03; adorned for a movie with 'Air Center' titles and a German flag, seen as such
						Tököl 30sep99; back at BTS 10oct99; adorned with 'Markíza Televízia' (a local TV station) advertising; f/n
	DA 05036(3)	T. 154M	Dulliana Anda		05402	as such PRG 23mar01; I/n as such BTS 20jul03; ferried BTS-VKO-Samara-Bezymyanka 11nov03
	RA-85836(2) RA-85836(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rgd	05dec03 12oct06	f/n LGW 29aug04; I/n DUS 02sep06; see c/n 85A717 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 22oct06 and I/n as such BUD
	101 05050(2)		rtoosiya rtaosiaii / ii	.90	120000	10jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such CDG 18feb07; excluded
						from the operator's certificate 29dec09; t/t 13,647 hours and 5,861 cycles by 01jan10; CofA expired
						03sep10; sat wfu at LED, seen aug10/jul13; scrapped at LED aug13, sold as scrap metal 27aug13, for USD
05A1019	RA-85019(2)	Tu-154M	FSB	f/f	08dec05	12,000 official mfd 14apr06; VIP aircraft for the higher echelons of the Federal Security Service; opb oao sn FSB at
05/12015	101 05015(2)		. 05	.,.	oodccos	VKO, but officially in operator's certificate of Rossiya for insurance reasons; in white/light grey c/s with
						Belavia-style blue cheatline, no titles; h/o 20dec05; f/n SVO 02jul06; CofR renewal 29oct10; l/n VKO
01A1020	RA-85833	Tu-154M	Ural Airlines	mfd	27sep01	06sep21; see c/n 71A019 rgd 10oct01; highest known completed c/n, but not the last Tu-154 built which is c/n 12A998; d/d
01A1020	KA-03033	10-13414	Oral Allilles	IIIIu	27Sep01	O3junO2; f/n BCN O6julO2; seen DME 29mar09 in new colours (the only Tu-154 of Ural Airlines which
						received them); seen LED 18sep11 active; I/n SVX 11mar12/20aug12, stored
	RA-85833	Tu-154M	Tatarstan	rgd	20nov12	f/n KZN 27dec12; in basic ex-Ural Airlines c/s, with titles; I/n VKO 01dec13
A1021	RA-85833	Tu-154M Tu-154M	AK Bars Aero	KZN no	28dec13 reports	in basic ex-Ural Airlines c/s, with titles; I/n KZN 03oct14/25sep17; canx between 13sep17 and 24oct17 production was started, but aircraft was not completed; existing parts probably scrapped
A1021		Tu-154M		no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
A1023		Tu-154M		no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
A1024		Tu-154M		no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
A1025		Tu-154M		no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
<i>Tu-154s</i> ı	with unkno	own c/ns	<u>s</u>			
			<u> </u>		4000	1480 22
	CCCP-85278 RA-85479(2)	Tu-154 Tu-154M	Aeroflot Airlines 400/AFL	KBP	1992 23mar05	and VKO 22apr93; not on Soviet or Russian Federation register! in new Aeroflot c/s with 'A400' titles on nose, paintjob not authorized by Aeroflot and probably undone
	(23 5(2)			•0	_5	The National Color of the Color

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	CCCP-85278	Tu-154	Aeroflot	KBP	1992	and VKO 22apr93; not on Soviet or Russian Federation register !
	RA-85479(2)	Tu-154M	Airlines 400/AFL	VKO	23mar05	in new Aeroflot c/s with 'A400' titles on nose, paintjob not authorized by Aeroflot and probably undone again; to RA-85740 ?; see c/ns 81A479 and 91A895
	CCCP-85517	Tu-154	Aeroflot	VKO	26sep86	seen again KBP 19mar91 and VKO 22apr93; mispaint ?; according to the factory this registration never existed, and not on Soviet or Russian Federation register; see c/n 517
	CCCP-85541	Tu-154B-2	Aeroflot	LED	29nov82	not on Soviet or Russian Federation register!
	RA-85541	Tu-154B-2	Aeroflot	SVO	04jul93	seen again MSQ 08jul93 and SVO 30aug93 and 02sep93; regarding the number of sightings during this short period this must have been a mispaint!
	RA-85826(2)	Tu-154M	all primer	Sae	30aug97	see c/n 89A812
	EP-ARI	Tu-154M	Mahan Air	THR	dec98	I/n DXB 03apr99; in basic Aeroflot c/s; reported as leased from Samara Airlnes; another photo exists in all- white c/s with titles and small green logo on the tail
	EP-LBF	Tu-154M	Kish Air	DXB	13nov97	in basic ex Samara c/s with Kish Air titles; I/n DXB 18jan98; not c/n 95A1007
	HA-LCY	Tu-154M	Pannon Airlines		17may00	allocated without c/n; procedure interrupted by Pannon Airlines jun00

# Tupolev Tu-160

The c/n is explained as follows: Prototypes; the first two digits are the product code (izd. 70); they are followed by the sequential number of the aircraft. Production aircraft; The construction number is explained as follows: The meaning of the first digit (8) of the construction number is not known, it might be a product code. The second digit seems to be the quarter of production and the third digit the year of production. The fourth and fifth digits are the number of the batch while the meaning of the sixth digit is not known, the seventh digit is the number in the batch and the last digit is probably relating to the number of the team of workers which assembled the

# 3 Tu-160 prototypes built by MMZ "Opyt" (Factory No. 156) at Moscow-Lefortovo and its outlet at Zhukovski

70-00		Tu-160	Tupolev OKB			static test airframe in 1:3 scale
70-01	"18" grey	Tu-160	Tupolev OKB	mfd	jan81	first prototype, also referred to as 70-00 by the OKB; construction started in 1977; transported by road to
						Zhukovski in summer 1980; ground system checks started 22oct80; r/o 18aug81; f/f 18dec81 from
						Zhukovski; in natural metal Soviet Air Force c/s, initially without code; first M=1 flight jun85; f/n ZIA
						16aug92; l/n ZIA aug97, derelict; probably scrapped
70-02		Tu-160	Tupolev OKB	mfd	1982 ?	static test airframe; tested to destruction by TsAGI; forward fuselage stored dismantled at Zhukovski
70-03	"29" grey	Tu-160	Tupolev OKB	f/f	06oct84	second prototype, pre-production aircraft; in natural metal Soviet Air Force c/s, initially without code;
						established several world records 15may90; f/n ZIA 16aug92; seen stored ZIA aug03; was reportedly seen
						at Kazan-Borisoglebskoye around 2008/10; photo at Kazan-Borisoglebskoye 09aug14, stored

## 32 Tu-160 production aircraft built by KAPO (Factory No. 22) in Kazan-Borisoglebskoye in 1984-2010

834 01 5 17	"30" grey	Tu-160S ?	Tupolev OKB	f/f	10oct84	from Kazan; line # 01-01; in Soviet Air Force c/s, the first Tu-160 painted in white; sat wfu at Zhukovski, with the nose and two engines missing, seen aug92/aug07
844 01 9 23	"56" grey	Tu-160S?	Tupolev OKB	f/f	16mar85	line # 01-02; in Soviet Air Force c/s; w/o 06mar87 when crashed on take-off due to an engine fire
825 02 6 18	"86" grey	Tu-160S ?	Tupolev OKB	f/f	25dec85	line # 02-01; in Soviet Air Force c/s; f/n ZIA 16aug92; sat wfu (without engines) at Zhukovski, seen aug13; may be earmarked for display at Monino
845 02 3 24	"87" grey	Tu-160S ?	Tupolev OKB	f/f	15aug86	line # $02-02$ ; in Soviet Air Force $c/s$ ; used as a flying test-bed for systems trials at Zhukovski; $f/n$ ZIA 16aug92; seen with the exhibition number '202' Z1A aug93/aug95; arrived at KAPO for overhaul 12jul00, with t/t 900 hours (the first Tu-160 to undergo overhaul)
	"19" red	Tu-160S	Russian Air Force	h/o	05jul06	at Kazan-Borisoglebskoye; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valentin Bliznyuk' 05jul06 after the chief designer of the Tu-160; arrived at Engels 05jul06
	RF-94113	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "19" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Valentin Bliznyk' after the chief designer of the Tu-160 who passed away 30dec19; attacked IS targets in Syria 19nov15; photo inside at KAZ 10mar16; I/n Kubinka 21may16
846 02 4 38	"30" red	Tu-160S	Soviet Air Force	mfd	1986	line # 02-03; d/d 25apr87; opb 184 tbap at Priluki; one of the first Tu-160s delivered to Priluki; was reportedly "10" red initially
	"30" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 31mar00
846 03 7 12	"31" red	Tu-160S	Soviet Air Force	mfd	1986	line # 03-01; opb 184 tbap at Priluki; was reportedly "11" red initially
	"31" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 25apr00
827 03 6 29	"32" red	Tu-160S	Soviet Air Force	mfd	1987	line # 03-02; opb 184 tbap at Priluki; was reportedly "12" red initially
	"32" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 02feb01
		Tu-160S	Soviet Air Force	no	reports	line # 03-03; reportedly a dynamic test airframe for fatigue trials; was assumed to have crashed near Yegoryevsk in 1989, but that seems to be wrong
837 03 8 45	"33" red	Tu-160S	Soviet Air Force	mfd	1987	line # 03-04; opb 184 tbap at Priluki
	"33" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 07jun00
847 03 4 53	"25" red	Tu-160S	Soviet Air Force	mfd	1987	line # 03-05; opb 184 tbap at Priluki

847 04 2 17	"25" red "63" grey	Tu-160S Tu-160S	Ukraine Air Force	trf	1992 16mar88	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 01dec00 line # 04-01; in Soviet Air Force c/s; f/f 22mar88; f/n ZIA 16aug92
847 04 2 17	"342" black	Tu-160S Tu-160SK	Tupolev OKB Tupolev OKB	mfd LBG	jun95	demonstrator aircraft of the airborne SLV system; received the exhibition number from the Le Bourget airshow as its new code; used the call-sign 'RA-04217' on its departure from LBG jun95; displayed at LBG jul95 and at ZIA 19/24aug97 with a full-scale mock-up of the "Burlak" suborbital launcher rocket; named
	no code	Tu-160S	Tupolev OKB	ZIA	21aug07	'Boris Veremei' 22dec05 after a Tupolev test pilot; I/n ZIA 22dec05 I/n ZIA 07aug09; contract for overhaul and modernisation by KAZ signed 14jun17; seen in primer in KAZ
	RF-94444	Tu-160M	primer	f/f	sep21	with a table in front saying '401' and 'M2' equipped with the new NK-32-02 engines and new avionics; initially still in primer without any markings apart from the registration; seen as such Kazan-Borisoglebskoye 17sep21, flying; painted in white c/s with 'VKS Rossii' titles and Russian stars and received the code "09" red; named 'Boris Veremei'; f/n as such
818 04 9 21	"26" red "26" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	30jun88 1992	feb22; I/n ZIA apr23 line # 04-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; soc 13nov00; last flight 30mar00 to Poltava (the last flight of a Ukrainian Tu-160) and preserved in the Ukrainian Air
828 04 7 34	"20" red "20" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	Force Museum there since, I/n may19 line # 04-03; opb 184 tbap at Priluki opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 26nov99
828 04 5 47	"21" red	Tu-160S	Soviet Air Force	mfd	1988	line # 04-04; opb 184 tbap at Priluki; shown to the Chairman of the US Joint Chiefs of Staff, Admiral William Crowe, at Kubinka 13jun89
	"21" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at Priluki 24mar00
838 04 3 52	"22" red "22" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	14feb89 1992	line # 04-05; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels in late 1999 or early 2000
	"14" red (2) RF-94103	Tu-160S Tu-160S	Russian Air Force Russian Air Force	r/r Eng	2000 02aug12	opb 121 tbap (redesignated 6950 AvB in late 2009) at Engels; f/n Engels 17aug01; see c/n 81006741 also carried code "14" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Rusian stars; named 'Igor Sikorsky' in 2012 after the famous Russo-American aircraft designer; f/n as such Engels 10nov12; l/n
	no reg	Tu-160M	Russian Air Force	f/f	02feb20	Engels 16aug14; under overhaul with KAZ at Kazan from at least nov15 the first example of this modernised version; mostly in primer with only Russian stars on the fin, 'VVS Ro' and 'rsky' remaining visible; first flew with the new NK-32-02 engines 03nov20 (as the first Tu-160 with these engines)
	RF-94103	Tu-160M	Russian Air Force	ZIA	10mar21	also carried code "14" red; opb 6950 AvB at Engels; with 'VKS Rossii' titles and Russian stars; named 'Igor Sikorsky'; ferried from the KAZ factory to ZIA for tests 10mar21; I/n ZIA 01nov23
848 05 8 13	"23" red "23" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 05-01; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; scrapped at
848 05 4 25	"24" red "24" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd	1988 1992	Priluki 19oct00 line # 05-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; t/t 466 hours;
829 05 8 36	"16" red	Tu-160S	Soviet Air Force	trf mfd	1989	scrapped at Prilux), scred at Frincian without obtained at in order individuals, seen mayso, (ct 400 hours, scrapped at Priluxi 14jan99 (as the first Ukrainian Tu-160 which was destroyed)  line # 05-03; c/n confirmed by Ukrainian Customs data base and a Ukrainian Air Force Tu-160 listing; opb
	"16" red	Tu-160S	Ukraine Air Force	trf	1992	184 tbap at Priluki; shown to French Defence Minister Jean-Pierre Chevènement at Kubinka mar89 opb 184 tbap at Priluki; seen Kubinka mar93, still in full Soviet Air Force markings; seen Priluki 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and flown to Engels in late 1999 (as the second
	"16" red	Tu-160S	Russian Air Force	Eng	17aug01	of the transferred Ukrainian Tu-160s) and Engels 17apr03; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexei Plokhov' 17apr03 after a famous bomber pilot and Hero of the Soviet Union; initially without titles and with Red Stars; I/n as such Engels 16aug05; last overhaul completed by KAPO 10apr09; f/n with 'VVS Rossii' titles
	RF-94107	Tu-160S	Russian Air Force	Eng	02aug12	and Russian stars Engels 15aug10, c/n checked on a plate on the nose-wheel strut as '81905836' also carried code "16" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Alexei Plokhov'; J/n Kubinka 19aug22
839 05 1 42	"17" red "17" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	ine # 05-04; opb 184 tbap at Priluki opb 184 tbap at Priluki; named 'Priluki'; stored at Priluki without Ukrainian Air Force markings, seen
	"17" red	Tu-160S	Russian Air Force	Eng	17aug01	may98; sold to Russia in 1999 and ferried to Engels 19jan00 and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valeri Chkalov'
	RF-94110	Tu-160S	Russian Air Force	Eng	20aug11	07feb04 after a famous Soviet test pilot of the 1930s; initially without titles and with Red Stars, I/n as such Engels 01nov05; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10 also carried code "17" red; opb 6950 AVB at Engels; with 'VVS Rossii' titles and Russian stars; named
839 05 9 53	"15" red	Tu-160S	Soviet Air Force	mfd	1989	'Valeri Chkalov' after a Russian aircraft test pilot and a Hero of the Soviet Union; overhauled by KAPO in 2011; attacked IS targets in Syria 20nov15; I/n in its old colours Engels 19aug17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels 04may18; I/n Engels 23dec20 line # 05-05; opb 184 tbap at Priluki
039 03 9 33	"15" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Priluki 15sep95 and 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and flown to Engels in late 1999 as the third of the transferred Ukrainian Tu-160s
	"15" red	Tu-160S	Russian Air Force	Eng	17aug01	opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vladimir Sudets' 03dec04 after a Soviet air commander during World War II, commanding the 17th Air Army, and later became Marshal of the aviation; arrived with KAPO for overhaul in 2011
0.40.05.0.47	RF-94108	Tu-160S	Russian Air Force	ZIA	mar14	also carried code "15" red; opb 6950 AvB at Engels; with "VVS Rossii" titles and Russian stars; named 'Vladimir Sudets'; stacked IS targets in Syria 17nov15; I/n over Moscow 09may20; seen Engles may21 now with "VKS Rossii" titles; I/n Kubinka aug21
849 06 2 17	"10" red "10" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 06-01; opb 184 tbap at Priluki opb 184 tbap at Priluki opb 184 tbap at Priluki; on a photo with the Red Stars painted out, without Ukrainian markings; seen Priluki aug97 and 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and ferried to Engels 06nov99 (as the first of the transferred Ukrainian Tu-160s)
	"10" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; underwent heavy maintenance with KAPO in 2008; named 'Nikolai Kuznetsov' 09aug08 after a Soviet aircraft engine designer; initially without titles and with Red Stars, I/n ZIA 19sep09; f/n with 'VVS Rossii' titles and
	RF-94100	Tu-160S	Russian Air Force	ZIA	12jul11	Russian stars overhead Moscow 09may10 also carried code "10" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Nikolai Kuznetsov'; I/n in its old colours ZIA 22aug17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels 04may18; I/n Engels 23dec20
849 06 8 26	"11" red "11" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 06-02; opb 184 tbap at Priluki opb 184 tbap at Priluki; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia
	"11" red	Tu-160S	Russian Air Force	Eng	17aug01	in 1999 and ferried to Engels 21feb00 (as the last but one of the transferred Ukrainian Tu-160s) and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Senko'
	RF-94114	Tu-160S	Russian Air Force	Bly	24jun11	15oct02 after a distinguished bomber pilot and Hero of the Soviet Union; I/n Engels 12apr11 also carried code "11" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vasili Senko' a Soviet Air Force colonel and the only navigator who was twice awarded the title Hero of the Soviet Union; last overhaul completed 28jan16; I/n OVB 23sep18
849 06 3 35	"12" red	Tu-160S	Soviet Air Force	mfd	1988	line # 06-03; opb 184 tbap at Priluki; shown to US Secretary of Defense Frank Carlucci at Kubinka 02aug88
	"12" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Priluki 22may98 in full Ukrainian Air Force markings; sold to Russia in 1999 and ferried to Engels in late 1999 or early 2000
	"12" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 thap (redesignated 6950 AVB in 2009) at Engels; named 'Alexander Novikov' 21dec00 after a 1940s Air Chief Marshal; I/n Engels 01nov05; arrived with KAPO for heavy maintenance in 2011
810 06 7 41	RF-94109 "14" red (1)	Tu-160S Tu-160S	Russian Air Force Soviet Air Force	Eng mfd	early13 1990	also carried code "12" red; with 'VVS Rossii' titles and Russian stars; named 'Alexander Novikov'; I/n Engels 21sep18 line # 06-04; opb 184 tbap at Priluki; established several world records 31oct89; see c/n 83804352
010 00 7 11	"14" red (1)	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; seen Poltava 24sep94 in full Ukrainian Air Force markings; I/n Priluki 22may98; t/t less than 100 hours; scrapped at Priluki 16jan99
820 06 4 58	"18" red	Tu-160S	Soviet Air Force	mfd	aug91	line # 06-05; ferried to Priluki oct91; opb 184 tbap at Priluki; shown to political and military leaders of the CIS at Minsk-Machulishchi 13feb92
	"18" red	Tu-160S	Ukraine Air Force	trf	1992	opb 184 tbap at Priluki; never flew in Ukrainian Air Force markings; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 21feb00 (as the last one of the transferred Ukrainian Tu-160s)
	"18" red RF-94111	Tu-160S Tu-160S	Russian Air Force Russian Air Force	Eng f/f	17aug01 16nov14	and Engels 16aug05; opb 121 thap (redesignated 6950 AvB in 2009) at Engels; underwent overhaul and modersnisation with KAPO/KAZ from 10feb10 after overhaul, also carried code "18" rad, with "NAS Possii, titles and Pussian stars, named 'Andrei
820 07 6 17	"01" red	Tu-160S	Russian Air Force	f/f mfd	30dec91	after overhaul; also carried code "18" red; with 'VVS Rossii' titles and Russian stars; named 'Andrei Tupolev' after the aircraft designer; h/o at the KAZ factory 19dec14; l/n Engels mar21 line # 07-01; toc 16feb92 ?; opb 121 tbap at Engels; named 'Mikhail Gromov' 22feb99 after a famous
						Soviet test pilot; seen Engels 17aug01; w/o 18sep03 when crashed between Sovyetskoye and Stepnoye 40 km from Engels after an in-flight fire caused by a fuel tank which exploded because it had not been filled with nitrogen to save money; t/t 537 hours 58 minutes and 539 cycles
830 07 5 26	"02" red	Tu-160S	Russian Air Force	mfd	30jun92	line # 07-02; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Reshetnikov' 23dec99 after a 1970s commander of long-range aviation; seen Engels 17aug01; initially without titles and with Red Stars; underwent heavy maintenance with KAPO 05jul08/28dec09; received 'VVS Rossii' titles and Russian stars; f/n as such overhead Moscow 09may10
	RF-94102	Tu-160S	Russian Air Force	Bly	28jun11	Aussian stars, in as such overhead inscusion serings for the VVS Rossii' titles and Russian stars; named Vasiii Reshetnikov'; overhauled by KAZ in 2015/16; I/n in its old colours Kazan-Borisoglebskoye 14jul17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Shaikovka 06may18; modernised by KAZ and h/o 23apr20; I/n Kubinka 31aug21

830 07 3 35	"03" red	Tu-160S	Russian Air Force	mfd	1992	line # 07-03; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; seen Engels 17aug01; named 'Pavel Taran' 31jul02 after a distinguished pilot and Hero of the Soviet Union; modernised by KAPO in 2003; President Vladimir Putin flew on it on a mission from Chkalovski to Olenegorsk 16aug05; underwent heavy maintenance with KAPO 30sep09/2011
	RF-94101	Tu-160S	Russian Air Force	Bly	jun10	also carried code "03/1" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Pavel Taran'; I/n 11nov21
840 07 1 42	"04" red	Tu-160S	Russian Air Force	mfd	30dec92	line # 07-04; opb 121 thap (redesignated 6950 AvB in 2009) at Engels; named 'Ivan Yarygin' 06jan99 after a famous Soviet wrestler who won the Olympic gold medal in 1972; seen Engels 17aug01; I/n ZIA 17aug05; underwent heavy maintenance with KAPO 20mar09/16aug10
	RF-94112	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "04" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Ivan Yarygin'; I/n in its old colours Engels feb18; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels mar19; modernised by KAZ and h/o 23apr20; I/n over Moscow 09may21
840 07 2 59	"05" red	Tu-160S	Russian Air Force	mfd	21jul93	line # 07-05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Ilya Muromets' may95 as the back-up for "06" red for the Victory Day Parade; renamed 'Alexander Golovanov' 07aug99 after a 1940s commander of long-range aviation; seen Engels 17aug01; I/n Engels 01nov05; underwent heavy maintenance with KAPO from 02sep10
	RF-94104	Tu-160S	Russian Air Force	ZIA	12aug12	also carried code "05" red; opb 6950 AvB at Engels; named 'Alexander Golovanov'; with 'VVS Rossii' titles and Russian stars; I/n Engels 19auq17
843 08 2 16	"06" red	Tu-160S	Russian Air Force	ph.	09may95	line # 08-01; opb 121 tbap (renamed 6950 AvB in 2009) at Engels; named 'Ilya Muromets' 09may95 after a mythical Russian hero; f/n overhead Moscow 09may95; initially without titles and with Red Stars, see Engels 17aug01; I/n as such Engels 16aug05; underwent heavy maintenance with KAPO 19feb08/16jul09; seen with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94105	Tu-160S	Russian Air Force	Eng	16jun11	also carried code "06" red; opb 6950 AvB at Engels; named 'Ilya Muromets'; with "VVS Rossii' titles and Russian stars; I/n Engels 22jul14, active
824 08 4 27	no code	Tu-160S	primer	r/o	23dec97	line # 08-02; f/f 10sep99; mfd 21mar00
	"07" red	Tu-160S	Russian Air Force	d/d	05may00	opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexander Molodchi' 27jun00 after a famous WMII bomber pilot and Hero of the Soviet Union; f/n Engels 17aug01; tender for modification published 29jun09; l/n MYC 11sep08
	RF-94106	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "07" red; opb 6950 AvB at Engels; named 'Alexander Molodchi'; with 'VVS Rossii' titles and Russian stars; I/n Engels 19aug17
844 08 5 38	"08" red	Tu-160S	Russian Air Force	f/f	28dec07	line # 08-03; h/o 29apr08 at Engels and named 'Vitali Kopylov' after a former general manager of KAPO; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels
	RF-94115	Tu-160S	Russian Air Force	Eng	2013	also carried code "08" red; opb 6950 AvB at Engels; with "VVS Rossii" titles and Russian stars; named Vitali Kopylov'; attacked IS targets in Syria 19nov15; seen sep18 location unknown now with 'VKS Rossii' titles; I/n over Moscow 07may22
	no code	Tu-160	primer	r/o	16nov17	line # 08-04; ff in late dec17; painted in white c/s with "VVS Rossii' titles and Russian stars; named 'Pyotr Deinekin' after the C-in-C of the Russian Air Force in the 1990s; f/n as such with KAZ 24jan18; presented to President Vladimir Putin 25jan18
		Tu-160	primer			line # 08-05; seems to be extant in spite of reports that it was scrapped at an early stage after the freezing of the production in 1992; possibly to become the demonstrator of the Tu-160M2 version with limited capabilities
	no reg "901" black	Tu-160M Tu-160M	PAO Tupolev PAO Tupolev	f/f ZIA	12jan22 19oct23	line $\#$ 09-01; in primer without any markings whatsoever in white $c/s$ with Red Stars, no titles; named 'Valentina Tereshkova' after the first woman in space and later Duma member

Nineteen Tu-160s were seen present at Priluki 03may98 along with the 4 Tu-134UBLs, all were stored.

# Tupolev Tu-204 and Tu-214

The Tu-204 is similar in size and appearance to the B-757. It made its first flight on 2 January 1989 powered by Soviet Solovyov PS-90 engines, but a version with Rolls-Royce RB211 engines is now in production at Ulyanovsk. After many problems, type certification was obtained on January 12th 1995 by which time Tupolev had received

By the turn of the century, expected production was to have been 400 aircraft but on celebrating its tenth birthday only thirty aircraft had been built. By early 1995, a second line, for the Tu-214, was hoped to be opened at Kazan (Factory No. 22) from where the first aircraft made its maiden flight by 1995.

The decision of Aeroflot Russian International Airlines to turn its back on the Tu-204, 40 orders had been expected, was another set back for this suffering airliner. However, in Summer 1997, Aeroflot announced that they were again interested in both the Tu-204 and the Tu-214 to replace the ageing Tu-154s. Still, as Aviastar was unable to produce an aircraft to cope with various economical and environmental requirements at many of the destinations in Aeroflot Russian International Airlines international network, Aeroflot was forced to turn to the B-737 and the A-319.
As said, by early 2000, 30 aircraft were reported as having been completed but many remained undelivered. Requirements for the CIS are expected to be up to 700

aircraft, mainly as replacement for the Tu-154, of which older aircraft are now facing their thirtieth birthday. However, with the devastating economical situation in the CIS, achievement of this number will never take place.

The long, even for Russia, construction number does not suggest any more than the line number at the end. Emerging from the Tu-204 is the Tu-234, later named Tu-204-300. This version has a six-metre shorter fuselage and the first aircraft as such being RA-64001, an ex Tu-204.

All construction numbers are prefixed by 145074.

# 2 Tu-204 prototypes built by ANTK im. Tupoleva (former Factory No. 156) at Moscow-Lefortovo

# 64001	CCCP-64001	Tu-204	ANTK im. Tupoleva	mfd	1988	prototype; f/f 02jan89 from Zhukovski, still in bare metal; later in Aeroflot c/s; f/n LBG jun89 with
						exhibition number '305'
	RA-64001	Tu-204	ANTK im. Tupoleva	ZIA	06jul93	converted by ANTK im. Tupoleva outlet at Zhukovski in 1994/95 to, see next line
	RA-64001	Tu-234	ANTK im. Tupoleva	r/o	24aug95	non-flying prototype of the version Tu-204-300; f/n ZIA 24aug95; canx 15oct03; seen wfu at Zhukovski
						aug03/30aug19
# 64002		Tu-204	ANTK im, Tupoleva	mfd	1988	static test airframe; reportedly tested to destruction

## Tu-204 production aircraft built by 'Aviastar' at Ulyanovsk between 1990 and 2017

54 Tu-204 flying aircraft built by 'Aviastar' at Ulyanovsk-Vostochny since 1990 All construction numbers are prefixed by 145074 for which the meaning is unknown. This is followed by the quarter built and the last digit of the year completed. For the last five digits it just seems the last three are the sequence number.

# 3 1 64003	CCCP-64003	Tu-204	ANTK im. Tupoleva	f/f	17aug90	first production aircraft, but used for flight tests; in Aeroflot c/s; f/n LBG jun91 with exhibition number '371'; I/n ZIA 16auq92
	64003	Tu-204	ANTK im. Tupoleva		1992	in Aeroflot c/s
	RA-64003	Tu-204	ANTK im. Tupoleva	ZIA	06jul93	in Aeroflot c/s, still with exhibition number '371'; wfu 1994; sold to Collins Finance Company 15oct03; seen ZIA aug04/aug09, wfu; scrapped at Zhukovski jul11; forward fuselage section cut off and transported on a flat-bed trailer from Zhukovski to St. Petersburg aug11, seen at Zhukovski 03aug11; reportedly to be used as a flight simulator and a cabin trainer
# 1 1 64004	CCCP-64004	Tu-204	ANTK im. Tupoleva	mfd	16mar91	in Aeroflot c/s; used for flight tests; f/n ZIA 16aug92
	RA-64004	Tu-204	ANTK im. Tupoleva	ZIA	03sep93	in Aeroflot c/s; used on commercial cargo flights
	RA-64004	Tu-204	Tupolev Aerotrans	ZIA	aug03	in basic Aeroflot c/s; temporary type certificate expired 02mar98; seen ZIA aug03/aug07, wfu; canx 22jul10; scrapped at Zhukovski starting 12dec10; nose section used for a cockpit and cabin evacuation trainer, transported on a flat-bed trailer from Zhukovski to the Tupolev complex at ul. Radio in Moscow 24/25dec10
# 64005		Tu-204	ANTK im. Tupoleva	mfd	1990	dynamic test airframe for fatigue trials at the SibNIA institute; fuselage was flown in an An-124 to Novosibirsk jul90; in bare metal, no registration visible on photo; I/n 2002; reportedly tested to destruction
# 3 1 64006	CCCP-64006	Tu-204	Bravia	mfd	25dec91	f/f 14aug92 ever taken up ?, see f/n date below; f/n ZIA 16aug92; l/n FAB sep92; converted to, see next line
	RA-64006	Tu-204-120	Bravia	LBG	jun93	powered by Rolls-Royce RB-211-535E-4 engines; I/n ZIA 24aug95
	RA-64006	Tu-204-120	Sirocco Aerospace	ZIA	19aug97	still in basic Bravia c/s; l/n ZIA 23aug97
	RA-64006	Tu-204-120	Aviastar/Tupolev	ZIA	19aug99	used on commercial cargo flights; wfu and stored without engines at the factory at Ulyanovsk, f/n 15aug01; offered for sale feb02 with t/t 520 hours, for \$ 22 million; alleron removed in 2005 and installed on RA-64019; removed from storage probably in early 2006 and converted to, see next line
	06	Tu-204-100	primer	ULY	jun06	on production line; owned by PSK "Stroitel Astrakhani" from 2007; in storage at ULY, seen mar09/aug13 and broken up there jun15
# 1 2 64007	CCCP-64007	Tu-204	ANTK im. Tupoleva	mfd	18mar92	no reports
	ROSS-64007	Tu-204	ANTK im. Tupoleva	PRG	05jun92	prefix ROSSIYA; in Aeroflot c/s; converted to, see next line
	RA-64007	Tu-204S	ANTK im. Tupoleva	ZIA	06jul93	version painted on as Tu-204; in Aeroflot c/s; temporary type certificate expired 25aug94; seen ZIA aug03/29aug19, wfu
# 3 2 64008	ROSS-64008	Tu-204	ANTK im. Tupoleva	mfd	1993	prefix ROSSIYA; no reports
	RA-64008	Tu-204	OryolAvia .	VAR	27jun93	just underwent airline trials; converted to, see next line
	RA-64008	Tu-204-100	Aeroflot Rus. Al	SVO	04aug96	Tu-204-100S
	RA-64008	Tu-204-100	ANTK im. Tupoleva	VKO	16apr97	with large 'Tu-204-100S' titles; I/n VKO 20aug99
	RA-64008	Tu-204-100	Vnukovo Airlines	VKO	23oct99	in experimental Aeroflot/Russian Aviation Consortium c/s with huge Cyrillic Tu-204-1005' titles and a small 'VA' badge; overhauled and test-flown, then stored without engines at the former Vnukovo Airlines maintenance base at VKO, in basic Aeroflot c/s without titles; canx but date unknown; /n VKO

						(N55.601497 E37.256041) may00/jul15 in an ever deteriorating condition with more and more parts
# 4 2 64009	RA-64009 RA-64009	Tu-204 Tu-204	OryolAvia Aeroflot Rus. Al	mfd trf	1992 1995	missing; broken up at VKO by 23dec15 based at Zhukovski; f/n VAR 27jun93 f/n ZIA aug95
	RA-64009	Tu-204-100	Aeroflot Rus. Al	ZIA	22may97	Tu-204-100S, second aircraft converted to a freighter; f/n in experimental Aeroflot/Russian Aviation Consortium c/s; canx but date unknown; wfu before 2001 and stored at Zhukovski without engines, I/n aug12
# 3 1 64010	RA-64010 RA-64010	Tu-204 Tu-204S	OryolAvia Aeroflot Rus. Al	mfd d/d	12feb93 07apr95	f/n LBG 10jun93; I/n SHJ 28nov94 first Tu-204 converted to a freighter; presented at SVO 15mar95; used on the SVO-BKK route may/autumn 1995; canx but date unknown; stored at the factory in Ulyanovsk, f/n 23oct99, I/n 28jun05; removed from storage in 2007; converted to, see next line
	10 64010	Tu-204-300 Tu-204-300	primer JSC Tupolev	ULY ULY	31mar09 09jul09	Tu-204-300A (VIP aircraft with extended range); ground trials started 11jun09 Tu-204-300A; VIP aircraft for 18 passengers; f/f 13aug09; in white c/s with belly striped in black, initially without titles; I/n as such Zhukovski 21aug09; seen ZIA 01dec09 with titles; I/n ULY 16jan10; type
	RA-64010	Tu-204-300	Biznes-Aero	mfd	26mar10	certificate issued 19mar10 Tu-204-300A; VIP aircraft for 18 passengers; owned by VneshTorgBank Lizing; mfd changed in official documents; c/n changed to 1450744264012 and recorded as such in the Russian register; in white c/s with belly striped in black; h/o 07apr10; l/n VKO 17feb19; canx between 24dec18 and 19feb19; l/n DXB
# 1 3 64011	RA-64011	Tu-204	Aeroflot c/s, n/t	f/f	29apr93	14nov23 underwent airline trials with Vnukovo Airlines 25mar/20dec93 (or 25mar/20dec94 ?); f/n ZIA 03sep93; l/n
	RA-64011	Tu-204	Vnukovo Airlines	trf	04jul94	MST 22jun94  already f/n MST 30jun94; official mfd 08dec95; first commercial flight 23feb96 (VKO-MRV); suffered from an engine stall shortly after take-off 15jun00 and force-landed, did not fly any more in Vnukovo Airlines
	RA-64011	Tu-204-100	Sibir	rgd	09feb01	service after this incident; I/n VKO 22Jul00 arrived at OVB jan01 with tt 4,450 hours and 1,824 cycles; converted to a Tu-204-100 12oct01; f/n HAJ 10nov01; ran out of fuel on a flight from FRA to OVB 14jan02 when the weather at OVB and BAX (alternate) was below limits and the aircraft diverted to OMS, both engines stopped from fuel starvation 17 resp. 14 km from the runway, the aircraft landed safely but overshot by 452 metres; I/n active LCA 21nov05; wfu in early 2006 and stored at OVB without engines; sold to Aviastar-TU for only \$ 5 million jun06; ferried to Z1A 14jul06
	RA-64011	Tu-204-100	Airlines 400	ZIA	02aug06	leased from Aviastar-TU; in basic Sibir c/s with blue fin, small 'Avialinii 400' titles on nose only; I/n LYS 13jan07
	RA-64011	Tu-204-100	Aviastar-TU	rgd	29mar07	leased from FLK; in white/light blue c/s with 'ATu' titles on fin; f/n DME 29apr07; operated for Interavia from may07 (operator's certificate of Interavia revoked 03feb09); I/n DME 21mar10; w/o 22mar10 on a positioning flight from Hurghada to DME at night when auto-land failed due to a problem with the radar altimeters while the aircraft was descending through 5,400 metres, the crew continued the approach irrespective of the below-minima conditions (fog) for a manual approach, the aircraft dropped below the glide path and crash-landed in a forest near Aviagorodok (1,470 metres short of the runway threshold and 170 metres to the right of the runway's extended centreline), the fuselage broke into 3 pieces and the left wing broke off, all 8 crew seriously injured; t/t 18,335 hours 44 minutes and 4,795 cycles; wreck still at the crash-site by mid-apr10, slowly being broken up
# 2 3 64012	RA-64012 RA-64012	Tu-204 Tu-204	no titles Vnukovo Airlines	mfd toc	03jul93 26apr94	in white/grey c/s; d/d oct93; f/n VKO 21apr94 f/n VKO 30aug94, in white/grey c/s, no titles; temporary CofA expired 30mar95; I/n VKO
	RA-64012	Tu-204	no titles	ph.	14oct05	15may95/26aug95, stored as such in white/grey c/s; stored at the factory in Ulyanovsk since about 1997, f/n oct99, l/n oct05; removed from change graphshy in July 2005 a captal 2006, converted to connect line.
	112	Tu-204-300	primer	ULY	25mar06	storage probably in late 2005 or early 2006; converted to, see next line on production line; sometimes referred to as 64112, reason unknown (c/n remained the same according to documents); //n aug07
# 3 3 64013	P-632 RA-64013	Tu-204-300 Tu-204	not reported	ULY mfd	12nov07 30oct93	in full c/s; export CofA dated 24dec07; d/d 27dec07; l/n VVO 28aug23 was already f/n ULY 11sep93
	RA-64013 RA-64013	Tu-204 Tu-204	Aeroflot Rus. Al Vnukovo Airlines	ph. LBG	93/94 ? 14jun95	never taken on charge with exhibition code '340'; in operational use in 1995; stored at the factory in Ulyanovsk, f/n oct99, l/n jun05, still wearing its exhibition code; removed from storage probably in 2006 and converted to, see next line
	113	Tu-204-100	primer	ULY	jun06	on production line; owned by IFK; with additional 'IFK' titles by 19dec09; will be a VIP aircraft for a non-Russian customer; Tu204-100E; I/n aug13
# 4 3 64014	RA-64014 RA-64014	Tu-204 Tu-204	Rossiya	ULY mfd	11sep93 14jul94	on the production line h/o 22jul94; rgd 15aug94 to the Russian Federation; opb 235 OAO at VKO; in white c/s with blue/white/red cheatline and light grey undersides; f/n VKO 18sep94; was the first Tu-204 to fly with passengers; damaged 02nov94 on a flight VKO-AER-VKO when the left engine suffered an uncontained failure, compressor blades damaged the stabiliser and the aircraft force-landed at Rostov-na-Donu; seen ZIA jul97/aug99; seen stored at Bykovo aug01/05aug08; was to be leased to KrasAir by Ilyushin Finance in 2003, but the lease fell through due to the prohibitive costs of conversion; ferried from BKA to ZIA aug08 or sep08 and stored there (f/n 15sep08); ferried from ZIA to ULY 14sep10 and hangared by Aviastar 19sep10; t/t only 40 hours and 37 cycles by oct10; new CofR issued 03may11; l/n in its old c/s aug13; seen in primer aug15/aug16; sold by Lizing-Avia to Aviastar 14jan16; overhauled and converted to a Tu-204-100V by Aviastar in 2016/17
	RA-64014 64014	Tu-204-100 Tu-204-100		ULY f/f	19aug17 04oct17	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles; canx between 04aug17 and 13sep17 Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles, prefix covered over; f/n ULY 11oct17; I/n ULY 01dec17
	RA-64014	Tu-204-100		rgd	27dec17	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles; operated as a VIP aircraft for the Ministry of Industry and Trade; f/n OVB 02mar18; l/n DWC 18nov19
" 4 4 5 4 9 4 5	RA-64014	Tu-204-100	Red Wings	VKO	02jul20	Tu-204-100V; in similar c/s to the current Aeroflot scheme, no titles; operating flights with 'RWZ' call-signs (Red Wings) since jan20; I/n PKC 03nov23
# 1 4 64015	RA-64015 RA-64015	Tu-204 Tu-204	Rossiya	ULY VKO	11sep93 16jul94	on the assembly line h/o 22jul94; official mfd 30jun95; opb 235 OAO at VKO; converted to a pseudo-freighter and operated as such on the Sochi-United Arab Emirates route; seen ZIA 23aug97 and 19aug99; wfu and stored at Bykovo, seen aug01/05aug08; sold to Aviatekhnologiya by 2001; was to be leased to KrasAir by Ilyushin Finance in 2003, but the lease fell through due to the prohibitive costs of conversion to a Tu-204-100; ferried to ZIA in autumn 2008 and stored there; ferried to ULY 02nov10; t/t 439 hours and 164 cycles by dec10; new CofR issued 03may11; was to undergo overhaul and modernisation for Aviastar-TU, but work stopped by jan12; stored at various locations with Aviastar at ULY, seen aug13/oct21, all-white without any markings by then; still current on register 11mar22; CofR renewal 02may23
# 3 4 64016	RA-64016 RA-64016		Aeroflot Rus. Al	ULY	11sep93	first production Tu-204-100; seen in primer ULY aug94 with large '16' on the fuselage rolled out in standard Aeroflot c/s with 'Russian International Airlines' subtitles aft of the 'Aeroflot' titles; mfd 16aug95 (even though the c/n suggests the certification date should be the third quarter of 1994!); never taken on charge by Aeroflot
	RA-64016 RA-64016 RA-64016		Aviastar Permskiye Avialin.	ZIA ZIA	photo 05nov96 18aug97	in basic Aeroflot c/s with fin completely in the colours of the Russian flag, large 'Tu 204-100' titles  I/n SHJ 18nov97
	RA-64016		KavMinVody Avia	rgd	03feb98	f/n VKO may98; leased from Perm Motors 16dec97/16dec18; named 'Alexei Tupolev'; seen VKO 16aug11; l/n MRV 18aug12, stored; seen ZIA aug13/mar15, stored
# 2 5 64017	RA-64017 RA-64017 RA-64017		primer Aeroflot Rus. Al Permskiye Avialin.	ULY rgd	11sep93 photo 24oct96	rolled out in standard Aeroflot c/s with 'Aeroflot Russian International Airlines' titles; never taken on charge exchanged for several PS-90 engines from Perm Motors; official mfd 04jul96; in full c/s; f/n BCN 10aug97;
	RA-64017	Tu-204-100	•	d/d	20dec99	I/n DXB 05nov99 rgd 27apr00; in full c/s; f/n DME 11may00; wfu in autumn 2005 and stored at OVB, I/n 10apr06; sold to
	RA-64017	Tu-204-100	Red Wings	ВКА	01aug07	Aviastar-TU jun06 for only \$ 5 million; I/n ULY 22jun07, still in full Sibir c/s subleased from Aviastar-TU (leased from FLK); in light grey c/s with red belly and tail; in Aviastar-TU fleet list 17oct07; rgd 29oct07 to Orenair (leased from FLK); I/n VKO 12feb09; returned to Aviastar-TU mar09
	RA-64017	Tu-204-100	Aviastar-TU	DME	04apr09	in light grey c/s with orange belly and tail and white 'ATU' on the fin; I/n DME 15mar10; excluded from the operator's certificate 22apr10
	RA-64017	Tu-204-100		REN	25apr10	in light grey c/s with orange belly and tail; entered service 27apr10; t/t 19,726 hours and 4,627 cycles by 01jan11; I/n SVO 03mar12
	RA-64017	Tu-204-100	Red Wings	VKO	18jun12	in light grey c/s with orange belly and tail; I/n with titles VKO 18sep13; f/n without titles ZIA dec13; new CofR issued 24mar14; I/n without titles DME 01jun14; f/n with titles again DME 01jul14; new CofR issued 08aug16; I/n AER 29sep18; ferried DME-ZIA 05oct18 on return to lessor
	RA-64017 RA-64017	Tu-204-100 Tu-204-100	Aviastar-TU	VKO no	06jul19 reports	with titles, off white fuselage orange tail; sale was reported jun19 I/n YKS 12sep19 change of operator reported apr20; new CofR 30dec22
# 1 9 64018	RA-64018 RA-64018 RA-64018	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	Transeuropean KrasAir	ULY d/d d/d	11sep93 may99 23oct00	basically completed but unsold; mfd 08may99 (even though the c/n suggests first quarter !) started scheduled flights 15may99 (SVO-BCN); l/n BCN 19feb00 named 'Vasili Surikov' after a Russian painter; rgd 27oct00; f/n DME 16mar02; l/n DME 10mar07
# 1 0 64019	RA-64018 RA-64019	Tu-204-100	primer	DME ULY	21may07 11sep93	h/o 02oct07 at VKO; I/n DME nov14; stored at Zhukovski since 03feb15 and awaiting overhaul/service life extension; I/n 28aug19; canx 20jun22 I/n as such ULY 22oct99; mfd finally reported as 25dec00; was intended for Transeuropean
	RA-64019 RA-64019	Tu-204-100 Tu-204-100	KrasAir	d/d trf	25dec00 27dec07	named 'Ivan Yarygin' after a famous Soviet wrestler who won the Olympic gold medal in 1972; rgd 28dec00; f/n NSK feb01; in fleet list nov06; l/n BKA 31aug07, waiting to be repainted in basic KrasAir c/s with 'Red Wings' sticker; based at VKO since 28dec07; repainted in full c/s at Bykovo
# 3 1 64020		Tu-204-100	primer	ULY	11sep93	starting 21jan08, f/n as such BKA 18feb08; I/n ULY aug14/nov21 stored; seen dec21 in the process of being scrapped and 90% complete by 27dec21; canx 20jun22 basically completed but unsold
	RA-64020 RA-64020 RA-64020	Tu-204-100 Tu-204-100 Tu-204-100		ULY ZIA ULY	17aug99 14aug01 26jun02	I/n ULY 22oct99 I/n ZIA 19aug01 never entered service with KavMinVody Avia; d/d 30jun03, but not yet known to whom, see next line!

	RA-64020	Tu-204-100	KrasAir	h/o	01dec03	mfd finally reported as 25nov03; named 'Alexander Lebed' after the popular general and Krasnoyarsk governor who was killed in the crash of Mi-8T RA-22188 28apr02; f/n DME 02dec03; l/n as such DME
	DA 64030	Tu 204 100	Dad Minas	DIZA	0000007	21may07; last service for KrasAir 18jun07; seen VKO 22jun07 with additional small 'Avialinii-400' titles
# 2 9 64021	RA-64020 	Tu-204-100 Tu-204S	primer	BKA ULY	09aug07 11sep93	repainted 09aug07; I/n ULY 21apr18 stored retained the windows of the passenger version; basically completed but unsold
	RA-64021 RA-64021	Tu-204S Tu-204S	Volga-Dnepr primer	ULY	13aug98 17aug99	in primer with titles I/n ULY 22oct99
	RA-64021	Tu-204S	AirRep	ULY	feb00	official mfd 23mar00; rgd 30mar00; version painted on as Tu-204C; opb Permskiye Avialinii mar00/mar01 and by Aerofreight mar01/sep03; in white c/s with light grey belly and blue engines and fin; d/d 04apr00
						to Manston; operated for TNT from Liège in 2000/01; seen FJR 04mar02 with 'Aviastar Factory Ulyanovsk' titles and logo; later with 'Aviastar-TU' and 'Cargo' titles on the fuselage and an 'AirRep' logo on the fin; f/n
	RA-64021	Tu-204S	Aviastar-TU	EDII	01apr03	as such DME 14aug02; I/n VKO 20aug02
	KA-04021	Tu-2043	Aviastai-10	FRU	отаріоз	opb Aerofreight until sep03; version painted as Tu-204C; in white c/s with light grey belly and blue engines and fin, with large 'cargo' titles on the fuselage and an 'ATu' logo on the fin; leased to KrasAir
	RA-64021	Tu-204S	National Airlines	DEL	17dec07	10sep03/jan04; opb Aviastar-TU again from jan04; I/n DME 12oct07 version painted as Tu-204C; in white c/s with blue engines and fin and large 'cargo' titles on the fuselage;
						opb Aviastar-TU; initially with 'National Airlines' titles on the fin, 'National Airline' titles on the engines and the slogan 'We deliver the world' below the registration; I/n as such KDH 02may08; f/n with just 'Airlines'
						titles on the fin and 'Airline' titles on the engines (without the slogan now) SVO 15jul08; new CofR issued 02jul10 (again to Aviastar-Tu); damaged in a hard landing (with 2.24 g) at Yaroslavl-Tunoshna 06oct10;
						stabiliser, rudder, air brakes, interceptors, ailerons and sections of the flaps were replaced by Aviastar oct10 (the rudder was taken from RA-64013); I/n SVX apr11
	RA-64021	Tu-204S	Aviastar-TU Cargo	ULY	18jun11	repainted at ULY 31may11/18jun11; in grey c/s with orange belly and tail, with large 'cargo' and smaller 'Aviastar-Tu' titles on the fuselage and an 'ATU' logo on the fin; new CofR issued 07apr16; dbr 24aug16 on
						a cargo flight from Moscow-Vnukovo to Norilsk-Alykel when approached in bad weather (poor visibility, low
						clouds and rain), came in too fast, flared out too high, touched down with 2.3 g, bounced (but air brakes and interceptors deployed automatically) and touched down again with 3.056 g, resulting in damage to the
						2nd spar of the left wing and to the attachment fixtures of the left main gear strut and the left engine, all 4 crew members escaped unhurt; t/t 20,167 hours and 7,414 cycles; sat wfu (without engines) at NSK, seen
# 2 0 64022	22	Tu-204-100		ULY	13aug98	jul17, and again jul19; other parts like flaps missing so was a write off; I/n jun21, same condition
	RA-64022 RA-64022	Tu-204-100 Tu-204-100	primer KavMinVody Avia	ULY rgd	22oct99 04nov00	mfd 31oct00 f/n MUC 24nov00; I/n WAW 10sep11 and seen stored VKO mar12/jun13; ferried to Zhukovski 24sep13,
# 3 1 64023	RA-64023	Tu-204-120	Sirocco	ULY	13aug98	reported for Red Wings; I/n ZIA nov13/mar15, stored in primer c/s with titles; first production Tu-204-120
	SU-EAH	Tu-204-120		d/d	23jan99	export CofA dated 30dec98; rgd 25jan99; f/n CAI 27nov00; reportedly returned to Sirocco Aerospace in 2005; still in fleet list feb07; seen stored at CAI (N30.121356 E31.415225) without engines, in all-white
						c/s, no titles (just logo on tail) nov08/jun12; reportedly a wrong alloy was used for the rivets during
						production, leading to severe corrosion; will probably be scrapped, I/n (N30.124579 E31.422019) in the scrap compound, may15
# 1 3 64024	RA-64024 RA-64024	Tu-204-100 Tu-204-100	primer Aviastar-TU	ULY BKA	22oct99 11aug03	the first standard Tu-204-100S, without windows; official mfd 26jun03; f/f jun03 version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the
	LY-AGT	Tu-204-100	Aviapaslauga	rgd (	02mar04 ?	fuselage and 'ATu' titles on the fin; canx 26nov03 as leased to Lithuania; I/n DME 24dec03 version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the
						fuselage and 'ATu' titles on the fin, RA-64024 still visible on upper side of wing; f/n STR 07feb04; l/n KEF 28may05; CofA expired 27sep05
	RA-64024	Tu-204-100	Aviastar-TU	TLL	12jul05	version painted on as Tu-204C; in white c/s with light blue engines and fin, large 'Cargo' titles on the fuselage and 'ATu' titles on the fin; I/n SXF 07may08
	RA-64024	Tu-204-100	DHL	BKA	05jul08	version painted on as Tu-204C; wet-leased from Aviastar-TU; in full yellow/red c/s; fresh from the paintshop 05jul08; rgd 23jun10 to Leasing-Avia; new CofRs issued 31aug16 and 05jun17; I/n ZIA 04nov21
	RA-64024 RA-64024	Tu-204-100	no titles Aviastar-TU	HRB ZIA	15mar22 21aug22	in basic DHL c/s, no titles; I/n OVB 06aug22 in basic DHL c/s with 'Cargo' titles on the fuselage and 'ATU' titles on the fin; the left engine caught fire
# 2 1 64025					_	07dec23 shortly after take-off from Ulan-Ude, but the aicraft returned to the airport safely
# 3 1 64025	RA-64025 SU-EAI	Tu-204-120 Tu-204-120	Air Cairo	ULY CDG	22oct99 23sep00	export CofA dated 15aug00; rgd 01nov00; in all-white with titles and tail logo; I/n BCN 18aug03
	SU-EAI SU-EAI	Tu-204-120		trf FZO	apr04 12dec05	f/n CDG 24apr04; in all-white with titles and tail logo; I/n MAD 22aug05 leased from Cairo Aviation; in all-white c/s, no titles; I/n THR 30apr07
	SU-EAI SU-EAI	Tu-204-120 Tu-204-120	Cairo Aviation Mahan Air	GRO THR	02jun07 23oct07	in all-white c/s with titles; I/n MAD 14oct07 in all-white c/s with full Mahan Air tail c/s and titles; photo exists DXB, date unknown
	SU-EAI	Tu-204-120	Cairo Aviation	BHX	24jul08	in all-white c/s with titles and tail logo; seen KRT 24apr12, active; seen ULY 24aug12; offered for leasing by Avialeasing of Perm jun13, with t/t 9,993 hours and 4,837 cycles; l/n CAI 17apr19
# 3 3 64026	RA-64026 RA-64026	Tu-204-300 Tu-204-300		r/o ULY	aug96 18aug03	c/n confirmed; the first production Tu-204-300; seen ULY 22oct99; f/f 08jul00 in white c/s with 'Aviastar' and 'Transaero' titles and a multitude of logos; l/n ZIA 23aug03
	RA-64026 RA-64026		Tupolev JSC Vladivostok Avia	DME VVO	23jun04 08oct04	initially with dual 'Vladivostok Avia' and 'Aviastar' titles; I/n as such VVO 08oct04; official mfd 06jun05; h/o
						06jun05, now without 'Aviastar' titles; rgd 22jun05; f/n with additional small 'Sberbank Rossii' and 'IFK' titles and logos VKO 14jul05; I/n operational SVO 26oct13; stored at SVO, seen nov13/jan14; ferried from
						SVO to ULY 09jan14 and stored there; used for ETOPS-120 certification trials feb15/mar15; sold by OAK to the Russian MVD 25aug17; current on register 26dec17 with the rgd 22jun05, see the rgd below
	RA-64026	Tu-204-300	Rosgvardiya	rgd	22dec17	'salon' aircraft for 55 passengers; seen in primer with Aviastar at ULY aug18/feb20; canx 18sep19; f/f after
						conversion feb20; repainted in white c/s with blue cheatline and fin and 'Russian flag' trim, no titles; f/n as such ULY 17apr20; h/o jun20; opb 3 osae on at Chkalovski; new CofR issued 19aug20; l/n CKL 08dec20;
	RF-64026	Tu-204-300	Rosgvardiya	CKL	23jul21	canx 04dec20 opb 3 osae on at Chkalovski; in white c/s with blue cheatline and fin and 'Russian flag' trim, no titles; I/n IED nov21
# 3 7 64027	RA-64027	Tu-204-120 Tu-204-120	Sirocco Aerospace	mfd	1997	flying by may97; f/n SNN 02aug97; l/n ZIA 23aug97 export CofA dated 12oct98; d/d 02nov98; l/n CAI 12oct03
	SU-EAF SU-EAF	Tu-204-120	Cairo Aviation	rgd	04oct98 early04	I/n WAW 18aug05
	SU-EAF SU-EAF	Tu-204-120 Tu-204-120	Manan Air Cairo Aviation	DXB CAI	09nov05 18dec06	leased from Cairo Aviation; I/n THR 11nov06 returned from lease 18dec06; I/n CAI 25dec12; offered for leasing by Avialeasing of Perm jun13, with t/t
	SU-EAF	Tu-204-120	Sun Air	CAI	12may15	9,908 hours and 5,444 cycles; ferried to ULY 03feb14 after storage in all-white c/s with blue/red and orange tail and additional 'The Heart of Africa' and
	SU-EAF		Cairo Aviation	CAI	17apr19	'www.sunairgroup.com' titles; I/n KRT 25may15 believed stored
# 3 7 64028	RA-64028 RA-64028		Sirocco Aerospace	DXB FRA	18nov97 05jun98	the first Tu-204-120S; carried only a 'KrasAir' logo on fin; never taken on charge version painted as Tu-204-120C; presented to Lufthansa Cargo with large 'Cargo' titles on fin FRA 05jun98
	SU-EAG SU-EAG	Tu-204-120	Air Cairo Cargo Cairo Avn Cargo	rgd LGG	04oct98 feb04	version painted as Tu-204-120C; export CofA dated 14oct98; d/d 02nov98; l/n LGG 20sep03 version painted as Tu-204-120C; opf TNT; l/n EMA 15sep05
	SU-EAG	Tu-204-120	INI	LGG	nov05	version painted as Tu-204-120C; jointly opb Cairo Aviation and Atlantic Airlines (UK); in full c/s; stored without engines at CAI, seen mar09/sep11; repainted in all-white c/s without titles, seen as such apr13;
						offered for leasing by Avialeasing of Perm jun13, with t/t 4,510 hours and 3,891 cycles; l/n CAI 12may15/25jun15, in all-white c/s and looking dirty
# 2 2 64029	RA-64029 SU-EAJ	Tu-204-120 Tu-204-120		ULY f/f	22oct99 19may02	Tu-204-120S; c/n from MAK document version painted as Tu-204-120C; export CofA dated 03jun02; rgd 11jun02; in full c/s; jointly opb Cairo
					•	Aviation and Atlantic Airlines (UK); f/n LGG 17jun02; l/n CAI 09nov08; stored at CAI without any markings apart from registration, seen as such mar09/may10; made airworthy again aug10
	SU-EAJ	Tu-204-120	Cairo Avn Cargo	TLL	01jan11	in white/light grey c/s; I/n CAI apr13, stored; offered for leasing by Avialeasing of Perm jun13, with t/t 5,348 hours and 4,873 cycles; I/n CAI 17apr19, stored
# 3 6 64030	30 RA-64030	Tu-204-120 Tu-204-120		ULY ULY	13aug98 22oct99	the first Tu-204-120SE, powered by RB-211-535E4-B-75 engines
	30		SIROCCO-KHP	r/o	14apr06	f/f 14may06, still in primer; 'KHP' (KNR) stands for People's Republic of China; carried additional 'Sertifikatsionnyye ispytaniya' (certification trials) titles; certification trials conducted 03may06/02aug06
	B-2871	Tu-204-120	Air China Cargo	ULY	17oct06	(21 flights with 36 hours 40 minutes) painted up jul06; export CofA issued 24oct08; h/o 27oct08 at ULY; ferried to TSN 27/28oct08 and put into
	no reg		China Flt Test Est	TSN	16may11	storage immediately, I/n 03nov10; sold to the Chinese Air Force apr11 test-flying after storage, with all markings painted out; ferried to Xian-Yanliang 18may11; fitted with aerial
	769		China Flt Test Est	Xia	11jun12	refuelling equipment (flying boom) in 2012  In basic Air China Cargo c/s with white fin, titles replaced by unknown Chinese titles; I/n in its initial
					,2	configuration Xian-Yanliang 19oct12; received a new sharp radar nose for tests of radars for combat aircraft; first flight after modifications 11dec13; referred to by Tupolev as Tu-204LL (flying laboratory); f/n Xian-Yanliang may14; f/n with canards on the upper forward fuselage Xian-Yanliang jun16; J/n Xian-
# 64031	RA-64031 31		SIROCCO-KHP	ULY	18aug97	Yanliang apr21 Tu-204-1205E; in primer c/s on the production line with 131, or the fuscions and tall, fif 14may 06
	31 B-2872	Tu-204-120 Tu-204-120	primer Air China Cargo	ULY ULY	05apr03 27oct08	with '31' on the fuselage and tail; f/f 14may06 without engines; I/n ULY 12may10; airframe stripped of equipment and put into long-term storage
# 2 2 64032	32	Tu-204-100		ULY	13aug98	21jun10/26jul19 just the fuselage on the assembly line; the second standard Tu-204-100S
	RA-64032 RA-64032	Tu-204-100 Tu-204-100		ULY LGG	22oct99 27jul02	shown 90 % complete on Russian TV 01apr02; official mfd 18jul02 which is the same day as the f/f date version painted as Tu-204C; in white c/s with light blue engines and fin, 'Aviastar-TU' titles on the fuselage and 'Niepon' titles on the firs' (K. SVO 33au/O).
	RA-64032	Tu-204-100	Aviastar-TU	SVO	20sep08	and 'AirRep' titles on the fin; I/n SVO 23aug07 version painted as Tu-204C; initially in white c/s with light blue engines and fin and 'Aviastar-TU' titles on the five report of the control of the cont
						the fuselage; I/n in its old c/s DME 09jul09; repainted in silver c/s with orange belly and trim, with small 'Aviastar-TU' and large 'Cargo' title; f/n as such SVX 12oct09; rgd 23jun10 to Leasing-Avia; new CofRs iccord 31au15, and 55tun17; I/o VIX 13iun19.
						issued 31aug16 and 05jun17; I/n VKO 13jun19

	DA 64000	T 204 400				
	RA-64032	Tu-204-100	Cainiao	VKO	01oct19	leased by Aviastar-TU to Cainiao Smart Logistics Network Limited (a company of the Alibaba Group) in 2019; version painted on as Tu-204C; in white c/s with blue tail and green trim, with both 'Cainiao' and 'Aviastar-TU' titles; w/o 08jan22 while being pushed back at Hangzhou-Xiaoshan for a cargo flight to Novosibirsk when a fire erupted in the compartment behind the cockpit as oxygen leaked from the crew's
# 3 1 64033	33 SU-EAK	Tu-204-120 Tu-204-120		ULY ULY	13aug98 25aug05	oxygen system and the fuselage burnt out, 3 of the 8 crew members were seriously injured fuselage on the producton line; Tu-204-120S Tu-204-120S (painted as TU-204-120C); was to be opb Cairo Aviation; basically complete by late 2005, but no money available for completion; in full orange/white c/s; I/n ULY 31mar09; airframe stripped of
# 64034	034	Tu-204-120	SIROCCO-KHP	ULY	12oct05	equipment and put into long-term storage 21jun10, l/n 21jul20 Tu-204-120SE (painted as TU-204-120CE); on production line; in primer; seen 31mar09 with '64034' on wing; was destined for Air China Cargo, but ntu; airframe stripped of equipment and put into long-term storage 21jun10/18auq18
# 4 6 64035	35 CU-T1701	Tu-204-120 Tu-204-100	SIROCCO-KHP	ULY f/f	jun06 09jun07	Tu-204-100E now; f/n ULY 09jun07 in full c/s
	64035 CU-T1701	Tu-204-100 Tu-204-100	no titles	HEL ZIA	06jul07 16aug07	Cuban registration, flag and titles painted out for a test flight to Finland; I/n HEL 08jul07 export CofA dated 25dec07; left ULY for DME 27dec07; delivered via SNN 29dec07; I/n HAV
# 4 6 64036	RA-64036	Tu-204-200		ULY	13aug98	17apr16/09jan21, without engines version changed during construction, see next line; I/n ULY 22oct99
" + 0 0+050	RA-64036	Tu-204SE	primer	ULY	oct06	with small 'Cubana' titles on fuselage and 'IFK' badge on fin; mfd and r/o 28nov06; f/f 19dec06; photo all- white with large 'Cubana Cargo' titles and '64036' on wheel door at MMK 30apr07, see next line
	CU-C1700	Tu-204SE	Cubana Cargo	ULY	mar07	certification trials completed may07; export CofA dated 23jul07; f/n DME 02aug07; h/o at DME 03aug07; version painted as Tu-204CE: delivered via SNN 04aug07; last flight 25nov10 according to Aviacion en Cuba; seen HAV 19dec14/jan22, stored engineless
# 4 7 64037	 CU-C1703	Tu-204-200 Tu-204SE	primer Cubana Cargo	ULY ZUA	23sep06 16feb08	version changed during construction !, see next line version painted on as Tu-204CE; painted up by late 2007; h/o 18feb09 at ULY; export CofA dated
# 4 4 64038	RA-64038	Tu-204-300	Vladivostok Avia	r/o	11oct04	20mar09; ferried from ULY to HAV 25/27apr09;  /n stored HAV 14jul19/14jul23 with small additional 'Sberbank Rossii' titles on nose; ff 25cot04; mfd reported as 25nov04; h/o 19may05; rgd 03jun05; started scheduled flights 27jun05; seen SVO 14oct13; stored VVO from end of oct13; //n
# 1 5 64039	RA-64039	Tu-204-300	Vladivostok Avia	r/o	26jul05	stored ULY 21apr18 leased from Ilyushin Finance; carried additional small 'Sberbank Rossii' titles on the nose; f/f 04aug05; mfd 26aug05; h/o 16aug05; started scheduled flights 31aug05; rgd 05sep05; last scheduled flight jul10; l/n flying UUS 30sep13; stored at VVO from late oct13, with t/t some 24,000 hours and 5,178 cycles; ferried from VVO to ULY 26jun14; conversion to a VIP aircraft for 22 passengers started in late 2015; acquired by Rosoboronexport mar16, but the conversion was stopped and the aircraft was never taken on charge; seen in primer without registration with Aviastar at ULY aug18; canx 20aug20; the conversion was resumed in 2020; r/o 22oct21, still in primer without registration; reflown from ULY 02aug22
	RA-64039	Tu-204-300	Red Wings	ZIA	sep22	'salon' aircraft; in white c/s with dark blue and red trim, no titles; rgd 18oct22; new CofR issued 06dec22; seen NQZ 14dec22 and VKO 09sep23; reported for TARP Aviation oct23; I/n PEK 18dec23
# 4 5 64040	RA-64040	Tu-204-300	Vladivostok Avia	ULY	10oct05	f/f 13dec05 ground trials started 04dec05; h/o 25dec05; rgd 11jan06; with small additional 'Sberbank Rossii' titles on nose; stored VVO from end of oct13; l/n VVO 22jun14; seen stored ULY 21apr18
# 64041	41		SIROCCO-KHP	ULY	27oct08	Tu-204-120SE (painted as TU-204-120CE); on production line; in primer; airframe stripped of equipment and put into long-term storage 21jun10, l/n 14oct21; will probably never be delivered to China Eastern (Cargo)
# 3 7 64042	42 CU-T1702	Tu-204-100 Tu-204-100	SIROCCO-KHP Cubana	ULY ULY	24feb07 15oct07	Tu-204-100E; I/n ULY 25jun07 Tu-204-100E; export CofA dated 25dec07; left ULY for DME 28dec07; delivered via SNN 29dec07; seen MEX 05nov17; stored Havana; I/n SNN 03jul19 en route to ULY for overhaul; prepared for re-delivery in aug22 after three years on overhaul; I/n CCS 23dec23
# 3 7 64043	43 RA-64043		SIROCCO-KHP Avialinii 400	ULY ULY	08may07 20feb08	Tu-204-100V still in primer, but with titles
	RA-64043	Tu-204-100		f/f	mar08	painted up in early mar08; h/o (on paper) at ULY 03jun08; official mfd 26jul08; rgd 30jul08; d/d 31jul08 to VKO; l/n operational DME 09oct18; withdrawn from service oct18 and stored at MRV, seen 22oct18;
# 1 8 64044	RA-64043 RA-64044	Tu-204-100 Tu-204-300	OAK Vladivostok Avia	ULY f/f	22nov23 28feb08	ferried from MRV to ULY 26sep19; stored without engines at ULY, seen nov22 in white c/s with blue fin, large "Iv-204" and small 'OAK' and Tupolev' titles c/n confirmed; mfd 09jul08; h/o 12jul08 at VVO; rgd 14jul08; l/n operational SVO 26oct13; wfu nov13 and stored at SVO; ferried from SVO to ULY 10jan14 and stored there since; the operator's certificate of Vladivostok Avia was suspended 15aug14; t/t 17,380 hours and 3,939 cycles by nov14; canx between
	RA-64044	Tu-204-300	Roskosmos	rgd	20oct16	28sep16 and 20oct16; refitted by Aviastar fitted for 52 passengers; in white c/s with blue belly and tail, with 'Tsentr Podgotovki Kosmonavtov' and 'Cosmonaut Training Center' titles in Russian and English; named 'Yuri Gagarin' after the first cosmonaut; f/n ULY 11mar17; ferried from ULY to CKL and h/o there 07may19; opb OAO at CKL; d/d to CKL 07may19;
# 2 8 64045	RA-64045	Tu-204-300	Vladivostok Avia	f/f	29jul08	I/n TAS 22apr23 c/n confirmed; mfd 15aug08; h/o 16aug08 at VVO; rgd 28aug08; l/n operational PKC 19jan14; ferried to ULY 20jun14 and stored there since, seen in the paintshop 16aug14; the operator's certificate of
	RA-64045	Tu-204-300	Roscosmos	r/o	20aug16	Vladivostok Avia was suspended 15aug14; t/t 16,976 hours and 3,919 cycles by nov14; canx between 28sep16 and 20oct16; refitted by Aviastar at ULY; fitted for 52 passengers; in white c/s with blue belly and tail, with 'Tsentr Podgotovki Kosmonavtov' and 'Cosmonaut Training Center' titles in Russian and English; rgd 20oct16, but canx between 23nov17 and 26dec17; f/f only 29may18; new CofR issued 27nov18; named 'Sergey Korolyov' after the legendary
# 3 8 64046	RA-64046	Tu-204-100	Red Wings	f/f	sep08	Soviet rocket and spacecraft designer; ferried from ULY to CKL and h/o there 29mar19; opb OAO at CKL; I/n THR 03dec23 TU-204-100V; mfd 30sep08; h/o 28oct08; rgd 13nov08; f/n BRQ 30dec08; I/n operational DME 29sep18; uibbdca-ff from consciously the production of th
	EX-20401	Tu-204-100	Sky KG Airlines	rgd	16jan20	withdrawn from service oct18 and stored at MRV, seen 19oct18; repainted in white c/s with thin red cheatline and light grey undersides; reflown 28sep19; canx 30sep19 intermediary company, used to avoid US sanctions against trade with North Korea; in white c/s with thin red cheatline and light grey undersides; f/n MRV 05jun20; ferried to DME 07oct21; canx between 30oct21
	RA-64046	Tu-204-100		rgd	27sep22	and 03jan22
# 4 8 64047	RA-64047	Tu-204-100	Red Wings	h/o	12dec08	Tu-204-100Y; c/n confirmed; first scheduled service 30dec08; f/n VKO 11apr09; seen AYT 09jul10 with additional small 'National football team' titles on the right-hand side; l/n PED 29dec12 on a positioning flight from PED to VKO when there was no 'weight on wheels' signal from the right main gear during the landing run so that thrust reversers and brakes did not apply, the aircraft overran the runway, broke through the airport perimeter fence, collided at 190 km/h with the elevated highway embankment of Kievskoye shosse (M3) and broke up, 5 of the 8 crew killed and all 3 survivors seriously injured; t/t 8,672 hours and 2,482 cycles; cockpit section seen VKO 26jun13.
# 1 9 64048	RA-64048 RA-64048	Tu-204-100 Tu-204-100	Avialinii 400 Red Wings	ULY ULY	31mar09 22apr09	Tu-204-100V; in primer on production line "Coral Travel" logo jet, in orange c/s with blue trim; named "Antalya"; f/f 08may09; f/n DME 10may09; never taken on charge by Red Wings; used as a test-bed for the new PS-90A2 engines which were mounted 11sep09, f/f with them 17oct09; l/n ULY 26oct09; trials completed nov09; engines replaced by
# 4 8 64049	P-633 RA-64049 RA-64049	Tu-204-100 Tu-204-100 Tu-204-100	primer	ULY f/f ULY	11jan10 25dec08 18jan09	standard PS-90A and aircraft prepared for repainting by 01dec09 in full c/s; export CofA issued 04mar10; d/d 04mar10; l/n PEK 11nov23 Tu-204-100V-04 left the paintshop 18jan09; mfd 16feb09 and h/o at ULY the same day; rgd 20feb09; conducted the last
	EX-20402	Tu-204-100	Sky KG Airlines	rgd	16jan20	revenue flight of a Red Wings Tu-204 17oct18; stored at MRV, seen 17nov18; repainted in white c/s with thin red cheatline and light grey undersides; reflown 28sep19; canx 30sep19 intermediary company, used to avoid US sanctions against trade with North Korea; in white c/s with thin
	RA-64049	Tu-204-100		rgd	27sep22	red cheatline and light grey undersides; f/n MRV 05jun20 with titles; l/n MRV 05jun21; ferried to DME 07oct21; l/n ZIA oct21; canx between 30oct21 and 03jan22
# 1 9 64050	RA-64050	Tu-204-100	Red Wings	f/f	22feb09	Tu-204-100V; c/n confirmed; h/o at ULY 31mar09 and ferried to VKO the same day; rgd 03apr09; l/n without additional sticker VKO 12sep09; received a 'National Football Team' sticker behind the front door on both sides; f/n as such SSH 01dec09 and l/n as such DME 16jul15; f/n without that sticker again GOJ 20aug15; the left engine caught fire on take-off from Ufa 22aug18, but the aircraft landed safely at Ufa again some minutes later; stored without engines at UFA, seen dec18/sep21; made airworthy again in summer 2023 and ferried from UFA to ULY 14jul23; to be operated by Red Wings again
# 2 9 64051	RA-64051 RA-64051	Tu-204-100 Tu-204-100	primer Aviastar-TU Cargo	f/f ULY	09aug09 03apr10	Tu-204-1005-03; major assemblies without fuselage seen on the assembly line 31mar09 in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; official mfd 31mar10; accepted by Ilyushin Finance Co. 28apr10, but never taken on charge; rgd 14may10; without valid CofA as
	RA-64051	Tu-204-100	Transaero	h/o	03jun13	of aug10; I/n ULY 25aug12; reflown after storage 25nov12 at ULY and ferried to DME the same day; in silver c/s with orange belly and trim, small 'Transaero' and large 'Cargo' titles; rgd 20sep13; f/n DME 18jun13; Transaero stopped operations 26oct15; stored at DME, seen oct15/jul16; ferried for painting to ULY 26jul16; sold to Pochta Rossii 15aug16 with t/t 2,215 hours and 465 cycles; current on register 26aug16
	RA-64051	Tu-204-100	Pochta Rossii	VKO	21sep16	opb GosNII GA; in dark blue c/s with large titles; named 'Pyotr I' after the Russian emperor; rgd 03oct16; l/n OVB 09jul23
# 2 9 64052	RA-64052 RA-64052	Tu-204-100 Tu-204-100	primer Aviastar-TU Cargo	f/f ULY	29oct09 03apr10	Tu-204-1005-03 in silver c/s with orange belly and trim, small 'Aviastar-TU' and large 'Cargo' titles; official mfd 31mar10;
	RA-64052	Tu-204-100	-	rgd	01feb13	accepted by Ilyushin Finance Co. 28apr10, but never taken on charge; rgd 14may10; without valid CofA as of aug10; I/n ULY 25aug12; reflown after storage 26dec12 in silver c/s with orange belly and trim, small "Transaero' and large 'Cargo' titles; h/o 18apr13 at ULY and
	RA-64052	Tu-204-100	Pochta Rossii	ULY	27jul16	ferried to DME the same day; f/n DME 20apr13; Transaero stopped operations 26oct15; stored at DME, seen oct15/jul16; sold to Pochta Rossii 15aug16 with t/t 1,802 hours and 368 cycles; current on register 26aug16 opb GosNII GA; in dark blue c/s with large titles; named 'Yekaterina II' after the Russian empress; ferried
						from ULY to VKO 09sep16; rgd 03oct16; I/n PKC 12dec23

# 4 5 64053	RA-64053	Tu-204-100	primer	ULY	05oct09	seen on the assembly line oct09/aug15; construction started as a Tu-204-100V, but converted into a Tu-204-300-100 in the process
	RA-64053	Tu-204-300	Rossiya	f/f	20aug16	the sole Tu-204-300-100; fitted for 94 passengers; painted up dec15; I/n ULY 04nov17; never taken on charge
	64053	Tu-204-100	OAK	GDZ	07sep18	used by OAK as a business jet; in white c/s with geometric motifs on the rear fuselage and 'OAK' titles; I/n GDZ 09sep18
	RA-64053	Tu-204-100	OAK	rgd	20nov18	in register as a Tu-204-100V; l/n ZIA 22jul21
# 64054		Tu-204				may or may not be built
# 64055		Tu-204				may or may not be built
# 4 6 64056	RA-64056	Tu-204-100	RussAir	f/f	11aug17	Tu-204-100V; VIP aircraft, built by using some assemblies which were originally destined for c/n 64153; seen in primer on the assembly line mar16/aug16; painting completed 08nov17; in white c/s with red and blue trim, no titles; rad 21dec17; h/o 21dec17 and ferried from ULY to LED the same day; operated by
						RussAir on behalf of Jetlet for the insurance company Sogaz, based at LED; I/n LED 29jul23
# 4 1 64057	57	Tu-204-300	primor	ULY	11jan10	Tu-204-300A; on the assembly line, fuselage only by jan10, I/n 20sep10
# 4 I 04037	RA-64057	Tu-204-300		ULY	02mar11	on the assembly line; r/o oct11; f/f 29oct11; painting started 22nov11
	RA-64057	Tu-204-300		h/o	09ian12	rgd 12jan12; I/n PEK 15oct23
# 4 1 64058	RA-64058	Tu-204-300		ULY	30apr10	Tu-204-300A; in primer; seen without registration on the assembly line apr10/sep10; r/o oct11
# 41 04030	RA-64058	Tu-204-300		ULY	07nov11	painted up 25oct/07nov11; f/f 26dec11; h/o 20jan12 at ULY; rgd 03feb12; l/n LED feb22
# 4 5 64059		Tu-204-100		02.	07110111	Tu-204-100V; never completed in this version, but converted to a Tu-204-300; seen on the assembly line
						15aug15
	RA-64059	Tu-204-300	Rossiya	ULY	25mar16	on the assembly line; ferried to VKO 23mar17; rgd 12apr17; I/n SKP 01dec23
# 64150	150	Tu-204SM	OAK	ULY	18nov09	built by using some assemblies which were originally destined for c/n 64054; powered by PS-90A2
						engines; seen in primer on production line nov09/jul10
	64150	Tu-204SM	OAK	r/o	13dec10	in primer; f/f 29dec10; repainted in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles and 'IFK' logo,
						registration initially carried on the wings only; f/n as such ULY 22apr11; l/n as such Zhukovski 13may11;
						with registration on the tail from jun11 instead of the 'IFK' logo; I/n ZIA 02apr12; seen LED 05may12 with
						additional 'Aviastar SP' titles; I/n ZIA 08apr13
	RA-64150	Tu-204SM	OAK	ZIA	21aug13	I/n ZIA 21feb14; seen stored ULY 21apr18
# 64151	151	Tu-204SM	OAK	ULY	04dec09	built by using some assemblies which were originally destined for c/n 64055; seen in primer on the assembly line dec09/may10; painted from 01jun11
	64151	Tu-204SM	OAK	f/f	03aug11	in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles; ground trials started 18jul11; l/n ZIA 11mar13
	RA-64151	Tu-204SM	OAK	ZIA	26aug13	initially in white c/s with 'OAK', 'Tupolev' and 'Aviastar' titles; l/n as such Zhukovski 16aug14; painted by
						Spektr-Avia for the movie "Ekipazh-2" (Crew 2) in white c/s with blue and red trim and 'Pegasus' emblems
						behind the cockpit and on the fin; f/n as such Zhukovski 22sep14; l/n operational Zhukovski 29sep14;
			_			stored at Zhukovski from spring 2015; I/n 29aug19
# 64152	152	Tu-204SM	primer	ULY	27apr10	fuselage and other assemblies seen on the assembly line apr10/aug15, work was suspended from mar11;
						seen outside at the factory 19aug17/28sep21, still marked '152' on the fuselage, incomplete and without
						engines; was reported to be used to build Tu-204-100V c/n 640, following the signing of a contract in
# 64153	153	Tu-204SM	primer	ULY	24auq12	jan16 fuselage and other assemblies seen on the assembly line aug12, but later used to build Tu-204-100V c/n
#04133	100	1 U-2045M	primer	ULY	24aug12	fuselage and other assembles seen on the assembly line aug12, but later used to build 1u-2u4-1uuv c/n 64056
# 64154	154	Tu-204SM	primer	ULY	24auq12	fuselage and other assemblies on the production line
# 64		Tu-204-100		OLI	2-aug12	Tu-204-100V; VIP aircraft, built by using some assemblies which were originally destined for c/n 64152;
" · · · · · · · · · · · · · · · · · · ·			5,			ground trials started sep17

						engines; was reported to be used to build Tu-204-100V c/n 640, following the signing of a contract in ian16
# 64153	153	Tu-204SM	primer	ULY	24aug12	fuselage and other assemblies seen on the assembly line aug12, but later used to build Tu-204-100V c/n 64056
# 64154 # 64	154 	Tu-204SM Tu-204-100	primer OAK	ULY	24aug12	fuselage and other assemblies on the production line $Tu-204-100V$ ; VIP aircraft, built by using some assemblies which were originally destined for c/n 64152; ground trials started sep17
<u>Tu-214s l</u>	built by K	APO (forn	<u>ner Factory No</u>	. 22)	at Kaz	an-Borisoglebskoye from 1996
445 24 001	RA-64501 RA-64501	Tu-214 Tu-214	ANTK im. Tupoleva Kazan Avn Prod As.	mfd SOF	21mar96 23sep02	prototype; f/f same date in primer; f/n LHR 03sep96; l/n ZUH 05nov00 with large 'Tupolev 214' titles; l/n KIH 30nov06; in fleet list 28nov07; l/n Kazan-KAPO 2007 stored, many parts and engines missing; reported aug14 to be upgraded to a Tu-214E and become a test-bed AEA concept aircraft (all electric aircraft); offered by Rostekh to the administrations of the Russian regions 17dec20 for preservation or display
426 25 002	RA-64502 RA-64502	Tu-214 Tu-214	primer Dalavia	mfd h/o	03may01 22may01	f/f 10apr01 rgd 29may01; named 'Yuri Vorobyov' in memory of the Tu-214's chief project engineer who died jul02; arrived at KAPO for 9,000 hours overhaul 29oct05; seen SVO 05aug08; Dalavia ceased operations 19oct08; stored at KHV since and offered for sale 16jan/28feb12; I/n KHV oct13 still stored and broken up aug14
431 03 003	RA-64503	Tu-214	Dalavia	mfd	16dec01	h/o 20oct01; f/n DME 22nov01; rgd 02apr02; operator ceased operations 19oct08; seen KHV aug09/oct13, stored; offered for sale 16jan/28feb12; broken up KHV sep14
412 04 004	RA-64504	Tu-214	Rossiya	f/f	22jun02	of the control of the
422 04 005	RA-64505	Tu-214	Rossiya	mfd	29dec02	one a VIP aircraft; rgd 05mard3; f/n VKO 27jun03; tender published 13jul20, to access the technical condition with regards to extending the service life; not current in fleet list jan21; active 25mar21 according to flight trackers (had not flown since 17jun19); l/n VKO 06jun21
442 04 006	RA-64506	Tu-214	Rossiya	mfd	08aug03	rgd 27aug03; not a VIP aircraft; f/n VKO 17aug03; seen VKO 08aug10; not seen again until aug13 at Kazan-KAPO, engineless; l/n KEJ 20jul21
423 05 007	RA-64507	Tu-214	Dalavia	h/o	23dec03	official mfd 30dec03; started revenue flights 21jan04; rgd 28jan04; f/n KIJ 06feb04; l/n active TLV 11sep08; Dalavia ceased operations 19oct08; stored at KHV until ferried to ZIA 06/07apr09; l/n there 23aug09
	RA-64507	Tu-214	Airstars	rgd	09sep09	in basic Dalavia c/s with additional small 'Airstars' titles; f/n DME 25dec09; CofA expired 26jan10; l/n active CEB 16mar10; ferried to KAZ dec10 and stored there; sold by OAO Nezavisimyye Tekhnologii to OAO Tupolev 25jun14; canx 12jan15; converted by KAZ in 2016/18 into, see next line
	64507	Tu-214LMK	OAK	f/f	28dec18	flying laboratory with the nose of a Tu-160; in basic Dalavia c/s, no titles; used for the delevopment of the avionics for the Tu-160M2; I/n KAPO nov23
443 05 008	RA-64508	Tu-214	KrasAir	mfd	30dec04	h/o 30may05; named 'Vasili Molokov'; f/n PED 12jun05; l/n operational DME 22mar08; operator's certificate revoked 01nov08; stored with KAPO from mid-2008, l/n aug14/2019, without engines
434 06 009	RA-64509 RA-64509	Tu-214 Tu-214	primer Transaero	Kzp Kzp	dec04 26jan07	on production line; c/n confirmed; f/f 17nov06; mfd 28dec06 acceptance trials started 06apr07; left Kazan for DME 19apr07; h/o 23apr07; commenced scheduled flights 18may07; /n RMI nov14
444 06 010	RA-64510	Tu-214	Dalavia	Kzp	18jun05	Tollisyo7, with 10124 flying; h/o 20jul05; official mfd 21jul05; started revenue flights 28jul05; l/n operational DME 08sep08; Dalavia ceased operations 19oct08; was stored at KHV until ferried to ZIA 31mar09/01apr09; l/n ZIA 23au009
	RA-64510	Tu-214	Aerostars	rgd	20jan10	in basic Dalavia c/s with tiny 'Aerostars' titles under the cockpit; f/n VKO 08aug10; l/n operational VKO nov10; stored with KAPO by oct11
	RA-64510	Tu-214	Aviastar-TU	ZIA	12aug12	repainted in red/silver c/s, no titles in 2012; did not enter service with Aviastar-TU; new CofR issued 12dec14; I/n ZIA 29aug19/17oct22 stored; see next line
011	RA-64510 RA-64511	Tu-214 Tu-214R	Red Wings KAPO im. Gorbunova	f/f	24dec09	was to be sub-leased from Aviastar-TU, but not taken up, see previous line reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; f/n Kazan-Borisoglebskoye 02mar11; /n KHV 17dec12, still in primer
415 07 012	64511 RA-64512 RA-64512	Tu-214R Tu-214 Tu-214	KAPO im. Gorbunova primer Dalavia	Kzp mfd h/o	10jul13 10jun06 31aug06	in grey c/s with Russian flag on fin, no titles; to be delivered to the Russian Air Force in 2013; I/n ZIA jul14 c/n confirmed; f/n LED 18jul06 at KHV; named 'Graf Muravyov-Amurski' 08sep08 after a tsarist governor of the Russian Far East; Dalavia ceased operations 19oct08; was stored at KHV until ferried (with landing gear down) to KJA 25mar09 and got stuck there until 05may09 because of technical problems; opb Aerostars from 20oct09, seen DME 20oct09 with additional small 'Airstars' titles; in storage with KAPO by oct11; was to be converted into a freighter and used by KAPO; seen ZIA 12aug12/29aug19 stored
425 07 013	RA-64513 RA-64549	Tu-214 Tu-214	primer Transaero	f/f h/o	16aug08 28nov08	register and used by Korr, Seen Ltd. 12004; //n LED 23aug08; mfd 24sep08 new registration allocated on demand of the airline (because of superstition); painted up sep08; rgd 17nov08; /fn DME 29nov08; /fn KZN may16/sep20
014	RA-64514	Tu-214R	KAZ im. Gorbunova	r/o	31oct14	reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; in primer, no titles; already seen on the assembly line 27apr12; f/n flying 01apr15; l/n Kazan-Borisoglebskoye 18jun15
	RF-64514	Tu-214R	Russian Air Force	Kzp	31oct15	in grey c/s with Russian flag and 'VVS Rossii' titles on the fin; h/o in late 2015; deployed to Latakia- Hmeimin 15/29feb16 and 28jul16/09dec16; l/n Kubinka 24auq18
445 07 015	RA-64515 RA-64515	Tu-214SR Tu-214SR	primer Rossiya	f/f LED	27apr08 30jan09	airborne relay-station; underwent ground trials mar/apr08; I/n may08, flying airborne relay-station; h/o 01jun09; I/n VKO 19jul16; tender published 13jul20, to undertake work to remove from storage at VKO and prepare for a ferry flight prior to undergoing maintenance; not current in fleet list jan21 and sittin enginless at VKO and moved to the scrap aerea early 2022
427 09 016	RA-64516 RA-64516	Tu-214SR Tu-214SR	primer Rossiya	f/f LED	10dec08 06may09	airborne relay-station airborne relay-station; h/o 01jun09; l/n PEK 18dec23
417 09 017	RA-64517	Tu-214PU	primer	f/f	12may10	airborne command post
447 09 018	RA-64517 RA-64518	Tu-214PU Tu-214	Rossiya Transaero	f/f	15aug10 05aug09	airborne command post; official mfd date 12oct10; rgd 18oct10; I/n VKO nov20 f/n LED 11aug09; official mfd 28aug09; h/o 02oct09; rgd 08oct09 to FLK (sold to IFK in 2010); in full c/s; new CofR issued 25jan11; I/n operational LED 06sep15; stored at DME, seen oct15/jun16; ferried from DME to KZN 13iul16
	RA-64518	Tu-214	Red Wings	DME	25aug16	leased from IFK; in white c/s with dark blue belly and engines, with 'Red Wings' titles; test-flown, ferried from the KAPO factory to DME and started revenue flights 03jun17; ferried to KZN 30sep17 on return to the lessor and mothballed; stored at KZN, seen jun18/aug23; current on register 01aug23; test-flown 22sep23 and ferried from KZN to ULY for repainting 23sep23
	RA-64518	Tu-214	OAK	ULY	11oct23	in white c/s with blue fin, large 'Tu-214' and small 'OAK' and 'Tupolev' titles; ferried from ULY to KZN 11oct23
	RA-64518	Tu-214	Red Wings	h/o	dec23	just wearing large 'Tu-214' titles @@

427 09 019	RA-64519	Tu-2140N	primer	f/f	01jun11	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other sensors; ferried to ULY for painting 30jun11
	RA-64519	Tu-2140N	Russian Air Force	Kzp	24jul11	in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; returned from painting to KAPO 24jul11; I/n ZIA 12dec12
	RF-64519	Tu-2140N	Russian Air Force	h/o	aug13	f/n ZIA 20aug13; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in Russian and English; I/n CKL jan22
447.00.000	D. 64500	T 04400			25 40	III Russian and English, I/II CRE Janze
447 09 020	RA-64520	Tu-214PU	primer	f/f	25nov10	airborne command post; I/n ULY 29dec10
	RA-64520	Tu-214PU	Rossiya	h/o	15jan11	at ULY; accepted 21mar11; rgd 24mar11; l/n PEK 20dec23
439 11 021	RA-64521	Tu-214	primer	f/f	05dec12	version for 150 passengers; was initially built for Transaero
	RA-64521	Tu-214	Rossiya	h/o	mar13	ownership registered already 22jan13; f/n VKO 07may13; l/n PEK 20dec23
439 11 022	RA-64522	Tu-214SUS	Rossiva	r/o	oct11	f/f 27oct11; h/o 29dec11; rgd 11jan12; l/n VKO 23jun21
441 04 023	RA-64523	Tu-214VPU	primer	f/f	25sep13	airborne command post
	RA-64523	Tu-214VPU		h/o	15dec13	in white/light grey c/s with Belavia-style blue cheatline, no titles; f/n Kazan-Borisoglebskoye 17nov13; rgd 26dec13; l/n VKO 15apr21
430 03 024	RA-64524	Tu-214SUS	Rossiva	r/o	oct11	f/f 30dec11; h/o 05apr12; rgd 09apr12; l/n VKO 25jun22
025	RA-64525	Tu-2140N	Russian Air Force	Kzp	05feb13	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other
025	101 0 1525		reassien / in Torce		05.0515	sensors; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in
						Russian and English; f/f 18dec13; russianplanes.net gives c/n as 43003025, jetphotos.com gives c/n as
						41003025
	RF-64525	Tu-2140N	Russian Air Force	h/o	04jul14	'Open Skies' aircraft, equipped with M402N SLAR, A-84-ON, AK-111 and AK-112 cameras as well as other
						sensors; in silver/dark blue c/s with blue and red trim, 'Russian Federation' and 'Open Skies' titles in
						Russian and English; seen Kubinka 22aug18 with additional small 'VKS Rossii' titles on the fin; I/n CKL
						23mar23 active
430 03 026	RA-64526	Tu-214SR	primer	f/f	11oct14	airborne relay-station; production started in 2011
	RA-64526	Tu-214SR	Rossiya	Kzp	15nov14	h/o 22jan15 and ferried to VKO the same day; rgd 27jan15; I/n VKO 16sep19
442 05 027	RA-64527	Tu-214SR	primer	f/f	25jun15	airborne relay-station; production started in 2011; f/n Kazan-Borisoglebskoye 25jun15; l/n Kazan-
112 03 027	101 01327	10 21-1310	princi	.,.	25)41115	Borisoglebskoye 29jun15
	RA-64527	Tu-214SR	Rossiya	VKO	03auq15	h/o 25auq15; rgd 03sep15; l/n VKO 2021
423 06 028	RA-64528	Tu-2145R		f/f	dec15	airborne relay-station; production started in 2011; conducted a test flight 16dec15; f/n LED 24mar16; rgd
			Rossiya			27apr16; h/o may16; l/n VKO 24mar22
433 06 029	RA-64529	Tu-214PU	primer	f/f	14oct17	Tu-214PU-SBUS (airborne command post); the fuselage marked '529' was seen on the assembly line jun14/apr15; I/n Kazan-Borisoglebskoye 18oct17
	RA-64529	Tu-214PU	Russian Air Force	PKC	18dec17	based at Chkalovski; in light grey c/s with 'Russian flag' cheatline, no titles; ferried from Kazan-
						Borisoglebskoye to CKL 17mar18; toc 26mar18; seen CKL 06sep18; officially rgd 25feb19; I/n SVO
						07sep23
433 06 030	64530	Tu-214PU	primer	f/f	30nov17	Tu-214PU-SBUS (airborne command post)
155 00 050	RA-64530	Tu-214PU	Russian Air Force	ÜLY	09jan18	based at Chkalovski; in light grey c/s with 'Russian flag' cheatline, no titles; h/o 18jun18; l/n THR
	101 01330	14 21-110	Russian An Torce	OLI	Objunto	07sep18; officially rgd 25feb19; I/n LED 25jul21
440 11 021	RA-64531	Tu-214	primer	f/f	28dec18	I/n Kazan-Borisoglebskoye 18aug19
448 11 031						
440 40 000	RA-64531	Tu-214	Rossiya	UFA	02oct19	h/o at Kazan-Borisoglebskoye 05aug21; rgd 18oct21; f/n OMS jan22; l/n LED 27sep23
449 12 032	RA-64532	Tu-214	primer	f/f	19jun20	ferried to ULY for painting 23jun20
	RA-64532	Tu-214	Rossiya	ULY	08jul20	painting completed 08jul20; h/o at Kazan-Borisoglebskoye 05aug21; rgd 18oct21; f/n OMS jan22; l/n VKO
						20apr22
449 12 033	RA-64533	Tu-214	primer	f/f	29dec20	ferried to ULY for painting on its second flight
	RA-64533	Tu-214	Rossiya	Kzp	jan21	in full c/s; seen active Kazan factory airfield aug22/aug23; not yet h/o
440 22 034	RA-64534	Tu-214	primer	f/f	28may21	ferried to ULY for painting; I/n ULY 30may21
==	RA-64534	Tu-214	FSB	ÜLY	17jun21	in white/light grey c/s with Belavia-style blue cheatline, no titles; ferried from ULY to Kazan-
				J.		Borisoglebskoye 17jun21; rgd 15jul22; l/n SVX 14auq23
035	64535	Tu-214				for the Ministry of Interior, to be opb Red Wings; planned for delivery in 2023
036	64536	Tu-214	primer		mar23	fuselage seen on the assembly line; for UVT-Aero; planned for delivery in 2023
			primer		1114123	
037	64537	Tu-214				for UVT-Aero; planned for delivery in 2023

# Tupolev Tu-334

The Tu-334 was a new DC-9 look-alike passenger aircraft designed as a replacement for the Tu-134. It was rolled out at the 1995 MosAeroshow, which was held at Zhukovski. First flight was planned for May 1997, after having been delayed for some years it finally took place on 8 February 1999. Certification was hoped to take place in 1997, although this has still not happened as of today and no future date is known at present.

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According to the manufacturer, considerable knowledge gained during the Tu-204 programme has been used in the design of this 150 seater. In early 1994 four prototypes were reported nearing completion. In the summer of 1997 it was announced that a production line was to be opened at Esfahan (Iran). Unfortunately all these good intentions did not materialize as a result of the economical situation in the CIS, and currently the prototypes are the only aircraft built.

## Tu-334 prototypes built by various factories

01 001	RA-94001	Tu-334	OAO Tupolev	ZIA	25aug95	first prototype; built by ANTK im. Tupoleva (former Factory No. 156) at Moscow-Lefortovo; completed in late 1993; transported to the OAO Tupolev outlet at Zhukovski in early 1994; displayed during MAKS'95 at Zhukovski; c/n given in press reports as just '001' from Zhukovski; seen stored, without engines, at Zhukovski jan12/jul21; offered by Rostekh to the administrations of the Russian regions 17dec20 for preservation or display static test airframe; built by ANTK im. Tupoleva (former Factory No. 156) at Moscow-Lefortovo; fuselage arrived from Taganrog-Yuzhny in early 2000 and wings from Kiev in early 2001; underwent tests with the TsAGI at Zhukovski; fuselage stored at Zhukovski, fl/n 27jun08 third flying prototype, never completed; construction started at Taganrog-Yuzhny and continued at slow pace at LAPIK at Lukhovitsy (wings arrived from Kiev oct03); transported by road to KAPO at Kazan-Borisoglebskoye dec06; fuselage only seen in KAPO 01jun09 dynamic test airframe for fatigue trials; was to undergo tests with the TsAGI at Zhukovski, but was probably never built!
	94001	Tu-334	OAO Tupolev	f/f	08feb99	
01 002		Tu-334	bare metal	ZIA	09aug07	
01 003		Tu-334-100	bare metal			
01 004		Tu-334				
01 005		Tu-334-100	bare metal	r/o	02aug03	second flying prototype; built by "Aviant" at Kiev-Svyatoshino; f/n in assembly shop 14aug02; completed by jun03
ı	RA-94005	Tu-334-100	primer	f/f	21nov03	from Kiev-Svyatoshino; named 'Alexander Kharlov'; ferried to Zhukovski 27nov03; c/n given in press reports as just '005'
	94005	Tu-334-100	OAO Tupolev	DME	23jun04	named 'Alexander Kharlov'; seen ZIA 20may10; probably with KAPO at Kazan-Borisoglebskoye by 2012; I/n Kazan-Borisoglebskoye stored aug20/oct23