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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

61 ANT-9 built by Factory No. 22 GUAP NKTP at Moscow-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 to the Soviet Air Force
	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	
	CCCP-S111	ANT-9	Aeroflot	rgd	14jul37	Latin 'S' in registration
	CCCP-L111	ANT-9	Aeroflot	rgd	unknown	
112	not known	ANT-9	Soviet Air Force	mfd	1931	i/s apr33
	URSS-D312	ANT-9	Deruluf	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 north-west 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 all 11 passengers killed; t/t 5,387 hours; canx 20sep41
113	CCCP-L113	ANT-9	Aeroflot	rgd	05oct31	the first ANT-9 with 3 M-26 engines; equipped with a cabin heating; made a cold-weather proving flight via Tobolsk to Obdorsk (on the Ob' river) starting 31jan31; in dark green c/s with light blue undersides
	CCCP-E27	ANT-9	AFL/NII GVF	rgd	02sep32	in natural metal c/s with dark trim; used for development and experiments; converted by NII GVF to 2 M-17 engines (as the first ANT-9); f/f as such 11sep32; made a proving flight Moscow-Kiev 18oct32; state trials completed 10feb33
114	CCCP-L118	ANT-9	AFL/Azerbaijan	rgd	15feb32	converted by TsARB GVF in Moscow to 2 M-17 engines (as the second ANT-9) feb33; opb 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	i/n 1938; in documents mar39 & jul41
116	CCCP-L120	ANT-9	Aeroflot	rgd	06nov31	w/o 31aug33
117	CCCP-L121	ANT-9	Aeroflot	rgd	06nov31	with 3 engines; in documents jun38
118	CCCP-L122	ANT-9	Aeroflot	rgd	06nov31	w/o 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	
	URSS-D313	ANT-9	Deruluf	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-L123	ANT-9	Aeroflot	rgd	06nov31	
124	CCCP-L124	ANT-9	Aeroflot/Georgia	rgd	06nov31	w/o 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-Eskadriya	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-Eskadriya 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	
	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, aggravating 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	
	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	Deruluf	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, but repaired; in document jul39
139	CCCP-Sh673	ANT-9	GVF flying school	rgd	16sep32	
	CCCP-L138	ANT-9	Aeroflot	rgd	26aug35	in document oct40
140	CCCP-L139	ANT-9	Aeroflot	rgd	13jul32	w/o 25feb34
141	CCCP-Sh671	ANT-9	GVF flying school	rgd	19aug32	
	CCCP-L140	ANT-9	Aeroflot	rgd	unknown	in document jul37
142	CCCP-L141	ANT-9	Aeroflot	rgd	27may32	canx 17mar39
143	URSS-D308	ANT-9	Deruluft	rgd	11apr32	with 3 J6 engines; named 'Chaika' (seagull); photo exists; in document dec36
	CCCP-L142	ANT-9	AFL/Tajikistan	rgd	31may37	canx 18jul41 as worn-out
	CCCP-L143	ANT-9	Aeroflot	rgd	29dec32	
	CCCP-L143	ANT-9	AFL/NII GVF	trf	jun32	w/o 02mar33
	CCCP-L144	ANT-9	Aeroflot	res		not taken up
145	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, 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 Postaları (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 spetsluzhby; 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 06nov36 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	ANT-9	AFL/Central Asia	rgd	16jun34	with 2 M-17 engines; in natural metal c/s with blue trim; photo in 1934
	CCCP-L160	ANT-9	GVF			w/o 06jan40 when collided on landing with TB-3 c/n 22583 of 3 tbap of the Soviet Air Force; canx 20jun40

5 ANT-9 built by Factory No. 31 at Taganrog in 1932

162	CCCP-L161	ANT-9	Aeroflot	rgd	28may34	in document apr41; w/o 1941
163	CCCP-L162 ?	ANT-9	Aeroflot ?	no	reports	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 08sep38
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 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 ovtsovkhov (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 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
	CCCP-L171	ANT-9	Aeroflot	rgd	unknown	
173	CCCP-L172	ANT-9	Aeroflot	rgd	20nov35	canx 09oct37
174	CCCP-L173	ANT-9	Aeroflot	rgd	10may34	canx 04jul35
175	CCCP-L174	ANT-9	Aeroflot	rgd	09sep35	w/o probably 17aug35
176	CCCP-L175	ANT-9	Aeroflot	no	reports	not confirmed
177	CCCP-L176	ANT-9	AFL/Moscow	rgd	16aug34	with 2 engines; opb 1-y transportny otryad; w/o 27jun37 on the leg from Zaporozhye of a flight from Simferopol to Moscow when took off without permission and was hit at lift-off by PL-5 CCCP-193 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 all 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 28aug37
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 squadron; named 'Krestyanskaya gazeta' (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
	CCCP-L186	ANT-9	Aeroflot	rgd	unknown	with 2 M-17F engines; in natural metal c/s, no titles
188	CCCP-L187	ANT-9	Aeroflot	rgd	02sep34	canx sep38 (probably 03sep38)
189	CCCP-L188	ANT-9	Aeroflot	rgd	03aug34	in document mar40
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

191	CCCP-L190	ANT-9	AFL/Azerbaijan	rgd	11nov34	aircraft force-landed in rough terrain with irrigation ditches, all 3 crew members (pilot: Arkhireyev) escaped
192	CCCP-L191	ANT-9	Aeroflot	rgd	17oct34	built by Factory No. 89; opb Azerbaidzhanskaya aviagrupps; w/o 09jan38, 3 occupants killed; canx 25jul38
193	CCCP-L192	ANT-9	AFL/Uzbek.-Tajik.	rgd	02oct34	canx 14jan41 with 2 engines; opb 23 TAO; w/o 27jul36 on a flight from Stalinabad to Kulyab when the pilot tried to land with tailwind but decided to go around and pulled the aircraft up abruptly at a height of some 10 metres so that the aircraft lost speed, stalled at a height of some 30 metres, crashed and caught fire, both pilots and all 4 passengers killed; t/t 1,452 hours and 857 cycles; canx 27sep36
194	CCCP-L193	ANT-9	Aeroflot	rgd	23jan35	built by Factory No. 89; w/o; canx 09apr35
---	URSS-M26	ANT-9	AFL/International	rgd	unknown	not confirmed; operated on the Moscow-Prague route in 1936; in document 17jan37
---	URSS-M27	ANT-9	AFL/International	rgd	unknown	operated on the Moscow-Prague route in 1936; in documents jul36 & aug37
---	not known	ANT-9	AFL/West Siberia			with 3 J6 engines; w/o 21nov32 when crashed at Sverdlovsk
---	not known	ANT-9	Aeroflot			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
---	not known	ANT-9	Aeroflot			w/o 27jul36 on landing at Kulyab when the undercarriage broke due to fatigue, all occupants killed
---	not known	ANT-9	Aeroflot			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

The ANT-14 was a further development of the ANT-9, powered by five Gnome-Rhône "Jupiter" 9Axx 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

---	CCCP-L1001	ANT-14	TsAGI	f/f	14aug31	prototype, with 5 Gnome-Rhône "Jupiter" 9Axx 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-Eskadriya	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-Eskadriya	BUH	27oct35	visited an international aviation meeting at Bucharest, photo proof of prefix
	CCCP-N1001	ANT-14	Agit-Eskadriya		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

---	no code	TB-4 6M-34	TsAGI	f/f	03jul33	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
---	--	TB-4	--			second prototype; construction started aug32, readiness reached 17 % by jan33; construction stopped 02jul33, some assemblies used to build the ANT-20 prototype

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 aggravated 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 not painted on; took part in the air parade over Red Square in Moscow 19jun34; factory trials started 22jun34
	CCCP-N20	ANT-20	Agit-Eskadriya	h/o	18aug34	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 9 persons on the ground were killed

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; h/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 Eskadriya 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 crew members and 26 passengers were killed; t/t 698 hours

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.

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

---	no code	ANT-22	TsAGI	f/f	08aug34	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
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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	TsAGI	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/f 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
---	no code	ANT-27bis	TsAGI	mfd	29sep34	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

31 04	not known	MTB-1	Soviet Navy	mfd	1936	first production aircraft; started state trials 29apr36; opb 124 mte at Sevastopol
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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	first prototype; with Gnome-Rhône 14Ksrd "Mistral Major" engines; registration without hyphen (Latin 'N' in registration); construction started jan36; f/f 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
	URSS-M129	ANT-35	AFL/International	rgd	03jul37	c/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	CCCP-L2482	PS-35	AFL/Ukraine	rgd	10dec40	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 empennage 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
2/0	URSS-M133 CCCP-L2483 CCCP-L2483	PS-35 PS-35 PS-35bis	AFL/International AFL/Ukraine GVF	rgd rgd	13jul38 03aug40	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 mountain (some 900 metres) near Dzhairankchmaz (Shemakha district of Azerbaijan), all 5 crew members were killed and the sole passenger was slightly injured
3/0	URSS-M131	PS-35bis	AFL/International	mfd	01may37	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 large ditch, no casualties; repaired
	CCCP-L2484 CCCP-L2484	PS-35bis PS-35bis	AFL/Ukraine GVF	rgd	28jun40	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 sovkhos (state farm) "Krasny Otktyabr" 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	CCCP-L2486 ?	PS-35	Soviet Air Force	no	reports	
6/0	CCCP-L2487	PS-35	AFL/Ukraine	rgd	17nov39	with M-62IR engines; underwent state trials 28oct39/15may40; canx dec41
7/0	CCCP-L2488	PS-35	AFL/Ukraine	rgd	17aug40	with M-62IR engines; trf to 7 op GVF in 1942
8/0	CCCP-L2489	PS-35	AFL/Ukraine	rgd	03aug40	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 aircraft 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.

Republican 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 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.

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 Soviet/Japanese 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.

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-12Ybrs 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-12Ybrs engines by Aircraft Repair Factory No. 43 at Kiev and received the Czechoslovakian serial numbers B.71.2 to B.71.61. It was planned that Letov shall produce 40 aircraft (B.71.62 to B.71.101), Aero 50 aircraft (B.71.102 to B.71.151) and Avia 71 aircraft (B.71.152 to B.71.222), among them 60 in the reconnaissance version. However, not a single Czechoslovakian-built aircraft had been delivered when Germany occupied Czechoslovakia in March 1939. In the end, Letov did not take part in the production programme, while Avia built 66 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.71A 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, partially by Czech pilots. Two of those used the occasion and fled with two B.71s from Hradec Králové 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 1/68, 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 vyzhdushen 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 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 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 pengő. 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 as a pattern aircraft apr36

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-1266	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	rgd	25mar37	line # 01-05; canx 07may41

11\83	not known	SB 2M-100	NKAP TsAGI		1939	a regular flight in poor weather when entered thick fog 70 km from Buguruslan while flying at low altitude, the left wing hit the ground and the aircraft was completely destroyed in the ensuing crash
13\83	CCCP-Sh1683	PS-40	2 LU GVF Tambov	rgd	24sep40	line # 83-11
5\84	not known	SB	Soviet Navy	mfd	20may38	line # 83-13
14\84	not known	SB	Soviet Air Force			line # 84-05; photo in TsVMA, f. 12, op. 1, d. 1167, l. 5-7
16\84	CCCP-Sh1690	PS-40	2 LU GVF Tambov	rgd	14oct40	line # 84-14; opb 16 sbap; w/o 17feb40 on a mission against Finland at night (non-combat loss) (pilot: Yegorov)
10\86	not known	SB	Soviet Air Force			line # 84-16
17\86	not known	SB 2M-103	Soviet Navy	mfd	may38	line # 86-10; opb 18 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery
18\86	not known	SB	Soviet Navy	mfd	may38	line # 86-17; photo in TsVMA, f. 12, op. 1, d. 1109, l. 201-202
9\87	CCCP-Sh1692	PS-40	2 LU GVF Tambov	rgd	22oct40	line # 86-18; photo in TsVMA, f. 12, op. 1, d. 1126, l. 170-173
12\87	not known	SB	Soviet Air Force	mfd	02jun38	line # 87-09
14\87	not known	SB	Soviet Air Force			line # 87-12; photo in TsVMA, f. 12, op. 1, d. 1169, l. 80-82
16\87	not known	SB	Soviet Air Force			line # 87-14; opb 18 sbap; w/o 18feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Pusunsaari (pilot: Dyomin)
6\88	CCCP-Sh1673	PS-40	2 LU GVF Tambov	rgd	15aug40	line # 87-16; opb 18 sbap; w/o 21dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery
9\88	not known	USB	Soviet Air Force			line # 88-06
12\88	CCCP-1277	PS-40	NKAP zavod # 26	rgd	21sep38	line # 88-09; opb 134 bap; made a forced landing 11dec43; overhauled by 135 bap apr44
3\90	not known	SB	Soviet Air Force			line # 88-12; the first PS-40 fitted with M-105 engines, underwent trials with them 04/13nov38
12\90	CCCP-Sh1281	PS-40	1 LU GVF Bataisk	rgd	27jun38	line # 90-03; opb 279 bap; w/o 06dec42 when crashed
5\91	not known	SB	Soviet Air Force			line # 90-12
7\91	CCCP-Sh1680	PS-40	2 LU GVF Tambov	rgd	26aug40	line # 91-05; opb 60 sbap; w/o 29feb40 on a mission against Finland when crashed due to poor maintenance (pilot: Sokolov)
16\91	CCCP-Sh1685	PS-40	2 LU GVF Tambov	rgd	24sep40	line # 91-07
1\92	not known	SB	Soviet Air Force			line # 91-16
2\92	"3" blue	SB2M-103AU	Soviet Air Force			line # 92-01; opb 44 sbap; w/o 04mar40 on a mission against Finland when collided with another aircraft and crashed, the crew (pilot: Mazayev) was killed
12\93	not known	SB	Soviet Air Force			line # 92-02; opb 5 ae 44 sbap; in natural metal or light grey c/s with a red 'comb' on the leading edge of the fin and a black ring around the rear fuselage; w/o 30jan40 on an unauthorised flight when the pilot (Obnorenko) did not cope with the poor weather and the aircraft crashed near the airfield
1\94	CCCP-T480	PS-40	KVLP GVF	rgd	01oct40	line # 93-12; opb 54 sbap; w/o 17jan40 on a mission against Finland when crashed near Mustajärvi, crew (pilot: Novoseltsev) killed
3\94	not known	SB	Soviet Air Force			line # 94-01
4\94	not known	SB	Soviet Air Force			line # 94-03; opb 54 sbap; w/o 19dec39 on a mission against Finland when was damaged by Finnish forces and crashed, crew (pilot: Kolupayev) killed
8\94	not known	SB	Soviet Air Force			line # 94-04; opb 18 sbap; w/o 05jan40 on a mission against Finland when collided with a TB-3 due to pilot error (pilot: Golovin)
15\94	not known	SB	Soviet Air Force			line # 94-08; opb 54 sbap; damaged 29dec39 on a mission against Finland when had to make a forced landing; repaired
20\94	CCCP-T482	PS-40	AFL/Azov-Black Sea	rgd	08oct40	line # 94-15; damaged 15feb40 on a mission against Finland; struck off charge and trf to 2-ye LVATU in Leningrad for use as a ground instructional airframe
5\95	not known	SB	Soviet Air Force			line # 94-20; in a document apr41
6\95	CCCP-L2444	PS-40	AFL/Far East	rgd	11sep38	line # 95-05; opb 3 ae 5 opap; w/o 21feb40 on a bombing raid against Rovaniemi (Finland) when was shot down by 2 Gloster "Gladiators" of LentoR 19/F19 of the Finnish Air Force (piloted by Swedish volunteers fänrik Arne Frykholm and fänrik Carl-Olof Steninger), all 3 crew (pilot: Lieutenant Ivan D. Danilenko missing in action presumed killed)
7\95	CCCP-L2445	PS-40	AFL/MOW-IKT route	rgd	17sep38	line # 95-06; canx 07apr40
8\95	CCCP-L2446	PS-40	AFL/Georgia	rgd	11sep38	line # 95-07; in a document feb41
9\95	CCCP-L2447	PS-40	AFL/Far East	rgd	31aug38	line # 95-08; w/o jan39; canx 28feb39
10\95	CCCP-L2448	PS-40	AFL/MOW-IKT route	rgd	31aug38	line # 95-09; canx 31mar40
11\95	CCCP-L2449	PS-40	AFL/MOW-IKT route	rgd	21aug38	line # 95-10; canx 14jun41
12\95	CCCP-L2451	PS-40	AFL/Far East	rgd	31aug38	line # 95-11; in a document apr41
13\95	CCCP-L2450	PS-40	AFL/MOW-IKT route	rgd	28aug38	line # 95-12; in a document 15sep38
14\95	CCCP-L2452	PS-40	AFL/Far East	rgd	10aug38	line # 95-13; in a document feb40
15\95	CCCP-L2453	PS-40	AFL/Far East	rgd	31aug38	opb osobaya aviagruppa svyazi GVF; w/o 26dec41 when did not return from a mission to Leningrad, both crew members (pilot: Bilan) are MIA presumed killed
16\95	CCCP-L2454	PS-40	AFL/West Siberia	rgd	15may39	line # 95-14; used for training
18\95	CCCP-L2455	PS-40	AFL/MOW-IKT route	rgd	11sep38	line # 95-15
19\95	CCCP-L2456	PS-40	AFL/MOW-IKT route	rgd	16aug38	line # 95-16; already in a document jul38; in a document may40
20\95	CCCP-L2457	PS-40	AFL/Far East	rgd	16aug38	line # 95-18; in a document may41
3\96	not known	SB	Soviet Air Force			line # 95-19; canx 26jun39
15\96	not known	SB	Soviet Air Force			line # 95-20
16\96	not known	SB	Soviet Air Force			line # 96-03; opb 24 sbap; damaged 19jan40 on a mission against Finland when was damaged by a fighter of the Finnish Air Force; repaired
19\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 fighter of the Finnish Air Force, crew (pilot: Procheye) killed
20\96	not known	SB	Soviet Air Force			line # 96-16; opb 24 sbap; damaged 18dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air Force; repaired
6\98	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 sank (pilot: Alekseyev)
8\98	not known	SB 2M-100	Soviet Air Force	mfd	1938	line # 96-20; opb 24 sbap; w/o 29dec39 on a mission against Finland when collided with wires (pilot: Malyshev)
13\98	not known	PS-40	GUGK			line # 98-06; w/o 21jan40 on a mission against Finland when had to make a forced landing and crashed while trying to take off again from that site
2\99	not known	SB	Soviet Air Force			line # 98-08
12\99	not known	SB	Soviet Air Force			opb Yakutski AFO YaAGP by 1945
17\99	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, crew (pilot: Zubrikhin) killed
20\99	not known	SB	Soviet Air Force			line # 99-02; initially opb 24 sbap; damaged 07jan40 on a mission against Finland in poor weather; repaired; later opb 44 sbap; w/o 30jan40 on a mission against Finland when crashed in poor weather due to pilot error, crew (pilot: Ovcharenko) killed
3\100	not known	SB	Soviet Air Force			crashed on the banks of lake Kaskelyavr; parts of the wreckage extant by 2010
20\100	not known	SB	Soviet Air Force			line # 99-17; opb 24 sbap; w/o 19jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Semyonov)
6\101	not known	SB	Soviet Air Force			line # 99-20; opb 18 sbap; w/o 01jan40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery over the target and returned to Soviet territory where it was attacked by a fighter of 49 iap of the Soviet Air Force and caught fire, the pilot (Kochetov) attempted a forced landing near Pogranichnoye Kondushye, but the wing touched the roof of a barn and the aircraft was destroyed, the pilot and the navigator were killed in the crash while the gunner was thrown out of the aircraft and subsequently shot by Soviet Border Guards
7\101	not known	SB 2M-100	Soviet Air Force	mfd	1938	line # 100-03; opb 18 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Rostsalmen (?) (pilot: Captain Aleksei A. Krylov)
10\101	not known	PS-40	GUGK			line # 100-20; opb 18 sbap; w/o 11jan40 on a mission against Finland (non-combat loss)
16\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 aircraft in mid-air
20\101	"9" yellow	SB 2M-100	Soviet Air Force		photo	line # 101-07
13\102	not known	SB	Soviet Air Force			opb Yakutski AFO YaAGP by 1945
18\102	not known	SB	Soviet Air Force			line # 101-10; opb 18 sbap; w/o 17jan40 on a mission against Finland when crashed into lake Ladoga in poor weather
4\103	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 fighter of the Finnish Air Force
10\103	not known	SB	Soviet Air Force			line # 101-20; opb 2 ae 41 sbap; in light grey or natural metal c/s; lost 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and made a crash-landed wheels-up on snow-covered territory in Finland; may have been repaired
19\103	not known	SB	Soviet Air Force			line # 102-13; opb 41 sbap; w/o 20dec39 on a mission against Finland when crashed on take-off due to pilot error
13\104	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 due to pilot error, crew (pilot: Andriyevski) killed
17\104	"2"	USB	Soviet Air Force			line # 103-04; opb 41 sbap; w/o 01jan40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Goryanka)
4\105	"6"	SB 2M-103	Soviet Air Force	mfd	1938	line # 103-10; opb 41 sbap; dbr 07jan40 on a mission against Finland when had to make a forced landing near lake Keski-Kuittijärvi (now Sredneye Kuito) due to poor weather
						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 (pilot: Stalnikov)
						line # 104-14; opb 1 ae 458 bap at Ashkhabad; in olive drab/black camo c/s with light grey undersides; damaged 10dec41 on landing at Ashkhabad when went out of control during the landing run and collided with parked SB c/n 21/13 of 2 ae 458 bap (pilot: 1st Lieutenant N.V. Puzanovskii)
						line # 105-05; opb 1 ae 73 bap at Nikolayevsk-na-Amure; w/o 20jul45 on a flight from Nikolayevsk-na-Amure to Kirovskoye (Sakhalin) with 3 officers (a Major-General, a Colonel and a Lieutenant-Colonel) from the HQ of the 16th Far Eastern Front on board when the elevator control failed at a height of some 2,000 metres so that the aircraft entered a dive and crashed on the slope of a hill 5 km north-west of Ado-

7\107	not known CCCP-F... "2" red	SB 2M-100 PS-40 SB 2M-100	Soviet Air Force GUGK Soviet Air Force	mfd	1939	Tymovo (Sakhalin), 2 of the 3 crew members (among them the pilot, Major Vasili N. Burbenko) managed to bail out while the 3rd one and all 3 passengers were killed; t/t 447 hours line # 107-07 opb Yakutsk AF O YaAGP by 1945
12\108				mfd	14jan39	line # 108-12; opb 3 ae 49 sbap 100 AB in Mongolia in 1940; in mottled green over grey c/s with light grey undersides line # 109-05; opb 41 sbap; w/o 20dec39 on a mission against Finland when broke through the ice of a lake
5\109	not known	SB	Soviet Air Force			line # 109-14; opb 41 sbap; w/o 12feb40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery and crashed
14\109	not known	SB	Soviet Air Force			line # 110-01; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
1\110	not known	SB	Soviet Air Force			line # 110-12; opb 41 sbap; w/o 18dec39 on a mission against Finland when crashed due to poor weather, crew (pilot: Kolomeyets) killed
12\110	not known	SB	Soviet Air Force			line # 110-13; opb 41 sbap; w/o 01dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
5\112 2\114 11\114	not known not known "2"	SB SB SB 2M-100A	Soviet Air Force Soviet Air Force Soviet Air Force	ph.	1940	line # 112-05; opb 41 sbap; damaged 07jan40 on a mission against Finland; repaired 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 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 Sazonovo, 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 opas 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 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			line # 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 V.G. Kiselev)
5\118	not known	USB	Soviet Air Force			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 15\121 20\122 5\126	not known not known not known not known not known	SB SB SB SB SB 2M-100A	Soviet Air Force Soviet Air Force Soviet Navy 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 line # 121-15; photos in TsVMA, f. 1157, op. 35, d. 15, l. 65 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 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 Ukshun river in the Vitenskoye ploskogorye mountains near Rossoshino (Transbaikal region), the aircraft nosed over and the tail broke off, all 3 crew escaped unhurt; rediscovered aug79, recovered by a Mi-6 and a Mi-8 to Chita and flown in an An-22 to Monino apr80; restored by MMZ "Opyt" in Moscow
	no code	SB 2M-100A	Soviet Air Force	Mon	14aug82	in silvery c/s with the inventory number '4622/62'; preserved in the Russian Air Force museum at Monino from 14aug82, l/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 fighter of the Finnish Air Force; repaired
15\135	"E/1"	SB	Soviet Air Force			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 and crashed near Kuolajärvi (now Kuolajarvi) (pilot: Captain V.A. Rokhmanyuk)
8\136	not known	SB	Soviet Air Force			line # 136-08; opb 44 sbap; w/o 19dec39 on a mission against Finland when was shot down by Finnish anti-aircraft artillery, crew (pilot: Vlasov) killed
19\136	"3" blue	SB 2M-100	Soviet Air Force			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 the fin; w/o 30jan40 on a mission against Finland when crashed close to its airfield
1\137 7\137	CCCP-1588 not known	PS-41 SB	NKAP zavod # 22 Soviet Air Force	rgd	15oct43	line # 137-01 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 crashed near Samosyrovo airfield (10 km from Kazan), 1 of the 2 pilots (Captain Leonid S. Spektor) was killed and the other one injured

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.

16VA	CCCP-L2458	PS-40	AFL/Far East	rgd	02oct38	line # A-16
17VA	CCCP-L2459	PS-40	AFL/MOW-IKT route	rgd	31aug38	line # A-17; in a document feb40
19VA	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
20VA	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 Karshii; in green/black camo c/s with light blue undersides, no code visible on the fin on the photo; damaged at Karshii 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 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 unhurt
20\B	CCCP-L2468	PS-40	AFL/Far East	rgd	28nov38	line # B-20; canx 05aug40
11\V	not known	SB	Soviet Air Force	rgd	23nov38	line # V-11; opb 279 nbap; w/o 26jul43
12\V	CCCP-L2469	PS-40	AFL/Far East	rgd	23nov38	line # V-12; in a document jun41; in natural metal or light grey c/s
16\V	not known	SB	Soviet Air Force			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	rgd	17dec38	line # D-06; canx 1941
	CCCP-L2782	PS-40	AFL/MOW-IKT route			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 Ural'ski lineiny uchastok; w/o 15dec41 on the leg from Kuibyshev to Sverdlovsk of a positioning flight from Saratov to Sverdlovsk when encountered thick fog in the area of Sok-Karmala (now Severomye 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	rgd	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\K	not known	SB	Soviet Air Force			line # K-17; opb 52 sbap; w/o 26feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Matveyev)

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

1\0	not known	SB	Soviet Air Force	mfd	03mar39	batch 201 pattern aircraft; underwent trials with the NII VVS mar39/apr39
	CCCP-L3500	PS-41bis	AFL/MOW-IKT route	mfd	21aug40	c/n in register as such; in a document jun41
5\0	no code	SB 2M-103	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; informally 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.

2\201	no code	SB 2M-103	Soviet Air Force		photo	line # 201-02; batch 201 pattern aircraft with modified water and oil coolers, underwent state trials 08jun39/26jul39, which it did not pass as max. speed was only 409 km/h at 4,000 metres
..\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 by the Germans near the bridge over the river Daugava near Krustpils
5\202	CCCP-L3501	PS-41bis	AFL/MOW-IKT route	rgd	13aug40	line # 202-05
	CCCP-L3501	PS-41bis	GVF	trf	1941	opb osobaya aviagruppa svyazi GVF; dbr 07sep42 when both engines flamed out 35 minutes into the flight (due to a faulty repair of the fuel system by a brigade of Factory No. 23 which had overhauled the aircraft) and the aircraft crash-landed, both crew members (pilot: Ilyin) escaped
20\203	not known	SB	Soviet Air Force			line # 203-20; opb 35 lbap; w/o 01dec39 on a mission against Finland when was shot down by machine-gun fire of Finnish ground troops near Helsinki, crew (pilot: Blagochinnoye) killed
1\205	not known	SB	Soviet Air Force			line # 205-01; opb 80 sbap; w/o 04feb40 when did not return from a mission against Finland
3\205	not known	SB	Soviet Air Force			line # 205-03; opb 13 sbap; w/o 21dec39 on a mission against Finland (non-combat loss)
4\205	not known	SB	Soviet Air Force			line # 205-04; opb 13 sbap; w/o 21dec39 on a mission against Finland (non-combat loss)
7\205	not known	SB	Soviet Air Force			line # 205-07; opb 13 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: N.P. Moskal'yov)
9\205	not known	SB	Soviet Air Force			line # 205-09; opb 13 sbap; dbr 06jan40 when was damaged on a mission against Finland and nosed over on landing
10\205	"11" yellow "3" red	USB USB	Soviet Air Force Soviet Air Force			line # 205-10; in light grey or natural metal c/s opb 4 ae 18 sbap; opb 4 ae 18 sbap; in light grey or natural metal c/s, the new code was painted over the old one with the old one still being visible; w/o 28apr41 (probably on landing) at Kutaisi when caught fire and burnt out (pilot: 1st Lieutenant V.I. Timakov)
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 aircraft crashed, all crew members were killed
15\205	not known	SB 2M-104	Soviet Air Force			underwent trials with M-104 engines (probably by NII VVS) in 1939
	CCCP-1487	PS-41	NKAP zavod # 22	rgd	29jan43	line # 205-15
20\205	not known	SB 2M-105	Soviet Air Force			line # 205-20; fitted with experimental TK-2B turbo chargers mar40
2\206	not known	SB	Soviet Navy			line # 206-02; opb 10 abr; w/o 26feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and fighters (pilot: Kurochkin)
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 the Finnish Air Force and crashed into the Gulf of Finland
11\206	not known "2" red	SB	Soviet Air Force	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 M.I. Deshkim)
12\206	not known	SB	Soviet Air Force			line # 206-12; opb 80 sbap; damaged 01jan40 on a mission against Finland due to pilot error; repaired
17\206	CCCP-L3502	PS-41bis	AFL/Moscow	rgd	13aug40	line # 206-17; with M-103A engines; opb eskadriya osobogo naznacheniya Moskovskogo aeroporta
	CCCP-L3502	PS-41bis	GVF	trf	jun41	opb MAGON GVF (formed 23jun41); damaged 29jun41 on a flight from Moscow to Tarnopol (now Ternopil) when was hit by machine-gun fire from the ground near Tarnopol and again in the evening on a flight from Tarnopol to Kiev when was hit by machine-gun fire before reaching Kiev, the pilot then decided to make an emergency landing near Dmitrovka (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 over, both crew members were slightly injured; struck off charge 28aug41
18\206	not known	SB 2M-103	Soviet Air Force			line # 206-18; fitted with TK-2 turbo chargers in 1939 and underwent trials in 1939/40
20\207	CCCP-L3503	PS-41bis	AFL/LII GVF	rgd	13aug40	line # 207-20; fitted with an inert gas fuel tank filling system; in a document may41
1\208	not known	SB	Soviet Air Force			line # 208-01; opb 35 lbap; w/o 01jan40 on a mission against Finland when exceeded the design g limit and crashed, crew (pilot: Polyakov) killed
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 the Finnish Air Force (pilot: Pitsyn)
16\210	not known	SB 2M-103	Soviet Air Force			line # 210-16; operated by 137 sbap; written off 21jul41 when was shot down by fighters of the German or Finnish Air Force and crashed south-west of Lake Nyalayvr (Kola district of the Murmansk region), all 3 crew members (pilot: 3rd Lieutenant Leonid G. Goncharenko) were killed
18\210	not known	SB	Soviet Air Force			line # 210-18; opb 5 osap; w/o 16feb40 when was destroyed on the ground
19\210	not known	SB	Soviet Air Force			line # 210-19; opb 60 sbap; w/o 29feb40 on a mission against Finland when crashed in poor weather due to pilot error (pilot: Chistyakov)
16\211	not known	SB	Soviet Air Force			line # 211-16; opb 54 sbap; damaged 01mar40 on a mission against Finland; repaired
11\213	not known	SB	Soviet Air Force			line # 213-11; opb 80 sbap; w/o 12mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Kuzmin)
8\214	CCCP-L3515	PS-41	AFL/Moscow	mfd	31aug39	line # 214-08; rgd 21feb40
	CCCP-L3515	PS-41	AFL/Azov-Black Sea	trf	unknown	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 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; t/t 800 hours
9\214	CCCP-L3516	PS-41	AFL/Georgia	rgd	11mar40	line # 214-09
10\214	CCCP-L3517	PS-41	AFL/LTs GU GVF	rgd	14feb40	line # 214-10; crashed in early winter 1941
11\214	CCCP-T3518	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-Khodnyka 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 Ternovskiy sveklosokhoz (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
12\214	CCCP-L3519	PS-41	AFL/Azov-Black Sea	rgd	16apr40	line # 214-12;
	CCCP-L3519	PS-41	GVF	trf	1941	opb SKOAG GVF; w/o 09jun40 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
13\214	CCCP-L3520	PS-41	AFL/Moscow	rgd	13mar40	line # 214-13; in a document nov41
14\214	CCCP-L3521	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: Borodin) escaped

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 escaped unhurt
16\214	CCCP-L3523	PS-41	AFL/Georgia	mfd	01dec39	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 off charge 02jul40
17\214	CCCP-L3524	PS-41	AFL/Uzbekistan	rgd	13apr40	line # 214-17
18\214	CCCP-L3525	PS-41	AFL/Moscow	rgd	17feb40	line # 214-18
19\214	CCCP-L3526	PS-41	AFL/Georgia	rgd	08apr40	line # 214-19; in a document 1941
20\214	CCCP-L3527	PS-41	KVLP GVF	mfd	01dec39	line # 214-20; rgd 01feb40 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 (probably either a technical malfunction or an attack by a German aircraft); t/t 602 hours
1\215	CCCP-L3528	PS-41	AFL/Uzbekistan	rgd	05apr40	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 of the Textile Institute 2.5 km north-west of the airport, both pilots killed; t/t 752 hours
2\215	CCCP-L3529	PS-41	KVLP GVF	mfd	1939	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 Sinegubovo (Liptsy district of the Tula region) in fog, all 3 crew killed; t/t 1 hour
3\215	CCCP-L3530	PS-41	AFL/Moscow	rgd	22feb40	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	CCCP-L3532	PS-41	AFL/MOW-IKT route	rgd	05apr40	line # 215-05; in register as CCCP-L3232, but probably in error or misread for CCCP-L3532
6\215	CCCP-L3533	PS-41	AFL/NII GVF	rgd	05feb40	line # 215-06; with M-103U engines; underwent state trials feb40; in a document jun41; in natural metal or light grey c/s; photo on skis
7\215	CCCP-L3534	PS-41	AFL/Moscow	mfd	11dec39	line # 215-07; rgd 20feb40 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	CCCP-L3535	PS-41	AFL/Azov-Black Sea	rgd	01apr40	line # 215-08
9\215	CCCP-L3536	PS-41	AFL/Azov-Black Sea	mfd	01dec39	line # 215-09; rgd 31mar40 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	CCCP-L3537	PS-41	AFL/Azov-Black Sea	rgd	22mar40	line # 215-10; in a document apr41
11\215	CCCP-L3538	PS-41	AFL/Uzbekistan	rgd	20apr40	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	CCCP-L3539	PS-41	AFL/MOW-IKT route	rgd	13mar40	line # 215-12
13\215	CCCP-L3540	PS-41	AFL/Georgia	rgd	13mar40	line # 215-13; in a document jul41
14\215	CCCP-L3541	PS-41	AFL/Uzbekistan	mfd	01dec39	line # 215-14; rgd 19feb40; w/o UTO
	CCCP-L3541	PS-41	AFL/MOW-IKT route	trf	apr42	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 crew killed; t/t 540 hours; wreck found only in 1943
15\215	CCCP-L3542	PS-41	AFL/Georgia	rgd	13mar40	line # 215-15; in a document nov41
16\215	CCCP-L3543	PS-41	KVLP GVF	rgd	01feb40	line # 215-16
17\215	CCCP-L3544	PS-41	AFL/Moscow	rgd	22feb40	line # 215-17; in document may40
7\216	not known	SB	Soviet Air Force			line # 216-07; opb 54 sbap; w/o 18jan40 on a mission against Finland when lost speed due to pilot error and crashed (pilot: Borisenko)
9\216	not known	SB	Soviet Air Force			line # 216-09; opb 5 sbap; w/o 04feb40 when was destroyed on the ground (pilot: Alagurov)
6\217	not known	SB	Soviet Navy	mfd	oct39	line # 217-06; photo in TsVMA, f. 12, op. 1, d. 1119, l. 34-37
8\217	"9" red	SB	Soviet Air Force			line # 217-08; opb 24 sbap; in light grey c/s with red fin tip with a yellow stripe; damaged in a wheels-up landing
13\217	not known	SB	Soviet Air Force			line # 217-13; opb 80 sbap; w/o 26feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Yakovlev)
14\217	not known	SB	Soviet Air Force			line # 217-14; 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: Parshivoye)
3\218	not known	SB	Soviet Air Force			line # 218-03; opb 13 sbap; w/o 17feb40 on a mission against Finland when was damaged by Finnish forces and crashed into Yalov-Guba (?)
5\218	not known	SB	Soviet Air Force			line # 218-05; opb 13 sbap; w/o 29dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: probably Popov)
1\219	not known	SB	Soviet Air Force			line # 219-01; opb 80 sbap; w/o 03feb40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery and crashed near Repola (now Reboly)
2\219	not known	SB	Soviet Air Force			line # 219-02; opb 24 sbap; w/o 02feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
6\219	not known	SB	Soviet Air Force			line # 219-06; opb 80 sbap; w/o 01jan40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Taivalkoski (pilot: Izyumchenko)
11\219	not known	SB	Soviet Air Force			line # 219-11; 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: Khramtsov)
12\219	not known	SB	Soviet Air Force			line # 219-12; opb 80 sbap; damaged 28jan40 on a mission against Finland; repaired
14\219	not known	SB	Soviet Air Force			line # 219-14; opb 80 sbap; 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 sbap; 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 sbap; 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: Moskalov)
8\220	? not known	SB	Soviet Air Force			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 mission against Viipuri (now Vyborg) when was shot down by Finnish anti-aircraft artillery (pilot: Starchilo)
12\220	no code	SB	Soviet Air Force			line # 220-12; opb 24 sbap; repainted in olive drab c/s with light blue undersides and a red fin tip with a yellow stripe; damaged in a wheels-up landing
13\220	not known	SB	Soviet Air Force			line # 220-13; opb 15 sbabr; w/o 01dec39 on a mission against Finland when collided in clouds with SB c/n 8\67 of 24 sbap and crashed (pilot: I.I. Kuznetsov)
14\220	not known	SB	Soviet Air Force			line # 220-14; opb 10 sbap; w/o 23dec39 on a mission against Finland when crashed due to poor weather (pilot: Maksimov)
16\220	not known	SB	Soviet Air Force			line # 220-16; opb 24 sbap; w/o 30jan40 on a mission against Finland when crashed due to poor weather (pilot: Kolosov) - possibly not w/o, but just damaged and repaired
20\220	not known	SB	Soviet Air Force			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 sbap; dbr 09feb40 on a mission against Finland at night when made a forced landing near Piakkö/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	SB 2M-103U	Soviet Navy	mfd	aug39	line # 221-08; a detail was marked '114-221 15'; i/s 24sep39; opb 2 ae 80 sbap (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	SB 2M-103	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	SB 2M-103	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	not known	SB	Soviet Navy			line # 222-07; opb 57 sbap; w/o 01dec39 on a mission against Finland (pilot: Subach)
11\222	not known	SB	Soviet Air Force			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. Sidiyakin)
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 07jul41, but repaired by ARMB No. 1, repair completed 08sep41
1\224	"3" blue	SB 2M-103	Soviet Air Force	ph.	23dec39	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 crashed on take-off due to pilot error (pilot: Kostin)
2\224	not known	SB	Soviet Air Force			line # 224-02; 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 Baryshevo, the pilot (Lieutenant Ivan D. Krokmal) bailed out and was taken prisoner while the other 2 crew members were killed
5\224	not known	SB	Soviet Air Force			line # 224-05; opb 2 sbap; w/o 05mar40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Vuosalmi (now Druzhnoye) (pilot: V.G. Glazunov)
8\224	not known	SB	Soviet Air Force			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 members (pilot: S.A. Pinayev) survived
12\224	not known	SB	Soviet Air Force			line # 224-12; opb 2 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Tervajoki (pilot: A.D. Malinna)
14\224	not known	SB	Soviet Air Force			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 Lauri Nissinen) and crashed near Jääski (or Mälkölä ?), 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	not known	SB	Soviet Air Force			line # 225-10; opb 9 sbap; damaged 10jan40 on a mission against Finland; repaired
19\225	not known	SB	Soviet Navy			line # 225-19; opb 57 sbap; w/o 14dec39 on a mission against Finland when crashed due to poor weather (pilot: Kibik)
1\227	not known	SB 2M-105	Soviet Air Force			or 1\225 ?; the first SB powered by M-105 engines; in light grey c/s; underwent trials 22/27mar40
3\228	not known	SB	Soviet Air Force			line # 228-03; opb 9 sbap; w/o 03feb40 on a mission against Finland when collided with another aircraft and crashed (pilot: Kozhinov)
10\228	not known	SB	Soviet Air Force			line # 228-10; opb 10 sbap; damaged 01feb40 on a mission against Finland when was damaged by a fighter of the Finnish Air Force; repaired
14\228	not known	SB	Soviet Air Force			line # 228-14; opb 10 sbap; damaged 11feb40 on a mission against Finland when was damaged by Finnish anti-aircraft artillery (pilot: Pcholklin); repaired
6\229	not known	SB	Soviet Air Force			line # 229-06; opb 10 sbap; w/o 25jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: V.P. Ivanov)
12\229	"10" white	USB 2M-103	Soviet Air Force			line # 229-12; in mottled dark green c/s with light grey undersides; based at Petrovsk by 1942
2\232	not known	SB	Soviet Air Force			line # 232-02; opb 10 sbap; w/o 11jan40 when did not return from a mission against Finland (pilot: V.I. Povalyayev)
8\233	not known	SB	Soviet Air Force			line # 233-08; opb 58 sbap; w/o 20feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery near Viipuri (now Vyborg) (pilot: Kvashnin)
2\234	not known	SB	Soviet Air Force			line # 234-02; opb 24 sbap; w/o 26feb40 on a mission against Finland against Finland when crashed due to poor maintenance, crew (pilot: Kameshkov) killed
12\234	not known	SB	Soviet Air Force			line # 234-12; opb 45 sbap; w/o 04mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery
16\234	not known	SB	Soviet Air Force			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	not known	SB	Soviet Air Force			line # 235-06; opb 4 pbap; dbr on landing during the night 04/05sep43
9\235	not known	SB	Soviet Air Force	mfd	1939	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	not known	SB	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
14\236	not known	SB	Soviet Air Force			line # 236-14; opb 10 sbap; w/o 01mar40 on a mission against Finland when crashed near Antrea (now Kamennogorsk) railway station, crew (pilot: Kukushkin) killed
2\237	not known	SB	Soviet Air Force			line # 237-02; opb 45 sbap; w/o 23feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: S.I. Golubyev)
6\237	not known	SB	Soviet Navy			line # 237-06; opb 57 sbap; w/o 29jan40 when did not return from a mission against Finland (pilot: Kokutin)
8\238	not known	SB	Soviet Navy			line # 238-08; opb 57 sbap; w/o 02feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Pinchuk)
2\239	CCCP-F150	PS-41	TGS	rgd	09apr41	line # 239-02; Topografo-geodezicheskaya sluzhba (Topography and Geodesy Service)
12\239	not known	SB	Soviet Air Force			line # 239-12; opb 45 sbap; w/o 06mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Slobodkin)
2\240	not known	SB	Soviet Air Force			line # 240-02; opb 72 sap; w/o 07feb40 on a mission against Finland when took off with the fuel cock closed and crashed (pilot: Sliva)
10\240	not known	SB	Soviet Air Force			line # 240-10; opb 18 sbap; w/o 12feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: I.D. Shapovalov)
19\240	not known	SB	Soviet Navy			line # 240-19; opb 10 abr; w/o 02mar40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: Ryazanov)
20\240	not known	SB	Soviet Air Force			line # 240-20; opb orae VVS 9-i Armii; w/o 10feb40 when did not return from a mission against Finland
2\242	not known	SB 2M-105	Soviet Air Force			line # 242-02; underwent service trials with 95 sbap at Kalinin jul40/nov40
5\242	not known	SB 2M-105	Soviet Air Force			line # 242-05; underwent service trials with 95 sbap at Kalinin jul40/nov40
6\242	not known	SB 2M-105	Soviet Air Force			line # 242-06; underwent service trials with 95 sbap at Kalinin jul40/nov40
7\242	not known	SB 2M-105	Soviet Air Force			line # 242-07; underwent service trials with 95 sbap at Kalinin jul40/nov40
9\242	not known	SB 2M-105	Soviet Air Force			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	not known	SB	Soviet Navy			line # 243-01; opb 10 abr; w/o 16jan40 when did not return from a mission against Finland (pilot: Bastanov)
6\243	"30S"	SB	Soviet Air Force			line # 243-06; opb 1 ae 366 sbap; w/o 17sep41 when collided with another aircraft over Yevgrad 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	not known	SB	Chinese Air Force	mfd	1939	line # 244-09; delivered to China by railway
4\248	CCCP-N305	PS-41	Polyarnaya Aviats.	rgd	23feb40	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 'Aviaartika' titles; flew 8 ice-reconnaissance missions 11mar41/08apr41 and 8 missions 01/16may41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41
9\248	not known	SB	Soviet Air Force			line # 248-09; showed no defects after 200 dives
19\249	not known	SB	Chinese Air Force	mfd	1940	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 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
16\250	not known	SB	Soviet Air Force			line # 250-16; lost during the Winter War when crashed in Finland; the rear fuselage is preserved in Päijät-Hämeen Ilmailumuseo (formerly Vesivehmaan varastohalli) at Asikkala near Lahti, seen aug20
20\250	no reg	PS-41	Polyarnaya Aviats.	mfd	mar40 ?	line # 250-20; in a document dated 16jul40 as 'having been received after the Winter War, but not entered into the inventory lists'; probably suffered an accident before it could be entered into the register
15\254	not known	USB	Soviet Navy	mfd	26feb40	line # 254-15; photo in TsVMA, f. 12, op. 1, d. 1170, l. 158-161
2\263	not known	SB	Soviet Air Force			line # 263-02; opb 279 nbap; w/o 13sep43 when was shot down near Ulla
16\263	"5" red	SB	Soviet Air Force			line # 263-16; opb 4 ae 41 sbap; in olive drab c/s with light blue undersides; dbr 21jan41 (probably on landing) at Sandar (pilot: 1st Lieutenant A.P. Zaitsev)
14\264	not known	USB	Soviet Air Force			line # 264-14; was on charge of 11 zap at Kirovabad as of 01jun42 (was under repair)
10\267	not known	USB	Soviet Navy	mfd	31mar40	line # 267-10; with VK-105RA engines; photo in TsVMA, f. 12, op. 1, d. 1256, l. 204-207
12\272	"11" red	SB	Soviet Air Force			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 trials with the NII VVS 11/15may40
4\283	not known	SB 2M-103A	Soviet Navy			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. Solomatyn) were killed; the wreck was found in summer 2011
8\289	not known	SB	Soviet Air Force			line # 289-08; opb 9 zap; w/o during the night 29/30aug41 on a training flight when crashed near Samosyrov airfield (in the direction of Chabaksa), all 3 crew members (pilot: 1st Lieutenant Pyotr P. Morozov) were killed
10\290	not known	USB	Soviet Air Force			line # 290-10; opb 9 zap; w/o 16sep41 on a training flight when crashed near Samosyrov airfield (close to Kazan), all 3 crew members (pilot: 1st Lieutenant Konstantin A. Balakhnin) were killed
19\294	not known	SB	Soviet Air Force	mfd	may40	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 Luotnyaur 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	CCCP-L3504	PS-41bis	AFL/Northern	rgd	28aug40	line # 300-01; in a document nov41
2\300	CCCP-L3505	PS-41bis	AFL/Northern	mfd	10jun40	line # 300-02; rgd 28aug40; opb 31 otryad; w/o 13feb41 on a flight from Leningrad to Moscow when 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 Gryadya railway station (130 km from Leningrad airport), both crew members bailed out, but the pilot was too late so that his parachute did not manage to open and he was killed; t/t 260 hours; canx 14jun41
3\300	CCCP-L3506	PS-41bis	AFL/Northern	rgd	03sep40	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	PS-41bis	AFL/Georgia	mfd	10jun40 ?	line # 300-05; rgd 28aug40; in a document jun41
	CCCP-L3508	PS-41bis	GVF			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 km north of Adler, both crew members and all 3 passengers were killed; t/t 1,179 hours
6\300	CCCP-L3509	PS-41bis	AFL/Georgia	rgd	11oct40	line # 300-06; in a document nov41
7\300	CCCP-L3510	PS-41bis	GVF/Far East	mfd	08jul40	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 passengers killed and the other 2 passengers injured; t/t 857 hours
8\300	CCCP-L3511	PS-41bis	AFL/Far East	rgd	12oct40	line # 300-08
	CCCP-L3511	PS-41bis	AFL/NII GVF	trf	unknown	operator mentioned in the transfer order 20sep41
	CCCP-L3511	PS-41bis	AFL/Moscow	trf	20sep41	
9\300	CCCP-L3512	PS-41bis	AFL/Far East	rgd	28aug40	line # 300-09
10\300	CCCP-L3513	PS-41bis	AFL/Far East	rgd	28aug40	line # 300-10
17\300	"2" white	SB	Soviet Air Force	mfd	1940	line # 300-17; opb 2 ae 71 sap; in olive drab c/s with light blue undersides; damaged in a forced landing at Yelizovo 15oct41
9\304	not known	SB 2M-103	Soviet Navy			line # 304-09; photo in TsVMA, f. 589, op. 0013725, d. 7, l. 241-246
18\305	"9" white	SB	Soviet Air Force	mfd	1940	line # 305-18; opb 4 ae 128 sbap; in olive drab c/s with light blue undersides; was abandoned in damaged condition at Vitebsk and captured by German troops
16\308	CCCP-N332	PS-41	Polyarnaya Aviats.	rgd	nov43 ?	line # 308-16; opb MAGON; mentioned in Polyarnaya Aviatsiya documents 10jan44/10dec44; overhauled in summer 1944; struck off charge 28feb45 as trf to GUGK as operation with Polyarnaya Aviatsiya impossible
3\309	"28" white	SB	Soviet Navy	mfd	1940	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	not known	SB	Soviet Air Force			line # 311-14; opb 8 sbap
1\318	not known	SB	Soviet Air Force	mfd	1940	line # 318-01; opb 35 sbap; w/o between 21jun41 and 01aug41 when did not return from a combat mission
7\318	not known	SB	Soviet Air Force	mfd	1940	line # 318-07; opb 35 sbap; w/o between 21jun41 and 01aug41 when was destroyed on the ground
6\319	not known	SB	Soviet Air Force			line # 319-06; damaged (dbr ?) 01jul41 when the pilot was injured and the control cables were damaged by anti-aircraft artillery, the aircraft suffered further damage on landing at Uglovo
6\320	CCCP-T490	PS-41bis	KVLP GVF	rgd	11jul41	line # 320-06
1\322	not known	SB	Chinese Air Force	mfd	1940	line # 322-01; delivered to China by railway
3\322	not known	SB	Chinese Air Force	mfd	1940	line # 322-03; delivered to China by railway
5\322	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Soviet Air Force	mfd	1940	line # 322-07
8\322	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 322-10; delivered to China by railway
15\322	"21"	SB	Soviet Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 323-01; delivered to China by railway
3\323	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Soviet Air Force	mfd	1940	line # 326-09; opb 44 sbap
12\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-12; opb 44 sbap
13\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-13; opb 44 sbap
16\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-16; opb 44 sbap
17\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-17; opb 44 sbap
18\326	not known	SB	Chinese Air Force	mfd	1940	line # 326-18; delivered to China by railway
19\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-19; opb 44 sbap
20\326	not known	SB	Soviet Air Force	mfd	1940	line # 326-20; opb 44 sbap
1\327	not known	SB	Soviet Air Force	mfd	1940	line # 327-01; opb 208 sbap
12\327	not known	USB	Soviet Navy	mfd	1940	line # 327-12; photo in TsVMA, f. 12, op. 1, d. 1161, l. 109-113
10\328	not known	SB	Soviet Air Force	mfd	1940	line # 328-10; opb 214 sbp; struck off charge by the Repair Department of the Leningrad Front 20oct41
9\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-09; delivered to China by railway
10\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-10; delivered to China by railway
14\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-14; delivered to China by railway
17\329	not known	SB	Chinese Air Force	mfd	1940	line # 329-17; delivered to China by railway
18\329	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 330-01; delivered to China by railway
2\330	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 330-04; delivered to China by railway
5\330	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 330-07; delivered to China by railway
8\330	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 330-10; delivered to China by railway
11\330	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 330-13; delivered to China by railway
14\330	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Chinese Air Force	mfd	1940	line # 330-16; delivered to China by railway
17\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-17; delivered to China by railway
18\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-18; delivered to China by railway
19\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-19; delivered to China by railway
20\330	not known	SB	Chinese Air Force	mfd	1940	line # 330-20; delivered to China by railway
4\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-04; delivered to China by railway
7\331	not known	SB	Chinese Air Force	mfd	1940	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	not known	SB	Soviet Air Force	mfd	1940	line # 331-10; initially opb 95 sbap and later by 208 sbap
13\331	not known	SB	Chinese Air Force	mfd	1940	line # 331-13; delivered to China by railway
17\331	not known	SB	Soviet Air Force	mfd	1940	line # 331-17; initially opb 95 sbap and later by 208 sbap
18\331	not known	SB	Soviet Air Force	mfd	1940	line # 331-18; initially opb 95 sbap and later by 208 sbap
19\331	not known	SB	Soviet Air Force	mfd	1940	line # 331-19; initially opb 95 sbap and later by 208 sbap
20\331	not known	SB	Soviet Air Force	mfd	1940	line # 331-20; initially 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; initially 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	not known	SB	Soviet Air Force	mfd	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	not known	SB	Soviet Air Force	mfd	mar41	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 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	not known	SB	Chinese Air Force	mfd	1941	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	line # 334-05; delivered to China by railway
6\334	not known	SB	Chinese Air Force	mfd	1941	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; rgd 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	mfd	1941	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	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 01jul39/16aug39, 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: Starovoirov)

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\511	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	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-03; underwent trials with the NII VVS nov40
4\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-04; underwent trials with the NII VVS nov40
5\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-05; opb NIPAB
6\511	not known	Ar-2	Soviet Navy	mfd	1940	line # 511-06; opb 57 sbap; w/o 26may42 when was shot down
7\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-07; opb NIPAB
8\511	not known	Ar-2	Soviet Air Force	mfd	1940	line # 511-08; underwent trials with the NII VVS; later opb 57 sbap; lost 13jan42
1\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-01
2\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-02; opb 13 sbap
3\512	not known	Ar-2	Soviet Air Force	mfd	1940	line # 512-03
4\512	not known	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 mtab; lost 11aug42
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	"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

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).

125 1 not known SB Soviet Air Force line # 01-01; the first Irkutsk-built SB

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.

16/11	"9"	SB	Soviet Air Force			line # 16-11; opb 1 ae 38 sbap; damaged 11aug39 on a mission during the Khalkhin-Gol campaign when was hit by Japanese anti-aircraft artillery, but managed to land behind the Soviet lines (pilot: 2nd Lieutenant Tomilin), the gunner/radio operator (Vasilii F. Frolov) bailed out over Japanese-held terrain and was taken prisoner by the Japanese
17/ 1	not known	SB 2M-103	Soviet Air Force			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)
19/18	not known	SB	Soviet Air Force			line # 19-18; opb 1 sbap
21/ 8	not known	SB	Soviet Air Force			line # 21-08; opb 1 sbap; w/o near Aul railway station (90 km from Semipalatinsk)
21/13	"5" red	SB	Soviet Air Force			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
23/16	not known	SB	Soviet Air Force			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
25/18	not known	SB 2M-103	Soviet Air Force			line # 25-18; underwent check trials with the factory jul39
27/12	not known	SB	Soviet Air Force			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
28/ 8	not known	SB	Soviet Air Force			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
31/14	not known	SB	Soviet Air Force			line # 31-14; opb 1 sbap; w/o near Aul railway station (90 km from Semipalatinsk)
34/ 7	not known	USB	Soviet Air Force			line # 34-07; opb 1 sbap; damaged at Novosibirsk when came to rest upside down
35/12	not known	SB	Soviet Air Force			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
39/ 8	"7"	SB	Soviet Air Force			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 crashed at Balashov
40/ 4	IE 40	SB 2M-100A	NKAP TsAGI	ph.	27oct39	line # 40-04; used for tests of the steering system
40/16	not known	SB	Soviet Air Force			line # 40-16; opb 1 sbap; w/o near railway junction 41 (60 km from Semipalatinsk)
41/ 5	not known	SB	Soviet Air Force			line # 41-05; opb 279 nbap; severely damaged on landing 27jul43
42/ 2	no code	SB	Soviet Air Force			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 Undur-Khan and managed to land, but the right main gear collapsed and the right wing broke (pilot: Sergeant I.A. Bakanov)
42/13	not known	SB	Soviet Air Force			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))
42/15	not known	SB	Soviet Air Force			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))
43/15	"4"	SB 2M-100A	Soviet Navy	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
	"8" green	SB 2M-100A	Soviet Navy			opb 3 ae 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 Makarovskiy 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 1964 and still extant by 2009
43/19	not known	SB	Soviet Air Force			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 SBs (see remark with c/n 16(130))
47/11	not known	SB	Soviet Air Force	mfd	09aug40	line # 47-11; the first Irkutsk-built SB delivered in camo c/s (dark green with light blue undersides)
47/18	"14" blue	SB	Soviet Air Force	mfd	1940	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 07sep41 on a training flight when collided with SB c/n 42/2 of the same unit near Undur-Khan, but managed to land safely (pilot: 2nd Lieutenant I.K. Tsvetkov)
48/17	not known	SB	Soviet Air Force			line # 48-17; opb 1 sbap; w/o near Tel-Agom railway station (50 km from Semipalatinsk)
49/ 8	"8" white	SB	Soviet Air Force	mfd	1940	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
50/15	not known	SB	Soviet Air Force	mfd	1940	line # 50-15; opb 55 sbap; according to one document w/o 27jul41 when was shot down on 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
50/17	not known	SB	Soviet Air Force	mfd	1940	line # 50-17
	CCCP-X...	PS-40	NKVD - Dalstro	trf	unknown	based in the Magadan region; struck off charge 13sep46 as outdated and worn out
53/ 1	not known	SB	Soviet Air Force			line # 53-01; opb 55 sbap; trf to 57 sad according to an inventory listing of 55 sbap dated 09aug41
53/ 7	not known	SB	Soviet Air Force			line # 53-07; operated by 1 sbap; written off 17jan41 on a positioning flight when crashed in the taiga some 2 km ENE of Zeledeyev 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
53/10	not known	SB	Soviet Air Force			line # 53-10; opb 1 sbap; w/o near railway junction 41 (60 km from Semipalatinsk)
53/11	not known	SB	Soviet Air Force			line # 53-11; opb 1 sbap
58/10	CCCP-1343	PS-40	NKAP zavod # 125	rgd	19apr41	line # 58-10

3 PS-41b built (assembled or rebuilt ?) by a Field Repair Workshop (PARM) in 1942

0200	CCCP-L685	PS-41b	GVF	rgd	06aug42	with M-103A engines; opb Osobavya aviagruppa svyazi
0201	CCCP-L686	PS-41b	GVF	rgd	28dec42	with M-103A engines; in the register as a PS-40; opb 3 aviadiviziya svyazi
0202	CCCP-L688	PS-41b	GVF	rgd	30jan43	with M-103A engines; opb 3 aviadiviziya svyazi

SB with unexplained construction numbers

4/39	"6"	SB	Soviet Air Force			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
000230	DR+PG	USB 2M-103	German Air Force	photo		c/n given as such in a German document, but does not fit into any of the known c/n systems; identified as a 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 Versuchverband 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
191543	not known	SB-RK	Soviet Navy	mfd	21feb41	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

61 Soviet-built B.71 with Czechoslovakian serial numbers and unknown Soviet c/ns delivered in 1937/38

B.71.1	s18	SB 2M-100A	Czechoslovak AF	d/d	apr37	pattern aircraft for the version for Czechoslovakia; in grey c/s; underwent trials with the VTLÚ in 1937/38
	s18	B.71	Czechoslovak AF	f/f	02dec37	fitted with Hispano-Suiza HS-12Ydrs engines, Czechoslovakian vz. 30 machine guns and Czechoslovakian instruments by Avia; operated by the VTLÚ
	J..	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
	D..	B.71	Czechoslovak AF	trf	08jul38	operated by Cvičná letka LP 6 at Prague-Kbely; on charge as of 21mar39
B.71.2	s22	B.71	Czechoslovak AF	d/d	dec37 ?	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
	not known	B.71	Czechoslovak AF			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
	not known	B.71	Czechoslovak AF	trf	22nov38	ferried from Milovice to Letnany 22nov38; fell into German hands mar39
	not known	B.71	German Air Force			underwent trials with Erprobungsstelle Rechlin apr39/jun39
B.71.3	not known	B.71	Czechoslovak AF	d/d	dec37 ?	underwent armament trials with the VTLÚ starting 20dec37 (e.g. shooting at a towed target at Malacký 25/29apr38); fell into German hands mar39

	D-RVAD	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
B.71.4	not known no code J..	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF	toc d/d	06jun40 apr38	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 Sofia-Bozhurishte 05jun40
B.71.6	not known no code J.. D-RVA.	B.71 B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF RLM	toc d/d	06jun40 apr38	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
B.71.7	not known no code K..	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF	rgd toc d/d	1939 1939 apr38	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.8	no code K..	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	ferried from Uzhgorod to Prague by a crew from LP 6 06apr38 allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39
B.71.9	no code not known K.. no code	B.71 B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF Czechoslovak AF German Air Force	d/d ph.	apr38 1939	ferried from Uzhgorod to Prague by a crew from LP 6 06apr38 underwent trials with the VTLU 07/24nov38; officially transferred from LP 6 to VTLU 08feb39 allocated to 72. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39 without towing device; underwent trials with FVA (Flugtechnische Versuchsanstalt Prag, formerly VTLU) 21nov40/16dec40
B.71.10	9 VG+QT no code K.. D-RVA.	B.71 B.71 B.71 B.71	German Air Force Czechoslovak AF Czechoslovak AF RLM	photo d/d		underwent trials with FVA in 1942; in dark green/brown/greenish grey camo c/s with light grey undersides and red code 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
B.71.11	not known no code J..	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF	rgd toc d/d	1939 1939 apr38	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.71.12	no code J..	B.71 B.71	Czechoslovak AF Czechoslovak AF	d/d	apr38	ferried from Uzhgorod to Prague by a crew from LP 6 12apr38 allocated to 71. letka LP 6 at Prague-Kbely 21jun38; fell into German hands mar39
B.71.13	no code J..	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.71.14	no code not known no code K..	B.71 B.71 B.71	RLM Bulgarian AF Czechoslovak AF Czechoslovak AF	rgd toc d/d	early40 06jun40 apr38	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 ferried from Uzhgorod to Prague by a crew from LP 6 12apr38 allocated to 72. letka LP 6 at Prague-Kbely 21jun38 and still operated by the unit as of 21mar39; fell into German hands mar39
B.71.15	no code K.. D-RVAH	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF RLM	d/d rgd	apr38 early40	ferried from Uzhgorod to Prague by a crew from LP 6 12apr38 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 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 J..	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF	toc d/d	06jun40 apr38	allocated to 71. letka LP 6 at Prague-Kbely 21jun38 and still operated by the unit as of 21mar39; fell into German hands mar39
B.71.17	D-RVA. not known not known K..	B.71 B.71 B.71 B.71	RLM Bulgarian AF Czechoslovak AF Czechoslovak AF	rgd toc d/d	1939 1939 apr38	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39 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 German hands mar39
B.71.19	D-RVA. not known no code K.. V3	B.71 B.71 B.71 B.71	RLM Bulgarian AF Czechoslovak AF Czechoslovak AF	rgd toc d/d	early40 06jun40 apr38	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 allocated to 72. letka LP 6 at Prague-Kbely 21jun38 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 grey undersides
B.71.20	not known no code J..	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF Czechoslovak AF	trf d/d	14mar39 apr38	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 fell into German hands mar39
B.71.21	not known no code F..	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF Czechoslovak AF	d/d d/d	apr38 apr38	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. not known	B.71 B.71 B.71	Czechoslovak AF RLM Bulgarian AF	d/d rgd toc	1938 1939 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.25	not known D-RVA. not known	B.71 B.71 B.71	Czechoslovak AF RLM Bulgarian AF	d/d rgd toc	1938 1939 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.26	not known not known D-RVAC	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF RLM	d/d toc rgd	1938 1938 early40	fell into German hands mar39 ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozhurishte 05jun40
B.71.27	not known not known D-RVA.	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF RLM	toc d/d rgd	06jun40 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 D-RVA.	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF RLM	toc d/d rgd	1939 1938 1939	fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.29	not known no code K.. D-RVA.	B.71 B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF RLM	toc d/d rgd	1939 1938 1939	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.30	not known no code K.. D-RVA.	B.71 B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF RLM	rgd toc d/d	1939 1939 1938	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39 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	not known no code J.. D-RVA.	B.71 B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF RLM	toc d/d rgd	06jun40 1938 1939	operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.32	not known no code J.. D-RVA.	B.71 B.71 B.71 B.71	Bulgarian AF Czechoslovak AF Czechoslovak AF RLM	toc d/d rgd	1939 1939 1938	operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.33	not known not known D-RVA.	B.71 B.71 B.71	Bulgarian AF Czechoslovak AF RLM	toc d/d rgd	1939 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	B.71	Bulgarian AF	toc	1939	fell into German hands mar39
B.71.35	not known no code K..	B.71 B.71 B.71	Czechoslovak AF Czechoslovak AF Czechoslovak AF	d/d d/d	1938 1938	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39 fell into German hands mar39
B.71.36	not known D-RVA.	B.71 B.71	Czechoslovak AF RLM	d/d rgd	1938 1939	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39 ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39

B.71.37	not known	B.71	Bulgarian AF	toc	1939	
B.71.38	not known	B.71	Czechoslovak AF	d/d	1938	fell into German hands mar39
	no code	B.71	Czechoslovak AF	d/d	1938	
	K..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.39	not known	B.71	Bulgarian AF	toc	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Czechoslovak AF	d/d	1938	
	D-RVA.	B.71	RLM	rgd	1939	
	not known	B.71	Bulgarian AF	toc	1939	fell into German hands mar39
B.71.40	no code	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	J..	B.71	Czechoslovak AF			
B.71.41	no code	B.71	Czechoslovak AF	d/d	1938	operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	K..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
	not known	B.71	Bulgarian AF	toc	1939	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
B.71.42	no code	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	not known	B.71	Czechoslovak AF			
	Z..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.43	no code	B.71	Bulgarian AF	toc	1939	reconnaissance version; operated by I. perut' LP 6 at Prague-Kbely
	F..	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; ^ (disbanded 24oct38); taken over from LP 6 and ferried from Prague-Kbely to Milovice 02sep38; ferried to Piestany 16oct38 and detached to Polni letka 64 at Tri Duby 17oct38/17nov38; fell into German hands mar39
	K..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.44	not known	B.71	Bulgarian AF	toc	1939	operated by 61. letka LP 1 at Hradec Králové from aug38
	not known	B.71	Czechoslovak AF	d/d	1938	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
	Z..	B.71	Czechoslovak AF			
	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.71.45	not known	B.71	Czechoslovak AF	d/d	1938	either Z11, Z12 or Z13; opb 66. letka LP 1 at Milovice from aug38 (disbanded 24oct38); fell into German hands mar39
B.71.46	not known	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.47	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
	Z..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.48	not known	B.71	Bulgarian AF	toc	1939	reconnaissance version; opb 2. lp; fell into German hands mar39
	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; opb 2. lp; fell into German hands mar39
	Z..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.49	not known	B.71	Bulgarian AF	toc	1939	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
B.71.50	not known	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	no code	B.71	Czechoslovak AF	d/d	1938	
	F..	B.71	Czechoslovak AF			
	J..	B.71	Czechoslovak AF			
B.71.51	not known	B.71	Czechoslovak AF	d/d	1938	operated by 61. letka LP 1 at Hradec Králové from aug38
	F..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.52	not known	B.71	Bulgarian AF	toc	1939	taken over from LP 1 and ferried from Hradec Králové to Prague-Kbely 02sep38; operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	no code	B.71	Czechoslovak AF	d/d	1938	either F5 or F6; opb 61. letka LP 1 at Hradec Králové from aug38 (returned to Hradec Králové 22oct38 and disbanded 24oct38); fell into German hands mar39
	K..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
B.71.53	not known	B.71	Bulgarian AF	toc	1939	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39, in damaged condition; fell into German hands mar39
	no code	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	K..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.54	not known	B.71	Bulgarian AF	toc	1939	operated by 72. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
	no code	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	J..	B.71	Czechoslovak AF			
	D-RVAB	B.71	RLM	rgd	early40	operated by 71. letka LP 6 at Prague-Kbely as of 21mar39; fell into German hands mar39
B.71.55	not known	B.71	Bulgarian AF	toc	06jun40	ferry registration; handed over to the Bulgarian Air Force at Erding 26feb40 and ferried from Erding to Sofia-Bozhurishte 05jun40
	no code	B.71	Czechoslovak AF	d/d	1938	
	not known	B.71	Czechoslovak AF			
	Z..	B.71	Czechoslovak AF			
B.71.56	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; operated by I. perut' LP 6 at Prague-Kbely
	F..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.57	no code	B.71	Bulgarian AF	toc	1939	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
	not known	B.71	Czechoslovak AF	d/d	1938	reconnaissance version; operated by I. perut' LP 6 at Prague-Kbely
	F..	B.71	Czechoslovak AF			
B.71.58	no code	B.71	Czechoslovak AF	d/d	1938	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
	D58	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.59	not known	B.71	Bulgarian AF	toc	1939	operated by Cvicná letka LP 6 at Prague-Kbely as of 21mar39; in camo c/s; fell into German hands mar39
	no code	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	D59	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
B.71.60	not known	B.71	Bulgarian AF	toc	1939	operated by Cvicná letka LP 6 at Prague-Kbely as of 21mar39; in camo c/s; fell into German hands mar39
	no code	B.71	Czechoslovak AF	d/d	1938	ferry registration; sold to Bulgaria 19aug39; ferried from Merseburg to Plovdiv nov39/dec39
	N	B.71	Czechoslovak AF	d/d	1938	
B.71.61	no code	B.71	Czechoslovak AF	d/d	aug38	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 hands mar39; test-flown by Bulgarian pilots at Merseburg 11aug39 (but not delivered to Bulgaria)
	R..	B.71	Czechoslovak AF			
	D-RVA.	B.71	RLM	rgd	1939	
	not known	B.71	Bulgarian AF	toc	1939	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

1 ? B.71 built by Letov at Prague-Letnany in 1939

B.71.62	? 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 ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.123	VG+BM	B.71A	German Air Force	mfd	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
B.71.124	VG+BN	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version; with solid nose; in camo c/s with light grey or yellow undersides; photo exists
B.71.125	VG+BO ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.126	VG+BP	B.71A	German Air Force	mfd	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	VG+BQ	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
B.71.128	VG+BR	B.71A	German Air Force	mfd	1940	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	VG+BS	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.130	VG+BT	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.131	VG+BU	B.71A	German Air Force	mfd	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	VG+BV	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.133	VG+BW ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.134	VG+BX ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.135	VG+BY ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version; VG+BY was mentioned in a pilot's flight log oct41/dec41
B.71.136	VG+BZ	B.71A	German Air Force	mfd	1940	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	TB+PC ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.138	TB+PD ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.139	TB+PE	B.71A	German Air Force	mfd	1940	tie-up not confirmed; planned as reconnaissance version, but completed as target towing version; opb JFS 3 at some time; opb Luftdienstkommando Norwegen in 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	TB+PF ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.141	TB+PG ?	B.71A	German Air Force	mfd	1940	planned as reconnaissance version, but completed as target towing version
B.71.142	TB+PH ?	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.143	TB+PI ?	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.144	TB+PJ ?	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.145	TB+PK	B.71A	German Air Force	mfd	1940	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 exists
B.71.146	F8+AD	B.71A	German Air Force	mfd	1940	opb III./KG 40
B.71.147	TB+PL ?	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.148	TB+PM ?	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.149	TB+PN	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.149	TB+PO ?	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.150	TB+PP ?	B.71A	German Air Force	mfd	1940	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

66 B.71 built by Avia at Prague-Cakovice (?) in 1939/41

B.71.152	VI+BA	B.71A	German Air Force	f/f	21jul39	probably an Überführungskennzeichen (VI for Avia); underwent trials with Erprobungsstelle Tarnowitz sep39
B.71.153	SE+DL	B.71A	German Air Force	f/f	nov39	target towing version; in camo c/s with light undersides
B.71.154	SE+DM	B.71A	German Air Force	f/f	19apr40	target towing version; probably underwent trials with Erprobungsstelle Tarnowitz
B.71.155	SE+DO	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.156	SE+DP	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.157	SE+DQ	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.158	SE+DR	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.159	SE+DS	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.160	SE+DT	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; opb Luftdienstkommando 67 by jul40; in camo c/s with light grey or yellow undersides; photo exists
B.71.161	SE+DU	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.162	SE+DV	B.71A	German Air Force	mfd	1939	planned as bomber version, but completed as target towing version
B.71.163	SE+Dw	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.164	SE+DX	B.71A	German Air Force	mfd	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	SE+DY	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.166	SE+DZ	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; opb Erprobungsstelle Travemünde by oct41
B.71.167	SE+EA	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; photo at Stolp-Reitz
B.71.168	SE+EB	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; opb Luftdienstkommando 2/VII at Rotenburg (based there from jul41); involved in an accident near Rotenburg 03sep41, damage reported as 40 %
B.71.169	SE+EC	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.170	SE+ED	B.71A	German Air Force	mfd	1940	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 probably light grey undersides; photo exists
B.71.171	SE+EE	B.71A	German Air Force	mfd	1939	planned as bomber version, but completed as target towing version
B.71.172	SE+EF	B.71A	German Air Force	mfd	1940	target towing version; opb Luftdienstkommando 11, Teil-Kdo 2/11 at Celle in winter 1941/42; in dark green c/s with light grey undersides; photo exists
B.71.173	SE+EG	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; opb Luftdienstkommando 11, Teil-Kdo 2/11 and later Luftdienstkommando 64
B.71.174	SE+EH	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; one source gives code SG+EH for this c/n
B.71.175	SE+EJ	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.176	SE+EJ	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.177	SE+EK	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.178	SE+EL	B.71A	German Air Force	mfd	1940	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; opb Luftdienstkommando 1/VII; crashed at Luneville 14oct40, damaged reported as 40 %
B.71.180	SE+EN	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.181	SE+EO	B.71A	German Air Force	mfd	1940	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; opb Luftdienstkommando 2/6 by feb42; in camo c/s with light undersides
B.71.183	SE+EQ	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.184	SE+ER	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.185	SE+ES	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.186	SE+ET	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.187	SE+EU	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.188	SE+EV	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.189	SE+EW	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.190	SE+EX	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.191	SE+EY	B.71A	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; the last B.71A built by Avia (a hybrid version with the nose cover of the B.71B)
B.71.192	SE+EZ	B.71B	German Air Force	mfd	1940	prototype of this target towing version; underwent trials with FVA (Flugtechnische Versuchsanstalt Prag, formerly VTLU) 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	SE+FA	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.194	SE+FB	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.195	SE+FC	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.196	SE+FD	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.197	SE+FE	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; in dark c/s with light undersides
B.71.198	SE+FF	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version; in camo c/s with light undersides
B.71.199	SE+FG	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.200	SE+FH	B.71B	German Air Force	mfd	1940	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	SE+FI	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.202	SE+FJ	B.71B	German Air Force	mfd	1940	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	SE+FK	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.204	SE+FL	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version
B.71.205	SE+FM	B.71B	German Air Force	mfd	1940	planned as bomber version, but completed as target towing version

B.71.206	SE+FN	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.207	SE+FO	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.208	SE+FP	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.209	SE+FQ	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.210	SE+FR	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.211	SE+FS	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.212	SE+FT	B.71B	German Air Force			planned as bomber version, but completed as target towing version
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 veered 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 František Zemánek) was killed and the second crew member injured; there is a photo with the tail broken off
B.71.214	SE+FV	B.71B	German Air Force			planned as bomber version, but completed as target towing version
B.71.215	SE+FW	B.71B	German Air Force			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 family aircraft with unknown construction numbers

---	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	USB	GUGK			Main Directorate of Geodesy and Cartography; operated in Central Asia; photo at Tashkent around 1945/47
---	CCCP-F272	USB	GUGK			Main Directorate of Geodesy and Cartography; registration without any dash or space; operated in Central Asia; probably in light grey c/s without titles; photo at Tashkent around 1945/47
---	CCCP-F273	USB	GUGK	TAS	sep47	Main Directorate of Geodesy and Cartography; operated in Central Asia; probably in light grey c/s without titles; severely damaged sep47 when landed wheels-up at Tashkent
---	CCCP-F305	USB	GUGK	TAS	1945	Main Directorate of Geodesy and Cartography; registration without any dash or space; operated in Central Asia; probably in light grey c/s without titles
---	CCCP-L697	PS-40	GVF			registration not on pre-1944 register; opb 3 oads GVF at Myachkovo; suffered an engine failure 07mar45
---	CCCP-L2781	PS-40	AFL/MOW-IKT route	trf	1938	mentioned in documents feb40 and feb41
---	CCCP-L2781	PS-40	GVF	trf	1941	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"	SB	Soviet Air Force		photo	with two dark stripes on top of the fin; shot down over Finland and crashed in a forest
---	"2"	SB	Soviet Air Force		photo	no stripes on top of the fin; shot down over Finland and crashed in a forest
---	"4" blue	SB	Soviet Air Force			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 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 Vilpuri (now Vyborg)
---	"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 Force (pilot: Prochev)
---	"4"	SB 2M-103	Soviet Air Force	PKV	jul41	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 Jorma 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 Uti ?
---	"8" red	SB 2M-100	Soviet Air Force	ph.	feb08	a very crudely restored wreck; in medium green c/s with light blue undersides and red top of fin; displayed on a pole at Vysoki-Olenya (Olenyegorsk district of the Murmansk region, N68.13734 E33.41811) from 09may85, seen feb08/feb13
---	"8"	SB	Soviet Air Force	ph.	01dec39	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 HLeLv 24 of the Finnish Air Force, piloted by Lieutenant Eino Luukkanen)
---	"9" blue	Ar-2	Soviet Navy		photo	opb 73 bap; in olive drab c/s with light blue undersides; was abandoned at Pärnu and captured by German troops
---	"10" red	SB	Soviet Air Force			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 on top of the fin; w/o 17jan40 on a mission against Finland
---	"304" white	SB	Soviet Air Force	ph.	mid-42	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 presumed killed
---	not known	SB 2M-100A	Soviet Navy	ph.	25feb10	tail, one engine and both propellers are from c/n 11\114, see there; in dark green c/s with light blue undersides; preserved in the Naval Aviation Museum at Safonovo from 09may85, seen apr06/oct10
---	"2" orange not known	SB 2M-100A	Soviet Navy	ph.	11mar16	in silver c/s; preserved in the Naval Aviation Museum at Safonovo, seen mar16
---	not known	SB	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
---	not known	SB	Soviet Air Force			opb 72 sap; w/o 02dec39 on a mission against Finland when took off with big propeller pitch and crashed, crew (pilot: Plakhov) killed
---	not known	SB	Soviet Air Force			opb 24 sbap; w/o 18dec39 when did not return from a mission against Finland (pilot: Zolotov)
---	not known	SB	Soviet Air Force			opb 24 sbap; w/o 18dec39 when did not return from a mission against Finland (pilot: Semyonov)
---	not known	SB	Soviet Air Force			opb 24 sbap; w/o 19dec39 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: G.K. Klochkov)
---	not known	SB	Soviet Air Force			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	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 16 sbap; w/o 19dec39 on a mission against Finland (non-combat loss)
---	not known	SB	Soviet Air Force			opb 58 sbap; w/o 19dec39 on a mission against Finland (pilot: Pecheikzh ?)
---	not known	SB	Soviet Air Force			opb 2 sbap; w/o 20dec39 on a mission against Finland when was shot down near Suvantojärvi (pilot: 1st Lieutenant Malinin)
---	not known	SB	Soviet Air Force			opb 10 sbap; w/o 21dec39 on a mission against Finland (non-combat loss), crew (pilot: V.A. Goryachev) killed
---	not known	SB	Soviet Air Force			opb 24 sbap; w/o 21dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air Force and crashed (pilot: Ivanov)
---	not known	SB	Soviet Air Force			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	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
---	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: Glazov) killed
---	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 (pilot: Sorokin)
---	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: Kapustin) killed
---	not known	SB	Soviet Air Force			opb 24 sbap; w/o 23dec39 on a mission against Finland when was damaged by a fighter of the Finnish Air Force and crashed (pilot: Kolosov)
---	not known	SB	Soviet Air Force			opb 9th Army; w/o 25dec39 on a mission against Finland when crashed on take-off
---	not known	SB	Soviet Air Force			opb 44 sbap; w/o 26dec39 on a mission against Finland when crashed due to pilot error (pilot: Timoshenko)
---	not known	SB	Soviet Air Force			opb 72 sap; w/o 01jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force (pilot: V.I. Semnikhin)
---	not known	SB	Soviet Air Force			opb 31 sbap; w/o 05jan40 when did not return from a mission against Finland

---	not known	SB	Soviet Air Force	opb 31 sbap; w/o 05jan40 on a mission against Finland when crashed due to pilot error
---	not known	SB	Soviet Air Force	opb 31 sbap; w/o 05jan40 on a mission against Finland (non-combat loss)
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	opb 50 sbap; damaged 07jan40 on a mission against Finland; repaired
---	not known	SB	Soviet Air Force	opb 50 sbap; damaged 07jan40 on a mission against Finland; repaired
---	not known	SB	Soviet Air Force	opb 31 sbap; w/o 09jan40 when did not return from a mission against Finland
---	not known	SB	Soviet Air Force	opb 35 lbap; 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
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	opb 35 lbap; w/o 14jan40 on a mission against Finland when crashed near Riihimäki (pilot: I.I. Zaitsev)
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	opb 31 sbap; w/o 17jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Lappeenranta, crew (pilot: Petrov) killed
---	not known	SB	Soviet Air Force	opb 31 sbap; w/o 17jan40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force and crashed near Suurjärvi, crew (pilot: Ablitsev) killed
---	not known	SB	Soviet Air Force	opb 137 sbap; w/o 18jan40 on a mission against Finland when crashed due to poor weather, crew (pilot: Kiselyov) killed
---	not known	SB	Soviet Air Force	opb 35 lbap; 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
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	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 Riihimäki (pilot: Maksimenko)
---	not known	SB	Soviet Air Force	opb 9th Army; w/o 22jan40 when did not return from a mission against Finland after having fallen back behind its group
---	not known	SB	Soviet Air Force	opb 58 sbap; w/o 28jan40 when did not return from a mission against Finland (pilot: A.I. Gusev)
---	not known	SB	Soviet Air Force	opb 18 sbap; w/o 29jan40 on a mission against Finland, crew (pilot: Smoktunevich) killed
---	not known	SB	Soviet Navy	opb 57 sbap; w/o 29jan40 on a mission against Finland when crashed due to pilot error, crew (pilot: Osipov) killed
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	opb 50 sbap; w/o 30jan40 on a mission against Finland when crashed near Summa (now Soldatskoye), crew (pilot: Kulakov) killed
---	not known	SB	Soviet Air Force	opb 58 sbap; dbr 31jan40 on a mission against Finland when had to make a forced landing (pilot: Tkachov)
---	not known	SB	Soviet Air Force	opb 24 sbap; w/o 01feb40 on a mission against Finland when took off with the fuel cock closed and crashed
---	not known	SB	Soviet Navy	opb 57 sbap; w/o 04feb40 on a mission against Finland when crashed due to poor weather (pilot: Gnedoi)
---	not known	SB	Soviet Air Force	opb 54 sbap; damaged 06feb40 on a mission against Finland; repaired
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	opb 48 sbap; w/o 09feb40 on a mission against Finland when crashed due to poor weather
---	not known	SB	Soviet Air Force	opb 44 sbap; w/o 11feb40 on a mission against Finland when was damaged by Finnish forces and crashed, crew (pilot: Gusev) killed
---	not known	SB	Soviet Air Force	opb 50 sbap; w/o 11feb40 when did not return from a mission against Finland (pilot: Agurjev)
---	not known	SB	Soviet Air Force	opb 44 sbap; w/o 13feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery, crew (pilot: Yanchenko) killed
---	not known	SB	Soviet Air Force	opb 39 ? sbap; w/o 14feb40 on a mission against Finland when crashed on take-off (pilot: B.N. Likov ?)
---	not known	SB	Soviet Air Force	opb 5 sbap; w/o 16feb40 when was destroyed on the ground
---	not known	SB	Soviet Air Force	opb 41 sbap; w/o 17feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
---	not known	SB	Soviet Air Force	opb 41 sbap; w/o 17feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
---	not known	SB	Soviet Air Force	opb 41 sbap; w/o 17feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
---	not known	SB	Soviet Air Force	opb 41 sbap; w/o 17feb40 on a mission against Finland (non-combat loss)
---	not known	SB	Soviet Air Force	opb 48 sbap; w/o 17feb40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Sinitsyn)
---	not known	SB	Soviet Air Force	the c/n was given as 111224, 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
---	not known	SB	Soviet Air Force	opb 48 sbap; w/o 19feb40 on a mission against Finland
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	opb 18 sbap; w/o 20feb40 on a mission against Finland when was shot down by a fighter of the Finnish Air Force
---	not known	SB	Soviet Air Force	opb 54 sbap; w/o 20feb40 on a mission against Finland when was shot down by Gloster "Gladiator" GL-280 of LLv 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
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	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: Chufirin) killed
---	not known	SB	Soviet Air Force	opb 24 sbap; w/o 29feb40 on a mission against Finland when collided with wires
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	opb 50 sbap; w/o 01mar40 on a mission against Finland when had to make a forced landing, crew (pilot: Koinash) killed
---	not known	SB	Soviet Air Force	opb 35 lbap; w/o 02mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and crashed near Kaikola (pilot: Silin)
---	not known	SB	Soviet Air Force	opb 35 lbap; w/o 02mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery and fighters (pilot: Galich)
---	not known	SB	Soviet Air Force	opb 72 sap; w/o 02mar40 when did not return from a mission against Finland, crew (pilot: Lyuty) presumed killed
---	not known	SB	Soviet Air Force	opb 72 sap; w/o 02mar40 on a mission against Finland when crashed due to pilot error, crew (pilot: Tyulenyev) killed
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	opb 5 sbap; w/o 05mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery, crew (pilot: Kozyrev) killed
---	not known	SB	Soviet Air Force	opb 31 sbap; w/o 05mar40 on a mission against Finland when collided with another SB of 31 sbap and crashed, crew (pilot: Mezinov) killed
---	not known	SB	Soviet Air Force	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
---	not known	SB	Soviet Air Force	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 Utajärvi (pilot: Alekseyev)
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	opb 5 sbap; w/o 08mar40 when did not return from a mission against Finland (pilot: Suvorov)
---	not known	SB	Soviet Air Force	opb 18 sbap; w/o 10mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Borisov)
---	not known	SB	Soviet Air Force	opb 54 sbap; w/o 10mar40 on a mission against Finland when was shot down by Finnish anti-aircraft artillery (pilot: Cherezov)
---	not known	SB	Soviet Air Force	opb 24 sbap; w/o 11mar40 on a mission against Finland when crashed due to pilot error
---	not known	SB	Soviet Air Force	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 Kondratyev) (pilot: Orlov)
---	not known	SB	Soviet Air Force	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)
---	not known	SB	Soviet Air Force	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. Shchegolkhin) were killed
---	not known	SB	Soviet Air Force	operated by 173 bap; written off 12oct41 on a bombing mission against German tanks near Yukhnov when 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 and crashed near Lobovka, both crew members (pilot: Sergei Ya. Muravyov) were killed
---	not known	SB	Soviet Navy			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 Vasilii Ye. Zuyev) were killed while the tail gunner escaped basically unhurt
---	not known	SB 2M-103U	Soviet Navy	mfd	jun39	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 by 27jul45
---	2	B.71	Bulgarian AF		photo	opb 1 yato of 5 orliak at Plovdiv; in khaki/olive drab camo c/s with light grey undersides, 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) 18nov44; still on charge by 27jul45
---	3	B.71	Bulgarian AF			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 Vucitram and Mitrovica (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	B.71	Bulgarian AF		photo	opb 5 orliak at Plovdiv; with black code; still on charge by 27jul45
---	6	B.71	Bulgarian AF	ph.	1943	opb 5 orliak at Plovdiv; in olive drab/dark brown/greyish green camo c/s with light grey undersides, white code; still on charge by 27jul45
---	7	B.71	Bulgarian AF		photo	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	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	9	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	10	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	11	B.71	Bulgarian AF	ph.	20nov44	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 escaped unhurt
---	12	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	13	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	14	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	15	B.71	Bulgarian AF		photo	opb 5 orliak at Plovdiv; in camo c/s with white code
---	16	B.71	Bulgarian AF	photo		opb 5 orliak at Plovdiv; in camo c/s with white code; damaged 21mar41 on take-off from Oplchenets when 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	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	18	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	19	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	20	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	21	B.71	Bulgarian AF	ph.	1942	opb 5 orliak at Plovdiv; in khaki/olive drab camo c/s with light grey undersides and yellow rudder, white code
---	22	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	23	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	24	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	25	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	26	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	27	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	28	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; still on charge by 27jul45
---	29	B.71	Bulgarian AF			opb 5 orliak at Plovdiv
---	30	B.71	Bulgarian AF			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) 18nov44; still on charge by 27jul45
---	not known	B.71	Bulgarian AF			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 managed to land) and crashed, all 3 crew (pilot: Officer Candidate Ivan Penev Bobchev) killed
---	not known	B.71	Bulgarian AF			opb 5 orliak at Plovdiv; w/o 13aug41, details unknown, 2 crew members (pilot: Lieutenant Tsvetko Vasilev Domuschiev) killed
---	not known	B.71	Bulgarian AF			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 Khadjiev (Khaldjiev ?) 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 Nikolov Doichev or Boichev) killed
---	5	SB 2M-100A	Chinese Air Force		photo	in dark green c/s with light blue undersides, white code
---	27	SB 2M-100A	Chinese Air Force		drawing	in dark green c/s with light blue undersides, white code
---	39	SB 2M-103	Chinese Air Force	ph.	1939	in natural metal c/s, black code
---	74	SB 2M-100A	Chinese Air Force		drawing	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
---	0109	SB 2M-105	Chinese Air Force		photo	opb 1st Sqn 2nd BG; in olive drab c/s with light blue undersides; used by pilot Captain Chang Ti-Chin (Zhang Tiqing) to defect from Chungking to Ichang 05oct40 (he then continued via Hankou to Nanking); possibly impressed into the puppet Nanking Air Force
---	0202	SB 2M-103	Chinese Air Force		photo	
---	1103	SB	Chinese Air Force			w/o 25feb38 on the ground at Nanchang when was destroyed by a Japanese air raid
---	1104	SB	Chinese Air Force			flown by Soviet volunteers; slightly damaged 26jun38 when the landing gear collapsed on landing at Nanchang
---	1532	SB	Chinese Air Force			
---	B-1573	SB	Chinese Air Force			
---	Zh	SB 2M-100	Chinese Air Force		photo	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 Japanese (the first loss of a Chinese SB)
---	not known	SB	Chinese Air Force			w/o 15dec37 on the return leg of a bombing mission against the Japanese airfield at Nanking when was 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; repainted in brown/green/greenish grey c/s with light grey undersides and blue code; on a photo at Hradec Králové mar39 or apr39
---	5	B.71	Czechoslovak AF	ph.	apr39	the correct code should be P5, 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 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 Králové 26apr39 with the Czechoslovakian roundel on the rudder replaced by a swastika
---	8	B.71	Czechoslovak AF			the correct code should be P8, but the P was not painted on; opb 73. letka LP 6 at Hradec Králové; repainted in camo c/s; on a photo at Hradec Králové in spring 1939
---	24	B.71	Czechoslovak AF			operated LP 6 at Prague-Kbely; on a photo at Prague-Kbely mar39
---	F5	B.71	Czechoslovak AF	ph.	1938/39	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 c/s with light grey undersides; on a photo at Hradec Králové mar39
---	J5	B.71	Czechoslovak AF	Kbe	apr39	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 out
---	J9	B.71	Czechoslovak AF			operated by 71. letka LP 6 at Prague-Kbely; repainted in camo c/s; on a photo at Prague-Kbely mar39
---	K2	B.71	Czechoslovak AF			operated by 72. letka LP 6 at Prague-Kbely; on a photo at Prague-Kbely mar39
---	K3	B.71	Czechoslovak AF			operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s with squadron badge; on a photo at Prague-Kbely in autumn 1938
---	K5	B.71	Czechoslovak AF	Kbe	mar39	operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s
---	K7	B.71	Czechoslovak AF	Kbe	mar39	operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s
---	K8	B.71	Czechoslovak AF			operated by 72. letka LP 6 at Prague-Kbely; repainted in camo c/s; on a photo at Prague-Kbely mar39
---	K10	B.71	Czechoslovak AF	Kbe	1939	operated by 72. letka LP 6 at Prague-Kbely; in light grey c/s
---	V4	B.71	Czechoslovak AF			operated by 74. letka LP 6 at Hradec Králové
---	V6	B.71	Czechoslovak AF			operated by 74. letka LP 6 at Hradec Králové
---	V7	B.71	Czechoslovak AF			operated by 74. letka LP 6 at Hradec Králové; initially in light grey c/s; in brown/green/greenish grey camo c/s with light grey undersides
---	V8	B.71	Czechoslovak AF			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 Czechoslovakian roundel on the rudder replaced by a swastika
---	Z13	B.71	Czechoslovak AF	photo		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	SB 2M-103	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 2M-103	Finnish Air Force	TMP	summ.41	opb 2/LeLv 6; in natural metal (or grey ?) c/s
---	SB-1	SB 2M-103	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLLeLv 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	SB 2M-103	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	SB 2M-103	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	SB 2M-103	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 2M-103	Finnish Air Force	toc	19mar41	captured by the Finnish Armed Forces in 1940; opb Er.LLv (redesignated LeLv 6 31may41) from 02may40
---	SB-4	SB 2M-103	Finnish Air Force	r/r	17sep41	opb LeLv 6; w/o 04aug42 on landing at Malmi when crashed into a house and the carried depth charges exploded; t/t in Finnish service 202 hours 40 minutes; struck off charge 19sep42
---	SB-5	SB 2M-103	Finnish Air Force	toc	11mar42	captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 (redesignated 2/PLLeLv 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 2M-103	Finnish Air Force	toc	17aug41	captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 from 30aug41
---	SB-6	SB 2M-103	Finnish Air Force	r/r	17sep41	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 hours 40 minutes; struck off charge 02jan50
---	VP-7	SB 2M-103	Finnish Air Force	toc	08aug41	captured by the Finnish Armed Forces in 1940; opb 2/LeLv 6 from 27aug41
---	SB-7	SB 2M-103	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLLeLv 6 14feb44); last flight 06feb45, put into storage 20feb45; t/t in Finnish service 237 hours 45 minutes; struck off charge 02jan50
---	VP-8	SB 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; silhouettes of three ships on the rudder (sunk 10jul41, 25jul41 and 24aug41)
---	SB-8	SB 2M-100A	Finnish Air Force	r/r	17sep41	opb 2/LeLv 6 (redesignated 2/PLLeLv 6 14feb44); seen HEM 03oct42 in camo c/s
---	SB-8	USB 2M-100	Finnish Air Force			converted by Valtion lentokonetehdas to a USB 2M-100A in early 1943
---	SB-8	USB 2M-103	Finnish Air Force			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/PLLeLv 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/PLLeLv 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 hours; struck off charge 13nov42
---	SB-12	SB 2M-103	Finnish Air Force			bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 21jan42; opb 2/LeLv 6 (redesignated 2/PLLeLv 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/PLLeLv 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 charge 09oct44; put into storage 20feb45
---	SB-14	SB 2M-103	Finnish Air Force	HEM	03oct42	bought from Germany, arrived in Finland 05nov41; h/o to the Finnish aircraft industry for repair 21jan42; opb 2/LeLv 6 (redesignated 2/PLLeLv 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/PLLeLv 6 14feb44) from 02oct42; last flight 15feb45, put into storage 20feb45; t/t in Finnish service 173 hours 25 minutes; struck off charge 02jan50
---	SB-17	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/PLLeLv 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	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/PLLeLv 6 14feb44) from 15jan43; last flight 04apr45, put into storage 04apr45; t/t in Finnish service 144 hours 40 minutes; struck off charge 02jan50
---	SB-19	SB 2M-103	Finnish Air Force	TKU	sum. 43	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/PLLeLv 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/PLLeLv 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/PLLeLv 6 14feb44) from 21apr43; last flight 24feb45, put into storage the same day; t/t in Finnish service 126 hours 15 minutes; struck off charge 02jan50
---	SB-22	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 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 (something seems to have dropped on the aircraft); h/o to the Finnish

					aircraft industry for repair again 01sep43; opb 2/PLeLV 6 from 07mar44; last flight 09feb45, put into storage the same day; t/t in Finnish service 83 hours 25 minutes; struck off charge 02jan50
---	SB-24	SB 2M-103	Finnish Air Force		bought from Germany, arrived in Finland 27aug42; h/o to the Finnish aircraft industry for repair 30dec42; opb 1/LeLV 6 (redesignated 1/PLeLV 6 14feb44) from 20aug43; dbr at Tampere 23feb45 (the landing gear seems to have broken on the snow); put into storage 24feb45; t/t in Finnish service 20 hours 50 minutes; struck off charge 02jan50
---	D-RVAF	B.71	RLM	rgd	early40
	not known	B.71	Bulgarian AF	toc	06jun40
---	D-RVAQ	B.71	RLM	rgd	early40
	not known	B.71	Bulgarian AF	d/d	early40
---	D-RVAR	B.71	RLM	rgd	early40
	not known	B.71	Bulgarian AF	d/d	early40
---	D-RVAT	B.71	RLM	rgd	early40
	not known	B.71	Bulgarian AF	d/d	early40
---	D-RVAU	B.71	RLM	rgd	early40
	not known	B.71	Bulgarian AF	d/d	early40
---	D-RVAY	B.71	RLM	rgd	early40
	not known	B.71	Bulgarian AF	toc	06jun40
---	BK+JF	B.71	German Air Force		
---	CE+NN	B.71	German Air Force		photo
---	DB+..	B.71	German Air Force		photo
---	LP+FB	B.71	German Air Force		photo
---	SD+HI	B.71	German Air Force		
---	SD+HJ	B.71	German Air Force		
---	SE+BZ	B.71	German Air Force		
---	SE+FZ	B.71B	German Air Force		photo
---	SE+GA	B.71A	German Air Force		
---	SE+HI	B.71	German Air Force		
---	SE+HJ	B.71	German Air Force		
---	SE+PA	B.71	German Air Force		
---	TB+PC	B.71A	German Air Force		photo
---	TB+PG	B.71	German Air Force		
---	TB+PL	B.71	German Air Force		photo
---	TB+PO	B.71	German Air Force		photo
---	TB+PP	B.71	German Air Force		photo
---	VB+ND	B.71	German Air Force		photo
---	WL+AEDV	B.71	German Air Force	ph.	1939
---	..+LE	B.71	German Air Force		photo
---	no code	B.71	German Air Force		
---	not known	B.71	German Air Force		
---	not known	B.71	German Air Force		
20/938 ?	not known	B.71	German Air Force	d/d	may46
	not known	USB 2M-105	Polish Air Force	d/d	may46
22/382 ?	not known	USB 2M-105	Polish Air Force	d/d	may46
---	no serial	SB 2M-103	Slovak Air Force	TNL	oct41
---	1	SB 2M-100	Spanish Republ. AF		photo
	no serial	SB 2M-100	Spanish Air Force		photo
	20W-1	SB 2M-100	Spanish Air Force	r/r	early39
---	5	SB 2M-100	Spanish Republ. AF		drawing
---	BK-024/3	SB 2M-100	Spanish Republ. AF		drawing
---	BK-067/48	SB 2M-100	Spanish Republ. AF	MAD	31mar39
		SB 2M-100	Spanish Air Force	r/r	12sep39
---	BK-37/..	SB 2M-100A	Spanish Republ. AF		
---	BK-053/49	SB 2M-100	Spanish Republ. AF	SVQ	1939
	20W-..	SB 2M-100	Spanish Air Force		drawing
	33	SB 2M-100A	Spanish Republ. AF		drawing
---	BK-066/33	SB 2M-100A	Spanish Republ. AF	MAD	31mar39
	20W-5	SB 2M-100A	Spanish Air Force	r/r	12sep39
---	BK-069/46	SB 2M-100A	Spanish Republ. AF	MAD	31mar39
	20W-8	SB 2M-100A	Spanish Air Force	r/r	12sep39
---	BK-071/51	SB 2M-100A	Spanish Republ. AF	MAD	31mar39
	20W-11	SB 2M-100A	Spanish Air Force	r/r	12sep39
---	BK-076/52	SB 2M-100	Spanish Republ. AF	MAD	31mar39
	20W-12	SB 2M-100	Spanish Air Force	r/r	12sep39
---	BK-77/34	SB 2M-100A	Spanish Republ. AF		photo
---	BK-083/21	SB 2M-100	Spanish Republ. AF		
---	BK-091/..	SB 2M-100A	Spanish Republ. AF	MAD	31mar39
---	BK-093/42	SB 2M-100A	Spanish Republ. AF		
---	'BK-093'	SB 2M-100A	Spanish Republ. AF	ph.	14may21
---	BK-../1	SB 2M-100A	Spanish Republ. AF		photo
---	BK-../2	SB 2M-100A	Spanish Republ. AF		photo
---	BK-../3	SB 2M-100A	Spanish Republ. AF		photo
	20W-2	SB 2M-100A	Spanish Air Force	r/r	12sep39
---	BK-../4	SB 2M-100A	Spanish Republ. AF		photo
---	BK-../5	SB 2M-100	Spanish Republ. AF		drawing
---	BK-../6	SB 2M-100A	Spanish Republ. AF		drawing
---	BK-../11	SB 2M-100	Spanish Republ. AF		drawing
---	BK-../16	SB 2M-100	Spanish Republ. AF		photo

---	BK-../30	SB 2M-100	Spanish Republ. AF		drawing		in ochre c/s with light grey undersides, white code
---	BK-0.0/31	SB 2M-100	Spanish Republ. AF	MAD	31mar39		opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-3	SB 2M-100	Spanish Air Force	r/r	12sep39		had been entered into Nationalist records initially as 20W-31; opb Regimiento nº 13 at Albacete-Los Llanos
---	BK-../32	SB 2M-100	Spanish Republ. AF				opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	20W-4	SB 2M-100	Spanish Air Force	r/r	12sep39		had been entered into Nationalist records initially as 20W-32; opb Regimiento nº 13 at Albacete-Los Llanos
---	BK-../33	SB 2M-100	Spanish Republ. AF			photo	opb 2/3ª Esc. del Grupo nº 24; in camo c/s; photo at Cenia/La Sènia in 1938
---	BK-../35	SB 2M-100A	Spanish Republ. AF				opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	BK-../36	SB 2M-100	Spanish Republ. AF				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
---	20W-6	SB 2M-100	Spanish Air Force	r/r	12sep39		opb Grupo nº 24; in dark c/s with light grey undersides and white code; surrendered to the Nationalists at Barajas 29mar39
---	BK-../37	SB 2M-100A	Spanish Republ. AF			photo	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
---	20W-7	SB 2M-100	Spanish Air Force	r/r	12sep39		opb Grupo nº 24; escaped to Oran-La Sènia or Tigditt in Algeria 29mar39 and was repatriated by France to the Nationalists
---	BK-../45	SB 2M-100	Spanish Republ. AF				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
---	20W-..	SB 2M-100	Spanish Air Force				opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	BK-../47	SB 2M-100	Spanish Republ. AF	MAD	31mar39		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
---	20W-9	SB 2M-100	Spanish Air Force	r/r	12sep39		opb Grupo nº 24; surrendered to the Nationalists at Barajas 29mar39
---	BK-../53	SB 2M-100	Spanish Republ. AF	MAD	31mar39		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
---	20W-13	SB 2M-100	Spanish Air Force	r/r	12sep39		opb Grupo nº 24; in mottled camo c/s with white code; surrendered to the Nationalists at Barajas 29mar39
---	BK-../60	SB 2M-100A	Spanish Republ. AF	ph.	spr. 39		opb Grupo nº 24; in mottled camo c/s with white code; surrendered to the Nationalists at Barajas 29mar39
---	20W-14	SB 2M-100	Spanish Air Force	r/r	12sep39		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
---	not known	SB 2M-100	Spanish Republ. AF				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
---	not known	SB 2M-100	Spanish Republ. AF				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
---	not known	SB 2M-100	Spanish Republ. AF				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 Joaquín 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
---	not known	SB 2M-100	Spanish Republ. AF				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 Joaquín García Morato) of the Patrulla Azul and crash-landed near Andujar, all 3 crew (pilot Nikolai Batov alias Ivanov, observer Vladimir Zotov and gunner Muñoz Hernández) killed
---	not known	SB 2M-100	Spanish Republ. AF				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)
---	not known	SB 2M-100	Spanish Republ. AF				operated by 2ª escuadrilla del Grupo nº 24; 2 w/o 28nov37 when two SBs collided at Cenia/La Sènia, 3 crew members (among them Brufau) were killed
---	not known	SB 2M-100	Spanish Republ. AF				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
---	not known	SB 2M-100	Spanish Republ. AF				4 w/o 07feb38 when were shot down by Bf 109s of J/88 of "Legion Condor"
---	not known	SB 2M-100	Spanish Republ. AF				w/o 09jun38 when was show down and crashed in flames, the injured navigator (A.V. Byelitski) managed to bail out
---	not known	SB 2M-100	Spanish Republ. AF				w/o 13jun38 on final approach to Bañolas airfield when collided with another SB and crashed near lake Bañolas
---	not known	SB 2M-100A	Spanish Republ. AF				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
---	not known	SB 2M-100	Spanish Republ. AF				opb 3a Escuadrilla, Grupo nº 24; w/o 20aug38 on a bombing mission against Batea when was shot down by Bf 109Bs of J/88 of "Legion Condor", 1 crew member killed while the other 2 managed to bail out
---	not known	SB 2M-100	Spanish Republ. AF				opb 3a Escuadrilla, Grupo nº 24; w/o 20aug38 on a bombing mission against Batea when was shot down by Bf 109Bs of J/88 of "Legion Condor", all 3 crew managed to bail out
---	not known	SB 2M-100	Spanish Republ. AF			photo	in camo c/s; w/o 06feb39, right wing broke off and fuselage burnt
---	20W-15	SB 2M-100	Spanish Air Force	r/r	1939		one of the aircraft repatriated by France from Oran-La Sènia or Tigditt; opb Regimiento nº 13 at Albacete-Los Llanos
---	20W-16	SB 2M-100	Spanish Air Force	r/r	1939		one of the aircraft repatriated by France from Oran-La Sènia 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
---	20W-17	SB 2M-100	Spanish Air Force	r/r	1939		one of the aircraft repatriated by France from Oran-La Sènia 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
---	20W-18	SB 2M-100	Spanish Air Force				rebuilt from a hulk (probably using parts of several aircraft) after jun39; opb Regimiento nº 13 at Albacete-Los Llanos
---	20W-19	SB 2M-100	Spanish Air Force				rebuilt from a hulk (probably using parts of several aircraft) after jun39; opb Regimiento nº 13 at Albacete-Los Llanos
---	20W-..	SB 2M-100	Spanish Air Force				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

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

(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.

22 00 01	not known	Tu-4	Tupolev OKB	f/f	19may47	line # 1; in Soviet Air Force c/s; underwent trials with the LII VVS at Zhukovskii; took part in the flypast at 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 01 01	"03" black ?	Tu-4A	Soviet Air Force	photo	aug47	nuclear bomb carrier; dropped the first Soviet nuclear bomb
22 01 02	"04" black ?	Tu-4	Tupolev OKB	f/f	1947	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 03	not known	Tu-4	Tupolev OKB			line # 4; the first Tu-4 equipped with PV-20 cannons
22 02 01	not known	Tu-4	Soviet Air Force			line # 5
22 02 02	not known	Tu-4	Soviet Air Force			line # 6
22 02 03	not known	Tu-4	Soviet Air Force			line # 7
22 02 04	not known	Tu-4	Soviet Air Force			line # 8
22 02 05	"9" black	Tu-4	Soviet Air Force	f/f	19oct47	line # 9; converted to, see next line
22 02 06	"9" black	Tu-4LL	Soviet Air Force			used as a test-bed for the Dobrynin VD-3TK engine
22 02 07	"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			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	photo 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			
22 06 05	no code	Tu-4	Soviet Air Force	ph.	photo 1947/48	in the book "Soviet Strategic Aviation in the Cold War"
22 07 02	"32"	Tu-4	Soviet Air Force	ph.	1947	at the LII
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		
22 10 01	not known	Tu-4	Soviet Air Force	no reports		in the book "Soviet Strategic Aviation in the Cold War" 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/24Aug51 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 featured in film
22 12 03	"23"	Tu-4LL	MAP LII Zhukovski	ph.	1957 ?	
22 12 04	not known	Tu-4	Soviet Air Force			
22 14 01	"66" black	Tu-4	Soviet Air Force			
22 18 01	not known	Tu-4	Soviet Air Force			
22 19 01	not known	Tu-4	Soviet Air Force			
22 19 02	"92" black	Tu-4	Soviet Air Force	DEB	1950/51	the first aircraft with an additional RSU-5 radio station opb 226 bap; seen at Debrecen (Hungary) in 1950/51
22 21 01	not known	Tu-4	Soviet Air Force			the first aircraft with an RSB-5 radio station
22 22 01	not known	Tu-4	Soviet Air Force			
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			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 04	not known	Tu-4	Polyarnaya Aviats.			featured in film
22 34 02	"02" red	Tu-4	Soviet Air Force	photo		
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
22 66 01	not known	Tu-4K	Soviet Navy	no reports		opb 124 tbat (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-building Faculty of the Chelyabinskii Politeknicheskii Institut (MKh ChPI) at Chelyabinsk
22 72 09	not known	Tu-4	Soviet Air Force			
22 73 04	not known	Tu-4	Soviet Air Force			opb 292 tbat; 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) were killed
220 75 02	"11"	Tu-4	Soviet Air Force	photo		in natural metal c/s; stored on photo
220 75 03	"29"	Tu-4	Soviet Air Force	photo		opb 25 "Moskovskii" vtap at Pskov
22 75 06	not known	Tu-4M	Soviet Air Force			or 2207506 ?
220 75 10	"29" red	Tu-4NM	Soviet Air Force			RPV carrier aircraft
220 79 01 ?	"14"	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 84 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	Tu-4	Polyarnaya Aviats.	rgd	17oct55	ex Soviet Air Force; opb 247 LO; first CoFA was valid until 04sep56
220 84 07	CCCP-04260	Tu-4	Aeroflot/Polar	rgd	1959 ?	opb 247 LO; t/t 1,463 hours by 01oct60 (did not fly after that); canx 06feb61 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 "Moskovskii" 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, l/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
280 58 08	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 59 01	"25"	Tu-4	Soviet Air Force	photo		at Novgorod-Krechevitsy; opb 224 tbat
280 60 07	"21" red	Tu-4	Soviet Air Force			
280 60 07	4074	Tu-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			
280 63 02 ?	not known	KJ1	Chinese Air Force	photo		c/n difficult to read on photo; AEW aircraft with rotodome
280 63 03	"28" red	Tu-4	Soviet Air Force	photo		
280 65 01	not known	Tu-4	Soviet Air Force			opb 50th Air Army; converted to, see next line
280 65 01	4114	Tu-4UChSh	Chinese Air Force	h/o	10sep60	navigator training version; converted to, see next line
280 65 01	4114	KJ1	Chinese Air Force	photo		prototype of an AEW aircraft with Type 843 rotodome and AI-20M turboprops; preserved in the China 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
280 65 08	4124	Tu-4UChSh	Chinese Air Force	h/o	10sep60	navigator training version
280 67 02	"23" red	Tu-4T	Soviet Air Force			prototype of this version

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 no code	Tu-4 ShR-1	Soviet Air Force 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 tbat 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

Tu-4 with unknown construction numbers

---	"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 ?	not known	Tu-4	Soviet Air Force		the first digit of the c/n might be a 9 (or a 6); opb 444 tbat; 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 03	"03" red	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by the AVATU 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	w/o	06apr54	according to the book 'Soviet Strategic Aviation in the Cold War'
4 2 002 02	not known	Tu-16	Soviet Air Force			code visible under the paint, see next line
4 2 002 04	"07"	Tu-16	Soviet Air Force	ph.	ca 1972	used as a ground instructional airframe by the Riga Aviation Institute (RKIIGA)
	no code	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by ChVVAUSh around 1975
4 2 003 02	"15"	Tu-16	Soviet Air Force			
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-16KS	Soviet Air Force		photo	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) 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			
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	Soviet Air Force			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	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) at the civil airfield; probably scrapped in 1980s
4 2 008 05	"83" yellow	Tu-16K-26	Soviet Air Force		06jul94	used as a ground instructional airframe by 111 VASHM at Chortkiv; l/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 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
4 2 011 10	"53" red "74" yellow	Tu-16K-26 Tu-16K-26	Soviet Air Force Soviet Air Force	Mon	03jul06 06jul94	preserved in the Air Force museum at Monino (N55.832772 E38.187915) with changed code, l/n oct23 also reported as "74" black !; used as a ground instructional airframe by 111 VASHM at Chortkiv, almost completely broken up by may97, l/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
	"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) at the civil airfield; on photo already in derelict condition; probably scrapped in the 1980s
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"	Tu-16KSR-2	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
5 2 016 07	"03"	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			
5 2 019 08	"13" red	Tu-16K	Soviet Air Force	KGO	30aug93	preserved; l/n KGO jun99
5 2 019 10	"21" red	Tu-16	Soviet Air Force		23may94	at Yegoryevsk Technical school, l/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	Tu-16KSR-2	Soviet Air Force			
5 2 021 01	"70" yellow	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 021 18	? "63"	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

5 2 025 06	"05" red	Tu-16KSR-2	Soviet Air Force	Akc	14aug96	
5 2 025 10	"29"	Tu-16	Soviet Air Force	ph.	1972	in natural metal c/s; used as a ground instructional airframe at Michurinsk
5 2 026 05	"11" red	Tu-16K	Soviet Air Force	Eng	10aug01	probably a Tu-16KSR-2-5; reportedly opb 132 tbad at Tartu; in light grey c/s with dark grey top; 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 base at Engels (N51.478297 E46.154275), seen aug03/nov20
5 2 026 12	"33" red	Tu-16	Soviet Air Force		17aug97	at Stryy, wfu
5 2 027 02	"57"	Tu-16	Soviet Air Force		photo	
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	"55"	Tu-16	Soviet Air Force		photo	in natural metal c/s; used as a ground instructional airframe by the AVATU technical college at Achinsk
5 2 028 09	"16" yellow	Tu-16	Soviet Air Force		17aug97	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), l/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 museum at Togliatti (N53.552875 E49.247889), seen aug06/dec22
5 2 029 07	"17" red	Tu-16P	Soviet Air Force	Akc	14aug96	
5 2 029 08	not known	Tu-16	Soviet Air Force			
6 2 029 16	"01"	Tu-16	Soviet Air Force		photo	at Zhabrovka 1978
6 2 030 05	not known	Tu-16	Soviet Air Force		17aug97	at Stryy, nose section only
6 2 030 16	"10" red	Tu-16	Soviet Air Force	Kzp	25jun02	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 tbad 55 tbad 30 VA at Zavitsinsk; used call-sign СССР-07514; w/o 24aug81 on a weather reconnaissance flight from Zavitsinsk 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 СССР-46653 of Aeroflot and crashed in the taiga near Fyodorovka (at N50.017 E130.467 in the Zavitsinsk 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	Soviet Air Force	ph.	03jan84	in flight, Priluki; l/n Stryy 17aug97, wfu
6 2 031 21	not known	Tu-16	Soviet Air Force			
6 2 031 27	"16" blue	Tu-16	Soviet Air Force	VVO	19apr97	
6 2 031 30	not known	Tu-16KSR-2	Soviet Air Force			
6 2 032 03	"19"	Tu-16K-26	Soviet Navy			
	СССР-42355	Tu-16K-26	Goskomgidromet	Pus	28may90	b/w photo with this code and c/n readable; was converted by 20 ARZ at Pushkin in 1977, see next line
6 2 032 08	not known	Tu-16K-26	Soviet Navy			
	СССР-42484	Tu-16K-26	Goskomgidromet	ph.	1982	"Tsiklon-N" weather control aircraft; in full Aeroflot c/s; opb NII VVS (Air Force Research Institute) at Chkalovskii; underwent trials 1978/80; converted to "Tsiklon-NM" by 20 ARZ by early 1990s; wfu 1997; l/n CKL aug03, still in full Aeroflot c/s; broken up in 2005 converted by 20 ARZ at Pushkin in 1977, see next line
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	"11"	Tu-16	Soviet Air Force		photo	
6 2 034 14	"08" blue	Tu-16	Soviet Air Force	VVO	19apr97	
7 2 034 15	"26"	Tu-16	Soviet Air Force		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 Zavitsinsk when the nose gear retracted, it was decided then to preserve the aircraft instead of repairing it; preserved as a gate guard at Zavitsinsk from early summer 1989
7 2 035 23	not known	Tu-16	Soviet Air Force			
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, l/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	
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		photo	
7 2 036 30	not known	Tu-16	Soviet Air Force	mfd	27jun57	opb military unit 25966-B
	not known	Tu-16	MAP LII Zhukovskii	trf	16apr59	used as a flying test-bed e.g. for the TGS-40A and 23T; ownership trf to the LII officially in 1973 (based on 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 'super bomb' AN602 over Novaya Zemlya 30oct61
7 2 037 12	"73" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 037 19	not known	Tu-16RRR	Soviet Air Force			
7 2 037 24	"56" red	Tu-16	Soviet Air Force		photo	with a tandem nose gear
7 2 037 27	"07" red	Tu-16	Soviet Air Force	ULV	09sep92	scrapped at Ulyanovsk in 1992
7 2 037 28	"07" red	Tu-16	Soviet Air Force		photo	
7 2 037 30	"62" red	Tu-16	Soviet Air Force		11sep96	in Bila Tserkva technical School, l/n 16may98 but not noted there 27jun99 !
7 2 038 05	not known	Tu-16K-10	Soviet Air Force	DME	jul67	
7 2 038 06	not known	Tu-16K-10	Soviet Air Force			
7 2 038 11	"84"	Tu-16	Soviet Air Force		photo	at Mongokhto
7 2 038 12	"03"	Tu-16A	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
7 2 038 17	"10" red	Tu-16	Soviet Air Force	ULV	09sep92	scrapped at Ulyanovsk in 1992
7 2 038 19	"24"	Tu-16KS	Soviet Air Force		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"	Tu-16	Soviet Air Force		photo	in natural metal c/s
7 2 038 29	"17"	Tu-16	Soviet Air Force	ph.	jul91	
7 2 039 02	"06" red	Tu-16	Soviet Air Force		20jul94	in the technical School at Bila Tserkva; sighting correct ?, see previous line
7 2 039 07	"53"	Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, l/n 27jun99
7 2 039 14	"04" red	Tu-16	Soviet Air Force		1994	in Bila Tserkva technical School, l/n 27jun99
7 2 040 03	"17" red	Tu-16K-26	Soviet Air Force		20jul94	in the technical School at Bila Tserkva
7 2 040 05	"18" red	Tu-16	Soviet Air Force		06jul94	used as a ground instructional airframe by 111 VASHM at Chortkiv, l/n aug97
8 2 040 10	not known	Tu-16K-10	Soviet Air Force		20jul94	in the technical School at Bila Tserkva, l/n 16may98, not seen 27jun99
8 2 040 14	"25" blue	Tu-16K-26	Soviet Air Force	Plw	aug96	preserved in the Poltava base museum (N49.618788 E34.501872) l/n sep21
8 2 040 16	not known	Tu-16	Soviet Air Force		photo	
8 2 040 22	"20"	Tu-16	Soviet Navy			
8 2 040 24	"54" red	Tu-16	Soviet Air Force	IEV	30aug93	in the compound of the technical school and later scrapped
8 2 040 28	"05" ?	Tu-16	Soviet Air Force	ph.	1963	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			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 (pilot: Amet-khan Sultan) were killed
8 2 041 30	not known	Tu-16P	Soviet Air Force			
8 2 042 03	not known	Tu-16P	Soviet Air Force			
8 2 042 06	"40" red	Tu-16P	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 10	"19" red	Tu-16	Soviet Air Force		12jul94	at Oktyabrskoye (Crimea), wfu
8 2 042 14	"69" red	Tu-16E	Soviet Air Force		photo	in the book 'Soviet Strategic Aviation in the Cold War'
8 2 042 15	"51" red	Tu-16P	Soviet Air Force	TAY	mar80	with large code on tail
. 2 042 ..	"57" red	Tu-16LL	LII Zhukovskii			test-bed with nose and targeting systems of the M-17; in Soviet Air Force c/s; seen ZIA (N55.557581 E38.124808) aug05/aug09, stored

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 73 3 04 5	"01" red	Tu-16K-10	Soviet Air Force	mfd	1963	line # 73-04; opb 303 tbad at Zavitsinsk; in natural metal c/s; w/o 17mar76 on a formation flight at night from Zavitsinsk to Mys Shmidta when stalled (due to pilot error) while descending between Markovo and
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Mys Shmidta, entered a spin and crashed, the crew (pilot: Major Gosteyev) was not able to shoot out due to the high g loads and was killed

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.

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	not known	Tu-16	Soviet Air Force			
1 88 02 02	not known	Tu-16	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	not known	Tu-16	Soviet Air Force			
1 88 04 03	not known	Tu-16	Soviet Air Force			
1 88 04 04	"41" yellow "78" black	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	no	reports 16may98	c/n not confirmed 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	not known	Tu-16	Soviet Air Force			
1 88 05 02	not known	Tu-16	Soviet Air Force			
1 88 05 03	not known	Tu-16	Soviet Air Force			
1 88 05 04	not known	Tu-16	Soviet Air Force			
1 88 05 05	not known	Tu-16	Soviet Air Force			
1 88 06 01	"761"	Tu-16	Soviet Air Force	ph.	mar59	appears in a film about the Tu-16 published in the 'Royal Observer Corps Recognition Journal'
1 88 08 04	not known	Tu-16	Soviet Air Force			
1 88 09 05	no code ?	Tu-16	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	"07"	Tu-16	Soviet Air Force	photo		
1 88 11 10	"10" blue	Tu-16LL	Soviet Air Force	ZIA	16aug92	l/n ZIA 31aug93
1 88 12 10	"15" red	Tu-16	Soviet Air Force	Akc	14aug96	
1 88 13 01	not known	Tu-16	Soviet Air Force	photo		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	AFL/Moscow (MUTA)	rgd	14sep55	
	CCCP-L5411	Tu-104G	Aeroflot/LUTTs	trf	jan57	opb LUTTs (Lyotny uchebno-trenirovochny tsentr = Flying Training Centre) at OVB; was the first aircraft of LUTTs, arrived at OVB 26jan57; in natural metal c/s with small titles on the nose
	CCCP-42426	Tu-104G	Aeroflot/LUTTs	rgd	09may58	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 25mar63 as to become a 'training exhibit'; used as a ground instructional airframe at IEV, l/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	"42"	Tu-16	Soviet Air Force	photo		
1 88 15 01	"37" red	Tu-16	Soviet Air Force	mfd	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; disassembled and transported to the city of Smolensk
	no code	Tu-16	Soviet Air Force	ph.	21aug02	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	not known	Tu-16	Soviet Air Force			
1 88 16 02	"10" red	Tu-16P	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	"23" blue	Tu-16	Soviet Air Force	photo		in the book 'Soviet Strategic Aviation in the Cold War'
1 88 16 07	not known	Tu-16	Soviet Air Force	photo		
1 88 17 02	not known	Tu-16	Soviet Air Force	photo		
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	"26"	Tu-16	Soviet Air Force	photo		
1 88 19 09	"35"	Tu-16	Soviet Air Force	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	"32" blue	Tu-16	Soviet Air Force	photo		in the book 'Soviet Strategic Aviation in the Cold War'
1 88 20 17	"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-16P	Soviet Air Force			
1 88 21 08	not known	Tu-16R	Soviet Air Force	photo		opb 2 ae 219 odrap at Khvalynka
1 88 21 08	not known	Tu-16	Soviet Air Force			
1 88 22 05	"28"	Tu-16P	Soviet Air Force			
1 88 22 20	not known	Tu-16	Soviet Air Force			
					13aug01	preserved as gate guard at Shaikovka (N54.247227 E34.376563); l/n jun18
1 88 23 10	not known	Tu-16	Soviet Air Force	PKC	08jul94	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 15	"34"	Tu-16	Soviet Air Force	ph.	jan87	
1 88 23 28	not known	Tu-16	Soviet Air Force			number in the batch seems too high !
1 88 24 08	not known	Tu-16P	Soviet Air Force	photo		of the nose with the c/n clearly readable
1 88 24 09	not known	Tu-16P	Soviet Air Force			
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) at the civil airfield; probably scrapped in 1980s
1 88 25 13	"27"	Tu-16	Soviet Air Force	photo		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	"04"	Tu-16	Soviet Air Force	photo		in light grey c/s with dark grey top
1 88 26 12	not known	Tu-16	Soviet Air Force	ph.	1995	
	"21" blue	Tu-16	Soviet Air Force			
1 88 27 10	"26" red	Tu-16R	Soviet Air Force	photo	03may98	seen preserved Priluki barracks (N50.584590 E32.357138) in good condition, l/n apr16
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	not known	Tu-16LL	Soviet Air Force	photo		in the book 'Soviet Strategic Aviation in the Cold War'
1 88 29 16	"34"	Tu-16	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 about 1992; being scrapped at Byelaya may00
1 88 31 06	not known	Tu-16Z	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 08	"50" red	Tu-16K	Soviet Air Force	Rzd	18jun99	preserved as gate guard, l/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			
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	Tu-16	Soviet Air Force	photo		in the book 'Soviet Strategic Aviation in the Cold War'
1 88 32 07	"24"	Tu-16	Soviet Air Force	ph.	sep82	
1 88 32 10	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 32 13	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 33 02	"86" black	Tu-16	Soviet Air Force	ph.	may89	
1 88 33 05	not known	Tu-16Z	Soviet Air Force	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 "28"
1 88 33 10	"21"	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 33 13	"35"	Tu-16	Soviet Air Force	ph.	jan77	
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 Aviation Engineers (KII GA), seen mar77/aug93
1 88 33 15	"09" 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 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	"25"	Tu-16R	Soviet Air Force	mfd	dec57	opb 2 ae 219 odrap at Khvalynka; in natural metal c/s; photo feb69
1 88 33 19	"21" black "22" red	Tu-16 Tu-16	Soviet Air Force Soviet Air Force	photo photo		
1 88 33 20	"05"	Tu-16R	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 02	not known	Tu-16	Soviet Air Force	photo		in natural metal c/s; opb 967 odrap
1 88 34 03	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

---	M-1602	Tu-16A	Indonesian AF	d/d	1961	photo exists; opp 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; opp Skuadron 41 at Madiun Iswahyudi
---	M-1604	Tu-16A	Indonesian AF	d/d	1961	photo exists; opp Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence nov61
---	M-1605	Tu-16A	Indonesian AF	d/d	1961	opp Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence apr62 and may62
---	M-1606	Tu-16A	Indonesian AF	d/d	1961	photo nov61; opp Skuadron 41 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n oct77
---	M-1607	Tu-16A	Indonesian AF	d/d	1961	photo exists; opp 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; opp Skuadron 41 at Madiun Iswahyudi; carried a Skuadron 41 badge
---	M-1609	Tu-16A	Indonesian AF	d/d	1961	opp Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence jun62 and sep62
---	M-1610	Tu-16A	Indonesian AF	d/d	1961	opp Skuadron 41 at Madiun Iswahyudi; reported by Dutch intelligence feb62 and sep62
---	M-1611	Tu-16A	Indonesian AF	d/d	1961	photo exists; opp Skuadron 41 at Madiun Iswahyudi; in natural metal c/s; carried 'M' on tail and '1611' on nose; wfu by 1970 at Madiun Iswahyudi
---	M-1612	Tu-16A	Indonesian AF	d/d	1962	opp Skuadron 41 at Madiun Iswahyudi
---	M-1613	Tu-16A	Indonesian AF	d/d	1962	opp 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 ?; opp 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	opp Skuadron 42 at Madiun Iswahyudi
---	M-1616	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opp 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; opp Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1618	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opp Skuadron 42 at Madiun Iswahyudi
---	M-1619	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opp Skuadron 42 at Madiun Iswahyudi
---	M-1620	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opp Skuadron 42 at Madiun Iswahyudi; wfu by 1970 at Madiun Iswahyudi, l/n 1973
---	M-1621	Tu-16KS-1	Indonesian AF	d/d	1962	photo exists; opp 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; opp 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; opp 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; opp 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; opp; c/n suggested as 7304327, but see M-1614; opp 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 museum at Jogyakarta (S7.7908472 E110.41729) from 1991, seen jul92/sep19
---	M-1626	Tu-16KS-1	Indonesian AF	d/d	1962	opp 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; opp 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; opp 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; opp 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 later photo with the fin flash with 3 stars
---	3417	Tu-16	Iraqi 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	Tu-16K-11	Iraqi Air Force			Tu-16K-11-16; opp 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; opp 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 Squdron 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 reservist soldiers 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	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.

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 Il-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" "156" red	Tu-22M Tu-22M	Tupolev OKB Tupolev OKB	mfd	10apr69	first prototype; f/f 30aug69; in Soviet Air Force c/s 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

8 Tu-22M0 built 1969-1971 and 9 Tu-22M1 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 30may75 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 times 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 "Zhukovskii" Air Force Engineering College at Monino preserved in the Soviet/Russian Air Force museum at Monino (N55.832544 E38.1878111) from oct89, l/n oct23
	"33" red	Tu-22M0	Soviet Air Force			
5 02 0 01 . ?	not known	Tu-22M0	Tupolev OKB	f/f	02jun70	line # 02-01; development/systems test aircraft; d/d 31oct74 to Soviet Air Force
5 02 0 02 7	"202" black	Tu-22M0	Tupolev OKB	f/f	02oct70	line # 02-02; photo exists; underwent tests of missile weapons and determination of performance characteristics with the X-22 missile; d/d 09aug74 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 (IVVAIU) 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, l/n aug21; will reportedly be preserved in the museum at Verkhnaya 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	opp 43 TsBP i PLS at Ryazan-Dyagilevo; probably trf to the Soviet Navy after 1980
	"53" red	Tu-22M0	Soviet Navy	ph.	11sep94	opp 444 TsBP i PLA MA; ferried from a Soviet Navy airfield to Riga-Skulte in 1981 and used as a ground instructional airframe by Rzhskoye VVAIU; donated to Rzhskii klub yunyh lyotchikov (Riga Club of Young Fliers) dec90; preserved in the Latvijas Aviacijas Tehnikas Muzejs at Iyot, 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); l/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 Zhukovskii 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; opp 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 . ?	not known	Tu-22M1	Soviet Air Force	f/f	11oct72	line # 04-02; d/d 31may74; opp 540 mrap 33 TsBP i PLS at Mykolayiv-Kulbakino

---	"40" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"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; l/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 dec12
---	"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			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); l/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	l/n oct13
---	"57" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"58" red	Tu-22M3	Russian Air Force	Bly	sep11	code on nose wheel door; l/n Byelaya jan14
---	"60" red	Tu-22M3	Soviet Air Force			opb 840 tbap at Soltsy
---	"60" red	Tu-22M3	Russian Air Force	Sot	20aug95	
---	"60" red	Tu-22M3	Russian Air Force	Bly	sep09	
---	"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			opb 260 tbap 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			opb 260 tbap 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			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	Soviet Air Force			opb 260 tbap at Stryy
---	"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 tbap 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	l/n Mykolayiv-Kulbakino 27may02; possibly had a different code on the nose wheel door; a candidate is c/n 4149923

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 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.

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	Tupolev OKB	f/f	12nov52	from Zhukovskiy; 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
---	--	Tu-95	Tupolev OKB			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 Zhukovskiy; 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, l/n oct23

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

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	not known	Tu-95	Soviet Air Force			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
4 8 000002	not known	Tu-95	Soviet Air Force			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
4 8 000003	not known	Tu-95	Soviet Air Force	toc	31aug55	crashed 25aug65
5 8 001 01	no code	Tu-95	Soviet Air Force	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
	"6"	Tu-95N	Tupolev OKB			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 Zhukovskiy 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

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; l/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 with unknown c/ns include

---	"15" black(1)	Tu-95RTs	Soviet Navy	no	reports	converted from a Tu-95M, did not have aerial refuelling equipment; opb 392 odrap at Fedotovo-Kipelovo
---	"16" black	Tu-95RTs	Soviet Navy	r/r	1969	opb 1 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev
---	"27" black	Tu-95RTs	Soviet Navy	no	reports	opb 2 ae 392 odrap at Fedotovo-Kipelovo; crashed 25jan84 (commander: MAJ V.K Vymyatkin)
---	"31" black(2)	Tu-95RTs	Soviet Navy	no	reports	with longer tail and SPS-100A "Rezeda-A" jammer; opb 3 ae 392 odrap at Fedotovo-Kipelovo; trf to Nikolayev
---	not known	Tu-95RTs	Soviet Navy			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 tbat, 20 delivered in 1984-85 to 1226 tbat, 20 delivered in 1986-87 to 1006 tbat, 18 of a planned 25 delivered in 1987-90 to 182 tbat and 5 more delivered in 1989-90 to 1006 tbat, The 1006 tbat aircraft were transferred to the Ukraine Air Force in 1992.

Tu-95MS production by Factory No. 86 at Taganrog

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 tbat 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 tbat Semipalatinsk on 17dec82; same aircraft as c/n # 3100002 ?
03	not known	Tu-95MS	Soviet Air Force			was deployed to 1023 tbat 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; l/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			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; l/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 taxiing 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	
% 2 3 00811	"62"	Tu-95MS	Russian Air Force	no	reports	
% 3 3 00822	not known	Tu-95MS	Russian Air Force	no	reports	
	"50" red	Tu-95MS	Russian Air Force	Tag	21may11	last overhaul completed 07feb10 (by Tavia); converted by OAO Tupolev and Tavia to, see next line
	RF-94192	Tu-95MS	Russian Air Force	ZIA	12aug12	prototype of the modernised version, without pylons
% 4 3 00843	not known	Tu-95MS	Soviet Air Force			also carried code "50" red; in light grey c/s with 'VVS Rossii' titles and Russian stars; l/n 18nov21 over international waters near Japan and South Korea
	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; l/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; l/n may21
% 4 3 00854	not known	Tu-95MS	Soviet Air Force	mfd	apr84	opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; last overhaul completed 07dec09 (by Tavia)
	"77" red	Tu-95MS	Russian Air Force	ph.	apr06	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)
	RF-94204	Tu-95MS	Russian Air Force	ZIA	sep14	based at Semipalatinsk
% 1 4 00875	not known	Tu-95MS	Soviet Air Force	no	reports	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
	"23" red (2)	Tu-95MS	Russian Air Force	Rzd	29jul08	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; l/n Ryazan-Dyagilevo 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; l/n Ryazan-Dyagilevo aug15
	RF-94257	Tu-95MS	Russian Air Force	Tag	07apr19	also carried code "22" red; still named 'Chelyabinsk' and with 'VKS Rossii' titles; still present 19may19; l/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
% 3 4 00909	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'; l/n ZIA 17jul17 came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva, seen may98/apr99; scrapped at Bila Tserkva 01/02dec00
	"34" red	Tu-95MS	Soviet Air Force			c/n checked; opb 326 tbad (redesignated 6952 AvB in 2009) at Ukrainka; in natural metal c/s with black spinner tips
% . . 10317	"12" red	Tu-95MS-6	Russian Air Force	ZIA	20aug03	

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 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; l/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; l/n ZIA 21dec14
# . . 15119	"24" red	Tu-95MS-16	Soviet Air Force			opb 1006 tbat at Uzyn
	"24" red	Tu-95MS-16	Ukraine Air Force	trf	1992	opb 1006 tbat 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 Ukraina; overhauled in 2015
# 1 4 19317	RF-94202 "317" black "317" red	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Tupolev OKB Tupolev OKB	Rzd ZIA ZIA	dec16 16aug92 20aug05	also carried code "60" red; with 'VVS Rossii' titles, Russian stars and black spinner tips; l/n ZIA aug17 in Russian AF c/s; l/n ZIA 17aug01 test and development aircraft (for powerplants, systems and weapons) with four removable underwing pylons; l/n ZIA 11apr23, active
# 1 4 19421	"53" RF-94195	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	no ZIA	reports 21jan15	to be overhauled in 2013/14
# 1 4 19429	"65" red "49" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd no	1984 reports	also carried code "53" red with 'VVS Rossii' titles; l/n ZIA jul19 opb 1226 tbad at Semipalatinsk opb 79 tbad (redesignated 6952 AvB in 2009) at Ukraina probably from 1993; underwent heavy maintenance in 2013
	RF-94191	Tu-95MS	Russian Air Force	Tag	nov13	also carried code "49" red; opb 6952 AvB at Ukraina; in light grey c/s with 'VVS Rossii' titles and Russian stars; l/n over the Sea of Japan 23jul19
# 2 4 19743	not known "48" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd trf	1984 1992	underwent life-time extension with Tavia in 2005; repairs to propellers and APU were to be undertaken by 360 ARZ in 2016
	RF-94190	Tu-95MS	Russian Air Force	Rzd	17may19	also carried code "48" red; in light grey c/s with 'VKS Rossii' titles, Russian stars and black spinner tips; l/n Ryazan-Dyagilevo 30aug21
# . . 21744	"41" red "41" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 07nov99
# 2 4 21802	not known RF-94198	Tu-95MS Tu-95MS	Russian Air Force Russian Air Force	no ZIA	reports 27mar14	last overhaul completed 07feb10 (by Tavia) also carried code "56" red; in light grey c/s with 'VVS Rossii' titles and Russian stars; l/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 Ukraina; to be overhauled by TANTK im. Berieva in 2014/15
# 3 4 21914	not known "55" RF-94197	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd ph. ph.	12nov84 2009 sep13	also carried code "54" red with 'VVS Rossii' titles; details from russianplanes.net based at Semipalatinsk based at Ukraina also carried code "55" red; based at Ukraina; with 'VVS Rossii' titles and Russian stars; initially in natural metal c/s; l/n as such sep13; underwent heavy maintenance by TANTK in 2013/14 and repainted in light grey c/s; f/n as such dec15; l/n over the Bering Sea 08aug19
# 3 4 23103	not known "43" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd ZIA	1985 ? 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 RF-94186	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Russian Air Force Russian Air Force	ph. Tag	<may19 apr06 2012	and photo mar21; also carried code "43" red, with 'VKS Rossii' titles, Russian stars and black spinner tips opb 326 tbad at Ukraina; c/n not checked also carried code "41" red; opb 6952 AvB at Ukraina; with 'VVS Rossii' titles but still with Red Stars; l/n 18nov21 over international waters near Japan and South Korea
# 4 4 23419	not known RF-94199	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	ZIA	jul15	also carried code "57" red, with 'VVS Rossii' titles, Russian stars and black spinner tips; l/n ZIA 09feb16
# 4 4 24530	not known	Tu-95MS	Russian Air Force			scrapped at Seryshevo around may15
# 4 4 24532	not known "51" red RF-94193	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	ph.	21aug05 26nov20	at Ukraina, l/n there 11apr06 modernised with new avionics and fitted with four underwing pylons; also carried code "51" red, with 'VVS Rossii' titles, Russian stars and black spinner tips
# 4 4 24544	"29"	Tu-95MS	Russian Air Force		21aug05	at Ukraina, l/n there 11apr06
# 4 4 24550	"25" red	Tu-95MS	Soviet Air Force			came under Russian jurisdiction in 1992; sat wfu in 148 ARZ at Bila Tserkva (Ukraine); scrapped at Bila Tserkva 28/29nov00
# 4 4 24604	"604" black	Tu-95MS	Russian Air Force	ZIA	31aug93	l/n ZIA 17aug01
# 4 5 24610	"610" black	Tu-95MS	Russian Air Force	ZIA	31aug93	c/n also reported as 10002124610; to be overhauled in 2015
# . . 27611	"611" black	Tu-95MS	Russian Air Force	ZIA	31aug93	
# 2 5 27615	not known RF-94176	Tu-95MS Tu-95MS	Soviet Air Force 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; l/n Kozelsk 09jul16
# 2 5 28356	"25" not known RF-94177	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force Russian Air Force	Ukr	2012	also carried code "20" red, with 'VVS Rossii' titles; l/n Taganrog-Yuzhny 19may18, with a 'Long-Range Aviation' badge depicting a Tiger's head on a globe
# 2 5 28382	RF-94177	Tu-95MS	Russian Air Force	ph.	2020	location unknown; modernised with new avionics and fitted with four underwing pylons; now with 'VKS Rossii' titles and smaller 'coat-of-arms' on a blue shield below the cockpit
# 2 5 28561	"24" not known "28" red	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force Russian Air Force	mfd Bly	1986 ? 16aug09	repairs to propellers and APU to be undertaken at 360 ARZ in 2016 opb 326 tbad (redesignated 6952 AvB in 2009) at Ukraina; 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 Ukraina; initially in natural metal c/s with 'VVS Rossii' titles, Russian stars and black spinner tips; l/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 tender for modification published 23apr09
# 2 5 28575	"26"	Tu-95MS	Russian Air Force			
# 3 5 28593	not known RF-94207	Tu-95MS Tu-95MS	Russian Air Force Soviet Air Force	ph.	apr14	also carried code "21" red; with 'VVS Rossii' titles; l/n Samara-Bezmyanka 19sep16, with a 'Long-Range Aviation' badge depicting a Tiger's head on a globe
# 3 5 29526	"23" "02" red "02" red	Tu-95MS Tu-95MS-16 Tu-95MS-16	Russian Air Force Soviet Air Force Ukraine Air Force	trf	1992	tender for modification published 23apr09 opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 11dec99
# 3 5 29608	"27" "03" red "03" red	Tu-95MS Tu-95MS-16 Tu-95MS-16	Russian Air Force Soviet Air Force Ukraine Air Force	trf	1992	tender for modification published 29apr08 opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 24/26mar00
# . . 29843	"04" red "04" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 17/18apr00
# . . 30108	"05" red "05" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/27may00
# . . 30183	"06" red "06" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 29/30jun00
# . . 30203	"07" red "07" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu in 148 ARZ at Bila Tserkva, seen mar97/apr99; scrapped at Bila Tserkva 01dec99
# . . 30235	"20" red "20" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 25/26aug00
# . . 30306	"21" red "21" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 27/28aug00
# . . 30309	"22" red "22" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 04/06oct00
# . . 30419	"23" red "23" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn sat wfu at Uzyn, seen may98; scrapped at Uzyn 31jan99
# . . 31135	"24" red "24" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 06/07nov00
# . . 31198	"25" red "25" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16dec00
# . . 31249	"90" red "90" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 15/16jan01
# . . 31370	"91" red "91" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 12mar01
# . . 31483	"92" red "92" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 26/27mar01
# . . 31509	"93" red "93" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad at Uzyn; sat wfu at Uzyn; scrapped at Uzyn 16/17apr01
# . . 32149	"90" red "94" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn
# . . 32179	"94" red "94" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn; sat wfu at Uzyn, seen may98; scrapped at Uzyn 07/17may01
# 1 7 32191	"01" red "01" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	trf	1992	opb 1006 tbad at Uzyn opb 1006 tbad 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, l/n sep21
# 1 7 32386	"95" red "95" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	mfd trf	1987 1992	opb 1006 tbad at Uzyn opb 1006 tbad 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 Mykolajiv-Kulbakin, seen oct05/sep13; earmarked for sale in 2011, sold by the Ukrainian MoD to Spetstekhoeksport 10jun13 and sold on to Avto-Trade Ukraina 12jun13; scrapped by apr14
# . . 32477	"26" black	Tu-95MS	Soviet Air Force	mfd	1987	opb 182 tbad at Mozdok
# . . 33111	not known	Tu-95MS	Soviet Air Force	ZIA mfd	31aug93 1987 ?	c/n checked ZIA 31aug93; a "26" red was seen Ryazan-Dyagilevo 29jun02 and DZR 06sep07

	"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' DZR 27aug06; seen Byelaya 08feb11; /n Samara-Bezymayanka 2016
	RF-94206	Tu-95MS	Russian Air Force	photo		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 'VKS Rossii' titles; /n over Moscow 07may19
# 2 7 33144	"31" red "31" red	Tu-95MS-16 Tu-95MS-16	Soviet Air Force Ukraine Air Force	mfd trf	1987 1992	opb 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 Spetstekhnooksport 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 mar17
# 3 7 33255 # 3 7 33299	"10" not known "12" red RF-94126	Tu-95MS Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Soviet Air Force Russian Air Force Russian Air Force	no mfd Eng Eng	reports 26jan87 17aug01 19aug11	opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; named 'Moskva' aug03; /n Engels 18dec07 also carried code "12" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Moskva' after the Russian capital; /n without pylons ZIA 31aug13 modernised with new avionics and fitted with four underwing pylons; also carried code "12" red, with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Moskva'; /n Kubinka 19aug22
# 3 7 33322	not known "18" red RF-94131	Tu-95MS Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force Russian Air Force	mfd Eng Eng	09feb88 17aug01 02aug12	opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; /n Engels 16aug05 also carried code "18" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; /n Rostov-na-Donu Tsentralny 21feb15, without pylons 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; /n 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 tbad (redesignated 6950 AvB in 2009) at Engels, but probably detached to Ryazan-Dyagilevo; /n Ryazan-Dyagilevo 2011
	RF-94132	Tu-95MS	Russian Air Force	Eng	02aug12	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 10apr14; named 'Voronezh'; /n without pylons Samara-Bezymayanka 23dec15
	RF-94132	Tu-95MS	Russian Air Force	Sae	03mar16	underwent an upgrade with "Aviakor" until 05apr16; modernised with new avionics and fitted with four underwing pylons; /n f/n Samara-Bezymayanka 03mar16; also carried code "14" red with 'VVS Rossii' titles and Russian stars, named 'Voronezh'; /n Engels may16; seen early 2020 now with 'VKS Rossii' titles; /n Engels oct20
# 4 7 33447	"12" black "17" red RF-94259	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Russian Air Force Russian Air Force	mfd Eng ph.	03mar88 17aug01 11oct11	opb 182 tbad at Mozdok (disbanded feb99); f/n Engels aug97 opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; /n Engels 06oct08 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; /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 tbad at Mozdok (disbanded feb99); /n over Moscow-Tushino 05sep93 opb 184 tbad (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; /n as such Kubinka mar09; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; /n overhead Moscow 09may10 also carried code "15" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner 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'; /n as such Engels feb18; titles changed to 'VKS Rossii'; f/n as such Kazan 10aug18; /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 tbad (redesignated 6950 AvB in 2009) at Engels; named 'Veliki Novgorod' after a town in western Russia, f/n as such ZIA 20aug07; /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 tips; named 'Veliki Novgorod'; /n without pylons ZIA 30aug15
	RF-94124	Tu-95MS	Russian Air Force	Eng	oct11	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'; /n Engels jun18; seen Kubinka 23aug18 now with 'VKS Rossii' titles; /n Engels 18may21
# 2 8 34278	not known "22" red	Tu-95MS Tu-95MS	Soviet Air Force Russian Air Force	mfd Eng	29jul88 17aug01	opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; seen Engels 16aug05 with the additional code "28" black, stored; named 'Kozelsk' apr10 after a town in the Kaluga region
	RF-94120	Tu-95MS	Russian Air Force	Eng	02aug12	also carried code "22" red on the fin and "22/1" red on the left nose-wheel door; opb 1 AvGr 6950 AvB at Engels; with 'VVS Rossii' titles, Russian stars and blue spinner tips; named 'Kozelsk'; /n 2013, flying modernised with new avionics and fitted with four underwing pylons; with 'VKS Rossii' titles and just "22" on the nose-wheel door; /n Engels 23dec20
# 2 8 34379	"23" black "23" red RF-94129	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Russian Air Force Russian Air Force	mfd Eng Chh	29jul88 17aug01 01oct11	opb 182 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels; seen FFD 28/31jul94 opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; /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; /n Engels 02aug12 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; /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 tbad (redesignated 6950 AvB in 2009) at Engels; f/n Engels 17aug01; /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; /n with Red Stars and without titles Engels sep12; f/n with 'VVS Rossii' titles and Russian stars Engels apr13; /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 'VKS Rossii' titles, Russian stars and blue spinner tips; /n without name over Kazan 18aug19; named 'Murmansk' after a city on the Kola Peninsula; f/n as such apr20; /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 tbad (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 overhaul with TANTK im. Berieva from 08aug14
	RF-94119	Tu-95MS	Russian Air Force	ph.	04may18	modernised with new avionics and fitted with four underwing pylons; also carried code "25" red on the fin and "25/1" red on the left nose-wheel door; opb 6950 AvB at Engels; /n Engels aug21
# 3 8 34496	"20" red	Tu-95MS	Russian Air Force	mfd	19nov88	opb 184 tbad (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 (05jul08 according to another source) after a science centre near Moscow; initially without titles and with Red Stars, /n as such Engels 16aug08 (c/n checked in wheel wells); f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10; /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 "Aviakor" at Samara for an upgrade 20aug15
	RF-94122	Tu-95MS	Russian Air Force		18nov15	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'; /n over Moscow may18
# 4 8 34567 # 4 8 34666	"14" black "30" black "21" red	Tu-95MS Tu-95MS Tu-95MS	Russian Air Force Russian Air Force Russian Air Force	mfd mfd Eng	1988 21jan89 17aug01	opb 182 tbad at Mozdok (disbanded feb99); scrapped opb 182 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels opb 184 tbad (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, /n as such Engels 13apr10; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 04may10; /n overhead Moscow 09may10
	RF-94121	Tu-95MS	Russian Air Force	ZIA	13aug11	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 Rossii' titles, Russian stars and blue spinner tips; named 'Samara'; /n Engels mar17; converted 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 tbad (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; /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'; /n without pylons Engels sep14
	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 Rossii' 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 tbad at Mozdok (disbanded feb99) and later by 184 tbad at Engels opb 184 tbad (redesignated 6950 AvB in 2009) at Engels; named 'Saratov' 27jun99 (according to another source already 12jun99) after a town on the river Volga; /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'; /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'; /n as such Engels 19aug17; seen aug20 now with 'VKS Rossii' titles

--- "38" black Tu-95MS Russian Air Force no reports opb 182 tbap at Mozdok (disbanded feb99)

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 versions 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-104LL 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 paratrooper 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 museum.

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

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54 0 0 ?	CCCP-L5400	Tu-104	Tupolev OKB	mfd	early55	the first prototype; in Aeroflot c/s with fleet number '25' behind the cockpit; the completed sections were transported to Zhukovskii for re-assembly; f/f 17jun55 from Zhukovskii; 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	AFI/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	AFI/Moscow (MUTA)	rgd	27aug59	confirmed ex CCCP-L5412(1)
	CCCP-42318	Tu-104	AFI/GosNII GVF	trf	25mar64	wfu dec67 after 8,000 cycles; soc 02jan69
	CCCP-42318	Tu-104	AFI/GosNII GA	trf	04jan69	canx may69; used for fatigue trials in water tank at SibNIA reportedly since 1970, tested to destruction

6 35 00 02	CCCP-L5413 CCCP-L5413 CCCP-L5413 CCCP-42319 CCCP-42319	Tu-104 Tu-104 Tu-104 Tu-104 Tu-104	AFL/Moscow (MUTA) Aeroflot/LUTTs AFL/Moscow (MUTA) AFL/Moscow (MUTA) MAP Zhukovskiy	f/f trf trf rgd trf	30dec55 01mar58 11apr58 19dec59 05jan77	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 opb LUTTs (Lyotnyy uchebno-trenirovochnyy 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 ground instructional airframe by the Kryvyi Rih Aeronautical School, l/n intact 1992, only small parts remained by may98
6 35 00 03	CCCP-L5414 CCCP-L5414	Tu-104 Tu-104	AFL/Moscow (MUTA) Aeroflot/LUTTs	f/f trf	11may56 unknown	in 50 pax configuration; rgd 26jun56; f/n BUD 29jul56 opb LUTTs (Lyotnyy uchebno-trenirovochnyy 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 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 had 54 passenger seats, 50 according to MGA document; opb 200 AO; opened the VKO-TBS service 22sep56; f/n VKO 07jun57
	CCCP-42320 CCCP-L5414	Tu-104 Tu-104	Aeroflot/LUTTs AFL/Yegoryevsk ATU	rgd trf	09may58 04feb59	
6 35 01 01	CCCP-L5415 CCCP-L5415 CCCP-L5415	Tu-104 Tu-104 Tu-104	AFL/Moscow (MUTA) AFL/Uzbekistan Soviet AF/AFL c/s	mfd trf trf	24aug56 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); when 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	--	Tu-104	Tupolev OKB	toc	04nov56	static test airframe
6 35 01 03	CCCP-L5416 CCCP-L5416 CCCP-42322 CCCP-42322	Tu-104 Tu-104 Tu-104 Tu-104	AFL/Moscow-VKO AFL/Uzbekistan-TAS AFL/Uzbekistan-TAS Sov. Navy/AFL c/s	trf trf rgd trf	17aug57 04jul59 13dec61	mfd given as 06nov56; rgd 16nov56; 50 pax configuration 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, l/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)	trf 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 toc 28feb57; rgd 01mar57; opb 65 LO; 50 pax configuration
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	f/n TBS 15jun66; trf 20jun69 according to MGA document, see next line PO Box A-7541; opb NPO 'Vzlyot' and based at Zhukovskiy; used as test-bed for the development of missile guidance systems; canx 1977
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	in 50 pax configuration; toc 06apr57; rgd 12jul57 opb LUTTs (Lyotnyy uchebno-trenirovochnyy 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 seems unlikely
7 35 02 03	CCCP-L5437 CCCP-42343 CCCP-42343	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-ODS	mfd rgd trf	26jun57 18may59 02jun61	in 70 pax configuration; toc 31jul57; rgd 09sep57; opb Vnukovskoye PO; on a photo (date and location 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 expired
7 35 02 04	CCCP-L5438 CCCP-42344 CCCP-42344	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Aeroflot/USHVLP	trf rgd trf	unknown 09may58 14dec59	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; l/n VKO jun58 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 CCCP-42345 CCCP-42345	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Moscow (MUTA)	mfd rgd trf mfd	23aug57 16mar59 21jul61 28sep57	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 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
7 35 03 01	CCCP-42347 CCCP-42347 CCCP-42347 CCCP-42347 CCCP-42347	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/GoSNI GVF AFL/Ukraine-ODS	rgd trf 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; see next line
	CCCP-42347	Tu-104Sh2	Sov. Navy/AFL c/s	trf	21mar63	modified by 20 ARZ at Pushkin with a nose section of a Tu-16K-10 as a naval navigator trainer for the Tu-16
7 35 03 02	CCCP-L5441 CCCP-42348 CCCP-42348 CCCP-42348 CCCP-42348	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) AFL/Ukraine-ODS AFL/Far East-KHV Aeroflot/USHVLP	trf trf trf trf trf	02oct57 09may58 06jun61 11feb73 21sep73	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 Khabarovsk OAO
7 35 03 03	CCCP-42348 CCCP-L5442	Tu-104A Tu-104A	AFL/Moscow (MUTA) 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; t/t 1,041 hours and 401 cycles; soc 19dec58 not taken up before the accident
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 Sib.-OVB Aeroflot/USHVLP	rgd mfd rgd trf trf	09may58 16jan58 17nov59 26may60 unknown	on charge as of 01may67; Ulyanovsk Advanced Flying Training College; canx 28feb78 and soc same date as life-time expired; was used as a café at the central alley of Molodyozhn park at Ulyanovsk; damaged by arson around 1983
8 35 03 05	CCCP-L5444 CCCP-42351 CCCP-42351 CCCP-42351 CCCP-42351	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA) Aeroflot/USHVLP AFL/Georgia-TBS AFL/Moscow (MUTA)	mfd rgd rgd trf trf	24feb58 31dec59 01mar62 08apr64 15mar58	converted to 100 pax configuration; f/n HND 12apr58; l/n LHR 16may59 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
8 35 04 01	CCCP-L5445 CCCP-42352	Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow (MUTA)	mfd trf	12feb60	trf 16jan61 as a ground instructional airframe for the Omsk Technical Aviation College (OLTU GA), canx and soc 25mar61; l/n mar73
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	converted to 100 pax configuration, date unknown
8 35 04 03	CCCP-42379 CCCP-42379 CCCP-42379	Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Moscow-DME AFL/East Sib.-IKT	mfd trf trf	26apr58 16mar66 24apr72	f/n LED 09jul70; soc 27mar78 as life-time expired and canx same date; l/n ZIA 16aug92/04sep93, 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 9 crew and 72 passengers killed; t/t 19,329 hours and 8,841 cycles; soc 06jun73
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	toc 03jun58; rgd 05aug58; 70 pax configuration, later converted to 100 pax configuration, date unknown
. 35 04 05	--	Tu-104A				f/n LED 01aug70; directorate not mentioned in MGA document; soc 27sep77 as life-time expired fuselage went to Kazan in exchange for Kazan-built set of wings
7 35 05 01	CCCP-L5435 CCCP-L5435 CCCP-L5435 CCCP-42341 CCCP-42341 CCCP-L5436	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow (MUTA) AFL/Uzbekistan AFL/Georgia-TBS AFL/Georgia-TBS Soviet Navy AFL/Moscow (MUTA)	mfd trf trf rgd trf mfd	30mar57 23dec57 29apr59 27jun59 07dec61 31may57	toc 06apr57; rgd 24apr57; 50 pax configuration trf 06oct61 according to MGA document, see next line opb Black Sea Fleet at Mykolayiv; l/n SVX 13may70 in 50 pax configuration; toc 07jun57; rgd 04jul57

					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 day
0 2 13 05	CCCC-42477	Tu-104B	AFL/Moscow (MUTA)	toc	05may60 rgd 25may60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LHR 19may61
	CCCC-42477	Tu-104B	AFL/Ukraine-ODS	trf	04jan73 l/n LGW 02apr74; soc 16oct79 as life-time expired; was preserved at the crossing of ul. Kosmonavtov and ul. Engelsa in Druzhkivka (Donetsk region of Ukraine); scrapped in 2000
0 2 14 01	CCCC-42478	Tu-104B	AFL/Ukraine	mfd	22feb60 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 IU GKNII VVS (military unit 21236) at Vladimirovka
0 2 14 02	CCCC-42479	Tu-104B	AFL/West Sib.-OVB	toc	24may60 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
0 2 14 03	CCCC-42480	Tu-104B	AFL/Ukraine-SIP	toc	11jun60 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
0 2 14 04	CCCC-42480	Tu-104B	AFL/Ukraine-KBP	trf	nov62 100 pax configuration
0 2 14 04	CCCC-42481	Tu-104B	AFL/GosNII GVF	toc	15jun60
0 2 14 04	CCCC-42481	Tu-104B	AFL/Uzbekistan-TAS	trf	19jul60
0 2 14 04	CCCC-42481	Tu-104B	AFL/West Sib.-OVB	trf	13mar65
0 2 14 05	CCCC-42482	Tu-104B	AFL/West Sib.-OVB	toc	10jun60 photo exists at OVB, date unknown; soc 30jan78 as life-time expired
0 2 15 01	CCCC-42483	Tu-104B	AFL/Northern-LED	rgd	23jul60 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-Shosseynaya; 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
0 2 15 02	CCCC-06195	Tu-104B	GKAT Zhukovski	rgd	13jul62 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
0 2 15 03	CCCC-42485	Tu-104B	AFL/Ukraine-SIP	toc	14jul60
0 2 15 03	CCCC-42485	Tu-104B	AFL/Ukraine-KBP	trf	nov62
0 2 15 03	CCCC-42485	Tu-104B	AFL/East Siberia	trf	10dec72 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
0 2 15 04	CCCC-42486	Tu-104B	AFL/Georgia-TBS	mfd	05jul60 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-Domodovodo when the power supply of the K5-8 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
0 2 15 05	CCCC-42487	Tu-104B	AFL/Northern-LED	rgd	04aug60 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
0 2 16 01	CCCC-42488	Tu-104B	AFL/East Sib.-IKT	toc	26jul60 rgd 10aug60; 100 pax configuration, later converted to 105 pax configuration, date unknown; f/n LED 27may70; soc 30nov78 as life-time expired
0 2 16 02	CCCC-42489	Tu-104B	AFL/Ukraine	mfd	28aug60 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
0 2 16 03	CCCC-42490	Tu-104B	AFL/Ukraine-SIP	mfd	15aug60
0 2 16 03	CCCC-42490	Tu-104B	AFL/Ukraine-KBP	trf	nov62 opb 208 AO (became 208 LO Borisposkogo 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 detonated 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
0 2 16 04	CCCC-42491	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60 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
0 2 16 05	CCCC-42492	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60
0 2 16 05	CCCC-42492	Tu-104B	AFL/East Sib.-IKT	trf	unknown 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 (probable water had entered the static line, causing distorted indications of horizontal and vertical speed as well as of altitude); t/t 2,497 hours and 1,138 cycles; soc 12aug63 and canx same date
0 2 17 01	CCCC-42493	Tu-104B	AFL/Moscow (MUTA)	toc	25aug60 in 100 passenger configuration; rgd 11oct60; opb 200 AORS; f/n DRS 13apr61; overflew the Dutch AFB Woensdrecht at a height of 600 metres 17may61 which led to a diplomatic protest
0 2 17 01	CCCC-42493	Tu-104B	AFL/International	trf	15feb64
0 2 17 01	CCCC-42493	Tu-104B	AFL/East Sib.-IKT	trf	02nov73 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
0 2 17 02	CCCC-42494	Tu-104B	AFL/West Sib.-OVB	toc	29oct60 rgd 21nov60; 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 "Beryozovaya roshcha" 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 l/n near Irkutsk-2 (Vostochny) airfield in 1989; scrapped
0 2 17 03	CCCC-42495	Tu-104B	AFL/Moscow (MUTA)	toc	15sep60 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 !; soc 24dec62 and canx same date
0 2 17 04	CCCC-42496	Tu-104B	AFL/West Sib.-OVB	toc	01oct60 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
0 2 17 05	CCCC-42497	Tu-104B	AFL/Far East-KHV	rgd	26oct60
0 2 18 01	CCCC-42498	Tu-104B	AFL/GosNII GVF	rgd	17mar60
0 2 18 01	CCCC-42498	Tu-104B	AFL/Moscow (MUTA)	trf	30dec60
0 2 18 01	CCCC-42498	Tu-104B	AFL/GosNII GVF	trf	05feb61
0 2 18 01	CCCC-42498	Tu-104B	MRP NPO "Vzlyot"	rgd	17mar61
0 2 18 01	CCCC-42498	Tu-104B	AFL/Moscow (MUTA)	trf	30oct63
0 2 18 01	CCCC-42498	Tu-104B	AFL/GosNII GVF	trf	12mar64
0 2 18 01	CCCC-42498	Tu-104B	MRP NPO "Vzlyot"	trf	07mar74
0 2 18 02	CCCC-42499	Tu-104B	AFL/Moscow (MUTA)	toc	26oct60 canx 1981 based at VKO; CofR renewal 29oct61; 100 pax configuration, later upgraded to 115 pax configuration, date unknown
0 2 18 03	CCCC-42499	Tu-104B	AFL/East Siberia	trf	21mar72 soc 25may79 as life-time expired
0 2 18 03	CCCC-42500	Tu-104B	AFL/Moscow (MUTA)	rgd	03nov60 toc 06nov60; 100 pax configuration, later upgraded to 105 pax configuration, date unknown; f/n VKO 30jun70
0 2 18 04	CCCC-42500	Tu-104B	AFL/Ukraine-ODS	trf	13jan73 soc 23mar79 as life-time expired; canx 15apr79
0 2 18 04	CCCC-42501	Tu-104B	AFL/Ukraine-IEV	mfd	26oct60 Initially in 100 pax configuration; toc 06nov60; rgd 02dec60; opb 208 AO (became 208 LO Borisposkogo OAO in 1964); later converted to 115 pax configuration, date unknown
0 2 18 04	CCCC-42501	Tu-104B	AFL/Far East-KHV	trf	21apr73 opb Khabarovsk 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
0 2 18 05	CCCC-42502	Tu-104B	AFL/Uzbekistan-TAS	toc	13nov60 rgd 19dec60; 100 pax configuration, later upgraded to 115 pax configuration, date unknown
0 2 18 05	CCCC-42502	Tu-104B	AFL/Moscow (MUTA)	trf	11mar65 based at DME; f/n VKO 30jun70
0 2 18 05	CCCC-42502	Tu-104B	AFL/Ukraine-ODS	trf	19jan73 soc 16nov79 as life-time expired and canx same date; destroyed in 1980 in a fire training exercise at odessa (on Youtube)
0 2 19 01	CCCC-42503	Tu-104B	AFL/Georgia-TBS	mfd	24nov60 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 Mineralnyye Vody to Moscow-Domodovodo 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
0 2 19 02	CCCC-42504	Tu-104B	AFL/Far East-KHV	toc	08dec60 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 fuel 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-Shosseynaya (now Pulkovo) to Moscow-Sheremetyevo when a hijacker demanded to be flown to Stockholm, but the crew returned to Leningrad-Shosseynaya 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 06jun73
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 Khabarovsk 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 CCCP-42507 CCCP-42507 CCCP-42507 CCCP-42507	Tu-104B Tu-104B Tu-104B Tu-104B Tu-104B	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s AFL/International AFL/Far East-KHV AFL/Ukraine-ODS	toc trf trf trf trf	30dec60 07dec62 01jan65 07jan74 18feb79	rgd 16jan61; 100 pax configuration opb 235 OAO at VKO from 07dec62 until 15feb64 f/n LGW 04jul65 and LHR 05aug65; l/n ZRH 29aug71
	'CCCP-L5412'	Tu-104B	Vnukovo	VKO	09apr06	soc 16nov79 as life-time expired and canx same date; was preserved near VARZ-400 at Vnukovo from 1980, l/n aug05 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), l/n sep23 the last Tu-104 built; in 100 passenger configuration 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)
0 2 20 01	CCCP-42508 CCCP-42508	Tu-104B Tu-104B	AFL/Moscow (MUTA) Soviet Gvt/AFL c/s	toc trf	16jan61 18jan61	on charge as of 01jan65; f/n LGW 01aug65; l/n LGW 23jul72 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
	CCCP-42508 CCCP-42508	Tu-104B Tu-104B	AFL/International AFL/Ukraine	trf trf	15feb64 ? 11jan74	

Aircraft with unknown c/ns

---	"001" black	Tu-104A	Soviet Air Force	photo		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 'Oxx' codes were reportedly phased out circa 1958, with some aircraft adopting CCCP- five digit registrations instead
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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 years by GosNII/GVF).

Tupolev Tu-110

After factory trials of the Tu-104 had started, Tupolev decided to develop a version of the airliner with four, less powerful, turbojets. 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 Solovoyov D-20P turbopfans. 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 turbopfans 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" CCCP-L5600	Tu-110 Tu-110	GKAT Zavod No. 156 GKAT Zavod No. 156	mfd IEV	early57 1970s	in basic Aeroflot c/s with Red Stars; f/f 11mar57; f/n VKO 09jul57 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; l/n 16oct76; scrapped at IEV apr84
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3 Tu-110 built by Factory No. 22 at Kazan-Borisoglebskoye in 1957 and 1958

55 1 1	CCCP-L5511 CCCP-L5511	Tu-110 Tu-110B	GKAT Zavod No. 22 MRP NPO "Vzlyot"	f/f trf	24oct57 unknown	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 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 CCCP-L5512	Tu-110A Tu-110B	GKAT Zavod No. 22 MRP NPO "Vzlyot"	mfd trf	1957 unknown	in Aeroflot c/s; received D-20P engines in 1959 and thus became a Tu-110B 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 CCCP-L5513	Tu-110A Tu-110LL	GKAT Zavod No. 22 MRP NPO "Vzlyot"	mfd trf	1958 30dec71	in Aeroflot c/s; received D-20P engines in 1960 and thus became a Tu-110B 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 1980s (photo proof of old-style registration) and was later used as a ground target at a training range of 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 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 and Varadero.

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 Il-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 Il-18s on the route to Anadyr and finally never start using Tu-114s to Sukhumi. Moreover, the new Il-62 was taking over more and more Tu-114 destinations.

The first Tu-114s were withdrawn 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 worthwhile, the more so as enough Il-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 aircraft.

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 turboprops 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 'Sovetskaya 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 Kandolov 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. 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-76485, CCCP-76486, CCCP-76488 and CCCP-76490. Finally, remaining in the old livery until retirement were: CCCP-76459, CCCP-76460, 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 Kryvyi Rih Aeronautical School in Ukraine.

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

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

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

8 8 4 0 1	CCCP-76458	Tu-114	AFL/GosNII GVF	rgd	22apr60	toc 26apr60; 170 pax configuration; in Aeroflot c/s
	CCCP-76458	Tu-114	AFL/Moscow (MUTA)	trf	11jul62	f/n DME 03oct72; soc 21nov74 as life-time expired
8 8 4 0 2	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 static test airframe
8 8 4 1 1	--	Tu-114	Tupolev OKB			rgd only 17nov61; 170 pax configuration
8 8 4 1 2	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	toc	11sep59	
	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; l/n DME 14nov77
9 8 4 1 3	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; l/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/05aug06
9 8 4 2 1	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
9 8 4 2 2	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
9 8 4 2 3	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
9 8 4 2 4	CCCP-76468	Tu-114	MAP Kuibyshev	toc	dec59	170 pax configuration; l/n JFK oct60
	CCCP-76468	Tu-114	AFL/Moscow (MUTA)	trf	12oct61	rgd 27dec61; opf Soviet Air Force nov71/may75 carrying troops to DDR; l/n Sprenberg 14may72; soc 21nov75 as life-time expired
60 8 4 2 5	CCCP-76469	Tu-114	AFL/Moscow (MUTA)	toc	24nov60	170 pax configuration; rgd 30jun61; late rgd reported in register; f/n JFK already oct60; soc 21nov75 as life-time expired
60 8 4 3 1	CCCP-76470	Tu-114	AFL/Moscow (MUTA)	toc	07jan61	170 pax configuration; rgd 05may61; late rgd reported in register; f/n LBG jun61

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 Solovoyov D-20P turboprops 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	Tupolev OKB	f/f	24mar60	from Zhukovski; the sole prototype; construction started in late Jan58, 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
---	--	Tu-124				static test airframe; trials at the TsAGI started Dec59

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

0 35 00 01	CCCP-45001 CCCP-45001 CCCP-45001 "80" blue CCCP-45076(2)	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	MAP LII Zhukovski GK NII VVS Soviet AF/PVO Soviet Air Force Soviet Air Force	mfd trf trf MHP rgd	05Jan60 aug60 15Jan63 photo 29Dec73	first production aircraft; not on Soviet register, but c/n confirmed in MGA document; 44 pax configuration (Askarovo district of Bashkortostan), f/n 1968 after 1968; with the c/n behind the cockpit and on the tail f/n Spenberg 08Jun78 and several times thereafter; CofA canx 14Apr82; also see story with Tu-134 c/n 0001!
0 35 01 01	CCCP-45002 CCCP-45002	Tu-124 Tu-124	GKAT OKB Tupoleva MAP LII Zhukovski	mfd trf	1960 19Aug64	44 pax configuration; underwent trials with the LII from Sep61 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 CCCP-45003	Tu-124 Tu-124	MAP Tashkent APO GKAT	toc trf	Mar61 28Feb64	line left blank on Soviet register, but c/n confirmed in MGA document; 44 pax configuration 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 "Deyvat' dnei odnogo goda" (Eight Days of One Year) shot in 1961; trf 04Feb64 to the Riga Aviation Institute (RKIGVF/RKIIA) 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 (together with Tu-124 CCCP-45004); was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow (officially trf to the VDNKh 10May62), l/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 CCCP-45006 CCCP-45006 CCCP-45006 CCCP-45007	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/GosNII GVF AFL/VAU AFL/Lithuania AFL/Moscow (MUTA)	rgd trf trf trf toc	20May61 12Oct62 17Sep66 08Jan71 10Aug61	Higher Aviation College; f/n RIX Aug66; l/n LED 01Aug70 soc 29Jul77 due to its technical condition 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 Ulyanovsk Advanced Flying Training College
1 35 03 02	CCCP-45007 CCCP-45007 CCCP-45008	Tu-124 Tu-124 Tu-124	Aeroflot/USHVLP AFL/Lithuania-VNO GK NII VVS	trf trf toc	20Mar62 16Mar67 Aug61	soc 14Jan77 due to its technical condition line left blank on Soviet register apart from remark as trf to the Air Defence (PVO) 15Jan63, see next line; c/n confirmed in the MGA document; 44 pax configuration
1 35 03 04	"21" blue CCCP-45099 CCCP-45009	Tu-124 Tu-124 Tu-124	Soviet Air Force Soviet AF/AFL c/s LII GKAT	SXF rgd toc	02Oct67 29Dec73 Sep61	f/n PRG 01Jul76; l/n Spenberg 08Sep78; CofA canx 14Apr82 line left blank on Soviet register apart from remark as trf to a test centre on 28Feb64, see next line; c/n confirmed in MGA document; 44 pax configuration
1 35 03 05	CCCP-06185 CCCP-48095 CCCP-45010 CCCP-45010 CCCP-45010	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	GKAT Zhukovski MAP LII Zhukovski AFL/Moscow (MUTA) MRP Sointsevo MRP LII Leningrad	trf rgd toc trf rgd	28Feb64 31Jan66 21Sep61 unknown 23Nov77	rgd 27Oct64; opb LII im M.M.Gromova canx 06Aug82; opb LII im M.M.Gromova rgd 04Oct61; 44 pax configuration; trf to MAP/MRP Kamennouralsk 19Jan65
1 35 04 01	CCCP-45011 CCCP-45011 CCCP-45011 CCCP-45011 CCCP-45011	Tu-124 Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) Aeroflot/USHVLP AFL/Northern-LED AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	trf trf trf trf trf	26Aug62 20Mar67 09Jul70 23May72 30Sep61	in Aeroflot c/s; canx 1981; f/n Pushkin 29May90, partly broken up rgd 04Oct61; first Tu-124 built by the factory with the shortened navigator's cabin; 44 pax configuration, later upgraded to 56 pax configuration Ulyanovsk Advanced Flying Training College f/n LED 08Jul70
1 35 04 02	CCCP-45012 CCCP-45012 CCCP-45012 CCCP-45012	Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/GosNII GVF AFL/Moscow (MUTA) AFL/Lithuania-VNO	mfd trf trf trf	20Sep61 14Aug62 04Nov62 25Dec65	canx at MRV 12Mar76; MGA document gives soc as 18Nov76 as life-time expired toc 05Oct61; 44 pax configuration, later upgraded to 56 pax configuration in Aeroflot c/s; upgraded to 56 pax configuration, date unknown CofR renewal 24Nov62 MGA document gives trf as 16Dec65; opb 277 LO; f/n SVO 08Jul70; w/o 02Sep70 on the leg from Rostov-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 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 22Dec70
1 35 04 03	CCCP-45013 CCCP-45013 CCCP-45013 CCCP-45013	Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) Aeroflot/USHVLP AFL/N.Kavkaz-MRV Aeroflot/USHVLP	toc trf trf trf	18Jan62 02Apr62 30Jun71 05Sep71	44 pax configuration Ulyanovsk Advanced Flying Training College; photo in flight Apr63; CofR renewal 31Jul63 MGA document gives trf as 01Jul71 Ulyanovsk Advanced Flying Training College; soc 29Jul77 as life-time expired
1 35 04 04	CCCP-45014 CCCP-45014 CCCP-45014 CCCP-45014	Tu-124 Tu-124 Tu-124 Tu-124	AFL/Moscow (MUTA) Aeroflot/USHVLP AFL/N.Kavkaz-VOG AFL/N.Kavkaz-MRV	toc trf trf trf	10Dec61 16Feb63 08May69 unknown	rgd 09Jan62; 44 pax configuration Ulyanovsk Advanced Flying Training College 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 ULV-VKO
1 35 05 01	CCCP-45015 CCCP-45016 CCCP-45016 CCCP-45016	Tu-124 Tu-124 Tu-124 Tu-124	AFL/Lithuania AFL/Moscow (MUTA) AFL/GosNII GVF AFL/N.Kavkaz-MRV	trf trf trf trf	20Jan65 08Jan62 15Mar62 10Aug65	soc 20Jul76 as life-time expired 44 pax configuration CofR renewal 05Feb63, upgraded to 56 pax configuration, date unknown
1 35 05 02	CCCP-45017 CCCP-45017	Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/Belarus-MHP	toc trf	03Nov62 Mar66	canx at MRV 12Mar76; soc 18Nov76 as life-time expired according to MGA document rgd 30Nov62; 44 pax configuration; f/n CPH 13Jul63 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 CCCP-45018	Tu-124 Tu-124	AFL/Moscow (MUTA) AFL/N.Kavkaz-MRV	toc trf	06Mar52 26Nov66	CofR renewal 23Apr63; 44 pax configuration, later upgraded to 56 pax configuration; f/n VKO 24Aug63 according to MGA document, Mar67 according to register; soc 30Sep74 after an emergency incident
2 35 05 04	CCCP-45019 CCCP-45019	Tu-124 Tu-124	AFL/N.Kavkaz-MRV AFL/N.Kavkaz-VOG	toc trf	11Mar62 Sep64	44 pax configuration; in service 08Aug62; CofR renewal 16Nov62

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, MALEV 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-Loshitsa.

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.

Regarding designations: The Tu-134K is the VIP version of the Tu-134 sans suffix. The Tu-134AK 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 "Gроза-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).

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-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).

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

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 1970/77; was preserved at the territory of PTU No.164 in the Novogireyev district of Moscow (at ul. Molostovyykh near the junction with Napolnyy 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 high enough to prevent checking the c/n plate in the nose-gear bay), l/n feb13; broken up apr13
00 01	CCCP-45076(1)	Tu-134	GKAP Tupolev OKB	f/f	09sep64	f/n LBG 15jun65; the second prototype was called Tu-134; crashed 14jan66 near Chkalovskiy 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	MAP Tupolev OKB	f/f	14aug65	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
6 35 00 03	CCCP-65600 CCCP-65601	Tu-134 Tu-134	MAP LII Zhukovski MAP Tupolev OKB	rgd BUD	20jun75 21nov66	f/n 08apr78; preserved Urgench near the "Planer" hotel 08sep83, l/n oct85 and broken up later
6 35 00 04	CCCP-65602	Tu-134	AFL/GosNII GA	f/f	21jul66	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), l/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 05	CCCP-65602	Tu-134	MRP NPO "Vzlyot"	trf	21may84	first Tu-134 powered with D-30 engines; toc 25mar67; rgd 25nov70, late rgd !; soc 12mar84 and canx 25mar84 as to, see next line
6 35 01 01	CCCP-65603 CCCP-65604(1)	Tu-134 Tu-134	AFL/GosNII GA AFL/Moscow	rgd toc	17nov70 19apr67	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/Northern-LED	trf	13may72	72 pax configuration; may have been based at Gorki; was the first Tu-134 which was overhauled by 407 ARZ at Minsk (sep69/21apr70)
6 35 01 02	CCCP-65605(1) CCCP-65605(1) CCCP-65605(1)	Tu-134 Tu-134 Tu-134	AFL/Moscow AFL/International Aeroflot/USHVLP	toc trf trf	03apr67 16oct67 06jan68	rgd 16jun72; opb 1-y Leningradskiy 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 03	CCCP-65606(1) CCCP-65606(1) CCCP-65606(1)	Tu-134 Tu-134 Tu-134	AFL/International AFL/Moscow AFL/Moldova-KIV	toc trf trf	08sep67 08may68 30jun72	72 pax configuration; may have been based at Gorki; was the first Tu-134 which was overhauled by 407 ARZ at Minsk (sep69/21apr70)
6 35 01 04	CCCP-65607(1)	Tu-134	AFL/GosNII GA	toc	03apr71	wfu autumn 1983 when it reached 15,000 cycles; soc 27dec83 as life-time expired
6 35 01 05	CCCP-65608(1) CCCP-65608(1)	Tu-134 Tu-134	AFL/Moscow Aeroflot/USHVLP	toc trf	01apr67 03nov67	rgd 30may72, late rgd; dbr 17jul72 on a test flight to establish whether the Tu-134's electrical system can 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
7 35 02 01	CCCP-65609(1) CCCP-65609(1) CCCP-65609(1) CCCP-65609(1)	Tu-134 Tu-134 Tu-134 Tu-134	AFL/Moscow AFL/International AFL/Privolzhsk-KUF AFL/Privolzhsk-GOJ	toc trf trf trf	08jul67 08sep67 21nov72 1976	Ulyanovsk Advanced Flying Training College; f/n Trud 15nov67; rgd 20nov67; featured in the Soviet movie "Neveroyatnyye prikluyeniya italyants'ev 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
7 35 02 02	CCCP-65610(1)	Tu-134	AFL/International	LBG	29may67	72 pax configuration; see c/n 46155 rgd 23sep67; f/n SXF 02oct67
					16oct10	l/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
				Mog	may19	registration under the wings only; seen in Gorodskoy park in Mogilev, Belarus (N53.888242 E30.327932) repainted port side with large 'Globeus' titles (an advertising agency) and mainly all white colours starboard side; l/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 30jul70, late rgd; 72 pax configuration; see c/n 40150

RA-65002	Tu-134A-3	Aeroflot c/s, n/t	LED	10jul98	l/n as such SVO 24apr02; not in Izhavia fleet list dec00, but was still on charge later; seen stored at IJK 09feb07, in all-white c/s, no titles; officially wfu in 2009, see next line
no reg	Tu-134A-3	UdmurtNefteProdukt	IJK	16aug07	in white c/s with blue trim and company logo on fin; with 'UdmurtNefteProdukt' (a local oil company) titles; preserved at the 'AZS-Servis' petrol station (N56.829594 E53.438484) at Krylatskoye near Izhavsk airport since 22jun07; l/n sep11; seen 13feb12 with additional 'Frolaf K.V.' titles on the nose; l/n mar14; no longer visible on GE by 12sep14
44040	CCCP-65003 EY-65003	Tu-134A Tu-134A-3	AFL/Tajikistan-LBD Tajik Air	toc DME	06jan76 16jun94
44060	CCCP-65004 CCCP-65004 RA-65004 RA-65004 RA-65004	Tu-134A Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Akademiya GA AFL/Leningrad Aeroflot Pulkovo Avia Pulkovo Avia	mfd trf AMS trf PRG	25feb76 28jun83 30dec92 22nov94 24aug97
44065	CCCP-65005 CCCP-65005 CCCP-65005	Tu-134AK Tu-134AK Tu-134AK	Soviet Gvt/AFL c/s AFL/Tyumen-TJM AFL/Komi-SCW	mfd trf trf	20apr76 07jul79 02apr86
RA-65005 RA-65005 RA-65005 RA-65005	Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	Aeroflot Komiinteravia RusAir Utair	SVO trf SVO rgd	01sep93 22feb94 dec98 27may04	l/n SVO sep97; l/n BUD 18sep98 l/sf Komiinteravia 24feb99/31dec04; f/n as Tu-134A-3M SVO aug01; l/n SVO 10may04 l/sf Komiinteravia; l/n KUF 07jul04; l/n SCW 25jun13 stored; broken up by 22nov14
44080	CCCP-65006 CCCP-65006	Tu-134A Tu-134A-3	AFL/Komi-SCW Komiavia	mfd trf	31jan76 22feb94
46100	CCCP-65007 RA-65007 RA-65007 RA-65007 RA-65008 RA-65008 RA-65008	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Privolzhsk-GOJ Aeroflot Cheboksary Avn Ent Cheboksary Avn Ent AFL/N.Kavkaz-VOG Aeroflot Volga Airlines Utair	mfd DME trf CSY toc VOG rgd VKO	31jan76 20mar93 12jan94 27aug97 26feb76 30aug93 22feb04 11aug05
46105	CCCP-65009 CCCP-65009 RA-65009 RA-65009	Tu-134A Tu-134A Tu-134A Tu-134A-3	Soviet Gvt/AFL c/s AFL/Tyumen-TJM Aeroflot Tyumen Airlines	mfd trf SVO trf	19feb76 06may78 06may94 30nov94
46120	CCCP-65010 CCCP-65010 CCCP-65010 RA-65010 RA-65010 RA-65010 RA-65010	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A	Soviet Gvt/AFL c/s AFL/Belarus-KGD AFL/Vnukovo Kaliningradavia Kaliningradavia Kosmos	mfd trf trf rgd DME VKO	30jun76 28jun78 10may90 22sep93 10aug01 17jun07
46140	CCCP-65011 CCCP-65011 RA-65011 RA-65011 RA-65011	Tu-134A Tu-134A Tu-134A Tu-134A Tu-134A-3	AFL/Belarus AFL/Vnukovo Aeroflot Kaliningradavia Kaliningradavia	mfd trf DUS trf VKO	20feb76 01jan90 08may93 20jan95 18jun02
46155	DM-SDG 186 DDR-SDG D-AOBQ CCCP-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2) RA-65609(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	EGAF/Interflug c/s East German AF Interflug Interflug Interflug Harco Air Komiavia Harka Air Komiavia TyumenAviaTrans Utair	mfd rgd ret rgd SXF PRG trf PRG DXB VKO rgd	22feb76 22feb80 15feb88 03oct90 19aug91 1993 22feb94 25mar94 08oct96 11sep00 29jan03
46175	RA-65609(2) CCCP-65012 RA-65012 CCCP-65012 Tu-134A-3	Tu-134AK Tu-134A Tu-134A-3	Utair Express AFL/Tyumen Aeroflot no titles	ROV mfd DME	29jan11 03mar76 04feb94 30oct19
46180	CCCP-65013 CCCP-65013 CCCP-65014	Tu-134A Tu-134A Tu-134A	AFL/Ukraine-HRK AFL/Tajikistan AFL/N.Kavkaz-ROV	mfd trf mfd	04mar76 11jun87 01mar76
46200	CCCP-65014 65014	Tu-134A Tu-134A-3	AFL/N.Kavkaz-GRV STIGL	trf MHP	1984 09sep93
46300	DM-SDH DDR-SDH D-AOBR CCCP-65606(2) RA-65606(2) RA-65606(2) RA-65606(2) RA-65606(2) RA-65606(2) RA-65606(2)	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134A-3	MFS/Interflug c/s MFS/Interflug c/s Interflug AFL/Komi Aeroflot Komiavia Yukosavia Komiavia Komiinteravia Tupolev Des.Bureau	mfd rgd no AMS SCW ZIA rgd rgd	20mar76 04jun81 reports 08dec92 late 96 20aug99 20jan00 02aug04 2009
48320	DM-SCX DDR-SCX D-AOBL CCCP-65621(2) CCCP-65621(2) RA-65621(2) RA-65621(2) RA-65621(2) RA-65621(2) RA-65621(2) RA-65621(2) RA-65621(2) CCCP-65015 CCCP-65015 CCCP-65015 RA-65015 RA-65015 CCCP-65016 CCCP-65016	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-134A-3 Tu-134A Tu-134A	Interflug Interflug Interflug Komiavia Harco Air Harco Air Aeroflot Aeroflot c/s, n/t Komiinteravia TyumenAviaTrans Utair Utair Express AFL/Privolzhsk-REN AFL/Privolzhsk-KZN AFL/Privolzhsk-CSY Cheboksary Avn Ent Cheboksary Avn Ent AFL/Latvia AFL/N.Kavkaz-ROV	mfd rgd rgd rgd LOS PRG SVO VKO rgd VKO rgd UCT toc trf trf trf DME mfd trf	31mar76 19may81 03oct90 11jul91 23may92 24oct92 01sep93 01jul98 06dec01 17apr02 06mar03 01oct10 06apr76 1979 1987 12jan94 25aug95 31mar76 17dec80
					l/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 TASS photo; canx but date unknown; soc by 01jan01 line # 34-05; Ministerium für Staatssicherheit (Ministry of State Security); rgd 20mar76; toc 31mar76; operated by Fluggruppe X at SXF; in full Interflug c/s; f/n LGW 01jun77; l/n SXF 30apr80 operated by Fluggruppe X at SXF; l/n SXF 20oct90, see line below allocated, but registration not taken up (as Interflug refused to take over the aircraft); was on charge of 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 completed 09oct92; see c/n 6350103 opb Komiavia on charge as of 01jan93 in basic 'blue' Aeroflot c/s with own titles overhaul completed 29dec99 in white c/s with blue and black trim, with titles and logo; f/n LUX 17apr00; l/n SVO 29jun04 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 before aug10 on the experimental aviation register; in white/light grey c/s with thin red cheatline and 'Tupolev' titles; f/n ZIA 23aug09; l/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 'LoDir' titles and the fake serial 'JI-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-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
					l/n SXF 14sep91 see c/n 8350404 leased from Komiavia leased from Komiavia l/sf SVO 11may96 as Tu-134A-3; l/n VKO 16apr97 l/sd to SAAK Stavropol Avia 23sep99 and seen STW 23jul99 in basic Aeroflot c/s; l/n VKO 02jan02 in basic Aeroflot c/s with titles; l/n VKO 21aug02 l/sf Komiinteravia since 25feb02; f/n SGC 25aug03 as Tu-134A; Tu-134A-3 by jun05; l/n LED 28may10 l/n VKO 21mar12; seen SCW 04jul12/23feb13, parked; in the process of being broken up 19may14 line # 34-07; rgd 28apr76; l/n DME late77 seen as Tu-134A-3 LED 07apr91; l/n DME 16aug92 l/n DME 04may94, in Aeroflot c/s and titles in Aeroflot c/s, no titles; l/n CSY 27aug97; soc 09mar99 as life-time expired; canx 15mar99 line # 34-08; toc 02apr76; rgd 21may76; f/n sep80 l/n VKO 23sep92, as Tu-134A-3

60405	CCCP-65115 UN-65115 UN-65115 UN-65115	Tu-134A Tu-134A-3 Tu-134A-3 Tu-134A-3	AFL/Kazakhstan-ALA Aeroflot Air Kazakstan Kazakstan Airlines	toc DME trf ALA	19may78 22sep93 26sep96 04jun97	line # 46-03; rgd 02jun78; f/n ALA 21apr84; seen DME 26sep91 as Tu-134A-3; l/n ALA 22apr93 in graveyard; l/n aug02
60420	CCCP-65116 RA-65116 RA-65116	Tu-134A Tu-134A-3 Tu-134A-3	AFL/Arkhangel.-ARH Aeroflot Arkhangelsk AI	mfd SVO trf	24may78 07sep93 22feb94	line # 46-04; rgd 30jun78; on charge as of 01jul78; f/n LED 17sep86; l/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 aug04; l/n SVO 14aug06
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	l/n SVO 28aug09, active; operator renamed Nordavia in late 2009; stored at ARH, l/n jun10 line # 46-05; had East German Air Force serial 116 allocated; l/n SXF 30apr80 departed SXF 02jul90 on delivery to, see below rgd 02jul90; f/n SIN 04aug90; reported vbr on heavy landing Ho Chi Minh 12jan91 and still present, wfu 25oct93/mar01, gone by jan04
60450	CCCP-65117 HA-LBU RA-65117 RA-65117 RA-65117 RA-65117 RA-65117 RA-65117 RA-65117	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	AFL/Privolzhsk-REN Balaton Airlines Aeroflot Orenburg Airlines Aviaexpresscruise Orenburg Airlines TyumenAviaTrans Orenburg Airlines Orenair	mfd rgd LED trf VKO VKO VKO rgd DME	24may78 1993 16jun93 25nov93 20may00 08jul01 08aug02 23jun03 04aug07	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 l/n VKO 22aug01 f/n DME 17aug03; l/n DME 21jul07 in full c/s; l/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' titles and 'Kunz' on the tail; l/n oct23
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	line # 46-07; toc 26jun78; f/n HEL 08jul78; rgd 10jul78; l/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; l/n CEK aug12/oct18, wfu
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	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 (Kyrgyzstan Airlines) on the starboard side
EX-65119	Tu-134A-3	Kyrgyzstan Al	ZRH	26jan95	operated for the Kyrgyz Government; with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRU 11may98 l/n DME 02may04	
EX-65119	Tu-134A-3	ITEK Air	FRU	12dec01	l/sf ITEK Air; in basic ITEK Air c/s; l/n COO 20dec04	
EX-65119	Tu-134A-3	Benin Golf Air	BZV	17aug04	l/sf ITEK Air; still in basic ITEK Air c/s	
60475	Tu-134A-3	Benin Golf Air	ROV	06sep06	in ARZ-412; c/n confirmed in Russian register	
RA-65577	Tu-134A-3	Tsentr-Avia	ROV	19feb08	in ARZ-412; in all-white c/s with 'Izhavia Udmurtiya' titles; l/n IJK 03jul16; reported as scrapped in 2019	
RA-65577	Tu-134A-3	Izhavia	ROV	27jun08	line # 46-09; toc 03jul78; rgd 13jul78; f/n HEL feb79; l/n HEL 16feb80; see c/n 93551025	
CCCP-65120(1)	Tu-134AK	Soviet Gvt/AFL c/s	mfd	24jun78	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 and 7,989 cycles; soc 31dec86	
CCCP-65120(1)	Tu-134AK	AFL/Komi-SCW	trf	21may81	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 l/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 f/n KUF 19may96; l/n DME 24jul08; operator's certificate revoked 30sep08; current on register nov09; t/t 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 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; l/n ZIA 24aug95 leased from LII Zhukovski; l/n REN 29aug97 in ARZ-407; in basic Aeroflot c/s leased from LII Zhukovski; wears 'Moscow Dept. of Construction' badge; l/n ZIA 30jun06 with red/blue stripe and 'Kosmos' titles; already reported in technical inspection document 17oct06; Tu-134A-3 by jan10; l/n TOF 01oct11 in full Kosmos c/s, no titles; operator from russianplanes.net; l/n HMA 29jun13 in full Kosmos c/s, no titles; operator from russianplanes.net; l/n KRR 29jun14; seen CEK 09feb15/jun17, stored; scrapped 2019; forward fuselage and cockpit only remaining on 27feb19 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 soon line # 47-06; toc 02aug78; rgd 19sep78 f/n TAS 15sep87 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n operational FRU 05oct00; seen 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 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 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 l/n STR 18jun94 l/n SHJ 16mar98, in Aeroflot c/s and titles l/n TJM 25aug03; seen jul00/oct02 with small additional 'ZapSibGazprom' titles; lsd to Kogalavia since 17nov03 'ZapSibGazprom' titles last reported may05; in oct06 fleet list; l/n DME 27may06 l/n LED 09aug10 l/n USK 25jul11; seen SCW dec11/jun15 stored; owned by KomiAviaTrans and used as a simulator for the training of rescue services at the airport (N61.659143, E50.864195); l/n sep22 line # 47-10; toc 31aug78; rgd 27sep78; f/n aug81 no titles, with Aeroflot cheatline and Lithuanian flag on the tail; l/n HAJ 10sep94; canx 1996 as sold; CofA expired 02mar96 rgd 23apr97; f/n LHR 17may97; seen CDG 15may98 as Tu-134A-3; l/n LED 10nov00 reported in an incident report at LED 06apr02 after hitting a dog whilst taxiing; wfu at LED, l/n jul06; 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	

	RF-65573	Tu-134A-3	Russian Air Force	ROV	23oct17	still with stinger tail and in new c/s with large 'St. Petersburg' 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 Levashevo sep20 now with 'VKS Rossii' titles; l/n active 27jun23 location unknown
63769	CCCP-63769 ? "10" red	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no OVB	reports 20apr93	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; l/n OVB 02jul03 c/n not checked this date
	"10" blue	Tu-134AK	Russian Air Force	HTA	23sep04	c/n not confirmed; in white/grey c/s with standard blue and lower thin red cheatline, blue trim on engine nacelles and fin, Red Star on fin; c/n only featured in tender held 18may07
	RA-63769 "10" blue	Tu-134AK Tu-134AK	SpetsTransServis Russian Air Force	IKT CKL	08jun09 jul09	in flight plan, but no sightings; c/n not checked 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, l/n SVX 16mar12
	RF-90914	Tu-134AK	Russian Air Force	SVX	04aug12	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; l/n SVX 16jul15
	RF-90914	Tu-134AK	Russian Air Force	ROV	14jun16	in silver c/s with blue undersides and tail, wavy cheatlines in the c/s of the Russian flag, Russian flag on the fin, also carried code "10" red (outlined in white) on the engine and nose-wheel door; seen ROV (RZGA No. 412) 27sep16; l/n SVX 14aug23
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; l/n Levashevo 10jun01
	RA-63775	Tu-134AK	Russian Air Force	Lev	19aug03	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; l/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; l/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 rudder; c/n not checked this date
	"100" blue	Tu-134AK	Russian Navy	ph.	< oct05	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; overhauled by RZGA No. 412 from 28may12, t/t 3,746 hours and 2,825 cycles by then
	RF-66000	Tu-134AK	Russian Navy	ROV	06nov13	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; l/n in RZGA No. 412 at ROV 12nov13; photo may17 with code "100" blue on the nose-wheel doors and with 'Severnnyy Flot Rossii' titles, admiral's pennant and 'MA VMF Rossii' on the fin; l/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-Cherjomushki apr14, stored in very faded colours and broken up since
63825	CCCP-65996 CCCP-65996 RA-65996	Tu-134AK Tu-134AK Tu-134AK	Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	mfd LED rgd	20nov81 30jul90 28apr94	line # 63-02; c/n in official documents by 30dec82; (Balkany) ? stinger-tail (Balkany); rgd 25feb91; l/n SVX 20apr93 stinger-tail (Balkany); l/n VKO 04may94; in 223 LO fleet list mar95; seen CKL 22aug05 with blue cheatline and engines, no titles; l/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 MZGA-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 during overhaul in Minsk 2019/2020; l/n LED jan22
63832	CCCP-63832 RA-63832	Tu-134AK Tu-134AK	Soviet Air Force Russian Air Force	no CKL	reports apr03	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; l/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 26may07; l/n 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 blue standard and red thin lower cheatline, blue trim on engine nacelles and fin, 'VVS Rossii' titles and Russian star on fin; l/n with the name 'Rostov-na-Donu' Rostov-na-Donu-Tsentralny 28jun11; f/n without name Rostov-na-Donu-Tsentralny 17jul11; l/n AAQ 04sep12; overhauled by RZGA No. 412 from 12dec12, t/t 5,540 hours and 5,689 cycles by then; l/n 2021, location withheld
63838	"05" red	Tu-134AK	Russian Navy		photo	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 Masorin) escaped unhurt; the Russian media widely reported the accident giving the c/n as 63875
63845	CCCP-65991	Tu-134AK	Soviet AF/AFL c/s	rgd	20jul82	line # 63-04; f/n Spenberg 10jun87; converted to stinger-tail (Balkany) after 1986, f/n as such Spr 10jun89; l/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); l/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' badge behind cockpit l/n CKL jun11
	RF-95951	Tu-134A-3	Russian Air Force	CKL	01jul11	with stinger-tail (Balkany); opb GLITs outlet at Chkalovskaya; in basic Rossiya c/s without titles, 'GLITs' badge behind cockpit; l/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 Russian flag; l/n CKL 2021
63850	CCCP-65992	Tu-134AK	Soviet AF/AFL c/s	mfd	26nov81	line # 63-05; rgd 20jul82; was already f/n Spenberg 09feb82; converted to stinger-tail (Balkany) after 1986 and f/n as such Marxwalde 09sep88; l/n Kryzwa, Poland, 31aug91
	RA-65992	Tu-134AK	Russian AF/AFL c/s	CKL	08aug99	stinger-tail (Balkany); l/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; l/n MHP jan15 stinger-tail (Balkany); in light grey c/s with cheatlines in the colours of the Russian flag, grey undersides, no titles; l/n TLV 27apr21
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	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 next lines
	4L-65993 4L-AAJ	Tu-134AK Tu-134A-3	Georgian Air Force Tbilaviamsheni	TBS TBS	17jun97 31may03	l/n TBS 17apr01; stinger-tail (Balkany) stinger-tail removed, marked 'Tu-134A-3'; with old Georgian flag; seen with additional 'Georgia' titles WAW 21apr04 and with new Georgian flag; l/n TBS 14sep06; still in fleet list nov06
	4L-EUR	Tu-134A	EuroLine	rgd	05aug08	f/n HRK 12sep08; seen DXB 31jan09 with just www.avia.ge titles and type as such painted on the nose; company renamed Georgian International Airlines feb10; l/n TBS Jun12/feb17, still with www.avia.ge titles
63870	CCCP-65908	Tu-134AK	MRP NPO "Vzlyot"	mfd	22jan82	line # 63-07; rgd 09mar82; on photo with the nose of a missile instead of the 'glass' nose; f/n VKO 19aug92
	RA-65908 RA-65908 RA-65908 RA-65908 RA-65908 RA-65908	Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK Tu-134AK	MRP NPO "Vzlyot" VAP Group Aviazapchast' Yermolino Airlines Antex-Polyus RusAir	ZIA PRG GVA VKO VKO TSE	01sep93 01jul95 02may99 02aug02 06may03 15jun04	in basic Aeroflot c/s, no titles leased from Elf Air; l/n AAQ 05jul98 l/n VKO 01jul01 l/n DXB 02nov02; rgd 15nov02 to VAP Aviation Group Isf VAP Aviation Group 31jul02/31dec03; l/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 hours and 3,610 cycles by 01jan11; l/n DME 29aug11
	RA-65908	Tu-134AK	Jet Air Group	trf	sep11	ferried LED-Zhukovski 02dec11, probably last flight; CofA valid until 04jan12; l/n ZIA 12aug12; canx before apr16
63900	CCCP-63900 ? "101" blue	Tu-134AK Tu-134A-3	Soviet Navy Russian Navy	no KGD	reports 28jul06	line # 63-09; c/n in official documents by 20oct84 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 stripes on the engine nacelles; l/n Chelyabinsk-Shagol aug14
	RF-66003	Tu-134A-3	Russian Navy	Kub	24mar16	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; l/n as such 19jun20; code removed from the nosewheel door by mid 2020 and large 'Baltiskii Flot' (Baltic Fleet) titles added on the fuselage; l/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' pin-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 PVO' badge on nose; l/n SVX 08jul08
	RA-63950	Tu-134AK	Russian Air Force	ckl	08nov08	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'; l/n as such Kryazh 25nov08; became the new personal

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; l/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 TANTK logo behind the cockpit, no titles; f/n Taganrog-Tuzhny 16may15; trf to SibNIA mar16; stored at GOJ from mar16, l/n apr19; underwent maintenance at GOJ Jun20; l/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

0 35 00 01	"01" red "01" red	Tu-134Sh-1 Soviet Air Force Tu-134Sh-1 Russian Air Force	mfd Akc	27jan71 14aug96	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
0 35 00 02	not known	Tu-134Sh-2 Soviet Air Force	mfd	17mar71	
1 35 01 01	not known	Tu-134Sh. Soviet Air Force	mfd	dec71	
1 35 01 02	not known	Tu-134Sh. Soviet Air Force	mfd	dec71	
2 35 01 04 ?	"63" blue	Tu-134Sh-2 Russian Air Force	ph.	> 1992	photo of the flight deck taken in Orsk after 1992 at an open house showed 0104 on c/n plates, given full c/n surmised !; in standard red c/s
2 35 01 05	not known	Tu-134Sh Soviet Air Force		photo	black and white photo at Shadrinsk of the forward fuselage only, in standard c/s
2 35 02 02	"02" red ?	Tu-134Sh-2 Soviet Air Force	mfd	30aug72	code also reported as "01" red; opb Voroshilovgradskoye VVAUSh 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 VVAUSh) 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, oversteering the airframe after 38 seconds; t/t 3,173 hours and 2,370 cycles
2 35 02 03	"92" red	Tu-134Sh Soviet Air Force	MHP	13mar90	c/n checked; equipped with special pods which might actually be nothing more than the strake-like fairings of the Tu-134Sh-1's BD-360 multiple ejector racks
2 35 02 04	no code	Tu-134Sh-1 Soviet Air Force	mfd	nov72	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 laboratory at LIJ'; see next lines regarding these c/n issues
CCCP-65562		Tu-134LL MRP NPO "Vzlyot"	rgd	07may86	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 as just 'Tu-134'; the plates in the cockpit of CCCP-65562 (photo proof) read 65562
RA-65562		Tu-134LL Zhukovski LIIP	ZIA	03sep93	reported for Gromov Air; in Aeroflot c/s, no titles; c/n checked as '0104' and '0201' Zhukovski 24aug95, c/n checked again as '0104' in 1999 !; seen derelict ZIA (N55.570863 E38.141588) aug01/06sep20
2 35 02 07	"71"	Tu-134Sh-1 Soviet Air Force		photo	black and white photo in standard c/s; opb 108 up at Shadrinsk
2 35 02 08	"03"	Tu-134Sh-1 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-134Sh-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	not known	Tu-134 MAP NPO "Vzlyot" Tu-134USHS 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, but is probably not official
	"76" blue	Tu-134USHS Russian Air Force	trf	1992	opb long-range aviation as a trainer for navigators; armed with 8 P-50T imitation bombs; in standard 'red' c/s; preserved in the long-range aviation museum at Engels from 2003, seen aug03/aug10
	"76" red	Tu-134USHS Russian Air Force	Eng	sep12	the colour of the code on the engine was changed (but the code on the nose-wheel door remained blue); preserved in the long-range aviation museum at Engels (N51.475945 E46.188903), seen sep12/oct19
3 35 03 03	"10" red	Tu-134Sh-1 Soviet Air Force	MHP	photo	converted to Tu-134Sh-SL avionics test-bed (also called SL-134Sh); in standard red c/s with c/n painted behind cockpit
3 35 03 04	"77" blue	Tu-134Sh-1 Russian Air Force	MHP	09sep93	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/Jan01; code was possibly "31" blue in the past, partly visible on the engine
3 35 04 01	"78" blue	Tu-134Sh-1 Russian Air Force	MHP	08may95	c/n checked; in faded standard red c/s; still present MHP Jun01
3 35 04 03	"87" blue	Tu-134Sh-1 Russian Air Force	MHP	08may95	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 cannot be seen
. 35 04 04	not known	Tu-134Sh Soviet Air Force	no	reports	the last Tu-134Sh in the early c/n system, first digit either 4 or 5

From 1974 onwards the famous 'last five digit' c/n also was introduced prefixed by the year of production and the factory number (35 for factory 135). They were, however, still built in batches, each batch consisted of 5 aircraft until batch 18 which 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 c/s; still present MHP 18aug97
5 35 50580	"86" blue	Tu-134Sh-1 Russian Air Force	MHP	08may95	c/n checked; still present MHP 23aug96; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; l/n Chelyabinsk-Shagol 25aug12; photo Jul15, missing rear fuselage and tail section
5 35 50600	"80" red	Tu-134Sh-1 Russian Air Force	MHP	13may96	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); still present MHP 23aug96; in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; broken up Chelyabinsk-Shagol by aug15
5 35 50650	"82" red	Tu-134Sh-1 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	Tu-134Sh-1 Soviet Navy Tu-134Sh-1 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; confirmed as the same aircraft; l/n Kbely Jun96
	no code	Tu-134Sh-1 Atlant	Mkk	08may98	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 given as Tu-134A; broken up sep13
6 35 50705	"01" red	Tu-134Sh-1 Soviet Air Force	ZIA	16aug92	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 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 !
6 35 50720	"84" red	Tu-134Sh-1 Russian Air Force	mfd	17sep76	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; l/n wfu at Klin aug06, in standard red c/s; offered for sale as scrap metal 21may08
6 35 50730	not known	Tu-134Sh Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50752	"57" red	Tu-134Sh-1 Russian Air Force			based Chelyabinsk-Shagol
6 35 50770	not known	Tu-134Sh Soviet Air Force	no	reports	c/n from a service bulletin
6 35 50790	not known	Tu-134Sh Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50795	not known "02" black	Tu-134Sh-1 Soviet Navy Tu-134A Russian Navy	mfd VVO	11aug77 18apr97	later converted to a VIP aircraft, see next line 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 Aeroflot c/s with 'Rossiya' titles and a Russian Navy flag behind the cockpit
RA-50795		Tu-134A Russian Navy	VVO	31aug07	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 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on the fuselage; l/n VVO 30mar13
RF-66002		Tu-134A Russian Navy	VVO	05Jun13	version painted on as 'Tu-134A'; 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, 'Tikhookeanski Flot Rossii' (Russian Pacific Fleet) titles on the fuselage and 'MA VMF Rossii' titles on the fin; l/n VVO 05Jun13
RF-66002		Tu-134A-3 Russian Navy	MHP	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 on the fuselage and 'MA VMF Rossii' titles on the fin
7 35 50799	not known	Tu-134Sh Soviet Air Force	no	reports	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; l/n Pushkin 11aug13; photo, in the process of being broken up at Pushkin oct14
7 35 50825	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50829	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50835	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
7 35 50837	"18" red	Tu-134Sh-2	Russian Air Force	mfd	1978	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; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12/01oct16, stored
8 35 50900	"61" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	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; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/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 Chelyabinsk-Shagol to Minsk and subsequent overhaul at MZGA-407
	RF-66045	Tu-134Sh-1	Russian Air Force	MHP	12sep16	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 tender 01sep18 to extend the assigned service life by 1 year; l/n GOJ sep21
8 35 50905	"64" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	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; f/n Chelyabinsk-Shagol 20aug12; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12, stored; mentioned in a contract dated 01aug15 with regards to costs for the ferry from Chelyabinsk-Shagol to Minsk and subsequent overhaul at MZGA-407; appears in a video, active at CKL dated nov15
	RF-66046	Tu-134Sh-1	Russian Air Force	ph.	jun17	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	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
8 35 50915	"53" blue	Tu-134Sh-1	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 without the first small window on the starboard side; l/n Chelyabinsk-Shagol 25aug12/01oct16; broken up jan17
8 35 50920	"65" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	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; l/n Chelyabinsk-Shagol 25aug12; ferried to MZGA-407 at MHP 30jun16 for overhaul
	RF-66047	Tu-134Sh-1	Russian Air Force	MHP	18sep17	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; l/n jul18, location withheld; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n MSQ 07sep19
8 35 50927	"57" blue	Tu-134Sh-1	Russian Air Force	mfd	1978	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; 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; l/n 02jul18, location withheld; c/n only mentioned in a tender 01sep18 to extend the assigned service life by 1 year; l/n Chelyabinsk-Shagol 2021
8 35 50933	not known	Tu-134Sh	Soviet Air Force	no	reports	c/n from a service bulletin
8 35 50945	"63" blue	Tu-134Sh-2	Russian Air Force	mfd	1978	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; l/n Chelyabinsk-Shagol 25aug12, wfu
8 35 50950	not known "62" blue	Tu-134Sh-2 Tu-134Sh-2	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; l/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 Chelyabinsk-Shagol to Minsk and subsequent overhaul by MZGA-407
	RF-66015	Tu-134Sh-2	Russian Air Force	MHP	29dec16	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; l/n CKL feb22
8 35 50956	not known "83" blue	Tu-134Sh-2	Soviet Air Force	no	reports	c/n from a service bulletin
		Tu-134Sh-2	Russian Air Force	Akc	2010	in faded standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10
8 35 50960	not known "85" blue	Tu-134Sh-2	Soviet Air Force	no	reports	c/n from a service bulletin
		Tu-134Sh-2	Russian Air Force	Akc	mar11	in standard red c/s; c/n from russianplanes.net; reported decommissioned 09may10
8 35 50968	"38" blue "38" blue	Tu-134Sh-2	Soviet AF/PVO Russian Air Force	mfd	15may79 06may94	opb 978 vtap PVO at Klin; in white/light grey c/s with red trim; later repainted as below
		Tu-134Sh-2	Russian Air Force	mfd	06may94	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; l/n Klin 12aug12, c/n checked, wfu; broken up 2013
8 35 50970	"34" blue	Tu-134Sh-2	Soviet AF/PVO	mfd	19apr79	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 damaged
	"34" blue	Tu-134Sh-2	Russian Air Force	Kln	06may94	opb 78 ovtae at Klin; c/n checked Klin 12aug12; in white/light grey c/s with blue stripes on fuselage and blue fin with large Red Star; seen wfu at Klin, with parts missing sep07/aug12; broken up 2013
9 35 50975	"04" red	Tu-134Sh-2	Russian Air Force	mfd	1979	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; l/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	Tu-134Sh-2 Tu-134Sh-2	Soviet AF/PVO Russian Air Force	no Kln	reports 06may94	opb 978 vtap PVO at Klin in standard red c/s; l/n Klin 16may99; c/n not confirmed but probably the same aircraft; photo CKL aug01 still in very faded standard red c/s
	"40" blue	Tu-134Sh-2	Russian Air Force	CKL	19aug01	opb 1338 its at Chkalovski; type painted on as 'Tu-134A'; in basic Aeroflot c/s with blue engines and lower tail, no titles; l/n CKL may11
	RF-95949	Tu-134Sh-2	Russian Air Force	ROV	26apr18	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; l/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; l/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; l/n Chelyabinsk-Shagol 2014; mentioned in a contract dated 01aug15 with regards costs for the ferry from Chelyabinsk-Shagol to Minsk and subsequent overhaul at MZGA-407
	RF-66020 "05" red	Tu-134Sh-2 Tu-134Sh-2	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; l/n MSQ 15apr19
9 35 50999	"52" blue	Tu-134Sh-2	Russian Air Force	Chh	20aug12	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; in Rosimushchestvo (State Property Agency) listing 2010; l/n Chelyabinsk-Shagol 25aug12/01oct16, stored
	RF-66022 "03" red	Tu-134Sh-2 Tu-134Sh-2	Russian Air Force Russian Air Force	ph. MHP	dec16 19may05	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; went to MZGA-407 for overhaul in 2015
	RF-66023	Tu-134Sh-2	Russian Air Force	Chh	oct16	in standard red c/s and coded "21" red; l/n Chelyabinsk-Shagol jan22
9 35 51010	"70" blue "04" black 551010	Tu-134Sh-2 Tu-134Sh-2 Tu-134Sh-2	Soviet Navy Ukraine Air Force Ukraine Air Force	mfd VIN KBP	02nov79 10may98 21may08	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 Chelyabinsk-Shagol (disbanded 19oct11); l/n Chelyabinsk-Shagol feb15 in standard red c/s and still coded "03" red; l/n MSQ 15apr19; seen MSQ 25feb20 now coded "39" red with Russian Stars and "VKs Rossi" titles on the tail; l/n Chelyabinsk 2021 no reports, based at Mykolayiv-Kulbakino, code visible under paint, see next lines c/n not confirmed; l/n KBP 25apr99, see next line 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; l/n KBP 30sep12/16apr19, stored; in official document 2012 for disposal with military unit given as A2215 at KBP at the time; l/n KBP 04oct19
9 35 51016	"21" blue "21" blue	Tu-134Sh-2 Tu-134Sh-2	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; l/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 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; l/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 12may08/06jun08 after overhaul, c/n not checked these dates; was active until 2015; seen Chelyabinsk-Shagol aug17 stored, l/n MSQ 10nov20, arrived for overhaul this date with MZGA-407
9 35 51040	"09" red	Tu-134Sh-2	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
0 35 51045	RF-66026 "33" red	Tu-134Sh-2	Russian Air Force	Roc	19sep15	carried also code "09" red; in standard red c/s; l/n Jun16, location withheld
	RF-66027	Tu-134Sh-2	Russian Air Force	MSQ	04aug22	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
9 35 51050	"31" red	Tu-134Sh-2	Russian Air Force	Chh	21sep00	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
0 35 51055	RF-66028 not known "32" red	Tu-134Sh-2	Russian Air Force	ph.	2018	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
	RF-66029	Tu-134Sh-2	Russian Air Force	Chh	16feb09	trf to filial VUNTS VVS "VVA" at Chelyabinsk-Shagol 01jul13; l/n Chelyabinsk-Shagol oct14; went to MZGA-407 at Minsk for overhaul in 2015
0 35 51060	"34" red	Tu-134Sh-2	Russian Air Force	Chh	2008	also carried code "42" red; opb filial VUNTS VVS "VVA" at Chelyabinsk-Shagol; in standard red c/s with Russian stars; initially no titles; l/n as such Chelyabinsk-Shagol 01oct16; received "VKS Rossii" titles; f/n as such Chelyabinsk-Shagol jun20; l/n 2021, location withheld
	RF-66030	Tu-134Sh-2	Russian Air Force	Chh	mar19	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; l/n Chelyabinsk-Shagol jul14
0 35 51067	"36" red	Tu-134Sh-2	Russian Air Force	CKL	apr10	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; l/n MSQ 11feb22
0 35 51072	RF-66031 "15" red	Tu-134Sh-2	Russian Air Force	Chh	aug15	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010; in standard red c/s; l/n Chelyabinsk-Shagol 17feb14, active
	RF-66032	Tu-134Sh-2	Russian Air Force	Chh	18jul11	in standard red c/s with "VVS Rossii" titles and still coded "36" red; l/n MSQ at MZGA-407 12nov19
0 35 51078	"35" red	Tu-134Sh-2	Russian Air Force	MHP	30jul09	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; seen KLD mar12; l/n Chelyabinsk-Shagol feb15, active
0 35 51081	RF-66033 "30" red	Tu-134Sh-2	Russian Air Force	MSQ	11jan23	in standard red c/s with "VVS Rossii" titles and still coded "15" red; l/n MSQ (at MZGA-407) feb20; received "VKS Rossii" titles and Russian stars after overhaul and now coded "38" red; f/n MSQ 03dec20; l/n Chelyabinsk-Shagol late 2021 active
	RF-66034	Tu-134Sh-2	Russian Air Force	Chh	sep15	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 25jun10
0 35 51088	"37" red	Tu-134Sh-2	Russian Air Force	Chh	09apr09	in standard red c/s with "VKS Rossii" titles and still coded "35" red
	RF-66035	Tu-134Sh-2	Russian Air Force	Chh	nov15	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; l/n OVB 17feb15, active
0 35 51092	"16" blue	Tu-134Sh-2	Russian Air Force	mfd	29sep80	in standard red c/s with "VVS Rossii" titles and still coded "37" red; l/n Chelyabinsk-Shagol mar17
0 35 51097	"17" red	Tu-134Sh-2	Russian Air Force	Chh	22may08	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in standard red c/s; featured in tender published 18may07; seen ROV 23jun11; seen ROV 23apr12 in standard red c/s with additional "VVS Rossii" titles; l/n PEE jul13
0 35 51102	RF-66036 not known	Tu-134Sh-2	Russian Air Force	Chh	08feb16	in standard red c/s with "VVS Rossii" titles and still coded "37" red; l/n 2018, location withheld; seen MSQ 09aug23, with "VKS Rossii" titles
0 35 51108	"20" red	Tu-134Sh-2	Russian Air Force	Chh	15jul10	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 and will not fly again; subsequently scrapped according to ATDB
0 35 51115	RF-66038 not known "19" red RA-19	Tu-134Sh-2	Russian Air Force	Chh	08feb16	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; l/n Chelyabinsk-Shagol oct13; went to ARZ-407 at Minsk for overhaul in 2015
		Tu-134Sh	Russian Air Force	no	reports	in standard red c/s still coded "17" red; l/n GOJ 27may19
		Tu-134Sh-2	Russian Air Force	Chh	15jul10	opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); in Rosimushchestvo (State Property Agency) listing 2010
		Tu-134Sh-2	Russian Air Force	Chh	aug15	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" titles; seen Rostov-na-Donu jul12 during test flight; l/n OVB 03jun15
0 35 51137	not known	Tu-134Sh	Soviet Air Force	no	reports	in standard red c/s with "VVS Rossii" titles and still coded "20" red; l/n Chelyabinsk-Shagol 2019
		Tu-134Sh-2	Russian Air Force	Chh	mfd	c/n not confirmed; in standard red c/s; brought VIPs to the first open house at Kubinka this date
		Tu-134Sh-2	Russian Air Force	Kub	11apr92	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; l/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
		Tu-134Sh-2	Russian Air Force	Rzd	03sep93	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-134UBLs were quasi-civil during pre-delivery flight tests, wearing test registrations matching the c/ns but those are not given in the list below unless we have a record as such.

0 35 51120	not known "40" red	Tu-134UBL	Soviet Air Force	mfd	14feb81	c/n and version confirmed (not a Tu-134Sh !)
	"14" blue RF-93946	Tu-134UBL	Russian Air Force	MHP	08may95	c/n checked as starting with a grey 6 instead of a 0, but that was either a painting or a reading error; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 13jun99
0 35 51127	not known "30" red	Tu-134UBL	Soviet Air Force	Tbv	27may07	named 'Desyatina' after an ancient Russian measuring unit; l/n Lipetsk sep08
		Tu-134UBL	Russian Air Force	CKL	jun12	named 'Desyatina', also carried the code "14" blue on the nose-wheel door; l/n Tambov-Military (West) 25may19
		Tu-134UBL	Soviet Air Force	mfd	29aug81	version confirmed (not a Tu-134Sh !)
64000	not known "20" blue	Tu-134UBL	Soviet Navy	mfd	1981	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
		Tu-134A-4	Russian Navy	Sev	15jun07	the prototype of the Tu-134UBL version; converted during the second overhaul to, see next line
	RF-12000	Tu-134A-4	Russian Navy	Gvd	01nov11	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; l/n Rostov-na-Donu-Tsentralny 30jul11
64010	CCCP-64010 "11" red	Tu-134UBL	Soviet Air Force	mfd	01sep81	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 '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; based at Saki by 2017; seen MSQ 22mar19 after overhaul; l/n 2021, location withheld
		Tu-134UBL	Soviet Air Force	Pus	06jul94	late mfd; test registration
	RA-65945	Tu-134B-3	Rus LK ZAO, n/t	rgd	25sep02	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); l/n Pushkin may99; converted by ARZ-407 (see next line); see c/n 64148
	RA-65945	Tu-134B-3	Billing OOO	rgd	20dec02	c/n confirmed in Russian register
	RA-65945	Tu-134B-3	Avcom, n/t	LED	19feb05	f/n ALA 22feb03, opf Orenburg Airlines; l/n SVO 07jul04
	RA-65945	Tu-134B-3	Meridian Air	VKO	24jun06	leased 31dec03/31dec05; in white/green c/s
	RA-65945	Tu-134B-3	SportAviaServis	VKO	01feb09	offered for sale 22nov07 with t/t 3,814 hours and 2,449 cycles; l/n VKO 01feb09
64020	CCCP-64020 "02" red	Tu-134UBL	Soviet Air Force	mfd	10dec82	in silver c/s with blue tail, small titles only, carried an additional 'Kosmos' sticker; l/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; l/n jan12/jun12 as such; canx before apr16
	"20" red	Tu-134UBL	Russian Air Force	ph.	30may15	late mfd; undertook acceptance tests and trials
64027	not known "42" red	Tu-134UBL	Soviet Air Force	mfd	24aug81	opb GK NII VVS at Aktyubinsk; had a spin recovery parachute in a fat tailcone (no APU) for high-alpha/low-speed trials at one stage
	"42" red	Tu-134UBL	Russian Air Force	Rzd	20aug95	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
		Tu-134UBL	Russian Air Force	Tbv	29aug07	l/n Ryazan-Dyagilevo 18jun99; c/n not confirmed for these sightings
64035	not known	Tu-134UBL	Soviet Air Force	mfd	01sep81	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 Tambov-Military (West) 26aug12/30may15, with "24" red also visible on the engine cowling; reported as scrapped by ATDB

	"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; l/n MHP 18aug97
	"21" blue	Tu-134UBL	Russian Air Force	Tbv	27may06	opb 1449 AB 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; l/n Tambov-Military (West) 30may15
64041	not known "01" red	Tu-134UBL Tu-134UBL	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 code visible under paint, see sightings next line
64055	"14" red "22" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	01sep81 26may07	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; l/n Tambov-Military (West) 26aug12/07jun16, stored; reported as scrapped by ATDB
64065	not known "12" red "23" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29aug81 13may96 29aug07	c/n details from factory at Minsk; in grey c/s with red 'lightning-bolt' cheatline; l/n MHP 18aug97 see c/n 64350; 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
64073	CCCP-64073 "16" red "31" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force Russian Navy	photo Kub Osv	11apr92 15jul06	'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 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; l/n EIK 20jul13/19jul14 with the given c/n on the engine covers
	RF-12041	Tu-134UBL	Russian Navy		26nov14	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; l/n CKL 05may15; re-coded "53" blue by jul15; seen CKL 30oct15 with 'MA VMF Rossii' titles on the tail; l/n MSQ 19oct17; converted at MZGA-407 to, see next line
	RF-12041	Tu-134A-4	Russian Navy	MSQ	25mar19	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 and coded "53" white; l/n NOZ 06apr22
64083	not known "28" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	31jul81 reports	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/ 26aug12
64095	not known "23" blue	Tu-134UBL Tu-134UBL	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; l/n 22mar06; featured in tender 18may07; opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 14aug12/30may15
64100	not known "10" red	Tu-134UBL Tu-134UBL	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'; l/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 usap 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; l/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; l/n KHV 20mar21
64134	not known "01" red	Tu-134UBL Tu-134UBL	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 "22" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP ph.	31aug81 05jul95 jun06	c/n not checked this date; seen MHP 07oct95, c/n checked; l/n MHP 18aug97 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
	RF-93947	Tu-134UBL	Russian Air Force	CKL	18jun11	opb 1449 AB at Tambov; named 'Volga'; in grey c/s with blue 'lightning-bolt' cheatline, lower half of fin in blue and carried code "22" blue on the nose wheel door; seen Tambov-Military (West) 26aug12; l/n Tambov-Military (West) may15
64148	not known "44" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	based at Tambov opb 184 vbp 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
	"11" red	Tu-134UBL	Russian Air Force	Pus	18aug03	never entered service (perhaps never transferred to Russia either); in grey c/s with red 'lightning-bolt' 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	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	based at Tambov opb 184 vbp 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 vbp 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 vbp badge below the cockpit; was preserved in the Ukrainian Air Force Museum at Poltava, l/n 2005; arrived in the Oleg Antonov State Aviation Museum at Kiev (N50.405579 E30.463793) in pieces 26apr06, assembled jun08, l/n oct21
64168	"33" red	Tu-134UBL	Russian Air Force	SVX	23jun06	and Chelyabinsk-Shagol 14aug10; featured in tender published 18may07; in all-grey c/s with red lightning-bolt cheatline outlined in white and Russian star on tail, small badge behind cockpit; in Rosimushchestvo (State Property Agency) listing 2010; opb Chelyabinsk VAISh at Chelyabinsk-Shagol (disbanded 19oct11); l/n ROV 29aug11; work was completed at RZGA No. 412 09aug12
	RF-66039	Tu-134UBL	Russian Air Force	ROV	19aug12	also carried code "33" blue; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag; carries small 'Aviabaza Shagol' titles on its nose; l/n OVb 01apr22
64175	not known "14" red	Tu-134UBL Tu-134UBL	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 earmarked to become the second Tu-134UBKM, but was not converted
	"14" blue	Tu-134UBL	Russian Navy	Osv	21aug05	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 the cockpit; l/n CKL 20aug07
	"14" blue	Tu-134A-4	Russian Navy	Osv	16apr09	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 cockpit; l/n Kubinka 26apr14
	RF-12037	Tu-134A-4	Russian Navy	EIK	10jun14	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; l/n as such MHP 15nov14; code changed to "54" blue; f/n as such AER 16may15; l/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; l/n Novokuznetsk 25oct22
0 35 64182	"07" red "25" blue "34" red	Tu-134UBL Tu-134UBL 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 tbad at Engels; wfu in 2000 in grey c/s with red 'lightning-bolt' cheatline; preserved in Muzei boyevoy slavy (Combat Valour Museum) in Park Pobedy (Victory Park) at Saratov (N51.542361 E46.057888), seen aug03/dec22
64188	not known "05" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	22oct81 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, seen may07 and still in listing 2011; l/n Tambov-Military (West) 30may15
64195	"06" red	Tu-134UBL	Russian Air Force	mfd	29oct81	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	to OOO "Atlantis"; in grey c/s with white/blue/red (Russian flag) cheatline; last overhaul completed 31jul07; f/n in VARZ-400 at VKO 06aug07; initially without titles; l/n as such VKO may09; received 'Aircraft company RusJet' titles below the cockpit windows; f/n as such AAK 28aug09; l/n GOJ 18apr12; see c/n 2351506	
RA-65737(2)	Tu-134B-3	Meridian	rgd	17aug12	in 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	
64208	not known "07" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31oct81 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; stored with 1449 AB at Tambov, seen may08 and still in listing 2011; l/n Tambov-Military (West) 27may17
64215	not known "26"	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd no	05nov81 reports	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
64222	"44" "34" red	Tu-134UBL Tu-134UBL	Russian Navy Russian Navy	mfd Osv	30nov81 21aug05	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
64235	not known "10" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd IKT	27nov81 13jan09	opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Ussuri' after a river in the south of the Russian Far East; l/n Tambov-Military (West) 30may15, stored
64245	"11" red "01" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	Rzd SVX	03sep93 29jun04	c/n from ARZ-407 at Minsk; seen MHP 06jul95/18aug97; in grey c/s with red 'lightning-bolt' cheatline; l/n Ryazan-Dyagilevo 18jun99, the same aircraft ? in grey c/s with red 'lightning-bolt' cheatline, Red Star on fin; l/n SVX 20aug12, wfu, stored on the grass; c/n from russianplanes.net; in the process of being broken up at SVX 03feb15
64258	not known "12" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd CKL	30nov81 aug03	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 the cockpit; named 'Tsna' after a river in central Russia; opb 1449 AB at Tambov by 2011; l/n in RZGA No. 412 at Rostov-na-Donu 02nov11; 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
RF-93941	Tu-134UBL	Russian Air Force	ROV	13mar12		opb Orskoye VVAUL at Orsk; reported in an incident report in 1999
64270	not known "15" red "45" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd no IKT	15jan82 reports 28aug07	opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe on base of fin, Russian flag on fin; named 'Barguzin' after a town in Buryatiya; l/n in RZGA No. 412 at Rostov-na-Donu 02nov11; work was undertaken at RZGA No. 412 24jun11-06dec11 also 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; l/n Tambov-Military (West) 20aug22
RF-93940	Tu-134UBL	Russian Air Force	ROV	13mar12		opb 6953 AB at Byelaya; in grey c/s with blue 'lightning-bolt' cheatline and blue stripe on base of fin, Russian flag on fin; named 'Barguzin' after a town in Buryatiya; l/n in RZGA No. 412 at Rostov-na-Donu 02nov11; work was undertaken at RZGA No. 412 24jun11-06dec11 also 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; l/n Tambov-Military (West) 20aug22
64277	not known "15" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	19jan82 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; stored with 1449 AB at Tambov, seen 27may07 and still in listing 2011; l/n Tambov-Military (West) 26aug12
64283	not known "17" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	05feb82 29may04	in grey c/s with blue 'lightning-bolt' cheatline and stylized Russian flag on fin; named 'Meshchorya' after a landscape in central Russia; opb 1449 AB at Tambov by 2011; l/n ROV 13mar12
RF-93949	Tu-134UBL	Russian Air Force	Dmn	29nov13		also carried code "17" blue on the nose wheel door; in grey c/s with blue 'lightning-bolt' cheatline, blue stripe on base of fin and Russian flag on fin; named 'Meshchorya'; seen with additional 'VVS Rossi' titles Kubinka 08sep16; l/n OVB 28may21
64300	not known "42" red	Tu-134UBL Tu-134UBL	Soviet Air Force Ukraine Air Force	no trf	reports 1992	based at Tambov opb 184 vbp 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 'Avialiniy Ukrainy' logo; delivered to Ukraine mar98; seen Priluki 03may98 and again 25jun99
	"42" blue	Tu-134UBL	Ukraine Air Force	r/r	2001 ?	trf to 185 vbp at Poltava circa 2001 and received a blue code; in light grey c/s with blue 'lightning-bolt' cheatline; preserved in the Ukrainian Air Force Museum at Poltava (N49.617194 E34.502511), seen 2001/24sep19 (c/n checked on a plate in the cockpit 15apr10)
64308	not known "19" blue	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	17feb82 27may06	in grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin; seen Tambov 24may08 named 'Rossiya'; stored with 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 26aug12 without name
64315	not known "20" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 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, seen may08/aug12 and still in listing 2011; see c/n 64020
64325	not known "21" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	27feb82 09jun12	c/n not checked; 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; see c/n 64035 and 64585; l/n Tambov-Military (West) 31may14; reported as scrapped by ATDB
64350	"23" red	Tu-134UBL	Russian Air Force	mfd	1982	c/n reported by Minsk ARZ for this code; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; details from russianplanes.net; f/n Chelyabinsk-Shagol 14aug04; l/n Chelyabinsk-Shagol 20aug12/01oct16
64360	not known "24" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	1982 26may07	last overhaul completed 31jan89; offered for sale by Russian privatisation agency dec06/mar07 with t/t 4,187 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
64375	"35" red	Tu-134UBL	Russian Air Force	Chh	aug08	c/n in official documents by 06may83; code for this c/n not confirmed; opb Chelyabinski VAISH at Chelyabinsk-Shagol (disbanded 19oct11); c/n only given in Rosimushchestvo (State Property Agency) listing 2010; in grey c/s with red 'lightning-bolt' cheatline; code details from russianplanes.net; l/n Chelyabinsk-Shagol 20aug12/01oct16 stored
64392	not known "26" red "20" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Rzd	21mar82 03sep93 18aug05	c/n from ARZ-407 at Minsk; l/n MHP 13jun99 in grey c/s with blue 'lightning-bolt' cheatline and blue and white band on base of fin; featured in tender 18may07; named 'Ural' after the Urals mountains, opb 1449 AB at Tambov by 2011; l/n Tambov-Military (West) 30may15
64400	not known "27" red "24" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP Tbv	29apr82 09sep93 27may07	c/n checked; see c/n 64793 opb 1449 AB at Tambov; named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, fin partially in Russian colours, with 'Aviabaza Tambov' on the lower nose; under rework with RZGA No. 412 at Rostov-na-Donu from 30apr10, l/n oct10
RF-93936	Tu-134UBL	Russian Air Force	Roc	27jun11		opb 1449 AB at Tambov; named 'Amur'; in grey c/s with blue 'lightning-bolt' cheatline, with 'Aviabaza Tambov' on forward fuselage and carried code "24" blue on the nose wheel door; small 'Aviabaza Tambov' titles on the lower nose; l/n MSQ 06sep22
64420	"28" red	Tu-134UBL	Russian Air Force	mfd	1982	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 behind the cockpit; f/n IKT 05oct05; l/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
RF-66042	Tu-134UBL	Russian Air Force	ROV	26dec11		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; l/n 2018, location withheld
64425	"29" red not known RA-65733(2)	Tu-134UBL Tu-134UBL Tu-134B-3	Soviet Air Force Russian Air Force Russ. Tax Service	mfd MHP trf	29may82 12may08 19apr07	in bare metal c/s in ARZ-407 version in documents as just Tu-134B, but painted on as Tu-134B-3; VIP aircraft; owned by FGUP Sankt-Petersburgskiy inzhenerno-tekhnicheskiy tsentr Federalnoy nalogovoy sluzhby (St. Petersburg Technical and Engineering Centre of the Federal Tax Service); opb 223 LO of the Russian Air Force at CKL (contract signed 20mar09, the Russian Air Force has to pay some € 750.000 a year for using its former aircraft which had been transferred without payment); in basic Rossiya c/s without titles; h/o 18mar07; f/n MHP 19dec08; l/n LED 04dec21; see c/n 1351403 and 64450
64435	not known "30" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31may82 24may08	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; l/n Tambov-Military (West) 09jun12/31may14 as such; see also c/n 64845 and 03551127
64450	"31" red	Tu-134UBL	Russian Air Force	CKL	15aug99	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; l/n SVX 14may13, active
RF-66090 RF-65733(3)	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	SVX PEE	15jun13 jun14		also carries code "31" red; in same c/s as above; l/n Chelyabinsk-Shagol 14feb14 also carries code "31" red; in same c/s as above; l/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; l/n OVB 01sep22; see c/n 1351403 and 64425
64454	CCCP-64454(2)	Tu-134IK	MAP LII Zhukovski	d/d	01sep83	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 aeriels, 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 Il-76MD oct88; l/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, Leveshovo may01 and Leveshovo 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 "45" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Rzd Tbv	24jun82 28may99 26aug12	l/n Ryazan-Dyagilevo 18aug99; c/n not confirmed for these sightings 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	Tu-134UBL Tu-134UBL	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; l/n may08 and still in listing 2011; reported as scrapped by ATDB
64585	CCCP-64585 "21"	Tu-134UBL	Soviet Air Force	mfd	30jun82	reports
64595	not known "16" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	mfd Tbv	30jun82 27may06	poor quality photo, taken during pre-delivery tests, exists stored with 1449 AB at Tambov by 2011; see c/n 64325
64608	not known "36" red	Tu-134UBL Tu-134UBL	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; l/n Tambov-Military (West) 31may14/27may17; reported as scrapped by ATDB
64615	"37" red 64615	Tu-134UBL Tu-134UBL	Russian Air Force Russian MVD/VV	mfd trf	13aug82 05oct05	opb Tambovskoye VVAUL at Tambov; f/n Tambov aug90 converted to a VIP aircraft; version painted on as 'TU-134-UB-L' (sic); opb 3 oase 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	Tu-134UBL	Russian MVD/VV	Roc	26may07	now with the full registration on the fin; opb 3 oase on at Chkalovski; l/n CKL 23jul07
	RF-66049	Tu-134UBL	Rosgvardiya	trf	05apr16	opb 3 oase 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 20aug07; l/n LED 24feb16
64620	not known "29"	Tu-134UBL	Soviet Air Force	mfd	18aug82	reports
64630	"25" red "25" red	Tu-134UBL Tu-134UBK Tu-134UBKM	Soviet Air Force Soviet Air Force Russian Air Force	mfd mfd Pus	08jun82 06jul94	stored with 1449 AB at Tambov by 2011 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 "15" blue	Tu-134UBKM Tu-134UBKM Tu-134UBKM	Russian Air Force Russian Air Force Russian Air Force	IKT	17feb06	photo
64640	RF-93938 not known "22" red	Tu-134UBKM Tu-134UBL	Russian Air Force Russian Air Force	ZIA mfd MHP	06aug12 30aug82 13may96	c/n painted on the flight deck in grey c/s with red 'lightning-bolt' cheatline c/n painted on the flight deck; opb 1449 AB at Tambov; in grey c/s with blue 'lightning-bolt' cheatline; l/n Ryazan-Dyagilevo 27jan11 in grey c/s with blue 'lightning-bolt' cheatline; also carried "15" blue on nose wheel door; l/n MSQ 15apr19
	"02" red	Tu-134UBL	Russian Air Force	Tbv	27may06	c/n confirmed by ARZ-407 at Minsk; reportedly ex "40" red; in grey c/s with red 'lightning-bolt' cheatline, 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
	"40" red	Tu-134UBL	Russian Air Force	Tbv	14aug12	c/n not confirmed; opb 388 uae at Tambov; in grey c/s with red 'lightning bolt', Red Star on fin; l/n Tambov-Military (West) 24may08, stored in grey c/s with red 'lightning-bolt', Red Star on fin; l/n Tambov-Military (West) 26aug12/30may15, stored; seen MSQ at MZGA-407 21apr19; l/n MSQ may19 at MSQ MZGA-407, under rework in bare metal c/s
64655	no serial not known "36" red "36" red	Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Soviet Air Force Russian Navy	ph. mfd no	12nov19 1982	reports
64670	not known "42" "42" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Navy	Osv no Osv	16aug03 reports 21aug05	reports
64678	"43" red	Tu-134UBL	Russian Air Force	MHP	13may96	c/n confirmed; in grey c/s with red 'lightning bolt' cheatline and Red Star on fin; trf from Tambov in early 2000s; l/n stored Ostrov 18aug12
64685	not known "30" "44" red	Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Soviet Air Force Russian Air Force	mfd no Tbv	28sep82 27may06	reports based Tambov in 2002; c/n featured in tender held 18may07; broken up Tambov feb13
64700	not known "45" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Eng	21oct82 aug03	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 line # 69-10
64705	not known "46" red not known	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd MHP MHP	1982 10may05 28aug07	opb 22 tbad at Engels; in grey c/s with red 'lightning-bolt' cheatline; wfu in 2000; preserved in the long-range aviation museum at Engels (N51.475680 E46.188335) from 2003, seen aug03/oct19 c/n not checked this date, see c/n 64783
0 35 64715	"47" red	Tu-134UBL	Soviet Air Force	mfd	30oct82	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-134B3, but this never took place, seen MHP 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-bolt' cheatline and Red Stars; seen again in ARZ-407 at MHP 28aug07 with the UBL nose removed, suggesting these two sightings are probably for this aircraft; conversion completed 01sep08; see also c/n 64815
	RA-65747(2)	Tu-134B-3	Kosmos	rgd	01sep08	to KapitalAviaInvest, operated by RusJet; in dark blue/silver c/s with the outline of a star on fin and tail, carried small 'Kosmos' titles on the nose; h/o at Minsk 26may09; f/n VKO 10oct09; l/n KHV 02feb10
	RA-65747(2)	Tu-134B-3	RusJet	VKO	06feb10	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; received small titles on the nose; f/n as such ZIA 19aug12; l/n GOJ 31may13
	RA-65747(2)	Tu-134B-3	Tsentr-Yug	ROV	17jun13	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 contract; sat wfu at VKO from may14, l/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	Tu-134UBL Tu-134UBL	Soviet Air Force Soviet Air Force	mfd	dec82	photo
	"72" red	Tu-134UBK	Soviet Navy	ph.	1984	code worn on nose wheel door only; h/o to LNPO Leninets for conversion into the first Tu-134UBK in 1983; 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 1999
	"72" red	Tu-134UBK	Ukrainian Navy	Mkk	08may98	c/n checked; code worn on nose wheel door only; in all-grey c/s with red 'lightning-bolt' cheatline outlined 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 "48" red	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd	1982	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 (West); in grey c/s with red/white 'lightning-bolt', Red Star on fin; l/n aug07/may15
64740	"30" no code	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd ZIA	1983 03sep93	details from russianplanes.net 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-Borschchevo 27aug23
0 35 64748	"26" red not known	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd MHP	1983 28aug07	details from russianplanes.net 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 MHP 12may08/13aug17, stored, without tail and outer wings
0 35 64753	"17" red	Tu-134UBL	Russian Air Force	mfd	22mar83	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 Ingushetian airline 25dec01, was not airworthy at that time; reportedly arrived in ARZ-412 at Rostov-na-Donu around 2003/04
	RA-65574	Tu-134B-3	Magas	ROV	07aug09	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; l/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; l/n GOJ 01oct14; seen GOJ 12feb15, without titles
	RA-65574 0 35 64775	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; l/n ZIA aug19 f/n in ARZ-407 at MHP 19may05; colour of code not known, just '57' stencilled on; c/n in official documents since 06may83; was earmarked for conversion to a Tu-134B-3 and transfer to an Ingushetian airline 25dec01, was not airworthy at that time; arrived at ARZ-407 in 2003; conversion started in 2004
	RA-65805(2)	Tu-134B-3	Magas	MHP	28aug07	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; l/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; l/n CEK 25apr16/oct18, wfu

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 engine may08)
	RA-65700(2)	Tu-134B-3M	Tsentr-Yug	rgd	27nov08	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 hours and 7,836 cycles by 01jan10; l/n GOJ 26jul13; see c/n 63340
	RA-65700(2)	Tu-134B-3M	Sirius Aero	rgd	23oct13	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 "07" red	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd SVX SVX	13apr83 23jun06 sep07	in grey c/s, with red 'lightning bolt', Red Star on fin; details from russianplanes.net; see c/n 64400 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	Tu-134UBL	Russian Air Force	CKL	jun10	overhauled 12may10; in grey c/s with blue/white 'lightning-bolt', Russian flag on fin; with 'Ural' titles; l/n CKL 14sep11
	RF-66051	Tu-134UBL	Russian Air Force	ph.	2012	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-Sovjetski 29may13 with small 'Aviabaza Tambov' titles on the lower nose; l/n MSQ feb22
64800	not known "18" red "18" blue	Tu-134UBL Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force Russian Air Force	mfd Kub Akc	16apr83 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 engines; seen Kubinka 22mar08; stored with 1449 AB at Tambov by 2011; seen Tambov-Military (West) 31may14; l/n MSQ at MZGA-407 21apr19
64803	no serial "24" red	Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force	ph. Chh	12nov19 aug08	at MSQ MZGA-407, under rework in bare metal c/s 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 bare metal c/s, marked just as '64803'
64805	"19" red	Tu-134UBL	Russian Air Force	Rzd	28may99	opb Chelyabinski VAISh at Chelyabinsk-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; l/n Chelyabinsk-Shagol aug08/aug12, stored; reportedly went to ARZ-407 at Minsk for overhaul in aug14, see next line
	RF-66044	Tu-134UBL	Russian Air Force	Chh	05dec15	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	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	mfd Tbv	31may83 26may07	in grey c/s with blue 'lightning-bolt' cheatline, blue stripe and Russian flag on fin; named 'Baikal' after the lake in Eastern Siberia; opb 1449 AB at Tambov by 2011; l/n Byelaya 16jun11; see also c/n 64121 which was named 'Baikal'
	RF-94246	Tu-134UBL	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	Tu-134UBL Tu-134UBL	Soviet Air Force Russian Air Force	no reports Tbv	12aug97	test registration; cockpit photo exists c/n confirmed; in grey c/s with red 'lightning-bolt' cheatline; seen Ryazan-Dyagilevo 28may99 and Ryazan-Dyagilevo 18jun99 the same aircraft ?, see also c/n 03564715
	"47" red	Tu-134UBL	Russian Navy	trf	2002	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; converted by ARZ-407 at Minsk, post may06 to, see next line
	RA-65727(2)	Tu-134B-3	Kosmos	h/o	14aug07	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; l/n sep07; see c/n 1351307; l/n VKO 17may09 as such; f/n VKO 11apr10 with just small Kosmos titles on the nose; l/n VVO 30jun10
	RA-65727(2) RA-65727(2)	Tu-134B-3 Tu-134B-3	Rusjet Tsentr-Yug	VKO VKO	24oct10 16aug13	no titles; l/n as such TOF 19apr12; seen with small titles on the nose VKO 24aug12; l/n GOJ 12jan13 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; l/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 tasks
64830	"48" red	Tu-134UBL	Russian Air Force	Rzd	03sep93	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 lightning bolt)
	"48" blue	Tu-134UBL	Russian Air Force	Kub	13aug06	c/n 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 Zhukovskii and Minsk; radio testbed with pylon mounted fairings above the cockpit and below the nose; seen MHP oct95/aug97; l/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; l/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; l/n CKL aug18
<u>Tu-134s with unknown c/ns</u>						
---	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; l/n Tambov-Military (West) 20aug22
---	RF-66006	Tu-134UBL	Russian Air Force	MSQ	09apr20	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 small inscription 'Aviabaza Tambov' on the lower nose, no titles; l/n MSQ 30jan21
---	RF-66014	Tu-134UBL	Russian Air Force	MSQ	02jun20	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 small inscription 'Aviabaza Tambov' on the lower nose, no titles; l/n MSQ 2021
---	RF-66043	Tu-134UBL	Russian Air Force	MHP	21feb18	also carried code "32" blue; in grey c/s with blue 'lightning-bolt' outlined in white, partial blue fin and Russian flag, small 'Aviabaza Shagol' titles on the lower nose; l/n VVO 2021
---	CCCP-69308	Tu-134	MAP	no reports		an entry in the old Soviet register exists without c/n, probably just allocated for the return of an export aircraft
---	"01" red	Tu-134A	Russian Air Force	Kln	04may94	l/n Klin 20aug95; salon aircraft, the personal aircraft of the Commander, in c/s similar to Aeroflot; trf to Chkalovski after unit was disbanded at Klin
---	"02" green "02" black	Tu-134A Tu-134A	Russian Air Force Russian Air Force	MHP MHP	10jul94 09sep94	presumably the same aircraft as next line
---	"02" red "07" blue	Tu-134Sh-1 Tu-134A	Russian Air Force Russian Navy	Akc Kln	14aug96 1998	with Rossiya titles; see c/n 73550795 in standard red c/s converted into a VIP aircraft; code on nose wheel door only and not readable on photo; in basic Aeroflot 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; l/n on TV dec01; this is possibly c/n 73550795 from photo comparisons
---	"08" red	Tu-134UBL	Russian Air Force	Eng	13aug96	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 on the nose wheel door; see c/n 64083
---	"10" red "10" red "12" red "15" red "15" red "16" red "16" red "17" red "18" red	Tu-134AK Tu-134UBL Tu-134Sh Tu-134Sh Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force Soviet Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	RIX Rzd SVO MHP Rzd Rzd Rzd ph. Tbv	09sep93 28may99 08jul92 05jul95 28may99 03sep93 18jun99 nov94 14aug12	in white/grey c/s with red cheatline and 'lightning-bolt' pin-stripe; l/n RIX 04jul94; c/n 63961 ? in blue c/s with Red Star on tail l/n MHP 09oct95; probably c/n 03551072
---	"19" red "20" red "20" red "20" red "21" red "22" red "23" red "24" red "24" red "25" red "25" red "27" red "27" red "27" red "27" red	Tu-134UBL Tu-134UBL Tu-134UBL Tu-134Sh Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL Tu-134UBL	Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force Russian Air Force	Rzd Rzd Eng CKL Eng Rzd Rzd Eng Rzd Kub Rzd Rzd Rzd Rzd KUF	28may99 18jun99 13aug96 22aug05 13aug96 30jul97 03sep93 30jul97 28may99 11apr92 28may99 28may99 28may99 28may99 30apr06	see also "19" red c/n 64805 seen the same date l/n Engels 30jul97 in standard red c/s; probably c/n 03551108 l/n Ryazan-Dyagilevo 28may99; probably c/n 64350 with "28" red on nose code on nose 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 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; l/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; l/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; l/n Tambov-Military (West) may07/aug12, stored
---	"36" red	Tu-134UBL	Russian Air Force	Rzd	28may99	with "29" red on nose
---	"38" red	Tu-134UBL	Russian Air Force	Tbv	27may07	same aircraft as above ?
---	"39" red	Tu-134UBL	Russian Air Force	Eng	30jul97	same aircraft as above ?
---	"39" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	probably one of the aircraft to be converted into a Tu-134B-3
---	"39" red	Tu-134UBL	Russian Air Force	Rzd	28may99	l/n Engels 30jul97, with "27" red on nose
---	"40" blue	Tu-134UBL	Russian Air Force	photo		same aircraft as below ? ; 64705 ?
---	"44" red	Tu-134UBL	Russian Air Force	photo		
---	"46" red	Tu-134UBL	Russian Air Force	Tbv	12aug97	l/n Ryazan-Dyagilevo 18jun99; same aircraft as above ?
---	"46" red	Tu-134UBL	Russian Air Force	Rzd	28may99	ex "11" blue; in standard red c/s; l/n Chelyabinsk-Shagol 25aug12; see c/n 03551102 ?
---	"88" blue	Tu-134SH-1	Russian Air Force	Chh	sep08	with stinger-tail (Balkany); was based at Vinnitsa, but not seen since the break-up of the Soviet Union; see c/n 63900
---	"101" blue	Tu-134AK	Soviet Air Force	WAW	28dec90	stinger-tail (Balkany); see c/n 63900
---	"101" red	Tu-134AK	Russian Air Force	ROV	11aug99	normal nose, tail not visible
---	"121" black	Tu-134	Russian Air Force	Tbv	27may07	based at Tambov
---	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

---	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

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.

42 0 1	not known	Tu-142	Tupolev OKB	f/f	03sep68	from Kuibyshev; second prototype, in Soviet Air Force c/s; already with longer cabin, but still without all 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 (izdelye VPM), Tu-142MR (izdelye VPMR) and Tu-142MZ (izdelye VPMK-Z)

42 4 3	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' 1; 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 no code	Tu-142MK	Soviet Navy	f/f	sep79	converted by TMZ at Taganrog between spring 1978 and sep79 to, see next line
	"31" red	Tu-95MS	Soviet Air Force	Mon	09apr91	first prototype of this version
		Tu-95MS	Soviet Air Force			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; l/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 Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
5 60 08 01	"15" red	Tu-142M	Russian Navy	mfd	1975	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
6 60 09 80	"14" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
6 60 11 01	"01" red	Tu-142M	Russian Navy	mfd	30jun76	opb 310 oplap at Mongokhto-Kamenny Ruchi; 'leader' aircraft (having most hours of any of the type), trf for fatigue trials to Tavia in the mid-1990s and still underwent fatigue trials there by 2005
6 60 13 18	"02" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
6 60 13 32	"08" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
6 60 13 47	"03" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
6 60 13 66	"10" red	Tu-142M	Russian Navy	mfd	1976	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
7 60 14 01	"05" red	Tu-142M	Russian Navy	mfd	07feb77	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
7 60 15 05	"09" red	Tu-142M	Russian Navy	mfd	1977	opb 310 oplap at Mongokhto-Kamenny Ruchi; scrapped at Mongokhto-Kamenny Ruchi between 1998 and 2001
8 60 18 01	"62" red ?	Tu-142MK	Russian Navy			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, l/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 2004 or 2005
8 60 20 25	"66" black "66" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	10nov78 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; l/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 overhaul completed 18dec97; under overhaul with TAVIA at Taganrog-Yuzhny, seen may11/may12
9 60 23 63	"73" black "73" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	19dec79 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	"98" black	Tu-142MK	Soviet Navy	mfd	1980	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; fate unknown
1 60 28 21	not known	Tu-142MK	Soviet Navy	no reports		
1 60 29 04	"87" black	Tu-142MK	Soviet Navy	mfd	25mar81	last overhaul completed 14feb92
1 60 29 46	"90" black "90" black "90" black "90" black "90" black "90" black "91" black "91" black not known not known	Tu-142MK Tu-142MK Tu-142MK Tu-142MK Tu-142M Tu-142MK Tu-142MK Tu-142MK Tu-142MK Tu-142MK Tu-142MK	Soviet Navy Russian Navy Soviet Navy Russian Navy Russian Navy Russian Navy Soviet Navy Russian Navy Soviet Navy Russian Navy Soviet Navy Russian Navy	Fed mfd ph. ph. mfd no reports	aug13 27mar81 aug12 aug12 23jun81	last overhaul completed 30jul92 last overhaul completed 27nov91 opb 444 TsBP i PLS at Ostrov-Veretye; stored at Ostrov-Veretye, l/n aug12; possibly scrapped stored at Ostrov last overhaul completed 07apr92
. 60 30 11	not known not known	Tu-142MK Tu-142MK	Soviet Navy Russian Navy			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 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	Tu-142MK	Soviet Navy	mfd	11aug81	last overhaul completed 24jul92
1 60 30 62	"92" black "93" black "93" black	Tu-142MK Tu-142MK Tu-142MK	Russian Navy Soviet Navy Russian Navy	Fed mfd FFD	aug13 17sep81 30jul94	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo last overhaul completed 30jul92 opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; tender for prolongation of life-time published 01oct08; l/n Fedotovo-Kipelovo aug13
2 60 31 87	"94" black "94" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar82 19aug10	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 bomber pilot of WWII; l/n Fedotovo-Kipelovo 23aug14
	RF-34055	Tu-142MK	Russian Navy	ph.	24jul20	also carried code "94" red; in light grey c/s with 'VMF Rossii' titles and Russian stars; named 'Yevgeni Preobrazhenski'
2 60 32 22	"95" black "95" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	25may82 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; l/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; f/n as such Taganrog-Yuzhny apr13; l/n Fedotovo-Kipelovo 28jun17
2 60 33 05	"97" black "97" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd ph.	10oct82 aug05	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Vologda' 16oct04 after a town in northern Russia; l/n Fedotovo-Kipelovo 23aug14
	RF-34057	Tu-142MK	Russian Navy	Tag	19nov18	also carried code "97" black; based at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; named 'Vologda'; h/o after overhaul 19nov18; l/n 25jul21 location unknown
3 60 33 88	"50" black "50" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29mar83 23aug14	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 60 34 72	"51" black "51" black RF-34059	Tu-142MK Tu-142MK Tu-142MK	Soviet Navy Russian Navy Russian Navy	mfd Fed Tag	31may83 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' titles and Russian stars; named 'Yuri Malinin'; h/o 12apr16 after overhaul by TANTK; l/n LED 30jul17
3 60 35 56	"52" ? not known	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Kke	1983 24aug97	possibly Ukrainian Air Force, in fact; fate unknown
5 60 37 63	"53" black "53" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd trf	30sep85 1992	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; overhaul completed 12may94
	RF-34060	Tu-142MK	Russian Navy	f/f	14jan20	after overhaul; also carried code "53" black; opb 2 AvGr 7050 AvB at Fedotovo-Kipelovo; in light grey c/s with 'VMF Rossii' titles and Russian stars; l/n over St. Petersburg 15jul21 named 'Aleksandr Klubov' after a distinguished fighter pilot of WWII
5 60 38 46	"54" black "54" black RF-34061	Tu-142MK Tu-142MK Tu-142MK	Soviet Navy Russian Navy Russian Navy	mfd Fed h/o	30nov85 aug13 03may18	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 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 14aug23, intercepted over the North Sea
5 60 38 87	"55" black "55" black	Tu-142MK Tu-142MK	Soviet Navy Russian Navy	mfd Fed	29dec85 25aug06	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 overhaul completed 03jan94; l/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 overhaul completed 06feb95; named 'Alexander Mozhaiski' after a 19th century Russian aviation pioneer
	RF-34063	Tu-142MK	Russian Navy	Fed	jan17	initially also carried code "56" black; in light grey c/s with 'VMF Rossii' titles and Russian stars, carried the coat-of-arms of the Vologda region on the right side of the nose; named 'Alexander Mozhaiski'; l/n as such jun18; code changed to "56" red and titles to 'MA VMF Rossii'; f/n as such jul18; l/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 ae 568 osap at Mongokhto-Kamenny Ruchi; last overhaul completed 14jul04; named 'Vanino' after a town in the Far East; f/n Mongokhto-Kamenny Ruchi 26oct06; opb 7061 AvB at Mongokhto-Kamenny Ruchi from 2010; l/n Mongokhto-Kamenny Ruchi 24oct10; on strength by early 2012
9 60 40 12	not known no code	Tu-142MZ Tu-142M	Soviet Navy Russian Navy	mfd	04may89	fuselage # 42185 fate unknown
9 60 41 33	"54" red "54" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd mfd	03sep93 15dec89 19sep89	mfd also given as 19sep89 initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchi; last overhaul completed 28dec06; photo Mongokhto-Kamenny Ruchi 04aug08; '++KTKK-zi Vostok' advertising on the nose applied in 2008; opb 7061 AvB at Mongokhto-Kamenny Ruchi from 2010; l/n 2012, active
	RF-34106	Tu-142MZ	Russian Navy	ph.	26jul14	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 Ruchi; 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

0 60 42 15	"56" red "56" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd VVO	06may90 09apr12	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 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	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 also carried code "56" red, with "VMF Rossii" titles; l/n VVO 23apr18
0 60 42 95	"58" red "58" red	Tu-142MZ Tu-142MZ	Soviet Navy Russian Navy	mfd no	30aug90 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
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 2012
0 60 43 87	RF-34108 no code	Tu-142MZ Tu-142MRTs	Russian Navy Tupolev OKB	ph. mfd	27jul14 1990	active at Vladivostok Navy Day; also carried code "59" red with "MA VMF Rossii" titles; l/n VVO 13aug14; seen VVO 17aug18, with titles overpainted; l/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	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; l/n Mongokhto-Kamenny Ruchei 22jan10; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010
1 60 53 86	RF-34097 "64" red "64" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Soviet Navy Russian Navy	Mok mfd no	dec16 27dec91 reports	also carried code "63" black; in light grey c/s with "VMF Rossii" titles, Russian stars and the badge of the Pacific Fleet's Air Force behind the cockpit; l/n VVO 19jun20
2 60 54 26	RF-34098 no code "65" red	Tu-142MZ Tu-142MZ Tu-142MZ	Russian Navy Russian Navy Russian Navy	h/o mfd Mok	12dec19 02oct92 19apr07	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; l/n 25jul21 location unknown already f/n ZIA 16aug92 during the "MosAeroShow-92"
6 60 96 46	IN311	Tu-142MK-E	Indian Navy	mfd	20feb87	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
7 60 96 86	IN312	Tu-142MK-E	Indian Navy	mfd	1987	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; l/n as such VVO may19; titles changed to "MA VMF Rossii" and 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 at Ezhimala, but GE suggests still present jan22/apr22, stored on the disused runway
7 60 97 26	IN313	Tu-142MK-E	Indian Navy	mfd	1987	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; l/n GOI 29nov99; last overhaul completed dec11 (by Tavia); photo flying near Taganrog with base code 'ARK' (INS Rajali, Arakkonam) on tail; l/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 Foxrot-class submarine museum INS Kursura and reassembled as a superb walk-through exhibit, with aircraft equipment on display in the building to the rear; l/n 19feb22
7 60 97 66	IN314	Tu-142MK-E	Indian Navy	mfd	1987	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 suggests still present jan22/apr22, stored on the disused runway
7 60 9 ..	IN315	Tu-142MK-E	Indian Navy	d/d	16apr88	opb INAS 312; reportedly refitted with Israeli Elta ELM-2022A radar instead of "Korshun" by early 2004; withdrawn from service by oct14; seen Arakkonam mar17/mar18 wfu, outer engines removed; GE suggests still present jan22/apr22, stored on the disused runway; russianplanes.net gives c/n as 7609806
8 60 98 46	IN316	Tu-142MK-E	Indian Navy	d/d	16aug88	opb INAS 312; f/n GOI nov91; arrived 10dec99 for overhaul in Russia; seen GOI jan11; withdrawn from service by oct14; GE suggests 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 warship INS Chapal
8 60 9 ..	IN317	Tu-142MK-E	Indian Navy	d/d	16aug88	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 inaugurated 08jun22); l/n may22; russianplanes.net gives c/n as 8609886
8 60 99 25	IN318	Tu-142MK-E	Indian Navy	d/d	oct88	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 E82.28908); l/n sep22
# 4 3 01002	"27" red	Tu-142MR	Russian Navy	mfd	21jun84	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 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 4 01005	"11" black	Tu-142MR	Soviet Navy	mfd	25jun85	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)
# 4 4 02007	"11" black "18" black	Tu-142MR Tu-142MR	Russian Navy Russian Navy	Mkk mfd	jul95 31may86	opb 73 oplae (redesignated AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; named 'Belozero' 16jul06 after a town in northern Russia; l/n operational Fedotovo-Kipelovo 2009; seen without engines at Fedotovo-Kipelovo 31aug13/2019; reportedly was based at Olenya 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; l/n Fedotovo-Kipelovo 23aug14
# 4 5 02009	"28" red	Tu-142MR	Russian Navy	mfd	29dec85	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 25feb06; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 6 02017	"23" red	Tu-142MR	Russian Navy	mfd	24oct86	full c/n 8058014602017; mfd also reported as 29dec86; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; photo Mongokhto-Kamenny Ruchei 04jul05; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 3 7 02019	"14" black	Tu-142MR	Russian Navy	mfd	31aug87	full c/n 8058013702019; photo Taganrog-Yuzhny 21may11; based at Olenya
# 3 7 02021	"15" black	Tu-142MR	Russian Navy	mfd	14oct87	full c/n 8058013702021, line # 02-03; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 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; l/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'; l/n sep22 full c/n 8058014702023, line # 02-04; opb 73 oplae (renamed AvGr 7051 AvB in 2010 and 2 AvGr 7050 AvB later) at Fedotovo-Kipelovo; later based at Olenya
# 3 8 02025	"24" red	Tu-142MR	Russian Navy	mfd	21nov88	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 2010; f/n Mongokhto-Kamenny Ruchei 25sep10; l/n Mongokhto-Kamenny Ruchei jul15, undergoing heavy maintenance
# 4 8 02026	RF-34113 "25" red	Tu-142MR Tu-142MR	Russian Navy Russian Navy	PKC mfd	06apr16 09dec88	also carried code "24" red; opb 7061 AvB at Mongokhto-Kamenny Ruchei; in grey c/s with 'MA VMF Rossii' titles, Russian stars and blue spinner tips; l/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 Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010; f/n Taganrog-Yuzhny 21may11
# 4 8 02027	"26" red	Tu-142MR	Russian Navy	mfd	02nov88	full c/n 8058014802027; mfd also reported as 30sep91; initially opb 310 oplap and later by 3 ae 568 osap at Mongokhto-Kamenny Ruchei; opb 7061 AB at Mongokhto-Kamenny Ruchei from 2010
# 4 9 02030	"17" black	Tu-142MR	Russian Navy	mfd	04nov89	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

	RF-34073	Tu-142MRM	Russian Navy	Fed	23aug14		Ustyug' after a town in northern Russia 17oct08; later probably based at Olenya; modernised by Tavia at Taganrog-Yuzhny to a Tu-142MRM, seen at Taganrog-Yuzhny sep12 and mainly in primer without markings in mid-2014, test-flying
# 4 9 02038	"19" black	Tu-142MR	Russian Navy	mfd	23mar90		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; l/n Fedotovo-Kipelovo jul20
# 4 5 03011	"22" red "22" red	Tu-142MR Tu-142MR	Soviet Navy Russian Navy	mfd Mkk	24apr86 08aug97		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 Olenya; l/n Fedotovo-Kipelovo 23aug14
# 3 6 03015	"12" black	Tu-142MR	Russian Navy	mfd	27sep86		full c/n 8058014503011; mfd also given as 14dec85
	RF-34067	Tu-142MR	Russian Navy	ph.	16jul18		overhauled by 328 ARZ at Mykolajiv-Kulbakino in early 2005 after having been stored there for several years; left for Russia probably 05apr05 (photo on take-off from Mykolajiv-Kulbakino); probably initially opb 444 TsBP i PLS at Ostrov-Veretye, seen there aug06; later opb 3 ae 568 osap at Mongokhto-Kamenny Ruchei; l/n Mongokhto-Kamenny Ruchei 27mar07; opb 7061 AvB at Mongokhto-Kamenny Ruchei from 2010

Tu-142s with unknown 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 Rossi' titles, code not visible
---	"29" red	Tu-142MR	Russian Navy	no	reports		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
---	"40" red	Tu-142	Soviet Navy				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
---	"41" red	Tu-142	Soviet Navy				to c by 76 oplap dd 21mar70; first operational sortie over the Sea of Norway flown 27jul71
---	".." red	Tu-142M	Soviet Navy				to c by 76 oplap dd 25mar70; first operational sortie over the Sea of Norway flown 27jul71
---	not known	Tu-142M	Ukraine Air Force				opb 310 oplap at Mongokhto-Kamenny Ruchei; 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
---	"10" red	Tu-142MZ	Ukraine Air Force	Mkk	1997		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"
---	"52" red	Tu-142MZ	Ukraine Air Force	Mkk	1993		black and white photos in 1997 give the code as black rather than red; seen Mykolajiv-Kulbakino 27may02, w/ru and in a slightly dismantled state, later scrapped
---	"53" red	Tu-142MZ	Ukraine Air Force	Mkk	1993		photo; l/n Mykolajiv-Kulbakino 30apr99; scrapped in 2005
---	"86" black	Tu-142M	Ukraine Air Force	Mkk	1993		photo, with Red star on tail painted out; l/n Mykolajiv-Kulbakino 30apr99; scrapped in 2005

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 and research.

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 "Skrzydłata 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

00 00	CCCP-68001	Tu-144	Tupolev, AFL c/s	mfd	09oct68		prototype; construction started in 1965; transported to Zhukovski in early 1968; f/f 31dec68; first official presentation SVO 20may69; first M=2 flight 25may70; Western debut at LBG 29may71 (with exhibition number '826'); seen SOF 06sep71; seen HAJ aor72; last flight; 27apr73; t/t 180 hours (about 50 hours supersonic) and more than 120 cycles; scrapped at Zhukovski mar85
01 1	CCCP-77101	Tu-144S	Tupolev, AFL c/s	f/f	01jul71		pre-production aircraft; construction started in 1968, completed in early 1971; started joint state trials 06aug71, first official presentation 20sep72; t/t 338 hours, 41 hours supersonic, 231 cycles; was also used as a flying test-bed for the Tu-160; broken up
01 3	--	Tu-144	Tupolev OKB				static test airframe similar to the first prototype, used for pressurisation tests; construction started in 1965; photo exists; destroyed during fatigue tests at the TsAGI in 1976 (at 70 % of the assumed load 1)
01 4	--	Tu-144S	Tupolev OKB				static test airframe similar to the pre-production aircraft, with improved performance characteristics for testing of the middle and tail sections of the aircraft at SibNIA; also undertook pressurisation and mechanical loading tests; photo exists

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

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 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 CCCP-77144	Tu-144S Tu-144S	primer MAP LII Zhukovski	f/f LBG	16jun74 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; f/f 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 04mar75; 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, l/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 CCCP-77107	Tu-144S Tu-144S	Tupolev, AFL c/s Kazan Avn Inst.	f/f trf	12dec75 29mar85		line # 05-1; with test equipment instead of the passenger cabin; underwent state trials in 1977 and certification trials with GosNII GA; t/t 615 hours (187 hours supersonic) and 336 cycles by 1979
10 05 2	CCCP-77109	Tu-144S	MAP LII Zhukovski	f/f	29apr76		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 E49.135009) since 26may17 (the museum inside is to open 31dec18); l/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 IAZ 14apr80; the Tu-144 programme was closed down and no static or fatigue trials were

10 05 3	--	Tu-144S	natural metal	photo	conducted, but the fuselage was pressurised to destruction; canx 20mar81; t/t 439 hours and 29 mites, 244 flights
10 06 1	CCCP-77110	Tu-144S	MAP LII Zhukovski	mfd 07jan77	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 2	CCCP-77111	Tu-144D	MAP Voronezh AZ	mfd 18apr78	f/f 14feb77; c/n checked, but in Soviet register as 10062 1; 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 E48.235568) from 1990, l/n 20jul23
10 07 1	CCCP-77112	Tu-144D	MAP LII Zhukovski	mfd 19jan79	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), the 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 engineers killed and 2, plus all 3 crew, injured
10 08 1	CCCP-77113	Tu-144D	Tupolev, AFL c/s	f/f 02oct79	f/f 19feb79; first reported ALA 05oct81 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; l/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 26mar01, l/n jul23
10 08 2	CCCP-77114	Tu-144D	Tupolev OKB	f/f 13apr81	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
RA-77114	Tu-144LL	Tupolev/NASA	r/o 17mar96	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	
CCCP-77114	Tu-144LL	Aeroflot	ZIA 16jul19	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 aug04/nov18	
10 09 1	CCCP-77115	Tu-144D	MAP LII Zhukovski	mfd 1981	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; l/n aug23 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 and 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 were 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 right.

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	Tupolev OKB	r/r	photo 1969	in bare metal c/s taken on the production line at Kuibyshev; see c/n 91A876
	CCCP-85001(1)	Tu-154	Tupolev OKB	toc	04jun71	photo 1969; in Aeroflot c/s; test aircraft; mfd jun70
69M002	CCCP-85001(1)	Tu-154	AFL/GosNII GA			rgd 19jan73; soc 30nov74 as worn out; l/n SVO 01sep81, wfu; reported broken up; see c/n 89A820
	CCCP-85702(1)	Tu-154	Tupolev OKB	r/r	1969	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 26jan73; l/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	r/r	1969	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; l/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; l/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 24aug87; l/n VKO 13apr92
70M008	RA-85007(1)	Tu-154B	Aeroflot	VKO	21mar93	soc 04may94 as life-time expired; canx 30may94; l/n VKO 01jul95, wfu; broken up
	CCCP-85008	Tu-154	AFL/Moscow-VKO	mfd	nov70	toc 10dec70; arrived for trials at VKO 25dec70
	CCCP-85008	Tu-154	AFL/International	trf	03jun71	
	CCCP-85008	Tu-154	AFL/Moscow-VKO	trf	25jul73	rgd 26jul73
	CCCP-85008	Tu-154	Aeroflot/USHVLP	trf	30jul74	Ulyanovsk Advanced Flying Training College; f/n RIX 05sep81
	CCCP-85008	Tu-154	AFL/Ukraine	trf	01jun90	
	CCCP-85008	Tu-154	AFL/Ulyanovsk HFS	trf	unknown	on charge as of 01jul90; soc 16dec91 as to Ukraine
	85008	Tu-154	Aeroflot	Mkk	18sep96	l/n Mykolayiv-Kulbakino 08may98; seen Mykolayiv-Kulbakino 30apr99, titles not reported
	85008	Tu-154	ex-Aeroflot c/s	Mkk	27may02	with white tail, no titles; still visible on GE in 2004; broken up
70M009	CCCP-85009	Tu-154	AFL/Moscow-VKO	mfd	dec70	toc 08jan71; f/n VKO 06apr72; rgd 01jun72; later upgraded with modified APU jetpipe and shorter wing boundary layer fences; trf to the Kiev Institute of Civil Aviation 02jun80, (MGA document gives trf date as 18jul80); soc 16aug82 as worn out; l/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

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 fences; soc 23jun81 as worn out; used as a ground instructional airframe by the Yegoryevsk technical School (N55.380113 E39.007739), seen may94/may17
71A012	CCCP-85012	Tu-154	AFL/Moscow	toc	15may71	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 rounded APU; broken up in 1996; l/n apr97, fuselage only
71A013	CCCP-85013(1) CCCP-85013(1)	Tu-154 Tu-154	AFL/Moscow-VKO Aeroflot/UShVLP	mfd trf	dec71 09dec72	photo exists in bare metal c/s on the production line; toc 05feb72; f/n SXF mar72; rgd 01jun72; see c/n 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; broken up jul01 (photo proof), remains l/n jul04
71A015	CCCP-85015 CCCP-85015	Tu-154 Tu-154	AFL/Moscow-VKO AFL/Urals	mfd trf	dec71 08jul75	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) RA-85016(1)	Tu-154 Tu-154 Tu-154B	AFL/Moscow-VKO Aeroflot/UShVLP Ulyanovsk HFS	mfd trf ULV	dec71 unknown 13jun94	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 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; broken up; see c/n 90A844
71A017	CCCP-85017 CCCP-85017	Tu-154 Tu-154	AFL/Moscow-VKO AFL/GosNII GA	mfd trf	apr72 22mar82	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) CCCP-85018(1) RA-85018(1)	Tu-154 Tu-154 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Privolzhsk Avial. Tatarstana Avial. Tatarstana	mfd trf trf KZN	feb72 19may76 01may92 14jul94	toc 22mar72; f/n VKO 04apr72; rgd 01jun72; photo VKO feb73; see c/n 90A852 converted to Tu-154B-1, date unknown in Aeroflot c/s and titles soc and canx 01mar95 as life-time expired; seen Kazan-Osnovnoi 26nov97, partly broken up; scrapped there 18aug98
71A019	CCCP-85019(1) CCCP-85019(1) CCCP-85019(1) RA-85019(1) RA-85019(1)	Tu-154 Tu-154 Tu-154S Tu-154S Tu-154S	AFL/Moscow AFL/Privolzhsk AFL/Far East Aeroflot Dalavia	mfd trf trf KHV trf	jan72 18sep75 21mar84 24may93 01jun93	toc 21mar72; rgd 01jun72; opb Vnukovski OAO; f/n VKO 02oct72; see c/n 05A1019 opb Kubyshyevsk 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 rgd 11may84; opb 1-y Khabarovsk OAO; f/n KHV 1985; l/n SXF 1986
71A020	CCCP-85020 CCCP-85020	Tu-154 Tu-154	AFL/International AFL/Moscow-VKO	mfd trf	may72 18jul73	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, l/n oct05; broken up at KHV 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 Aviation Museum (N50.406546 E30.460777) at Kiev which opened 30sep03, seen oct03/oct21
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	rgd 08aug72; toc 14aug72; f/n SXF 22aug72 converted to Tu-154B-1, date unknown l/n VKO 16jul93 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRU 11may98; not in 1999 fleet list; broken up toc 25nov72; opb Sheremetyevsk OAO; f/n SVO 30nov72; rgd 14dec72
71A022	CCCP-85022 CCCP-85022 CCCP-85022 CCCP-85022 CCCP-85022	Tu-154 Tu-154 Tu-154 Tu-154 Tu-154	AFL/International AFL/Ukraine-KBP AFL/International Aeroflot/UShVLP MAP LII Zhukovski	mfd trf trf trf trf	nov72 09aug74 04oct74 14mar75 26jul78	opb Sheremetyevsk OAO; f/n ZRH 11nov74 Ulyanovsk Advanced Flying Training College l/n BSL apr79, still with a thin fairing around the "Mikron" aerial in front of the stabiliser; trf to the SibNIA institute at Novosibirsk-Yeltsinovka 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 Ruzyně 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 the 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 toc 01sep72; rgd 15sep72; f/n SXF 16sep72
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	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 11aug92, Tu-154B painted on the nose; l/n ZIA 24aug95; reported broken up 1997 toc 19sep72; rgd 25sep72; f/n MXP oct75; converted to Tu-154B, see next line photo exists VKO, carried additional 'Official Olympic Carrier' titles
72A025	CCCP-85025 CCCP-85025 CCCP-85025 CCCP-85025	Tu-154 Tu-154B Tu-154B Tu-154B	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Ukraine Ulyanovsk HFS	mfd rgd trf trf	sep72 19jul79 26jan87 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 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 boundary layer fences that did not wrap around the leading edge of the wing; l/n LHR 29aug77, painted as just Tu-154
72A026	LZ-BTA	Tu-154	Balkan	mfd	may72	no titles; returned to Balkan l/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/t 7,800 hours toc 08oct72; rgd 30oct72; f/n VKO 27aug75; converted to Tu-154B, date unknown; f/n PRG 03jun89, as such; l/n VKO 16aug92
72A027	LZ-BTB LZ-BTB LZ-BTB	Tu-154 Tu-154 Tu-154	Libyan Arab c/s Balkan	JED LHR	06nov77 16jan78	seen VKO jul94, derelict; soc 03may95 and canx 04may95 as life-time expired; l/n VKO apr97; broken up toc 20oct72; rgd 27nov72; converted to Tu-154B, date unknown; w/o 13jun81 on a flight from Moscow to Bratsk when veered off the wet runway during the landing run with reverse thrust deployed and the 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 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
72A028	CCCP-85028	Tu-154	AFL/Moscow-VKO	mfd	sep72	wfu in early 1995; l/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 trf date ?; see l/n above), seen jun01 as such, l/n apr14/aug22, still with Aeroflot titles
72A029	RA-85028 CCCP-85029	Tu-154B Tu-154	Aeroflot AFL/Moscow-VKO	VKO mfd	05jul93 sep72	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 seen 03jul93
72A030	CCCP-85030	Tu-154	AFL/Moscow-VKO	mfd	dec72	toc 09jan73; rgd 21feb73; f/n VKO jul84; converted to Tu-154B, date unknown; f/n PRG 15jul89, as such; l/n VKO 08jul92
72A031	CCCP-85031(1) CCCP-85031(1) CCCP-85031(1) RA-85031(1) RA-85031(1)	Tu-154 Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Far East-KHV Aeroflot Dalavia	mfd rgd trf KHV trf	24nov72 04dec79 12mar87 28may93 01jun93	
72A032	CCCP-85032	Tu-154	MAP LII Zhukovski	mfd	12jun73	
72A033	CCCP-85033 RA-85033	Tu-154 Tu-154B	AFL/Moscow-VKO Aeroflot	mfd SVO	dec72 04jul93	

77A205	RA-85204(1) CCCP-85205 RA-85205 RA-85205	Tu-154B-1 Tu-154B Tu-154B-1 Tu-154B-1	Baikalavia AFL/Far East-KHV Aeroflot Dalavia	trf mfd KHF trf	07feb95 mar77 28may93 01jun93	soc 29nov96 as life-time expired; canx 15dec96; broken up probably at Irkutsk toc 20apr77; rgd 04may77; f/n KHV apr82
77A206	CCCP-85206 CCCP-85206 RA-85206	Tu-154B Tu-154B Tu-154B-1	AFL/Kyrgyzstan-FRU AFL/Far East-KHV Dalavia	mfd trf trf	apr77 24feb78 01jun93	l/n KHV 12may95; in Aeroflot c/s and titles; wfu in early 1998; soc and canx 02jul98 as life-time expired; broken up at KHV apr99 toc 27apr77; rgd 02jun77 f/n KHV apr82
77A207	CCCP-85207 CCCP-85207 RA-85207 RA-85207	Tu-154B Tu-154b Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Far East-KHV Aeroflot Dalavia	mfd trf KHF trf	apr77 12sep77 24may93 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 toc 19may77; rgd 19may77; f/n LBG 07jun77 photo STW jul85
77A208	LZ-BTL (2)	Tu-154B	Balkan	mfd	04apr77	l/n KHV 12may95; in Aeroflot c/s and titles; wfu in early 1998; canx 16jun98; soc 16jul98 as life-time expired; broken up at KHV 26sep98 f/n LHR 25apr77; l/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; l/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; l/n DXB 22feb97; not in 1998 Armenian Airlines fleet list; broken up 1998, probably at Yerevan
77A211	CCCP-85211 85211	Tu-154B Tu-154B-1	AFL/Azerbaijan-BAK Azerbaijan Al	mfd CAI	may77 feb93	rgd 23jun77; on charge as of 01jul77; f/n DME 13nov77 the date is stamped on a slide to might be before feb93
77A212	4K-85211 CCCP-85212 CCCP-85212 CCCP-85212 CCCP-85212 CCCP-85212 RA-85212 RA-85212	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Azerbaijan Al AFL/Urals-SVX AFL/GosNII GA AFL/Urals AFL/Krasnoyarsk AFL/Urals Aeroflot Permskiye Avialin.	IST mfd trf trf trf trf ALA trf	05may93 may77 20nov.. unknown 08feb89 01apr89 23apr93 30mar94	l/n BAK 16may96; not in 1998 fleet list, broken up probably at Baku toc 26may77; rgd 23jun77; f/n DME 13nov77 year not given in the MGA document on charge as of 01jan82
77A213	CCCP-85213 RA-85213 RA-85213	Tu-154B Tu-154B Tu-154B	AFL/Krasnoyarsk Aeroflot Kras Air	mfd KJA DME	31may77 13jul93 jul95	l/n DME 21may96, in Aeroflot c/s and titles; soc and canx 26apr99 as life-time expired; l/n PEE 16aug99, in Aeroflot c/s, no titles; broken up at PEE on charge as of 01jul77; rgd 11jul77; f/n DME apr82
77A214	CCCP-85214 CCCP-85214 CCCP-85214 85214 4K-85214	Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B-1	AFL/Leningrad AFL/Azerbaijan AFL/Azerbaijan AFL/Azerbaijan Azerbaijan Al	mfd mfd trf IST	may77 06oct77 07mar93 18jun77	l/n DME 14may95 soc 17feb97 as life-time expired; canx 17dec97; broken up KJA 1999 toc 04jun77; rgd 08jun77; f/n LHR 01jul77 l/n DME 16apr92 seen on Russian TV as such
77A215	CCCP-85215 CCCP-85215 RA-85215 RA-85215	Tu-154B Tu-154B Tu-154B Tu-154B	Aeroflot/USHVLP AFL/Moscow Aeroflot Vnukovo Airlines	trf trf VKO trf	31oct85 21mar93 30aug94	l/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 transfer not mentioned in the MGA document; l/n VKO 05jun92
77A216	CCCP-85216 CCCP-85216 RA-85216 RA-85216 CCCP-85217 CCCP-85217 CCCP-85217 RA-85217 RA-85217 EW-85217 RA-85217	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B Tu-154B-1 Tu-154B-1	Soviet Gvt/AFL c/s AFL/Far East-KHV Aeroflot Dalavia AFL/International AFL/East Siberia AFL/Yakutiya Aeroflot Sakha Avia Aeroflot c/s, n/t Permskiye Avialin.	mfd trf trf KHF trf mfd trf trf trf trf HAJ VKO	11jun77 23aug79 28may93 01jun93 31jul01 30jun77 27apr81 27mar91 21mar93 24may94 06jun00 11sep00	f/n VKO 01jul95 as Tu-154B-2, in Aeroflot c/s and titles; seen VKO aug97/aug01, derelict, titles removed and broken up aug01 toc 26jul77; rgd 12aug77; opb 235 OAO; f/n VKO 18nov77 l/n KHV 12may95, in Aeroflot c/s and titles l/n KHV 04jul04; wfu probably in 2004; broken up at KHV probably in early 2005 toc 08jul77; rgd 12aug77; already f/n SVO 09jul77; carried additional 'Official Olympic Carrier' titles
77A218	CCCP-85218 CCCP-85218 UR-85218 UR-85218	Tu-154B Tu-154B Tu-154B Tu-154B	AFL/International AFL/Ukraine-ODS Avialini. Ukrainy Odessa Airlines	mfd trf IST HAJ	jun77 10aug80 03aug93 22aug96	l/n ROV 14may96, in Aeroflot c/s and titles opb Gomelavia, photo proof l/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 ; l/n VKO jun03/aug04 in VARZ-400 to be scrapped but current on the Russian Register feb04; broken up at VKO aug04 toc 13jul77; rgd 12aug77; f/n SVO 13jul77; carried additional 'Official Olympic Carrier' titles l/n VKO 19may91
77A219	CCCP-85219 RA-85219 RA-85219	Tu-154B Tu-154B-1 Tu-154B-1	AFL/International Aeroflot Ural Airlines	mfd trf DME trf	30jun77 05oct79 20mar93 25jul94	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 toc 12jul77; f/n SVO 16jul77; rgd 12aug77; carried additional 'Official Olympic Carrier' titles, seen SXF jul78 and PIK jun79, as such l/n TAS 15apr92
77A220	CCCP-85220 CCCP-85220 RA-85220 RA-85220	Tu-154B Tu-154B Tu-154B Tu-154B-2	AFL/International AFL/Far East-KHV Dalavia Dalavia	mfd trf trf KHF	16jun77 31jul81 01jun93 12may99	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; l/n SVX 21jun06; wfu 2007 and broken up at SVX rgd 09jul77; toc 29jul77; f/n AMS 13aug77; carried additional 'Official Olympic Carrier' titles l/n VKO 08jul92 f/n KHV 07jul94, in Aeroflot c/s and titles; l/n KUF 29nov98 l/n KHV 04jul04; wfu probably in 2004; scrapped at KHV probably in early 2005
77A221	CCCP-85221 CCCP-85221 UN-85221 UN-85221 UN-85221 UN-85221 UN-85221	Tu-154B Tu-154B Tu-154B-1 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B	AFL/International AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t Kazakstan Airlines Air Kazakstan AFL/International	mfd trf IST SHJ SHJ trf mfd	01jul77 31jul81 19jun93 08may94 12nov85 26sep96 jul77	toc 03aug77; f/n FRA 13aug77; rgd 18aug77; seen ZRH 22mar78; seen DUB sep79, carried additional 'Official Olympic Carrier' titles l/n SXF aug92 Kazakhstan flag l/n ATH 1996, with Kazakhstan flag; no titles Almaty based, with 186 hours left but never reported again since 1995; broken up 1997 probably at ALA
77A222	CCCP-85222 85222	Tu-154B Tu-154B	AFL/Georgia Tbilisi Avn Ent.	trf no	16oct79 reports	Almaty based, with 186 hours left but never reported again since 1995; broken up 1997 probably at ALA toc 04aug77; f/n FRA 15aug77; rgd 19aug77; carried additional 'Official Olympic Carrier' titles, seen LIG sep79 as such was on the Georgian register, but probably did not wear a prefix; w/o 20jul92 on a cargo flight from Tbilisi 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, broke up and exploded, all 8 crew and 16 passengers killed
77A223	CCCP-85223 CCCP-85223 CCCP-85223 RA-85223 RA-85223 RA-85223	Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/International Cubana AFL/International AFL/Krasnoyarsk Aeroflot Khakasiya Khakasiya	mfd lsd ret trf ABA trf DME	28jul77 15aug79 15nov79 28nov79 13jul93 25nov93 10jul00	broken up at VKO aug04 toc 14aug77; rgd 01sep77; f/n SVO 16aug77; carried additional 'Official Olympic Carrier' titles; l/n SOF 23jun79, as such l/n KJA 01jul92 seen DME 20aug99, in Aeroflot c/s, no titles seen DME 28aug02; soc 03feb05 as life-time expired; l/n ABA 18aug07, wfu in basic ex-Aeroflot c/s with titles; broken up ABA nov10 f/n LHR 20aug77; seen OTP jun95/aug00 wfu; CofA expired 31oct94; canx 13nov98 as broken up f/n LHR 04mar78
77A224	YR-TPD YR-TPE YR-TPE	Tu-154B Tu-154B Tu-154B	TAROM TAROM Guyana Airways	rgd rgd lsd	13aug77 30aug77 jan87	l/n OTP sep98/may99 wfu; CofA expired 31oct95; canx 16nov98 as broken up toc 01sep77; rgd 14sep77; f/n VKO 20sep85
77A226	CCCP-85226 CCCP-85226 RA-85226 RA-85226	Tu-154B Tu-154B Tu-154B Tu-154B-1	AFL/West Siberia AFL/N.Kavkaz-MRV Aeroflot KavMinVody Avia	ret mfd trf AUH	feb87 aug77 01oct88 03may94	l/n OTF sep98/may99 wfu; CofA expired 31oct95; canx 16nov98 as broken up toc 01sep77; rgd 14sep77; f/n VKO 20sep85 f/n as Tu-154B-1 RKT 15nov95
77A227	CCCP-85227 CCCP-85228 RA-85228	Tu-154B Tu-154B Tu-154B-1	Aeroflot AFL/Privolzhsk-KUF Nizhni Novgorod Al	trf no mfd trf	15dec94 reports 30aug77 25nov93	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 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 30dec98; l/n GOJ 04aug01, in Aeroflot c/s, no titles; broken up toc 29aug77; rgd 06oct77; f/n SVO 24sep77; l/n LED 05sep92
77A229	CCCP-85229 RA-85229 RA-85229	Tu-154B Tu-154B-1 Tu-154B-1	AFL/Leningrad Aeroflot Pulkovo Avia	mfd STN trf	aug77 30may93 22nov94	soc 22may97 as life-time expired; canx 05jun97; broken up toc 10sep77; rgd 21sep77; f/n VKO 14nov77
77A230	CCCP-85230 CCCP-85230 UN-85230 UN-85230 UN-85230	Tu-154B Tu-154B Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/Moscow-VKO AFL/Kazakhstan Aeroflot Aeroflot c/s, n/t Kazakstan Airlines	mfd trf trf SHJ SHJ ALA	31aug77 04nov78 03jun93 08may94 04jun97	l/n ALA 22apr93 with Kazakhstan flag with Kazakhstan flag was trf 26sep96 to Air Kazakstan, Almaty based, but never had such titles; l/n ALA 14may98; not in 2001 fleet list and broken up probably at ALA
77A231	CCCP-85231 CCCP-85231 UN-85231	Tu-154B-1 Tu-154B-1 Tu-154B-1	AFL/N.Kavkaz-MRV AFL/Kazakhstan-ALA Aeroflot	mfd trf ALA	sep77 22dec78 23apr93	f/n MRV 28sep77; toc 29sep77; rgd 14oct77; the first Tu-154 based at MRV l/n DME 20mar93 with Kazakhstan flag

78A313	CCCP-85313 CCCP-85313 85313 EX-85313	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kyrgyzstan-FRU Kyrgyzstan Al Kyrgyzstan Al China Glory	mfd FRU SHJ FJR	dec78 jul93 22dec93 10apr95	toc 23dec78; rgd 08jan79; f/n SVO 23jun79 l/n DME 06may94 and RKT 25jan96; l/n FRU 11may98; seen FRU jul02/nov04, dumped; in fleet list 31dec03 as stored; broken up 2005 toc 11jan79; rgd 25jan79; f/n SVO apr79
78A314	CCCP-85314 CCCP-85314 RA-85314 RA-85314	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/West Siberia AFL/Tyumen Aeroflot Tyumen Airlines	mfd trf DME trf	dec78 11jul91 07jul93 31aug94	l/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 International
78A315	CCCP-85315 CCCP-85315 CCCP-85315 RA-85315 RA-85315	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot/UShVLP Mineralnye Vody PO AFL/Ulyanovsk HFS Aeroflot Ulyanovsk HFS	mfd trf trf ULV trf	23dec78 22mar89 unknown 10sep93 18apr95	on charge as of 01jul89; f/n ANC 25may90; l/n ULV 09sep92 seen ULV 26jun02, in Aeroflot c/s and titles; l/n ULV jun05/26jul19 engineless (N54.268705 E48.234005) toc 05jan79; rgd 19jan79; f/n SXF 31mar79 f/n VKO 29jul93; l/n FJR 22feb95
78A316	CCCP-85316 UR-85316 UR-85316	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrainy Lugansk Airlines	mfd rgd VSG	dec78 21jan93 27apr99	no titles; canx 17mar00; broken up 2007 probably at Lugansk 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 controls; f/n ZIA 16aug92; l/n ZIA 03sep93 Tu-154M-LL; in Aeroflot c/s; l/n ZIA 21aug99; seen ZIA 15aug01, in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles; l/n ZIA 05oct15 Tu-154M-LL; in dark blue/grey c/s with large FACT - 'Future Aircraft Control test-bed' titles; l/n ZIA 05oct20 toc 05jul79; rgd 25jul79; f/n SVO 29dec79
78A317	CCCP-85317 CCCP-85317 CCCP-85317 CCCP-85317 RA-85317 85317	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	LII im. Gromova LII im. Gromova LII im. Gromova LII im. Gromova LII im. Gromova LII im. Gromova	mfd mfd mfd trf trf trf	late78 1980 late80s 06may94 oct16	seen GOJ aug01/aug04, in Aeroflot c/s, no titles, stored; soc 16may05 as life-time expired; seen aug05, 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 f/n SVX 23aug95; l/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 section remaining f/n AMS 24feb79; l/n LGW 22feb90; see c/n 73A051 and 87A760 toc 24feb92; rgd 15apr92; f/n DME 16aug92, in basic ex Balkan c/s
79A318	CCCP-85318 CCCP-85318 CCCP-85318 RA-85318 RA-85318 RA-85318	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/GosNII GA AFL/Moscow-VKO AFL/Privolzhsk Nizhni Novgorod Al Aeroflot c/s, n/t Panaviatrans	mfd trf trf trf FJR rgd	07mar79 30aug80 09apr87 25nov93 06nov99 06mar01	f/n DXB 15apr95, in Aeroflot c/s and titles seen GOJ aug01/aug04, in Aeroflot c/s, no titles, stored; soc 16may05 as life-time expired; seen aug05, 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 f/n SVX 23aug95; l/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 section remaining f/n AMS 24feb79; l/n LGW 22feb90; see c/n 73A051 and 87A760 toc 24feb92; rgd 15apr92; f/n DME 16aug92, in basic ex Balkan c/s
79A319	CCCP-85319 RA-85319 RA-85319	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-SVX Aeroflot Ural Airlines	mfd SVX trf	22jan79 20apr93 25jul94	seen with additional 'Terra Incognita' titles may01/apr05; l/n active SHJ 01may05; l/n ALA 20feb08, wfu in poor condition minus engines; still seen stored ALA 14nov08/22mar09; broken up at ALA jun10 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 06nov80
79A320	LZ-BTR (2) CCCP-85742 RA-85742 RA-85742 RA-85742 UN-85742 UN-85742	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Balkan Blagoveshchensk AE Aeroflot Amurtransaero Aeroflot Jana Arka Atyrau Airways	mfd d/d DME trf BQS SHJ SHJ	jan79 22dec91 06may94 18dec94 20apr97 27nov98 13jan01	seen with additional 'Terra Incognita' titles may01/apr05; l/n active SHJ 01may05; l/n ALA 20feb08, wfu in poor condition minus engines; still seen stored ALA 14nov08/22mar09; broken up at ALA jun10 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 06nov80
79A321	CCCP-85321	Tu-154B-2	AFL/Far East-KHV	mfd	jan79	seen with additional 'Terra Incognita' titles may01/apr05; l/n active SHJ 01may05; l/n ALA 20feb08, wfu in poor condition minus engines; still seen stored ALA 14nov08/22mar09; broken up at ALA jun10 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 06nov80
79A322	CCCP-85322 UK-85322	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd TAS	jan79 05oct97	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A323	CCCP-85323 CCCP-85323 CCCP-85323 RA-85323 RA-85323	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/East Sib.-IKT AFL/Yakutiya Sakha Avia Aeroflot Aeroflot	mfd trf trf NER mfd	31jan79 18may89 24may94 mar10 23feb79	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A324	CCCP-85324 CCCP-85324 ER-85324 UN-85324 RA-85324	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk AFL/Moldova Air Moldova Taraz Wings Airc. Yamal	mfd trf rgd IST rgd	23feb79 13sep90 27jul93 01sep98 02aug99	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A325	HA-LCM HA-LCM 4K-325 HA-LCN	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	MALÉV no titles Turan Air MALÉV	mfd BUD BAK mfd	08feb79 09sep98 18may00 09feb79	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A326	--	Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A327	CCCP-85327	Tu-154B-2	AFL/Krasnoyarsk	mfd	24feb79	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A328	CCCP-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328 RA-85328	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/Urals-SVX Aeroflot Aeroflot c/s, n/t SP Air Aeroflot c/s, n/t Ural Airlines TyumenAviaTrans Ural Airlines	mfd DME SVX DXB LCA PRG UFA rgd	28feb79 20mar93 23aug95 05nov95 01nov98 30dec99 12aug01 04oct01	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A329	CCCP-85329 CCCP-85329 CCCP-85329 85329	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-MRV AFL/Azerbaijan Aeroflot	mfd trf BAK	28feb79 01feb84 11dec92	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A330	4K-85329 CCCP-85330 CCCP-85330 RA-85330 RA-85330	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Azerbaijan Al AFL/Azerbaijan-BAK AFL/North Kavkaz Aeroflot KavMinVody Avia	mfd DME mfd trf SHJ trf	16may95 20mar79 03feb84 09mar93 15dec94	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A331	CCCP-85331 CCCP-85331	Tu-154B-2 Tu-154B-2	AFL/Northern-LED LOT	mfd lsd	mar79 23jan85	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79
79A332	CCCP-85331 CCCP-85331 EW-85331 CCCP-85332 CCCP-85332 CCCP-85332 85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 ER-85332 RA-85332 RA-85332	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/International AFL/Belarus Belavia AFL/East Sib.-IKT AFL/Moldova Air Moldova Air Moldova, n/t Air Moldova Air Terrex Air Moldova Air Transp. Europe Air Moldova Balkan Chemomor Avia KavMinVody Avia	trf trf BOJ mfd trf VKO SXF rgd FRA BTS FRA BTS PRG PRG rgd rgd	22mar86 01jan89 04sep94 06mar79 06jun89 05jun92 03apr93 12apr94 06nov93 jul94 10sep94 09jun96 aug97 sep97 02jun99 02apr03	awaiting to be scrapped; broken up toc 13feb79; rgd 28feb79; f/n SVO apr79 l/n DME 03jun92 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 on charge as of 01apr79; rgd 11apr79

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	CCCP-85503 RA-85503 RA-85503 RA-85503	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Tyumen Airlines AFL/East Sib.-IKT Aeroflot Baikalavia Tesis	trf mfd IKT trf IKT	31aug94 24aug81 02jun93 07feb95 05jun01	f/n PMI 29jun95; l/n TJM 09jul04; offered for sale on the Internet 16jun04; broken up toc 28aug81; rgd 25sep81; f/n DME apr82; l/n DME 08jul92 l/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 MRV starting around 19mar10, completed dec10 rgd 15sep81; on charge as of 01oct81; f/n OVB apr82; l/n DME 16aug92 l/n VKO 02sep97 l/n DME 21sep98 still with 'Sieveraero' tail logo l/n VKO 20jun99 rgd 13oct99 to Kinnerton Financial and leased to Noriskoe GUP sold by Kemerovskoye aviapredpriyatiye through bankruptcy procedures lsf Avializing 27apr03/27apr09; f/n VKO 18apr04; l/n VKO 22jul07; still in fleet list 15nov07; l/n SGC 27oct09, all-white c/s, no titles, stored; photo SGC 2011 with titles and registration removed; l/n SGC 28mar13/13sep19, as such with registration still worn on the wings on charge as of 01oct81; rgd 11dec81; f/n SVO 02jun82; l/n DME 12apr92 with additional Krasnoyarskavia titles below the cheatline; l/n KJA 01jul92 painted as Krasnoyarskavia; still in fleet list jan04; l/n KJA 13aug08, active; seen KJA aug09, wfu; scrapped at KJA by may10
81A504	CCCP-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504 RA-85504	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/West Sib.-OVB Aeroflot Sieveraero Omskavia Sibaviatrans Aeroflot c/s, n/t Tatarstan UTair	mfd LED DME DME DME VKO SHJ rgd	07aug81 17jun93 20sep98 18nov98 17jun99 19aug99 02feb00 13may03	
81A505	CCCP-85505 CCCP-85505 RA-85505	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	28aug81 26feb92 06sep93	
81A506	CCCP-85506 CCCP-85506 RA-85506 RA-85506 RA-85506	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk AFL/East Siberia Aeroflot Chita Avia Sayany	mfd trf SVO trf rgd	31aug81 07mar89 20apr93 29jul93 30sep98	on charge as of 01oct81; rgd 03nov81; opb Kuibyshevskiy OAO; f/n VKO 18sep85 opb Chitinsk OAO; l/n DME 12apr91 still in full Aeroflot c/s including titles; l/n as such DME 29jun98 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, with 'Aeroflot' titles oct20/aug21 and without titles aug22, l/n jun23 toc oct81; rgd 28oct81; f/n GDG 12nov81, first Sokol-based Tu-154 l/n DME 12apr91, in Aeroflot colours with blue tail in basic Aeroflot c/s with blue tail l/n IST 26aug98; sole Tu-154 in nov99 fleet list; not in fleet list 2001/feb08; seen ASB apr02/nov08, wfu; 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 l/n SVX 20apr93 f/n SHJ sep94; l/n stored SVX 20aug12; broken up nov12 toc oct81; rgd 05nov81; f/n KBP 1981 l/n MSQ apr93 l/n FRA 31aug01 l/n DMB 29dec03, basic Belavia c/s; leased from Belavia seen MSQ aug07/apr11, stored; not in Belavia fleet list feb08; l/n MSQ dec12/jul17, stored 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 military unit 55345
81A507	CCCP-85507 CCCP-85507 85507 EZ-85507	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Turkmenistan Turkmenistan Al Turkmenistan Al	mfd trf SVX DME	21sep81 26jul90 20apr93 20may93	
81A508	CCCP-85508 RA-85508 RA-85508	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals Aeroflot Ural Airlines	mfd SVX trf	25sep81 25sep92 25jul94	
81A509	CCCP-85509 CCCP-85509 EW-85509 EW-85509 EW-85509	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Belarus Belavia Shaheen Air Intl Belavia	mfd trf MRV DXB MSQ	30sep81 25jun90 15may96 30jan02 09may05	
82A510	CCCP-85510 RA-85510 RF-91822	Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s Russian AF/AFL c/s Russian air Force	mfd VKO Sae	aug83 07sep93 16jul13	seen DME 07jul04 in absolutely non-standard c/s; l/n CKL sep08 and OVB oct08 with 'City of Chita' logo by 1st door; l/n SVX 19nov11 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; l/n OVB nov22 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 in basic ex Aeroflot c/s with 'Tchikikiston' titles; later repainted in full c/s with Tajikistan titles; l/n DME 18aug05; seen DYU wfu 24mar06/01sep07; in fleet list 19oct07 as stored; broken up by 2009 rgd 12jan82; toc unknown l/n SVO 21sep85; l/n DME 12apr91 l/n ULY 17aug99 f/n IKT 05jun01; carried 'Baikal Airlines' titles lsf 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 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 toc 29oct81; rgd 13nov81; f/n DME 18sep85; l/n DME 12apr92
81A511	CCCP-85511 EY-85511 EY-85511	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tajikistan Tajik Air Tajikistan Al	mfd DME SHJ	oct81 01sep93 13apr95	
81A512	CCCP-85512 CCCP-85512 RA-85512 RA-85512 RA-85512	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/GosNII GA AFL/East Siberia Aeroflot Baikalavia Tesis	mfd trf VKO trf DME	31oct81 13jul82 15may93 07feb95 17aug03	
81A513	CCCP-85513 UR-85513	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	oct81 10jan93	
81A514	CCCP-85514 RA-85514 RA-85514 RA-85514 RA-85514 RA-85514 RA-85514	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Urals-CEK Aeroflot Chelyabinsk Avia Aviaprima Sochi Chelyabinsk Avia Aviaprima Sochi Chelyabinsk Avia	mfd IST trf SXF DUS DXB CEK	21oct81 20nov92 19may93 28aug93 aug94 15jan95 22aug95	leased from Chelyabinsk Avia; l/n IST 18feb94 l/n DUS 06jan95 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, l/n as such jul05; seen OVB apr06/oct10, wfu; scrapped at OVB in early 2011 toc nov81; rgd 07dec81; first Riga-based Tu-154 from 20nov81; seen RIX jul87; l/n RIX 19aug90 rgd only 19oct92; l/n SHJ 02dec95 rgd 27mar98, possibly renewal of registration; wfu 2003; seen wfu at RIX, engines and titles gradually 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, l/n 24jan10; sold as scrap metal in early 2010; scrapping started 26feb10 and completed 27mar10 toc nov81; rgd 22dec81; f/n SVO 29apr84; last overhaul completed 23jan90; l/n LGW 13jul90 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 d/d 08dec81; rgd 16dec81; l/n LHR 14may89; canx 18jan90 seen PRG 20may91, in basic ex-Government c/s with 'CMA' titles; l/n PRG 02aug92; canx 07dec92 f/n PRG 09dec92 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; l/n SHJ 28nov98 CoFR renewal 26jun00; seen KZN jun05, wfu, missing one engine; l/n aug05; not present 07aug07; broken up toc 04dec81; rgd 30dec81; opb Tbiliski OAO; f/n CDG apr82; l/n LED 17may91 in white c/s with blue tail and large titles; l/n VKO 04sep93 in white c/s with blue tail and large titles; l/n TBS 16may96 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
81A515	CCCP-85515 YL-LAB YL-LAB	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Latpass Airlines	mfd SNN RIX	27oct81 06aug92 10jun96	
	--	Tu-154B-2	Yefim Ratner	RIX	07oct05	
81A516	CCCP-85516 CCCP-85516 YL-LAC UN-85516	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Latavio Aeroservice	mfd RIX rgd AMS	23nov81 sep92 14dec92 02oct93	
81A517	OK-BYC OK-LCS RA-85804 RA-85804	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	CS-Gvt (LSFMV) Cargo Moravia Al Krai Aero Avial. Tatarstana	mfd slid toc trf	27nov81 20jan90 09dec92 28dec92	
	RA-85804 RA-85804	Tu-154B-2 Tu-154B-2	Qeshm Air Tatarstan	SHJ IST	feb99 jul99	
81A518	CCCP-85518 CCCP-85518 85518 4L-85518	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Georgia Orbi Orbi Orbi	mfd VIE FRA	30nov81 sep92 28apr93 08jan94	
81A519	4L-85518 CCCP-85519 CCCP-85519 CCCP-85519 EX-85519	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Georgian Airlines AFL/International AFL/Krasnoyarsk AFL/Kyrgyzstan Kyrgyzstan Al	mfd trf trf trf RKT	oct99 16dec81 25sep82 20jul90 12jan94	
81A520	CCCP-85520 CCCP-85520 RA-85520 RA-85520 RA-85520	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan AFL/Yakutiya Aeroflot Sakha Avia Yakutiya	mfd trf VKO trf YKS	18dec81 01mar90 04may94 20jul95 15aug03	
81A521	CCCP-85521 UN-85521 UN-85521 UN-85521 UN-85521 UN-85521	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-ALA Aeroflot Air Kazakstan Air Kazakstan Aerotur Air Aerotur KZ	mfd SXF trf ALA SAW DMB	22dec81 aug93 26sep96 30jun99 17sep06 29jul10	
81A522	CCCP-85522 RA-85522 RA-85522 RA-85522 RA-85522	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Tyumen-TJM Aeroflot Tyumen Airlines Tyumen Airlines Kolavia	mfd DME trf SHJ SGC	30dec81 06sep93 31aug94 24mar99 01may04	
81A523	CCCP-85523 RA-85523	Tu-154B-2 Tu-154B-2	MAP LII Zhukovski LII Zhukovski	mfd BHX	01dec81 30may93	

	RA-85523 RA-85523	Tu-154B-2 Tu-154B-2	Moscow Airways LIT Zhukovski	SVO ZIA	23aug93 14aug01	I/n ZIA 23aug97; reported for Tupolev Aerotrans in basic Aeroflot c/s, no titles; seen wfu, without engines, at ZIA aug03/aug09; canx 22jul10; scrapped in 2010
82A524	CCCP-85524 YL-LAG 4K-85524 4K-85524	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia Latavio Aeroflot c/s, n/t Turan Air	mfd rgd SHJ RKT	26jan82 21dec92 05mar95 30mar00	toc 03feb82; rgd 09mar82; f/n RIX nov84; I/n SVO 02jun92; soc 27jul92 f/n TLV 23dec92; I/n RIX 11sep94, wfu ?; canx 02feb95 I/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 on charge as of 01apr82; f/n DME apr82; rgd 31may82 on charge as of 01jul92 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 toc 11feb82; rgd 26feb82; f/n DUS 07mar82; I/n KBP 08sep92 f/n STR 24feb93; seen KBP apr03/nov06, stored at KBP, engineless; canx 06feb06; not present may07; broken up rgd 12mar82; on charge as of 01apr82; f/n PRG 10jun82; I/n HEL 11apr92 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 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 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
82A525	CCCP-85525 CCCP-85525 RA-85525 RA-85525	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Privolzhsk-UFA Bashkirian Al Bashkirian Al Bashkirian Al	mfd trf IST DME	16jan82 unknown 07dec92 22aug95	
82A526	CCCP-85526 UR-85526	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	30jan82 28jan93	
82A527	CCCP-85527 RA-85527 RA-85527 RA-85527 RA-85527	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/N.Kavkaz-ROV Aeroflot Donavia Donavia Aeroflot-Don	mfd HEL trf ROV VKO	11feb82 17oct92 25nov93 13jul97 18jun02	
82A528	CCCP-85528 CCCP-85528	Tu-154B-2 Tu-154B-2	AFL/Moscow-VKO AFL/Belarus-MSQ	mfd trf	22feb82 11oct85	
82A529	CCCP-85529 RA-85529 RA-85529	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Krasnoyarsk Aeroflot KrasAir	mfd DME DME	22feb82 07jul93 26aug95	
82A530	CCCP-85530 HA-LCS CCCP-85530 CCCP-85530 CCCP-85530 RA-85530 RA-85530 RA-85530	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 MALÉV AFL/International AFL/Leningrad Transaero AFL/Leningrad Aeroflot Pulkovo Avia AFL/International	f/f d/d ret SVO SVO SVO trf mfd	19feb82 jun86 12dec88 10nov89 22feb92 19apr92 14may93 22nov94 17feb82	offered for sale oct06, but could not be sold; I/n KJA oct09, wfu; broken up at KJA by may10 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 I/n HEL 09jul89 in basic Aeroflot colours with Transaero titles a slide exists may92 with addition small 'Sultan Air' titles; I/n LED 06sep92 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; I/n HEL 10oct87; canx 26apr88 as to Hungary, 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 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, I/n 31may08 in basic MALÉV c/s with 'Moskoviya' titles; seen DME may10/28jul19, parked on the grass toc 26mar82; f/n DUS 03may82; f/n DME oct85 I/n DME 20mar93 I/n operational DME 21may96; seen ASB apr02/oct09, wfu; for sale early 2008, t/t 24,995 hours and 12,154 cycles; broken up ASB 2012 toc 15apr82; f/n DME apr82; rgd 03may82; I/n TAS 15apr92 crashed on landing Delhi 09jan93, whilst operating for Indian Airlines f/n Sperenberg 10may82; rgd 20jul82; I/n KBP 13apr92 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 CKL 05may10; seen KBP 21apr11 with 'VVS Rossi' titles on fin; I/n CKL jul20 still as RA-85534 toc 21may82; f/n DUS 30may82; rgd 11jun82; I/n KBP 14apr92 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 photo EVN mar93, basic ex Aeroflot c/s with Armenia titles and Armenian flag on the tail, was a Government aircraft
82A531	CCCP-85531 HA-LCU -- RA-85851	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	ex MALÉV c/s, n/t ex MALÉV c/s, n/t	VKO rgd	16aug01 29sep03	
82A532	RA-85851 CCCP-85532 CCCP-85532 EZ-85532	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Moskoviya AFL/Turkmenistan Turkmenistan Al Turkmenistan Al	DME mfd IST DME	02aug08 19mar82 19nov92 12apr93	
82A533	CCCP-85533 85533	Tu-154B-2 Tu-154B-2	AFL/Uzbekistan-TAS Uzbekistan Airways	mfd	mar82 1992	
82A534	CCCP-85534 RA-85534 RA-85534	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	31mar82 14jun93 23jul07	
82A535	CCCP-85535 UR-85535	Tu-154B-2 Tu-154B-2	AFL/Ukraine-KBP Avialini. Ukrayiny	mfd rgd	23apr82 21jan93	
82A536	CCCP-85536 CCCP-85536	Tu-154B-2 Tu-154B-2	AFL/Armenia Armenian Airlines	mfd ORY	22apr82 11mar93	
	EK-85536 EK-85536	Tu-154B-2 Tu-154B-2	Armenian Airlines South Airlines Kallat Elsaker Air	CDG RKT TIP	28oct93 31mar05 19sep05	
82A537	CCCP-85537 85537 UN-85537 UN-85537 UN-85537 UN-85537	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Kazakhstan-KGF Aeroflot Aeroflot Aeroflot c/s, n/t Kazakstan Airlines Air Kazakstan	mfd DME SXF HAJ FRA trf	06apr82 20mar93 30jun93 may94 23dec95 26sep96	
82A538	CCCP-85538 CCCP-85538 EW-85538 4K-85538 EW-85538 EW-85538	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	Soviet Gvt/AFL c/s AFL/Belarus Belavia Belavia c/s, n/t Belavia Shaheen Air Intl	mfd trf MSQ DME PRG DXB	13may82 08jun88 10jul94 18aug97 16oct98 30jan02	
82A539	CCCP-85539 YL-LAF UN-85539	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Latvia-RIX Latavio Aeroversice	mfd rgd SHJ	apr82 08jun82 22jan94	
82A540	CCCP-85540 RA-85540 RA-85540	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/Magadan Aeroflot Mavial	mfd GDx trf	14may82 08jul94 01mar95	
82A541	CU-T1227	Tu-154B-2	Cubana	d/d	17jun82	
82A542	CCCP-85542 HA-LCT CCCP-85542 CCCP-85542 CCCP-85542 CCCP-85542	Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International MALÉV AFL/International AFL/Leningrad Sultan Air AFL/Leningrad	mfd d/d ret trf DUS ZRH	28may82 17jul86 28nov88 17nov89 1992 27jun92	
	RA-85542 RA-85542 RA-85542	Tu-154B-2 Tu-154B-2 Tu-154B-2	Aeroflot Pulkovo Avia Pulkovo Avia	LED trf AMS	11sep93 22nov94 28jun98	
82A543	CCCP-85543 HA-LCR	Tu-154B-2 Tu-154B-2	MALÉV	mfd d/d	25may82 23jun82	
82A544	CCCP-85544 HA-LCV	Tu-154B-2 Tu-154B-2	AFL/International MALÉV	mfd d/d	01jun82 01sep88	
	--	Tu-154B-2	ex MALÉV c/s, n/t	VKO	16aug01	
82A545	CCCP-85545 CCCP-85545 EW-85545	Tu-154B-2 Tu-154B-2 Tu-154B-2	AFL/International AFL/Belarus Belavia	mfd trf MSQ	02jul82 01nov88 09may95	
						with Aeroflot titles and additional Sultan Air titles and tail logo after lease to Sultan Air, with tail logo overpainted and without Soviet flag; seen BRU jul92; as such; I/n LED 05sep92 I/n SVO 11apr94 in Aeroflot c/s and titles; I/n LGW feb98 seen LED nov05/06may07, wfu; broken up at LED may07; t/t 29,301 hours and 18,155 cycles used only as test registration 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, 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-MALÉV c/s; I/n 12aug17 and reported scrapped dec18 toc 09jul82; f/n FRA 14jul82; rgd 26jul82; I/n HEL 06jun87; soc 10may88; canx 19may88 as to Hungary, handed over as a payment for debts rgd 08sep88; last service 28mar01 (MUC-BUD); made a farewell flight over Budapest 30mar01; MALÉV markings removed by 11apr01; delivered to Vnukovo 25apr01 for Avial and canx same day; t/t 25,608 hours 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-Bezmyanka) ? toc 14jul82; f/n FRA 17jul82; rgd 30jul82 I/n still CCCP- 07apr93 I/n AYT 05jul01

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 aircraft was equipped with a camera under a cover in front of the nose landing gear
	BNMAU-85564	Tu-154B-2	MIAT Mongolia	lsd	1988	leased from Aeroflot; seen in full colour scheme at SVO in early 1988; arrived at Shannon for repainting 25may90
	CCCP-85564	Tu-154B-2	Aeroflot	ret	may90	f/n SNN 02jun90; l/n PRG 13aug92
82A565	RA-85564	Tu-154B-2	Aeroflot	SVO	19mar93	l/n operational AMS jul97; sat wfu (without engines) at SVO, seen aug01/dec02; canx 01apr02; scrapped
	CCCP-85565	Tu-154B-2	AFL/International	mfd	29dec82	identity sheet (formulary) issued 08dec82; toc 12jan83; rgd 01feb83; opb Sheremetyevski OAO; f/n FBU 22feb83
	CCCP-85565	Tu-154B-2	AFL/Moldova	trf	14jun89	opb Kishinyovski OAO
	CCCP-85565	Tu-154B-2	ALAK/Aerolicht		1991	
	CCCP-85565	Tu-154B-2	Transaero	ph.	aug92	in basic Aeroflot c/s
	CCCP-85565	Tu-154B-2	Air Moldova	TLV	28jan93	
	CCCP-85565	Tu-154B-2	Transaero	AMS	04apr93	l/n SVO 13apr93
	CCCP-85565	Tu-154B-2	Aeroflot c/s, n/t	FRA	01may93	was several times on short-term lease to the Russian MVD in the 1990s
	ER-85565	Tu-154B-2	Aeroflot c/s, n/t	AMS	28sep93	opb Air Moldova; rgd only 04apr94; l/n BRU 06oct93
	ER-85565	Tu-154B-2	Air Moldova	FRA	09apr94	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
	RA-85565	Tu-154B-2	Russian MVD/VV	rgd	jan02	prefix never painted as such
	RF-85565	Tu-154B-2	Russian MVD/VV	rgd	17may06	see next line, still files with RA- prefix
	RF-85565	Tu-154B-2	Rosgvardiya	trf	05apr16	opb 3 osae on at Chkalovski; in basic Rossiya c/s, no titles; l/n CKL 17jul18
82A566	RA-85565	Tu-154B-2	Rosgvardiya	OVB	08nov16	toc 14jan83; rgd 01feb83; f/n DME 24sep87; in Aeroflot colours with blue tail; seen CDG 20jun91; l/n IST 1993
	CCCP-85566	Tu-154B-2	AFL/Armenia	mfd	jan83	l/n active VKO 18feb02; seen stored at EVN dec02/may04; seen FJR 29dec06, no titles
	EK-85566	Tu-154B-2	Armenian Airlines	MHP	29oct93	arrived FJR this date for storage; canx 30dec08 from Armenian register; l/n FJR 22dec09 in basic Armenian
	EK-85566	Tu-154B-2	South Airlines	FJR	11dec06	AI c/s, no titles; not present 02mar10, broken up
	CCCP-85567	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	29jan83	toc 16feb83; rgd 28feb83; opb 235 OAO; f/n AER aug83
	CCCP-85567	Tu-154B-2	AFL/Magadan	trf	01sep88	
	RA-85567	Tu-154B-2	Aeroflot	LED	12sep93	
	RA-85567	Tu-154B-2	Mavial/Magadan Al	trf	18jan94	l/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	Mavial	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	Tu-154B-2	AFL/Yakutiya	mfd	23apr83	toc 20may83; rgd 08jun83; f/n VKO 20sep85
	RA-85568	Tu-154B-2	Aeroflot	YKS	08jul94	
	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	SAAK	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	Aeroflot	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 wfu 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; l/n CPH 04sep99; seen in primer in VARZ-400 at VKO aug01/aug03
	UN-85569	Tu-154B-2	Aerotrans	VKO	27jun03	in modified ex-Balkan c/s; l/n SAW 20sep06
	UN-85569	Tu-154B-2	Aerotur KZ	SAW	03oct06	with 'Aerotour KZ' titles; l/n CIT 19feb10, stored
	UP-75408	Tu-154B-2	SkyBus	DMB	29jul10	opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, small titles on nose only; l/n DMB 24jun13/01may19, stored
83A570	CCCP-85570(1)	Tu-154B-2	AFL/International	mfd	feb83	toc 16mar83; rgd 22mar83; f/n GVA 09apr83; l/n SVO 14aug92
	RA-85570(1)	Tu-154B-2	Aeroflot Rus. Al	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	Tu-154B-2	Soviet AF/AFL c/s	mfd	28feb83	f/n Spereberg 18apr83; rgd 12may83; l/n Spereberg 06jul93
	RA-85571	Tu-154B-2	Russian AF/AFL c/s	Spr	03aug93	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; l/n without titles; DME 27sep10; seen Chkalovski apr11 with 'VVS Rossiya' titles; l/n KHV 2021
83A572	CCCP-85572	Tu-154B-2	Soviet AF/AFL c/s	f/f	21feb83	mfd 29mar83; rgd 12may83; f/n Spereberg 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; l/n in standard 'Aeroflot' c/s CKL 17aug09; received small 'VVS Rossiya' titles in addition to the 'Aeroflot' titles; f/n as such CKL 15sep10; l/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; l/n CKL 24dec16; w/o in the early hours of 25dec16 on the leg from Sochi to 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 Alexandrov Ensemble aka Red Army Choir) killed; t/t 6,689 hours
83A573	P-561	Tu-154B-2	Chosonminhang	SXF	29may84	reported with flight plan 'P5-CVN'; l/n SVO apr92, see next line
	P-561	Tu-154B-2	Air Koryo	fr.	28mar92	f/n NGO 04mar93; seen PEK 06mar07 with the left main gear on fire, but later departed after a 2 hour delay; l/n VVO 29dec23 active
83A574	CCCP-85574	Tu-154B-2	Soviet AF/AFL c/s	mfd	31mar83	rgd 12may83; f/n Spereberg 18may83; l/n Spereberg 06sep93
	RA-85574	Tu-154B-2	Russian AF/AFL c/s	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 3,928 cycles; sold to S.D. Leichenko 27apr07 and probably sold on by him later
	RA-85574	Tu-154B-2	Zapolyarye	GOJ	26sep08	owned by RK Leasing; operator from documents; in previous c/s, no titles; l/n SSH 14jun09; arrested by Rosmushchestvo 02mar11 and offered for sale 13oct11, was at Ufa at the time; l/n UFA aug11/jun15 wfu, no titles; photo UFA 12nov16 with small 'Training Aircraft' titles and being used for de-icing practise this date; l/n UFA sep19/sep23
83A575	CCCP-85575	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	20apr83	toc 24may83; rgd 08jun83; opb 235 OAO; f/n GVA 19nov85
	CCCP-85575	Tu-154B-2	AFL/Uzbekistan	trf	03jul89	seen LHR may92 on a VIP flight this day
	85575	Tu-154B-2	Uzbekistan Airways	SHJ	24feb93	
	UK-85575	Tu-154B-2	Uzbekistan Airways	FRU	28jun03	l/n TAS 01jun09; current on Uzbekistan register dec10
83A576	CJ-T1253	Tu-154B-2	Cubana	d/d	27may83	l/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 28may06; nothing reported since (here or in Russia) and probably broken up
83A577	CCCP-85577	Tu-154B-2	AFL/Yakutiya	mfd	15jun83	toc 05jul83; rgd 18jul83; f/n VKO 18sep85
	RA-85577	Tu-154B-2	Aeroflot	YKS	13may95	
	RA-85577	Tu-154B-2	Sakha Avia	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 12sep12/03mar13
83A578	CCCP-85578	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	28jun83	toc 19jul83; rgd 25jul83; opb 235 OAO; f/n AER aug83
	CCCP-85578	Tu-154B-2	AFL/Uzbekistan	trf	26jan90	
	85578	Tu-154B-2	Uzbekistan Airways	SHJ	24feb93	
	UK-85578	Tu-154B-2	Uzbekistan Airways	TAS	22apr94	l/n TAS 17mar12
	85578	Tu-154B-2	Uzbekistan Airways	TAS	07aug13	stored, prefix removed; l/n TAS 10may15
83A579	CCCP-85579	Tu-154B-2	AFL/International	mfd	16jun83	toc 01jul83; rgd 11jul83; f/n LGW 11aug83; seen HEL 28feb88
	CCCP-85579	Tu-154B-2	AFL/Leningrad	trf	03mar90	l/n LED 17may91
	CCCP-85579	Tu-154B-2	Sultan Air	AMS	19apr92	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
	RA-85579	Tu-154B-2	Aeroflot	FRA	20dec92	
	RA-85579	Tu-154B-2	Pulkovo Avia	trf	22nov94	l/n LED 09jul98, in Aeroflot c/s and titles
	RA-85579	Tu-154B-2	Pulkovo Avia	PRG	21aug98	in Aeroflot c/s, no titles; l/n LED 22oct00
	RA-85579	Tu-154B-2	Pulkovo Avia	LED	21jul01	seen LED nov05/06may07, wfu; broken up at LED may07; t/t 26,088 hours and 16,489 cycles
83A580	CCCP-85580	Tu-154B-2	AFL/International	mfd	jul83	toc 29jul83; rgd 15aug83; f/n BRU 13sep83
	CCCP-85580	Tu-154B-2	AFL/Belarus	trf	22jul88	l/n MSQ 07sep93
	EW-85580	Tu-154B-2	Belavia	MSQ	09sep94	seen MSQ aug03/apr11, wfu and stored; not in fleet list feb08; l/n MSQ 07may13 being broken up, wings already clipped
83A581	CCCP-85581	Tu-154B-2	AFL/Belarus	mfd	jul83	toc 05jul83; rgd 29aug83; f/n VKO 18sep85
	EW-85581	Tu-154B-2	Belavia	SNN	07jan94	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
83A582	CCCP-85582	Tu-154B-2	AFL/Belarus	mfd	22aug83	toc 01sep83; rgd 12oct83
	EW-85582	Tu-154B-2	Belavia	SNN	15jul94	seen MSQ mar04/feb09, in Aeroflot c/s, no titles, wfu; not in Belavia fleet list feb08
83A583	CCCP-85583	Tu-154B-2	AFL/Belarus	mfd	01jun83	toc 28jul83; rgd 12oct83; f/n VKO 18sep85; l/n MSQ 09sep93
	EW-85583	Tu-154B-2	Belavia	MRV	15may96	stored this day, in Belavia fleet list 16nov93, last overhaul completed 28dec93 at MRV
	RA-85583	Tu-154B-2	Sibir	rgd	07aug96	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; l/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
83A584	CCCP-85584	Tu-154B-2	AFL/Magadan	mfd	31aug83	toc 16sep83; rgd 12oct83; f/n DME oct85
	RA-85584	Tu-154B-2	Aeroflot	GDx	08jul94	
	RA-85584	Tu-154B-2	Navial/Magadan Al	trf	18oct94	l/n VVO 19apr97, still in Aeroflot c/s and titles

84A604	RA-85603	Tu-154B-2	Orenburg Airlines	trf	25nov93	f/n HAJ 02jun95; CoFR renewal 17apr00; l/n SHJ 03nov00
	RA-85603	Tu-154B-2	TyumenAviaTrans	rgd	23may01	f/n VKO 17mar02; l/n VKO 17apr02
	RA-85603	Tu-154B-2	Orenburg Airlines	rgd	05dec02	seen DME 11dec02, no titles; l/n DME 21sep03, as such; seen DME 30jun04, with titles; l/n DME 01sep07
	RA-85603	Tu-154B-2	Orenair	PUY	15sep07	f/n DME 17aug11; preserved in the Orenburg Aviation Museum which opened 17aug15; l/n mar23
	CCCP-85604	Tu-154B-2	Soviet Gvt/AFL c/s	mfd	01feb87	SatCom-equipped; toc 20feb87; rgd 03mar87; f/n VKO 23apr89; l/n ORY 04jul89
	CCCP-85604	Tu-154B-2	Sovjetski Soyuz	VKO	apr91	SatCom-equipped; Cyrillic "Sovjetski Soyuz" titles and Soviet coat-of-arms and very small Aeroflot titles below the cockpit windows; seen FBU may91, brought Gorbachov to Oslo to receive his Nobel prize; l/n VKO 27sep91
	CCCP-85604	Tu-154B-2	Aerovolga	trf	10feb92	SatCom removed; on charge as of 01jul92
	RA-85604	Tu-154B-2	Aerovolga	IKT	02jun93	in Aeroflot c/s and titles
	RA-85604	Tu-154B-2	Orenburg Airlines	trf	25nov93	f/n BRQ 23aug94; l/n BRQ 26apr98
	RA-85604	Tu-154B-2	Aviaexpresscruise	VKO	01jul98	f/n BCN 02oct98; basic Orenburg Airlines c/s
	RA-85604	Tu-154B-2	Orenburg Airlines	BTS	19nov98	CoFR renewal 05feb99; l/n SHJ 12dec06
	RA-85604	Tu-154B-2	Orenair	LED	27jan07	with "Orenair" titles and tail logo; l/n LED 26sep11; stored at REN jan12; broken up at REN 10mar14
84A605	CCCP-85605	Tu-154B-2	Soviet AF/AFL c/s	mfd	30jul86	the last Tu-154B-2 built; SatCom-equipped; already f/n SVO 21sep85 ?; rgd 20sep86; l/n CKL 04jun92
	RA-85605	Tu-154B-2	Russian AF/AFL c/s	VKO	27apr93	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; l/n without titles AAQ 18oct09; seen ROV 01nov11 with "VVS Rossi" titles on the fin; titles removed in 2018; l/n LED 16jun22

Tu-154M 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	Tu-154M	LIJ Zhukovski	ZIA	01sep93	in Aeroflot c/s and titles
	RA-85606	Tu-154M	Moscow Airways	SVO	07may94	in basic Aeroflot c/s, wfu aug99; l/n ZIA 19aug01, derelict; was leased from Zhukovski Research Institute; broken up; not canx from Russian register
84A702	CCCP-85607	Tu-154M	MAP LII Zhukovski	mfd	22nov84	fuselage number 607, but Tu-154M c/n 702; opb LIS OKB im. A.N. Tupoleva; in Aeroflot c/s; to MAP 24apr85 according to Soviet register; rgd only 05mar90; f/n VKO 07aug92
	RA-85607	Tu-154M	LIJ Zhukovski	ZIA	31aug93	in Aeroflot c/s and titles
	EK-85607	Tu-154M	Arax Airlines	EVN	09oct95	leased from LIJ Zhukovski ?; l/n EVN 19jun97
	RA-85607	Tu-154M	Abakan Avia	DME	06aug99	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 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 there it was the first production Tu-154M built, fuselage number 608 but Tu-154M c/n 703
84A703	CCCP-85608	Tu-154M	Aeroflot	VKO	18sep85	fuselage number 609, but Tu-154M c/n 704; toc 04apr85; f/n LBG 30may85; rgd only 20aug86
	CCCP-85609	Tu-154M	AFL/Moscow-VKO	mfd	20oct84	l/n ULV 09sep92
	CCCP-85609	Tu-154M	AFL/Ulyanovsk HFS	trf	27oct86	seen ULV 13jun94; l/n KUN 22aug96, titles not reported
	RA-85609	Tu-154M	Aeroflot	ULV	31aug93	leased by UVAU GA to Aviaexpresscruise
	RA-85609	Tu-154M	Aeroflot c/s, n/t	SHJ	18nov97	Ulyanovsk Higher Aviation School of Civil Aviation; in basic Aeroflot c/s with small 'UVAU GA' titles on the nose; f/n VKO 26may05; wfu in late 2011; sat wfu at ULY, l/n 26jul19
84A705	CCCP-85610	Tu-154M	AFL/Moscow-VKO	mfd	27dec84	f/n DME 01jul85; on charge as of 01oct85
	CCCP-85610	Tu-154M	AFL/Ulyanovsk HFS	trf	01may86	rgd 25sep86; l/n VKO 16aug92
	CCCP-85610	Tu-154M	AFL/Moscow-VKO	trf	25jun86	
	RA-85610	Tu-154M	Aeroflot	VKO	27apr93	seen VKO jul94/aug97, in Aeroflot c/s and titles, stored without engines
	RA-85610	Tu-154M	Vnukovo Airlines	trf	30aug94	in Aeroflot c/s, no titles; stored, engineless; CoFR renewal 27sep00
	RA-85610	Tu-154M	Vnukovo Airlines	VKO	01jul98	seen may01, stored, engineless; f/n VKO 06sep01, active, in Aeroflot c/s, no titles
	RA-85610	Tu-154M	Sibir	rgd	11apr01	carried additional "S7" titles and logo by early 2006; l/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
	RA-85610	Tu-154M	Sibir	DME	28jun03	also reported in official documents as 84A706; d/d may85; f/n FRA 29may85; last overhaul completed aug94
85A706	LZ-BTI	Tu-154M	Balkan	mfd	09dec84	
	EP-LBE	Tu-154M	Kish Air	DXB	08feb98	l/n PDV 25nov98
	LZ-BTI	Tu-154M	Balkan	PRG	19jun98	
	EP-LBG	Tu-154M	Kish Air	DXB	12feb99	
	LZ-BTI	Tu-154M	Balkan	AMS	21jun99	l/n AMS 15dec00; reportedly sold to a financial company in Africa
	LZ-HMI	Tu-154M	Balkan titles	SOF	19mar01	in Hemus Air c/s
	LZ-HMI	Tu-154M	Balkan Holidays	MAN	01jul01	offered for sale by Transavia in 2007 with t/t 27,576 hours and 12,429 cycles; seen stored at VAR 02jun07; l/n MRV 04mar08 in ARZ-411
	RA-85037(2)	Tu-154M	primer	MRV	04aug08	in ARZ-411; l/n MRV 13feb09
85A707	EP-MCV	Tu-154M	Iran Air Tour	THR	mar09	in full colours; l/n THR 21sep10; stored Esfahan HESA jan12/oct21
	LZ-BTW	Tu-154M	Balkan	mfd	02jan85	d/d may85; f/n SXF 07apr85; last overhaul completed aug93; l/n AMS mar98
	EP-LBI	Tu-154M	Kish Air	DXB	16dec98	l/n DXB 03apr99
	LZ-BTW	Tu-154M	Balkan	AMS	02jun99	"EP-LBI" painted on flight deck; seen LHR 18dec99; seen VKO 20may00 after maintenance; l/n BUD 21dec00; reportedly sold to a financial company in Africa
	LZ-HMW	Tu-154M	Balkan titles	SOF	19mar01	in Hemus Air c/s
	LZ-HMW	Tu-154M	Hemus Air, n/t	LGW	27may01	in basic Balkan c/s; l/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; l/n MRV 13feb09 in ARZ-411; probably for KavMinVody Avia
85A708	EP-MCX	Tu-154M	Iran Air Tour	THR	26aug09	in full colours; l/n ZAH 30jan11; stored Esfahan HESA jan12/oct21
	YK-AIA	Tu-154M	Syrianair	mfd	jan85	rgd 25mar85; f/n ATH 04may85; seen stored DAM jul98/may10; two Tu-154s still visible (YK-AIA and YK-AIC ?) on Google Earth 2021
85A709	CCCP-85709(1)	Tu-154M	bare metal	Sae	1984	on the assembly line (on the photo together with completed and painted Tu-154M CCCP-85609); no markings apart from the registration (without hyphen); see c/n 91A884
	YK-AIB	Tu-154M	Syrianair	rgd	28apr85	in full c/s; f/n ATH 06may85; stored at DAM, seen jul98 and being worked on by nov05; ferried to Aviakor at Samara nov05; believed still present sep09, but probably scrapped since
85A710	YK-AIC	Tu-154M	Syrianair	mfd	mar85	rgd 01may85; f/n ATH 29may85; last seen operational ATH 25may01; seen stored DAM jan02/may10; two Tu-154s still visible (YK-AIA and YK-AIC ?) on Google Earth 2021
85A711	B-4001	Tu-154M	China United AI	mfd	22may85	photo 1986; with CAAC titles; f/n VKO 23feb92; last overhaul completed 19aug98; l/n Dangyang 22may09
85A712	B-4001	Tu-154M	Chinese Air Force	KMG	jul11	no titles with Chinese flag; seen NAY 22sep19; l/n NAY 18feb23, wfu
	B-4002	Tu-154M	China United AI	rgd	1986	government VIP aircraft; f/n SHA 20jul86
	B-4138	Tu-154M	China United AI	NAY	feb92	converted to, see next line
	B-4138	Tu-154M/D	China United AI	toc	1995	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 Yuan; l/n Dangyang 22may09
	B-4138	Tu-154M	Chinese Air Force	KMG	26oct10	photo proof no titles with Chinese flag and without canoe-shaped fairing
	B-4138	Tu-154M/D	Chinese Air Force	NAY	feb11	photo proof no titles with Chinese flag and again with canoe-shaped fairing under the fuselage; seen NAY 07nov12; l/n Dangyang 12oct19, fuselage only
85A713	CCCP-85713(1)	Tu-154M	bare metal	mfd	19jul85	test flown as such Samara-Bezmyanka 1986; see c/n 91A889
	B-4003	Tu-154M	China United AI	rgd	1986	with CAAC titles; f/n PEK 05jun88; last overhaul completed 06aug98; stored at NAY with t/t 13,333.03 hours and 8,226 cycles, seen mar05/oct06; l/n NAY 08may13; in the process of being dismantled at NAY jun13, for preservation ?
85A714	B-4004	Tu-154M	China United AI	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 badge on the tail and CAAC titles; l/n NAY 02mar21
85A715	CCCP-85611	Tu-154M	AFL/Moscow-VKO	DME	01jul85	toc 25oct85; mfd given as 18jun86; rgd 13aug86; l/n VKO 11sep92
	RA-85611	Tu-154M	Aeroflot	VKO	21mar93	l/n VKO aug99, in Aeroflot c/s and titles, wfu
	RA-85611	Tu-154M	Vnukovo Airlines	trf	30aug94	wfu, no engines; still present jun03
	RA-85611	Tu-154M	Aeroflot c/s, n/t	VKO	29may00	with additional 'S7' logo and titles since around aug06; l/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	B-2601	Tu-154M	KavMinVody Avia	VKO	30may09	all-white c/s with large KMV titles; l/n PEE 05nov10; stored MRV since dec10; seen with tail cut off aug12
	B-2601	Tu-154M	CAAC (Xian-Dir)	mfd	31oct85	rgd 1985; f/n PEK 23mar86; l/n SIA 09oct88, see trf date next line
	UN-85835(1)	Tu-154M	China Northwest	trf	jul88	f/n VKO 27sep91; l/n PEK 26oct96
	RA-85140(2)	Tu-154M	Sayakhat	trf	jan98	f/n BRQ 03apr98; l/n MRV 01aug04; see c/n 98A1015
	RA-85140(2)	Tu-154M	Continental Aw	trf	15oct04	l/n as such SZG 10jan06; offered for sale on internet 09nov05; company later acquired by Aeroflot; carried additional 'Aeroflot' titles since may06; l/n VKO 12aug06; see c/n 76A140
	RA-85140(2)	Tu-154M	Atlant-Soyuz	VKO	21aug06	re-painted by Roand this date; l/n HRG 22jan08
	EP-MCQ	Tu-154M	Iran Air Tour	THR	14jun08	titles added at THR 14jun08; l/n in basic Atlant-Soyuz c/s THR 03nov08; f/n in full c/s SVO 25nov08; l/n THR 18feb11, stored; stored Esfahan HESA 2012/oct21 according to Iran Air Tour
85A717	B-2602	Tu-154M	CAAC (Xian-Dir)	mfd	23nov85	f/n SIA 06apr86; l/n CAN 14oct88, see trf date next line
	B-2602	Tu-154M	China Northwest	trf	jul88	l/n PEK 26oct96
	UN-85836(1)	Tu-154M	Sayakhat	trf	jan98	f/n IST 21apr98; l/n ALA 13may98; see c/n 98A1018
	EP-LBN	Tu-154M	Kish Air	VKO	16dec99	delivered to Iran that day; l/n DXB 31jan03
	RA-85081(2)	Tu-154M	Middleton Group	rgd	06may03	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

	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; scrapped by VARZ-400 before 22oct13	
85A718	RA-85081(2)	Tu-154M	OOO Finzaider	rgd	18jun10	never taken up, see above	
	B-2603	Tu-154M	CAAC (Urumqi-D)	rgd	1985	f/n PEK 05mar86; l/n PEK 29oct86	
	B-2603	Tu-154M	China Xinjiang Al	trf	juil88	f/n URC 29may94; l/n URC 25sep99; sold early 2001	
85A719	4K-AZ17	Tu-154M	Imair	BAK	14apr01	f/n GYD 15may11, seen GYD 12dec11, wfu and without titles; broken up	
	8R-GGA	Tu-154M	Guyana Airways	mfd	07dec85	d/d mar86; f/n MIA 14mar86; seen MIA 11feb87; still on register by 1995 !	
	CU-T1276	Tu-154M	Cubana	SNN	22dec88	on delivery; l/n SNN 29jan94	
	RA-85818	Tu-154M	Omskavia	rgd	14dec95	f/n FRA 26jan96; l/n DME 21may96	
	EP-MAJ	Tu-154M	Iran Air Tour	THR	mar97	leased from Omskavia; in basic ex Omskavia c/s, green cheatline, white tail with titles; l/n NBO 24jul98	
	RA-85818	Tu-154M	Omskavia, n/t	rgd	27sep00	last overhaul completed 05sep00; f/n DME 01apr01	
	RA-85818	Tu-154M	Omskavia	CGN	oct01	carried additional small 'Domodedovo Airlines' logo on nose from aug05; l/n DME 27oct05	
	RA-85818	Tu-154M	KrasAir	KJA	16jun06	still with Omskavia tail c/s; l/n SAW 01nov06	
	RA-85818	Tu-154M	Samara	DME	16jul07	in full AiRUnion c/s with small additional 'Aviakompaniya Samara' titles; l/n operational DME 17aug08; operator's certificate revoked 30sep08; offered for sale by Sberbank 17dec08 with t/t 22,205 hours; stored at KJA, l/n oct09/jul10; broken up	
	85A720	CU-T1264	Tu-154M	Cubana	mfd	23dec85	reportedly ex CCCP-85720, not taken up; d/d 06feb86; seen MAD oct91; l/n HAV 20nov96; w/o 29aug98 on the leg from Quito to Guayaquil (Ecuador) of a flight from Quito to Havana when the crew fought 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 overrun 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	Tu-154M	AFL/Moscow-VKO	mfd	20jun86	toc 23jun86; rgd 13aug86; f/n VKO 14sep86; l/n VKO 11sep92	
	RA-85612	Tu-154M	Vnukovo Airlines	VKO	21may94	trf 30aug94; seen VKO 25aug97, wfu	
	RA-85612	Tu-154M	East Line	rgd	14jun00	probably as payment for debts; l/n VKO aug01/aug02, in Vnukovo Airlines c/s and titles, wfu	
	RA-85612	Tu-154M	Sibir	rgd	07aug03	f/n DME 16aug03; carried additional 'S7' logo and titles since at least dec05; l/n DME feb08	
	RA-85612	Tu-154M	S7 Airlines	DME	22mar08	in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; l/n BCN 29apr08	
	RA-85612	Tu-154M	Globus	OVB	19may08	operator received licence 07mar08; leased from parent company S7 Airlines; in full c/s; stored at DME, seen mar09/04sep10; ferried for rework to ARZ-411 at MRV sep10	
	RA-85612	Tu-154M	KavMinVody Avia	DME	19jun11	in basic Globus c/s without titles, but still with logo on fin; seen stored ARZ-411 at MRV sep11/aug12; broken up	
85A722	CCCP-85613	Tu-154M	Soviet Gvt/AFL c/s	mfd	06jun86	on charge as of 01jul86; rgd 13aug86; opb 235 OAO; f/n SVO 25sep87	
	CCCP-85613	Tu-154M	AFL/East Siberia	trf	20sep89	l/n IKT 05jul92	
	RA-85613	Tu-154M	Baikalavia	trf	30jun92	f/n IKT 02jun93, in Aeroflot c/s and titles	
	RA-85613	Tu-154M	Baikalavia	SVO	20aug95	l/n IKT 05jun01; carried 'Baikal Airlines' titles	
	RA-85613	Tu-154M	Sibir	OVB	02jul03	engineless with 'Baikal' logo; f/n operational TOF 22may05, no 'Baikal' logo; additional 'S7' logo since oct05; seen OVB mar09/ sep12, stored	
86A723	CCCP-85614	Tu-154M	Soviet AF/AFL c/s	mfd	jun86	rgd 25sep86; photo in "Aviation Week & Space Technology" oct93	
	RA-85614	Tu-154M	Russian AF/AFL c/s	VKO	21may94	in fleet list of 223 LO mar95; l/n VVO 18apr97	
	RA-85614	Tu-154M	Russian Navy	Sae	07oct10	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; l/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	at Samara-Bezymyanka in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows, no titles; l/n OVB 02sep23 active location not known; see c/n 89A823	
86A724	B-2604	Tu-154M	CAAC (Xian-Dir)	mfd	29mar86	f/n PEK 06apr86; l/n PEK 29oct86	
	B-2604	Tu-154M	China Northwest	trf	juil88	f/n VKO 23feb92	
	UN-85837(1)	Tu-154M	Saykhat	trf	jan98	see c/n 91A876; f/n ATH 09jul98; l/n ALA 05dec03	
	RA-85146(2)	Tu-154M	Continental Aw	rgd	17jun04	f/n BCN 19jun04; l/n operational PED 28may06; l/n VKO jul/aug06 in VARZ-400; see c/n 76A146	
	RA-85146(2)	Tu-154M	Atlant-Soyuz	VKO	13sep07	in VARZ-400; l/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	
		B-2605	Tu-154M	CAAC (Xian-Dir)	mfd	30mar86	f/n PEK 28oct86; l/n SHA 14oct88, see trf date next line
86A725	B-2605	Tu-154M	China Northwest	trf	juil88	l/n PEK dec97; was reportedly sold to Saykhat	
	UR-FVV	Tu-154M	Donbass Airlines	TFS	28jul98	still in basic China Northwest c/s, with Donbass titles and tail emblem	
	EP-TQD	Tu-154M	Qeshm Air	SHJ	22nov98	c/n from JP-00; registration badly painted, EP-TQB reported in error at DXB 25mar99 and DXB 13mar01; l/n DXB 28may01	
	RA-85726(2)	Tu-154M	Aeroflot-Don	rgd	27jul02	f/n BCN 31aug02; c/n checked SHJ 28nov04; never received the new c/s; offered for sale 07aug08; l/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; l/n ROV nov10; scrapped in ROV (RZGA No. 412) feb11; nose section seen Taganrog 29jun11	
86A726	B-2611	Tu-154M	CAAC (Urumqi-D)	rgd	1986	d/d jun86; f/n PEK 28oct86; l/n PEK 06oct88, see trf date next line	
	B-2611	Tu-154M	China Xinjiang Al	trf	juil88	f/n URC 29may94; l/n SVO 11aug00; out of service mar01; sold to Russia	
	UN-85852	Tu-154M	Saykhat	ALA	08jun01	l/n TLV 17apr08	
	UP-T5402	Tu-154M	Saykhat	SSH	05jun08	seen stored ALA jan11/aug13 (N43.354322 E77.023963), still in basic China Xinjiang colours with titles and broken up 2013	
86A727	SP-LCA	Tu-154M	LOT	rgd	28may86	last service 06dec92; seen WAW 07jul95 in basic LOT c/s without titles; delivered ex WAW 19jul95; canx 27jul95	
	4K-727	Tu-154M	Turan Air	RKT	03dec95	reported ATH dec95, white tail, no titles; Azeri flag by front door; l/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; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up	
86A728	B-2606	Tu-154M	CAAC (Urumqi-D)	rgd	1986	f/n SHA jul86; l/n PEK 28oct86	
	B-2606	Tu-154M	China Xinjiang Al	trf	juil88	f/n URC 29may94; l/n SIA 25may00, operational; out of service mar01	
	UN-85853	Tu-154M	Saykhat, n/t	ALA	08jun01	basic China Xinjiang c/s; reg only under wing; UN-85853 handwritten incorrectly on nose wheel door	
	UN-85853	Tu-154M	Saykhat	FRA	24jul01	l/n ALA 24feb08	
	UP-T5403	Tu-154M	Saykhat	KIV	06sep08	l/n ALA 25jan11; seen ALA (N43.354766 E77.024469) apr11/may11, stored and broken up by 2013	
86A729	B-2607	Tu-154M	CAAC (Urumqi-D)	rgd	1986	f/n CAN 06nov86	
	B-2607	Tu-154M	China Xinjiang Al	trf	juil88	f/n PEK may91; l/n URC 25sep99, operational; out of service mar01	
	UN-85854	Tu-154M	Saykhat	ALA	08jun01	basic China Xinjiang c/s; l/n TLV 28feb08	
	UP-T5404	Tu-154M	Saykhat	SKG	18jun08	seen SAW 18oct11, active; l/n ALA 06nov12/10aug13, stored and broken up since	
		B-2612	Tu-154M	CAAC (Peking-Dir)	1992	with operator CUA ? from nov86	
86A730	B-4050	Tu-154M	China United Al	r/r	1994	with CAAC titles; f/n NAY 22mar96; l/n NAY 18sep14	
	B-4050	Tu-154M/D	Chinese Air Force	ph.	aug15	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 25jul19, no wings or tail; l/n complete, preserved since 2019 at Chengdu Pengzhou Aviation Theme Park; l/n 26oct23	
86A731	CCCP-85615	Tu-154M	AFL/Moscow-VKO	mfd	24jul86	toc 29jul86; rgd 15aug86; f/n VKO 14sep86; l/n VKO 11sep92	
	RA-85615	Tu-154M	Aeroflot	VKO	02sep93	l/n MST 28may94	
	RA-85615	Tu-154M	Vnukovo Airlines	MST	07jun94	trf to Vnukovo Airlines 29aug95 (see f/n date); seen VKO 21aug01/18feb02, without engines	
	RA-85615	Tu-154M	Sibir	rgd	01jul02	f/n DME 18aug02; l/n DME 29oct05	
	RA-85615	Tu-154M	Permskiye Avialin.	PEE	25may06	leased from Sibir; l/n ASW nov06	
	RA-85615	Tu-154M	Sibir	ret	dec06	in basic Permskiye Avialinii c/s, no titles, but 'PAL' logo still on fin; f/n HAJ 13jan07; l/n LED 04nov07	
	RA-85615	Tu-154M	S7 Airlines	OVB	12mar08	in new c/s, striking bright green with medium green belly and side mounted engines, large 'S7' logos and 'www.s7.ru' titles; l/n OVB 01sep08; latest CoFR issued 06nov08	
		RA-85615	Tu-154M	Moskoviya	DME	14mar09	in basic S7 c/s with just small titles on the nose; l/n DME 02sep09; sat wfu at OVB, seen 13nov09/apr13; 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; l/n 02jul22, rudder missing; l/n 01aug23
		CCCP-85616	Tu-154M	Soviet AF/AFL c/s	mfd	juil86	rgd 25sep86; no reports
		RA-85616	Tu-154M	Russian AF/AFL c/s	1994	in 223rd flight Unit fleet list mar95, but not on Russian register feb98 !; photo in full Aeroflot c/s, opb	
86A732	RA-85616	Tu-154M	Russian Navy	CKL	19aug05	Russian Navy, in AFM jan01; canx 12mar01 as 'destroyed' presumably a paperwork exercise, see next line	
	RF-85856	Tu-154M	Russian Navy	ph.	jun14	operational, basic AFL c/s with navy flag above forward cabin windows; l/n Yeisk 02nov12 active in basic Rossiya c/s with a Russian Navy flag above the forward cabin windows and 'MA VMF Rossi' titles on the fin; l/n LED jan22	
86A733	SP-LCB	Tu-154M	LOT	rgd	28aug86	last service 02dec92; canx 01aug95, delivered ex WAW 28jul95	
	4K-733	Tu-154M	ex-LOT c/s, n/t	BAK	16may96	operated by Turanair	
	4K-733	Tu-154M	Turan Air	DME	06jul98	l/n DME 30may00; named 'Ganca' (the Azeri spelling of Gyandzha) by nov98	
	LZ-HMP	Tu-154M	Hemus Air	BLL	14jun00	seen BLL 17feb01 with add 'Albanian Airlines' titles; l/n LGW 06oct01	
	LZ-LCV	Tu-154M	Bulgarian Air Ch.	VKO	28jun02	c/n from AL, JP, "B.A.C." on tail; l/n DRS 17sep02	
	LZ-LCV	Tu-154M	Airlines 400 ?	autum02		no sightings	
	LZ-LCV	Tu-154M	Bulgarian Air Ch.	STR	20jun03	"A.C." on tail; l/n DUS 19oct03	
	LZ-LCV	Tu-154M	Kish Air n/t	DXB	29jan04		
	LZ-LCV	Tu-154M	Bulgarian Air Ch.	DUS	30apr04	Isf Turanair; "B.A.C." on tail; left Bulgaria for Moscow 20dec04, terminating the operation of this type by the company; l/n THR may05; sub-Int 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
		B-2608	Tu-154M	CAAC (Xian-Dir)	mfd	31aug86	f/n CAN 06nov86; l/n SIA 09oct88, see trf date next line
		B-2608	Tu-154M	China Northwest	trf	juil88	l/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 up at KHV nov14; see c/n 92A916
86A735	B-2609 B-2609 MSN735 RA-85845	Tu-154M Tu-154M Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest all-white c/s Vladivostok Avia	mfd trf XIY rgd	30sep86 jul88 17sep00 07may01	f/n SIA 01nov86; l/n KWL apr91 and CAN oct91, see trf date next line 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 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 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
86A736	CCCP-85617	Tu-154M	AFL/Vnukovo	mfd	13oct86	trf 29aug95; l/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; l/n KHV 13feb07 logojet for 'SPSR Ekspres-Logisticheski Ekspres-Operator' since feb07, with big 'S7' logo on tail; seen DME oct08/oct09 stored; l/n DME 07jun10, in service but for what airline ?; seen at ARZ-411 at MRV 07sep10; broken up at MRV
86A737	CCCP-85618 RA-85618 RA-85618 RA-85618 RA-85618	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines	mfd VKO BKA rgd OVB	13nov86 21mar93 04jul94 30oct01 13mar07	trf 29aug95; l/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 at DME, seen mar09/aug09; seen in ARZ-411 at MRV 07sep10; broken up MRV apr12
86A738	CCCP-85619 RA-85619 RA-85619 RA-85619	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Meta Aviost Maced Vnukovo Airlines Sibir	mfd ZRH trf rgd	12nov86 14feb93 29aug95 29apr02	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 at DME, seen mar09/aug09; seen in ARZ-411 at MRV 07sep10; broken up MRV apr12
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 AI, n/t Vnukovo Airlines Sibir	mfd SNN MST VKO IST VKO VKO rgd	12dec86 20feb90 01apr95 15may95 21jun95 16apr97 24aug97 27jun01	departed this day after painting, RA- registration taped over; trf 29aug95 still with Turkish registration named 'Prizenr'; canx may96 already returned may96 l/n VKO 02jun01 f/n VKO 08jul01; additional 'S7' titles and logo since at least mar06; l/n OVB 01mar09, stored; broken up; t/t 37,427 hours and 12,995 cycles f/n SIA oct87; l/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 6,651 cycles
86A740	B-2610 B-2610	Tu-154M Tu-154M	CAAC (Xian-Dir) China Northwest	mfd trf	22dec86 jul88	with CAAC titles; f/n NAY 22mar96; l/n NAY 10oct09 no titles with Chinese flag; l/n NAY 25sep19 toc 15jan87; rgd 30jan87; f/n VKO 16sep87; l/n VKO 27sep91 named 'Ohrid' after a city and lake in North Macedonia named 'Ohrid' in basic Vardar Bosna Air c/s, no titles; l/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 in final approach and crashed at a height of 907 metres into the mountain Operafjellet (968 metres) in the Adventdalen valley, 14.2 km east of the airport, all 11 crew members and 130 passengers were killed; soc 03nov96
86A741	B-2614 B-4051 B-4051	Tu-154M Tu-154M Tu-154M	China United AI China United AI Chinese Air Force	rgd r/r NAY	nov86 1994 02nov10	with CAAC titles; f/n NAY 22mar96; l/n NAY 10oct09 no titles with Chinese flag; l/n NAY 25sep19 toc 15jan87; rgd 30jan87; f/n VKO 16sep87; l/n VKO 27sep91 named 'Ohrid' after a city and lake in North Macedonia named 'Ohrid' in basic Vardar Bosna Air c/s, no titles; l/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 in final approach and crashed at a height of 907 metres into the mountain Operafjellet (968 metres) in the Adventdalen valley, 14.2 km east of the airport, all 11 crew members and 130 passengers were killed; soc 03nov96
86A742	CCCP-85621 CCCP-85621 RA-85621 RA-85621 RA-85621 RA-85621	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Vardar Bosna Air Vardar Bosna Air Vnukovo Airlines Aeroflot Vnukovo Airlines	mfd ZRH ZRH VKO VKO MST	14jan87 23may92 08nov92 27apr93 02sep93 23dec94	with CAAC titles; f/n NAY 22mar96; l/n NAY 10oct09 no titles with Chinese flag; l/n NAY 25sep19 toc 15jan87; rgd 30jan87; f/n VKO 16sep87; l/n VKO 27sep91 named 'Ohrid' after a city and lake in North Macedonia named 'Ohrid' in basic Vardar Bosna Air c/s, no titles; l/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 in final approach and crashed at a height of 907 metres into the mountain Operafjellet (968 metres) in the Adventdalen valley, 14.2 km east of the airport, all 11 crew members and 130 passengers were killed; soc 03nov96
86A743	LZ-BTQ LZ-BTQ LZ-BTQ EP-LBD LZ-BTQ LZ-BTQ LZ-HMQ LZ-HMQ LZ-HMQ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Macedonian AT Balkan Kish Air Balkan c/s, n/t Balkan Hemus Air, n/t Hemus Air Balkan Holidays	mfd DUS SHJ SOF FRA PRG SOF MAN LGW	23dec86 may95 13mar96 07jan98 20jul98 27mar00 19mar01 14jul01 apr02	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 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 02jun07; l/n MRV 06jul07 in ARZ-411 l/n DME 31may08; sold to Iran jul08; see c/n 73A038 still with KavMinVody Avia cheatline; l/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 01aug09 (N36.244541 E59.624291); l/n feb16/dec17
86A744	LZ-BTX EP-LBC LZ-BTX LZ-LTX LZ-LCX LZ-LCX LZ-LCX LZ-LCX LZ-LCX	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Kish Air Balkan Balkan Balkan Air Charter Air Adriatic Chart Bulgarian Air Ch. Iran Air Tour	LHR DXB LHR SOF SXF PUY DUS THR	30mar87 08feb98 30jan99 09jun00 02jan01 25jul01 29sep01 21apr05	in basic Balkan c/s with titles; l/n DXB apr98 ex-reg 'EP-LBC' seen painted on flight deck AMS 24feb99; l/n SOF 04sep99; no record of arrival at Vnukovo delivered this date; l/n SOF 05sep00 only for a short period l/n SXF 15jul04 lsf 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; in VARZ compound, marked '87744' on nose wheel door; l/n VKO 18jun10 as such in all-white c/s; l/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 l/n DXB 04jan01 f/n CEK 12aug01, Bural c/s, no titles; l/n HAJ 20oct01 in basic Bural c/s with 'Enkor' titles on nose; seen DME 18aug02, in all-white c/s with titles; l/n DXB 28oct04 in all-white c/s with 'Sibir' titles; l/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 as a rescue trainer at the Mochishe MChS base (N55.152102 E83.066371) and l/n there complete 31jul22 toc 09apr87; rgd 18apr87; l/n AER aug87
87A745	RA-85099(2) SP-LCC RA-85827 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 basic Balkan c/s with titles; l/n DXB apr98 ex-reg 'EP-LBC' seen painted on flight deck AMS 24feb99; l/n SOF 04sep99; no record of arrival at Vnukovo delivered this date; l/n SOF 05sep00 only for a short period l/n SXF 15jul04 lsf 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; in VARZ compound, marked '87744' on nose wheel door; l/n VKO 18jun10 as such in all-white c/s; l/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 l/n DXB 04jan01 f/n CEK 12aug01, Bural c/s, no titles; l/n HAJ 20oct01 in basic Bural c/s with 'Enkor' titles on nose; seen DME 18aug02, in all-white c/s with titles; l/n DXB 28oct04 in all-white c/s with 'Sibir' titles; l/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 as a rescue trainer at the Mochishe MChS base (N55.152102 E83.066371) and l/n there complete 31jul22 toc 09apr87; rgd 18apr87; l/n AER aug87
87A746	CCCP-85622 RA-85622 RA-85622 RA-85622 RA-85622 YA-TAP YA-TAP	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Vnukovo c/s, n/t Sibir Bakhtar Afghan AI Ariana	mfd VKO VKO OVB rgd d/d PRG	09apr87 21mar93 15jul94 07jun01 19feb03 22apr87 11sep88	trf 29aug95; l/n IST 07nov00 f/n DME 24aug03; l/n active DME 07aug08; l/n OVB 17sep12, stored on the grass; broken up OVB oct12 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, l/n jun02/aug03 f/n PRG 03may87 l/n SHJ mar97; in UN report (published dec99) as having operated for the Taliban leased from Ariana; see rgd next line l/n DXB 27mar99; l/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 killed toc 28may87; rgd 09jun87; f/n SVO aug87; l/n VKO 28aug93
87A747	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 VKO trf OVB	28may87 02sep93 22may94 04apr01 26apr08	trf 29aug95; l/n VKO 06sep03 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 toc 16jun87; rgd 01jul87; f/n VKO 24sep87; l/n VKO 05jun92 l/n ZRH 10jan93
87A748	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 trf rgd	16jun87 09aug92 21mar93 28aug93 29aug95 06apr01	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 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, with more and more parts missing; broken up d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo
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 VKO trf OVB	28may87 02sep93 22may94 04apr01 26apr08	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 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, with more and more parts missing; broken up d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo
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 trf rgd	16jun87 09aug92 21mar93 28aug93 29aug95 06apr01	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 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, with more and more parts missing; broken up d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/n VAR 14sep05; canx late 2005 white/grey with titles and logo
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 AI	mfd rgd LHR HAJ	16jun87 13oct00 11feb01 12nov05	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 'S7' logo and titles since summer 2006; l/n DME aug09/oct09, stored; stored ARZ-411 at MRV 07sep10/aug12, with more and more parts missing; broken up d/d 05jul87; l/n STN 21dec99 en route to Bryansk see c/n 91A903; canx 13oct00 as leased to Bulgaria l/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; l/n as such AER 24nov07; seen DME 23dec07 with titles; operator's certificate revoked 03feb09, opb Zapolyarye from jan09; l/n VKO 24nov09; seen VKO 08dec09 in the process of being repainted; see c/n 72A031
87A752	RA-85031(2)	Tu-154M	South East	VKO	12dec09	l/n all-white c/s with large titles and 'SE' logo on tail; l/n NOZ aug12/may23
	CCCP-85625 RA-85625 RA-85625	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Gazpromavia	mfd SVO rgd	01jul87 22may94 16jun99	to 09jul87; rgd 15jul87; f/n ZRH 12aug87; l/n SVO 05sep93 l/n SVO 22sep98 f/n VKO jun99; l/n VKO 09jun16; stored MRV since 14jun16 and broken up MRV aug18; canx between 27aug18 and 16oct18
87A753	CCCP-85626 RA-85626 RA-85626	Tu-154M Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al Aeroflot-Don	mfd HEL rgd	17jul87 20nov92 26dec00	to 19jul87; rgd 22jul87; f/n FRA 19jul87; l/n SVO 02jun92 parked at the Research Institute l/n FRA 08sep01, see rgd next line f/n IST 01oct01; l/n in old c/s FRA 23sep07; f/n in new c/s DME 06apr08; operator renamed Donavia 25sep09; l/n AYT 04oct09
	RA-85626 LZ-BTH EP-LBL LZ-BTH LZ-HMH LZ-HMH UN-85570(2) UN-85570(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Donavia Balkan Kish Air Balkan Balkan c/s, n/t Hemus Air Aerotrans Aerotur KZ	SVO mfd DXB AMS DUS TLV d/d trf	09apr10 oct87 26mar99 03may99 30apr04 13jun04 18may06 09sep06	l/n ROV 21oct10; broken up rgd 15may88; leased to Laos Air autumn 1991; seen PMI 30jun98; see c/n 73A052 in Balkan c/s; c/n from JP-99 l/n SOF nov03/feb04, stored and sold to Hemus Air nov03 l/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 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; l/n UTP 17jan08; reported ALA 20feb08 as Aerotrans KZ, but that seems to be incorrect c/s similar to the Balkan one; l/n ALA 12oct08 opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n UTP 05jan09; arrived at THR 23mar09 on lease to Caspian
87A754	UP-T5407 UP-T5407	Tu-154M Tu-154M	Aerotur KZ SkyBus	SXF UTP	28aug08 26dec08	leased from Aerotur KZ; c/s similar to the Balkan one; initially without titles, l/n as such DXB 09may09; seen with titles DXB 26sep09
	UP-T5407	Tu-154M	Caspian Airlines	DXB	09may09	opb Aerotur KZ, dba as SkyBus; c/s similar to the Balkan one, no titles; l/n SIP 29jul11; l/n GUV 07jun13/16dec17, titles overpainted, stored; reported scrapped may20 rgd 26aug87; last service 13aug93; canx 18aug97; delivered ex WAW 14aug97
87A755	UP-T5407	Tu-154M	SkyBus	SIP	30may10	CoFR renewal 08apr99 to Bural and leased to East Line 30jan98/30jan01; CoFR renewal 14feb01 to Media-Group; l/n CEK 12aug01; carried small 'Buryatskiye Avialinii' titles
	SP-LCD RA-85829 RA-85829	Tu-154M Tu-154M Tu-154M	LOT Bural East Line	mfd d/d DME	17aug87 oct97 09aug98	in all-white c/s with titles; f/n HAJ 11apr03; l/n OVB 08jun05 in all-white c/s with titles; carried additional 'S7' logo and titles since around jun06; l/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; l/n DME 23dec08 in basic 'S7' colours, with titles as such in red; l/n VAR 03jun09 in basic 'S7' colours, with titles as such in blue and tail logo; l/n DME 31aug10; seen MRV jan11/aug12, stored; broken up at MRV rgd 26sep89; in Aeroflot c/s; f/n ZIA 16aug92; l/n LHR 05sep92
87A756	RA-85829 RA-85829 RA-85829	Tu-154M Tu-154M Tu-154M	Enkor Sibir S7 Airlines	rgd OVB DME	19feb03 07jul05 22mar08	in basic Aeroflot c/s, no titles; was reported for Tupolev Aerotrans; stored in VARZ-400 at VKO, seen aug99/jun03, stripped by aug03 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 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; l/n MRV 06mar11
	RA-85829 RA-85829	Tu-154M Tu-154M	Taban Air Kolavia	DXB UFA	05jan09 16jul10	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 to 12sep87; rgd 06oct87; f/n VKO 30aug88; l/n VKO 11sep92
87A757	CCCP-85627 RA-85627 RA-85627	Tu-154M Tu-154M Tu-154M	MAP LII Zhukovski LII Zhukovski LII Zhukovski	mfd SHJ DXB	04aug88 09nov93 15jan95	trf 30aug94; rgd 14jun00 to East Line, probably as payment for debts; l/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 aug16sep08; 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 Aviation Museum (near gate 2 at OVB) 05jun12 and preserved there since; l/n jul14/aug23 to 23nov87; rgd 07dec87; opb 235 OAO; f/n SVO 06feb88; l/n VKO 16aug92
	RA-85627 RA-85627	Tu-154M Tu-154M	Aeroflot KavMinVody Avia	lsd rgd	05jun04 23apr10	l/n SVO 17jun94 in Aeroflot c/s and titles; l/n VKO 16apr97; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles by sep98; seen VKO 11jul99; latest CoFR issued 26aug09; l/n VKO 02jul13; scrapped at VKO 19/21jul13 to 26nov87; rgd 07dec87; opb 235 OAO; f/n PRG 13jun88; l/n VKO 14aug92 leased from 235 OAO; l/n SVO 20apr93 l/n SVO 03sep93 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 in full c/s; l/n VKO 04oct00 leased from TSITSERON-2000 21may01/30oct01; rgd 03jul01; in basic Yamal c/s with 'A400' titles; l/n in 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 in basic Kolavia c/s with Avialinii Daghestana tail c/s and titles; with 'h' in the English titles (Airlines Daghestana) on the starboard side; l/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 7,619 cycles by 01jul08; CoFA expired 30dec08; excluded from the operator's certificate 05feb09; stored with ARZ-411 at MRV, seen 13feb09/oct09 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 to 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 in basic ex Aeroflot c/s with titles and tail logo l/n SVO 07sep93 in Aeroflot c/s and titles; l/n VKO aug95 in white c/s with grey undersides and titles; l/n AMS 26oct96; see c/ns 73A051 and 79A320 in basic Aeroflot c/s with Rossiya titles by the nose; latest CoFR issued 04aug09; l/n BCN 30sep00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; l/n VKO 02jul13; scrapped at VKO 10/15jul13 to 19nov87; rgd 02dec87; f/n SVO oct88
87A758	RA-85627	Tu-154M	Continent	VKO	12may11	trf 29aug95; l/n VKO 02jun01 f/n VKO 15aug01; carried additional 'S7' logo and titles since around 2006; l/n DME 29sep07 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles 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 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 to 11dec87; rgd 13jan88; f/n SVO 16jul88; l/n VKO 05jun92 l/n MST 27dec94 trf 29aug95; seen VKO jun99/sep02, wfu, no engines f/n VKO 16jan04; carried additional 'S7' logo and titles since at least jun06; l/n DME 02jan08 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; l/n DME 27may08 initially in all-white c/s without titles or logo; l/n as such DME 17jun08; seen in full c/s DME 16aug08; last flight 10nov08 (MCX-DME) and stored at DME since; l/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 to 02dec87; rgd 11dec87; f/n SNN 09dec87; l/n SVO 09sep92 l/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 leased from Vnukovo VARZ-400; l/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 on main wheel doors of RA-85765 (c/n 832) to 21apr88; rgd 29apr88; f/n SVO oct88; l/n VKO sep94/sep95, stored l/n BUD 10oct99 probably as payment for debts; l/n VKO 21aug01, in Vnukovo Airlines c/s and titles, wfu f/n OVB 23nov01; additional 'Sberbank 160 let' (Savings Bank of Russia 160 years) titles until may05; seen DME 05jun10, parked; l/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'; l/n ZRH 28may92; canx 24sep92
	CCCP-85629 RA-85629 RA-85629	Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	mfd VKO trf	23nov87 02sep93 22jul94	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
87A759	CCCP-85630 CCCP-85630 RA-85630 RA-85630	Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Avoiimpex Russ. Gvt/AFL c/s Rossiya	mfd ZRH SVO trf	26nov87 06dec92 27apr93 22jul94	to 12sep87; rgd 06oct87; f/n VKO 30aug88; l/n VKO 11sep92
	RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630 RA-85630	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Yamal Airlines 400 Kolavia Avialin. Daghestana Aeroflot-Don Aero Rent	VKO VKO rgd SHJ rgd rgd	20may00 11jun01 24feb02 22dec06 22may08 21jul10	to 26nov87; 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 SVO 07sep93 in Aeroflot c/s and titles; l/n VKO aug95 in white c/s with grey undersides and titles; l/n AMS 26oct96; see c/ns 73A051 and 79A320 in basic Aeroflot c/s with Rossiya titles by the nose; latest CoFR issued 04aug09; l/n BCN 30sep00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; l/n VKO 02jul13; scrapped at VKO 10/15jul13 to 19nov87; rgd 02dec87; f/n SVO oct88
87A760	CCCP-85631 CCCP-85631 RA-85631 RA-85631 RA-85631 LZ-BTR (3) RA-85631	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Avoiimpex Russ. Gvt/AFL c/s Rossiya Balkan Rossiya	mfd ZRH ZRH AMS trf AMS VKO	20nov87 27sep92 feb93 19apr93 22jul94 19sep96 16apr97	trf 29aug95; l/n VKO 02jun01 f/n VKO 15aug01; carried additional 'S7' logo and titles since around 2006; l/n DME 29sep07 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles 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 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 to 11dec87; rgd 13jan88; f/n SVO 16jul88; l/n VKO 05jun92 l/n MST 27dec94 trf 29aug95; seen VKO jun99/sep02, wfu, no engines f/n VKO 16jan04; carried additional 'S7' logo and titles since at least jun06; l/n DME 02jan08 in all-white c/s with just 'S7' logo and 'www.s7.ru' titles; l/n DME 27may08 initially in all-white c/s without titles or logo; l/n as such DME 17jun08; seen in full c/s DME 16aug08; last flight 10nov08 (MCX-DME) and stored at DME since; l/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 to 02dec87; rgd 11dec87; f/n SNN 09dec87; l/n SVO 09sep92 l/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 leased from Vnukovo VARZ-400; l/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 on main wheel doors of RA-85765 (c/n 832) to 21apr88; rgd 29apr88; f/n SVO oct88; l/n VKO sep94/sep95, stored l/n BUD 10oct99 probably as payment for debts; l/n VKO 21aug01, in Vnukovo Airlines c/s and titles, wfu f/n OVB 23nov01; additional 'Sberbank 160 let' (Savings Bank of Russia 160 years) titles until may05; seen DME 05jun10, parked; l/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'; l/n ZRH 28may92; canx 24sep92
	CCCP-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines Globus Kolavia Continent	mfd VKO VKO rgd GOJ OVB OVB KJA	18nov87 27apr93 21apr94 03jul01 08apr08 26apr08 15jan09 09jun11	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
87A761	CCCP-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632 RA-85632	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines Globus Kolavia Continent	mfd VKO VKO rgd GOJ OVB OVB KJA	18nov87 27apr93 21apr94 03jul01 08apr08 26apr08 15jan09 09jun11	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
	CCCP-85633 RA-85633 RA-85633 RA-85633 RA-85633 RA-85633	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines Globus	mfd VKO MST rgd BCN GOJ	dec87 05jul93 12jan95 02dec03 05apr08 01jun08	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
87A762	CCCP-85633 RA-85633 RA-85633 RA-85633 RA-85633	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Sibir S7 Airlines Globus	mfd VKO MST rgd BCN GOJ	dec87 05jul93 12jan95 02dec03 05apr08 01jun08	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
	CCCP-85634 RA-85634	Tu-154M Tu-154M	AFL/International Aeroflot Rus. Al	mfd SVO	nov87 19mar93	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
87A763	EP-CPM EP-LBX	Tu-154M Tu-154M	Caspian Airlines Kish Air	THR	13mar00	photo
	CCCP-85635 RA-85635 RA-85635 RA-85635	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Vnukovo Airlines East Line Sibir	mfd VKO rgd rgd	31mar88 sep88 14jun00 19nov01	probably as payment for debts; l/n VKO 21aug01, in Vnukovo Airlines c/s and titles, wfu f/n OVB 23nov01; additional 'Sberbank 160 let' (Savings Bank of Russia 160 years) titles until may05; seen DME 05jun10, parked; l/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'; l/n ZRH 28may92; canx 24sep92
87A764	OK-SCA	Tu-154M	CSA	mfd	08feb88	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
	B-4022	Tu-154M	China United Al	PRG	25sep92	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
87A765	B-4022 CCCP-85636 CCCP-85636	Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/Ulyanovsk HFS Vnukovo PO	ph. mfd trf	feb12 09jan88 21jun88	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles
	B-4022 CCCP-85636 CCCP-85636	Tu-154M Tu-154M Tu-154M	Chinese Air Force AFL/Ulyanovsk HFS Vnukovo PO	ph. mfd trf	feb12 09jan88 21jun88	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; l/n NAY 15apr07; was to be ferried to the 'Aviakor' factory in Samara, see next line no titles with Chinese flag; l/n NAY 22sep19 to 09jan88; rgd 26feb88 f/n VKO aug88, in Aeroflot c/s and titles

		CCCP-85636	Tu-154M	AFL/Ulyanovsk HFS	trf	22aug88	
		CCCP-85636	Tu-154M	AFL/Krasnoyarsk	trf	05jun90	
		CCCP-85636	Tu-154M	AFL/Ulyanovsk HFS	trf	unknown	
		RA-85636	Tu-154M	Ulyanovsk HFS	trf	31may93	on charge as of 01jul90; l/n ULV 09sep92, with Russian flag this date
		RA-85636	Tu-154M	Aviacom Zitotrans	IST	17aug98	f/n ULV 31aug93, in Aeroflot c/s and titles; l/n IST 19jun98
		RA-85636	Tu-154M	Ulyanovsk HFS	rgd	28apr99	l/n IST 31aug98; leased from Ulyanovsk HFS
	87A767	CCCP-85637	Tu-154M	AFL/International	mfd	09jan88	f/n VKO 17jun99; in Aeroflot c/s, no titles; l/n ULV 19nov10; broken up ULV
		RA-85637	Tu-154M	Aeroflot Rus. Al	SVO	14may93	toc 11jan88; rgd 13jan88; f/n ARN 19jan88; l/n SVO 20apr93
							repaired in new c/s; l/n as such WAW 22jan06; l/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
							feb11/mar11, wfu, registration and all titles and logos painted out by 01may11; scrapped at SVO by
							27jun11
	87A768	CCCP-85638	Tu-154M	AFL/International	mfd	30dec87	rgd 03feb88; f/n LHR 09feb88; on charge as of 01jul88; l/n SVO 30jun92
		RA-85638	Tu-154M	Aeroflot Rus. Al	AMS	15oct92	l/n WAW 05aug08; probably wfu in 4th quarter 2008; cannibalised by feb09; seen SVO jul09 without outer
							wings, nose and titles, registration scrubbed out by aug09; scrapped by 26aug09
	87A769	SP-LCE	Tu-154M	LOT	mfd	29feb88	rgd 17mar88; last service 26oct93; delivered ex WAW 16dec95; canx 19dec95
		RA-85824	Tu-154M	Bashkirian Al	rgd	16may96	
		RA-85824	Tu-154M	SAN Air Company	FRA	14jun96	leased from Bashkirian Airlines; in all white c/s with titles and tail logo, small 'Bashkortostan' titles on the
							lower fuselage; l/n VKO 24aug97
		RA-85824	Tu-154M	Bashkirian Al	TSN	21apr99	seen DME 10jul05; was stored at DME, l/n jun06
		RA-85824	Tu-154M	Continental Aw	SVO	20aug06	leased from Bashkirian Airlines; repainted jul06; carried additional 'Aeroflot Russian Airlines' titles;
							operator ceased operations mar08; t/t 21,658 hours and 9,928 cycles; seen UFA jul10, wfu without
							engines; scrapped at UFA in spring 2011, wings cut off by 30apr11
	88A770	OK-TCB	Tu-154M	CSA	mfd	21feb88	c/n in Czechoslovak register as '85770'; d/d 06apr88; rgd same date; named 'Karlovy Vary', f/n LHR
		B-4023	Tu-154M	China United Al	PRG	25sep92	07jun88; l/n MLA 25jun92; canx 24sep92
							initially in basic ex-CSA c/s with badge and CAAC titles, later repainted; last overhaul completed 27jul00;
							stored at NAY with t/t 14,184.36 hours and 8,739 cycles, l/n NAY 03oct05 as such; seen NAY
							mar07/15apr07, operational; was to be ferried to the 'Aviakor' factory in Samara, see next line
	88A771	B-4023	Tu-154M	Chinese Air Force	NAY	mar12	no titles with Chinese flag; l/n NAY 22sep19
		CCCP-85639	Tu-154M	AFL/International	mfd	07apr88	toc 07apr88; rgd 13apr88; was already f/n SNN 12apr88; l/n SVO 11sep92
		RA-85639	Tu-154M	Aeroflot Rus. Al	r/r	23oct92	f/n HAM 22nov92; l/n SVO 02jun10, wfu; t/t 40,124 hours and 15,868 cycles; scrapping in progress SVO
							22jun10
	88A772	CCCP-85640	Tu-154M	AFL/International	mfd	07apr88	toc 07apr88; rgd 13apr88; f/n SNN 01may88; l/n SVO 30jun92
		RA-85640	Tu-154M	Aeroflot Rus. Al	GOT	08nov92	l/n VKO 20sep01, but already opb Aeroflot-Don by that time
		RA-85640	Tu-154M	Aeroflot-Don	FRA	31jul01	l/n in old c/s RVN 04jan08; f/n in new c/s MLA 10jul08; operator renamed Donavia 25sep09; l/n VKO
							07oct09
		RA-85640	Tu-154M	Donavia	SVO	12dec09	in full c/s with titles; operated for KavMinVody Avia from feb11, still in full Donavia colours (flight numbers
							as proof); l/n ROV 19feb11; scrapped at MRV nov11, only heaps of scrap metal remaining by 07nov11
	88A773	CCCP-85641	Tu-154M	AFL/International	mfd	07apr88	toc 07apr88; rgd 13apr88; f/n LHR 01may88; l/n SVO 30jun92
		RA-85641	Tu-154M	Aeroflot Rus. Al	SVO	14may93	wfu at SVO, l/n feb10; t/t 37,267 hours and 14,921 cycles; scrapped at SVO starting 01jun10
	88A774	SP-LCF	Tu-154M	LOT	mfd	29apr88	rgd 24may88; ex CCCP-85774, not taken up; f/n AMS 05jun88; last service 30oct93; delivered ex WAW
							11apr97; canx 23apr97
		RA-85831	Tu-154M	Bashkirian Al	rgd	06nov97	f/n IST 20jan00; l/n IST 08sep05
		RA-85831	Tu-154M	Zagros Airlines	THR	04apr06	in full Bashkirian c/s with additional 'Zagros Airlines' (new Iranian airline) titles; l/n MHD 01sep06
		RA-85831	Tu-154M	Bashkirian Al	DME	15apr07	l/n DME 23dec07, parked
		RA-85831	Tu-154M	Continental Aw	SZG	02jan08	in full Bashkirian Airlines c/s with titles and additional small 'Continental' titles; operator ceased operations
							mar08; l/n DME 02aug08; registration scrubbed out 07aug08
		EP-MCO	Tu-154M	Iran Air Tour	THR	05nov08	fuselage still in partial ex-Bashkirian Al c/s, Iran Air Tour tail colours; l/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	Tu-154M	Samara	rgd	22apr96	f/n KUF 19may96, in all-white c/s, no titles
		RA-85823	Tu-154M	SAN Air Company	HAM	27may96	leased from Samara; in all white c/s with titles and tail logo and small 'Samara' titles on the lower
							fuselage; l/n STR 04jun96
		RA-85823	Tu-154M	Samara	ret	feb97	f/n DME may97; l/n BCN 30aug98
		HA-LGA	Tu-154M	Samara	rgd	21dec00	d/d same day; f/n BUD 22dec00 and was held by customs until 16jan01; l/n BUD 26jan01, returned to
							Samara this date; for Atlant Hungary Airlines
		HA-LGA	Tu-154M	Atlant Hungary	BUD	01feb01	first service 28mar01; last service 26jun01; l/n BUD 25jul01, ceased operations, returned to lessor
		RA-85823	Tu-154M	Samara	rgd	28dec01	f/n SVO 16may02; operator's certificate revoked 30sep08; t/t 15,965 hours and 7,418 cycles; l/n KUF
							nov10; broken up at Samara; photo 21jul12, just the tail, forward fuselage and wings remaining
	88A776	SP-LCH	Tu-154M	LOT	mfd	31may88	rgd 21jun88; ex CCCP-85776, not taken up; l/n ATH jan93; canx 07feb96; delivered ex WAW 21jan96
		RA-85825	Tu-154M	Bashkirian Al	d/d	mar96	rgd 17jul96
		RA-85825	Tu-154M	SAN Air Company	KGF	30jul96	leased from Bashkirian; in all white c/s with titles and tail logo, small 'Bashkortostan' titles on the lower
							fuselage; l/n HAJ 11jul97
		RA-85825	Tu-154M	Bashkirian Al	UFA	13aug99	parked this date, in full c/s; seen in VARZ-400 jun05/jul10, derelict without outer wings; t/t 18,663 hours
							and 9,302 cycles; scrapped end jul10
	88A777	CU-T1275	Tu-154M	Cubana	mfd	27jun88	d/d 08jul88; seen HAV 14nov98/24jan01, stored, for sale; l/n SNN 03may01
		CU-T1275	Tu-154M	red cheatline, n/t	SNN	03may01	on delivery to Samara, Russia
		LZ-HMF	Tu-154M	Hemus Air	GLA	29jun03	in all-white c/s with green tail logo and titles; l/n SOF 04mar04; c/n checked
		RA-85007(2)	Tu-154M	Yakutiya	rgd	25aug04	see c/n 70M007; named 'Ing. Fidel Sanchez'; f/n OMS 10sep04; l/n YKS jun12/apr13, engineless wfu and
							broken up in 2015
	88A778	CCCP-85642	Tu-154M	AFL/International	mfd	01jul88	on charge as of 01jul88; rgd 07jul88; f/n SVO 22jul88; l/n SVO 14aug92
		RA-85642	Tu-154M	Aeroflot Rus. Al	MLA	07apr93	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	Tu-154M	AFL/International	mfd	08jul88	on charge as of jul88; rgd 15jul88; f/n BUD 25jul88; last flight 08sep92, stored SVO 1992/1995
		RA-85643	Tu-154M	Aeroflot Rus. Al	f/f	11nov96	f/n AMS 04dec96; l/n SVO 10jun10, wfu; scrapped SVO jun10; t/t 44,313 hours and 16,870 cycles
	88A780	CCCP-85644	Tu-154M	AFL/International	mfd	20jul88	on charge as of jul88; rgd 25jul88; f/n LHR 04aug88; l/n HEL 23apr90
		MPR-85644	Tu-154M	MIAT Mongolia	d/d	may90	f/n LHR sep90; arrived at SNN 18jul94 for repaint back in Aeroflot c/s
		RA-85644	Tu-154M	Aeroflot Rus. Al	SNN	26jul94	in full c/s with grey tail; sat wfu at SVO, seen feb10/01jun10; scrapped at SVO jun10; t/t 41,390 hours
							and 14,852 cycles
	88A781	LZ-BTZ	Tu-154M	Bulgarian Govt.	mfd	31oct88	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; l/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 (Mr Mareszki) from Varna for \$ 395,000 in decl2; registration restored
							mar13; underwent extensive technical check in jun13 by Russian engineers, with final engine test 27jun13;
							ferried SOF-KUF 08jul13; still on overhaul at the factory by may15 and sold by Mr. Mareszki to Russia;
							reportedly sold to a private operator in Kazakhstan
							seen stored DMB 30oct17/1may19 with flat tyres, still in former Bulgarian Government c/s, no titles;
							operator from Kazakh CAA
	88A782	CCCP-85645	Tu-154M	Soviet Gvt/AFL c/s	mfd	30aug88	toc 01sep88; rgd 13sep88; opb 235 OAO at VKO; f/n SNN 05apr89; l/n SVO 11sep92
		RA-85645	Tu-154M	Russ. Gvt/AFL c/s	TXL	04nov92	l/n SVO 17jun94
		RA-85645	Tu-154M	Rossiya	trf	22jul94	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/t 21,810 hours
							and 8,232 cycles; l/n VKO 24mar11 stored; tender for assessment of value published 14apr11; broken up
							VKO aug12
	88A783	B-2615	Tu-154M	China Southwest	mfd	31aug88	rgd 1988; f/n CAN 15oct88; l/n CTU jun99/apr00, wfu
		B-608L	Tu-154M	ex China Southwest	VKO	30jul01	l/n VKO 21aug01; sold to Blagoveshchensk Air Enterprise
		RA-85101(2)	Tu-154M	Blagoveshchensk AE	VKO	21jun02	small titles on nose ?; ex-China Southwest c/s; see c/n 75A101
		RA-85101(2)	Tu-154M	Aviaexpresscruise	rgd	12jul02	leased from ACBO Investments; had additional small 'Finansovaya Lizingovaya Kompaniya' and 'Baltiskaya
							Stroitel'naya Kompaniya' titles; f/n DME 25jul02; l/n operational SVO 21feb05; seen in VARZ-400
							jun05/aug06, stored, still in basic China Southwest c/s
		RA-85101(2)	Tu-154M	Tatarstan	BCN	23jun07	l/n DXB 02dec08
		RA-85101(2)	Tu-154M	all-white c/s, n/t	KZN	04aug11	stored; t/t 23,766 hours and 10,613 cycles by 01jan10; l/n KZN aug12/30jul17, as such; canx between
							22mar18 and 25apr18; broken up by may18
	88A784	CCCP-85646	Tu-154M	AFL/International	mfd	08sep88	toc 09sep88; rgd 13sep88; f/n SNN 13sep88; l/n SVO 30jun92
		RA-85646	Tu-154M	Aeroflot Rus. Al	SVO	15may93	l/n AAQ 22aug09, active; seen SVO mar10/aug10, wfu; titles painted out by jun10; broken up SVO jun10;
							t/t 41,258 hours and 16,081 cycles
	88A785	CCCP-85647	Tu-154M	AFL/International	mfd	06oct88	toc 06sep88, but see mfd; f/n SNN 09oct88; rgd 18oct88; l/n SVO 18may91
		RA-85647	Tu-154M	Aeroflot	AMS	08oct92	
		RA-85647	Tu-154M	Aeroflot c/s, n/t	HEL	15may93	
		RA-85647	Tu-154M	Aeroflot Rus. Al	SVO	05sep93	l/n SVO 27dec08; wfu SVO in 1st quarter 2009, l/n may09; scrapped at SVO oct09, only small pieces
							remained by 13oct09
	88A786	CCCP-85648	Tu-154M	AFL/International	mfd	12oct88	toc 13oct88; f/n SNN 14oct88; rgd 18oct88; l/n SVO 29jun92
		RA-85648	Tu-154M	Aeroflot Rus. Al	r/r	29oct92	l/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	Tu-154M	AFL/International	mfd	12oct88	toc 13oct88; rgd 18oct88; f/n SNN 22oct88
		CCCP-85649	Tu-154M	Transaero	SVO	24jun92	in basic Aeroflot colours
		CCCP-85649	Tu-154M	AFL/International	SVO	14aug92	
		RA-85649	Tu-154M	Aeroflot Rus. Al	r/r	20oct92	l/n KUF 18jul09, active; seen SVO 08jul10, titles painted out, wfu; broken up SVO jul10; t/t 40,819 hours
							and 14,379 cycles
	88A788	CCCP-85650	Tu-154M	AFL/International	mfd	28oct88	already f/n SNN 17oct88, arrived in bare metal with '788' behind cockpit and Soviet flag on tail; rgd
							10nov88; on charge as of 01jan89; l/n SVO 07jul92
		RA-85650	Tu-154M	Aeroflot Rus. Al	r/r	15oct92	l/n SVO 22sep98; no longer in fleet list oct99
		RA-85650	Tu-154M	Aeroflot c/s, n/t	VKO	19aug99	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 24may02, company went bankrupt
	LZ-LCI RA-85650	Tu-154M Tu-154M	Bulgarian Air Ch. Airlines 400	H AJ AR N	08jun02 27apr04	leased from VARZ-400; l/n BTS 25jun03; in VARZ-400 fleet list 09jan04
	EP-MCF	Tu-154M	Iran Air Tour	THR	05sep05	leased from VARZ-400; in basic Bulgarian Air Charter c/s, resulting in 'Avalinii 400 Air Charter' titles; 'Natsionalnaya Sbornaya Komanda Rossii' (National Football Team of Russia) on nose; l/n PMI 10jun05; soc 11aug05 to Iran
88A789	OK-TCC OK-TCC B-4024	Tu-154M Tu-154M Tu-154M	CSA China United AI China United AI	d/d PRG PRG	13dec88 oct92 11oct92	c/n confirmed; leased from VARZ-400; in white c/s with blue tail, 'Iran Airtour Airline' titles; l/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
	B-4024	Tu-154M/D	Chinese Air Force	ph.	jan07	c/n in Czechoslovak register as '85789'; rgd same date; named 'Teplce'; l/n ZRH 28jul92 in basic ex-CSA c/s with badge and CAAC titles; canx 08oct92 in basic ex-CSA c/s with badge and CAAC titles, later repainted; l/n NAY 22sep05; converted to, see next line
88A790	B-2616 B-606L RA-85109(2) RA-85109(2)	Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk AE Aviaexpresscruise	mfd V KO	30nov88 30jul01	Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under fuselage; in civil c/s, no titles; l/n NAY 22sep19
	RA-85109(2) RA-85109(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	K ZN K ZN	29dec06 04aug11	rgd 1988; f/n V KO 05jul93; l/n CTU jun99/apr00, wfu l/n V KO 21aug01; sold to Blagoveshchensk Air Enterprise see c/n 75A109
88A791	B-2617 B-607L RA-85136(2) RA-85136(2) RA-85136(2) RA-85136(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest Blagoveshchensk AE Aviaexpresscruise Yakutiya Aviaexpresscruise	mfd V KO rgd rgd S VO	22dec88 30jul01 14dec01 26dec03 29jun04	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 arrived from overhaul at "Aviakor" that day; l/n BCN 28apr09 stored; t/t 21,502 hours and 10,111 cycles by 01jan10; l/n KZN may13/aug17 as such; canx between 22mar18 and 25apr18; broken up by may18
	RA-85136(2) RA-85136(2)	Tu-154M Tu-154M	Tatarstan all-white c/s, n/t	D XB K ZN	09may08 04aug11	rgd 1988; f/n CAN nov90; l/n CTU jun99/apr00, wfu l/n V KO 21aug01; sold to Blagoveshchensk Air Enterprise see c/n 76A136 and 91A889
88A792	OK-TCD OK-TCD OK-TCD RA-85847 RA-85847 RA-85847 RA-85847	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CSA Czech Airlines white tail, n/t Bashkirian AI Airlines 400 Bashkirian AI Zagros Airlines	mfd fr. PRG D ME rgd l sd	26dec88 01jan93 25jan00 24jan01 09jun01 09mar04 jul06	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 Stroitel'naya Kompaniya' titles on the nose; was stored at SVO but left in late 2007 l/n DXB 21nov08
	RA-85847	Tu-154M	Continental Aw	slid	14feb07	stored; t/t 21,038 hours and 9,983 cycles by 01jan10; l/n KZN aug12/30jul17 as such; canx between 22mar18 and 25apr18; broken up by may18
	EP-MCN	Tu-154M	Iran Air Tour	THR	14jun08	c/n in Czechoslovak register as '85792'; d/d 13jan89; rgd 17jan89; named 'Trencianské Teplce'; l/n PRG 02sep94; see trf next line
88A793	CCCP-85651 85651 RA-85651 RA-85651 RA-85651 EY-85651 EY-85651 EY-85651 EY-85651	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Aviacon Zitotrans Tajikistan AI Taban Air Tajik Air	mfd V KO S VO trf IST M UC AWZ D ME	07apr89 08jul92 27apr93 22jul94 18may98 18jan00 05may08 26sep10	f/n PRG jun95; l/n PRG 02jul99; last service 10jan00 ATH-PRG l/n PRG 30jan00, left for UFA this date; canx 31jan00 reported this day in an incident report f/n V KO 11jun01; l/n DME 30nov03; has basic Bashkirian c/s; not in fleet list 09jan04 in basic DME 24jul04; l/n IST 19sep05 in basic Bashkirian Airlines c/s with 'Zagros' titles and additional small Arabic titles on nose; f/n THR 10aug06; l/n THR 05sep06
88A794	CCCP-85652 RA-85652 RA-85652 LZ-LTF RA-85652 RA-85652 RA-85652	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikalavia Baikalavia Balkan Baikalavia Sibir S7 Airlines	mfd trf PEK VAR IKT IKT	27jan89 30jun92 oct95 jun99 05jun01 13jul01	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; l/n SZG 12jan08; ceased operations mar08
88A795	CCCP-85653 85653 RA-85653 RA-85653 RA-85653 RA-85653 RA-85653	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Vostokgazprom Airlines 400 Sibir	mfd V KO V KO trf rgd V KO	15apr89 08jul92 21mar93 22jul94 18jul01 30apr02 12mar04	still in full Continental c/s without any external reg; f/n THR 23jun08 with serial; l/n MHD 12oct10/15dec10 in full c/s; stored Esfahan HESA jan12/oct21 toc 07apr89; f/n SNN 12apr89; rgd 20apr89; opb 235 OAO; l/n V KO 27sep91
	EP-MCS no reg	Tu-154M Tu-154M	Iran Air Tour HESA	MRV THR	04aug08 22aug12	f/n V KO 23aug95, still with Aeroflot titles; f/n V KO 16apr97, in basic Aeroflot c/s with Rossiya titles and grey tail; l/n V KO 25aug97 soc 13jan99 as to Tajikistan
88A796	CCCP-85654 CCCP-85654 RA-85654 RA-85654 RA-85654	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikalavia Baikalavia Alrosa	mfd trf D ME rgd	25jan89 30jun92 21may94 11nov99	in fleet list 30sep00; in full c/s with Tajikistan titles; l/n DME 08aug06; seen DME 13jul07 with Tajik Air titles; l/n LED 28mar08; JSC Tajik Air was formed 30dec09, see next line
89A797	B-2618 B-609L RA-85149(2)	Tu-154M Tu-154M Tu-154M	China Southwest ex China Southwest no titles	mfd V KO V KO	31jan89 30jul01 21jun02	in basic Tajik Air c/s with 'Taban' titles and logo on the fin; l/n DXB 14dec09 in full c/s with Tajik Air titles; stored from 26nov11 according to an official document of assets dated 01jan18; seen DYU 30jan15/07apr18, stored on the grass
	RA-85149(2)	Tu-154M	Aeroflot-Don	rgd	12may03	rgd 27feb89; on charge as of 01jul89; f/n IKT 03mar92; l/n IKT 05jul92
89A798	RA-85149(2) RA-85149(2) CCCP-85655 RA-85655 RA-85655 RA-85655 RA-85655 RA-85655	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Donavia KavMinVody Avia Space Res. Centre Space Res. Centre Promexports Space Res. Centre Russian Air Force Space Res. Centre	V KO V KO CKL SXF IAD CKL SXF	24jan10 07apr11 09apr91 26may94 23jul99 20aug99 10jun00 sep04	carried 'Baikal Airlines' titles leased from Baikalavia since 18jun01; in basic Baikal c/s with 'Sibir' titles; with additional 'S7' logo and titles since jan06; l/n MUC 09feb08
89A799	RF-85655	Tu-154M	Space Res. Centre	CKL	21aug14	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; l/n wfu at OVB mar09; broken up OVB mar11 (as the first green S7 Tu-154)
	11+01 -- -- RA-85092(2) EP-MBL EP-MCE EP-EKC	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	German Air Force no titles all-white c/s, n/t MVM trading Iran Air Tour Iran Air Tour Eram Air	rgd DRS V KO rgd l sd V KO THR	03oct90 07feb00 07nov00 25sep00 19sep00 24jun05 03may08	carried 'Baikal Airlines' titles leased from Baikalavia since 18jun01; in basic Baikal c/s with 'Sibir' titles; with additional 'S7' logo and titles since jan06; l/n MUC 09feb08 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; l/n wfu at OVB mar09; broken up OVB mar11 (as the first green S7 Tu-154)
89A800	LZ-BTY RA-85096(2) EP-MBP EP-EAN EP-MCJ EP-EKD	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Balkan Middleton Group Iran Air Tour Aria Air Iran Air Tour Eram Air	mfd rgd rgd THR THR THR	14mar89 06jul01 16jul01 08jul07 22oct07 28may08	carried 'Baikal Airlines' titles leased from Baikalavia since 18jun01; in basic Baikal c/s with 'Sibir' titles; with additional 'S7' logo and titles since jan06; l/n MUC 09feb08 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; l/n wfu at OVB mar09; broken up OVB mar11 (as the first green S7 Tu-154)
89A801	CCCP-85656 CCCP-85656	Tu-154M Tu-154M	AFL/East Siberia Baikalavia	mfd trf	may89 30jun92	carried 'Baikal Airlines' titles leased from Baikalavia since 18jun01; in basic Baikal c/s with 'Sibir' titles; with additional 'S7' logo and titles since jan06; l/n MUC 09feb08 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; l/n wfu at OVB mar09; broken up OVB mar11 (as the first green S7 Tu-154)

	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 farm worker and several dozen cows killed; soc 27jul94; canx 03nov94
89A802	CCCP-85657 CCCP-85657 RA-85657 RA-85657 LZ-LTD RA-85657 EP-MBK LZ-LCD EP-MBK LZ-LCQ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikalavia Baikalavia Baikalavia Baikan Airlines 400 Iran Air Tour Bulgarian Air Ch. Iran Air Tour Bulgarian Air Ch.	mfd trf OMS SVO LHR rgd rgd FRA SHJ DME	05may89 30jun92 11jul93 21aug95 12apr99 29may00 27jun00 11may01 24nov03 08jun04	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 farm worker and several dozen cows killed; soc 27jul94; canx 03nov94 rgd 23may89; on charge as of 01jul89; f/n DME 15mar90 l/n IKT 05jul92, in Aeroflot c/s and titles in Aeroflot c/s and titles l/n CAN 25jan98; carried 'Baikal Airlines' titles l/n SOF 11mar00 lsf VARZ; soc and canx 30may00 as leased to Iran lsf VARZ, subleased from Airlines 400 27jun00; f/n VKO 02jun00; l/n SVO 02feb01 l/n VAR 07jul02; c/n reported as such l/n SHJ 28feb04 lsf VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 jul/sep08; broken up VKO 2008 d/d 26may89; in Czechoslovak register as '85803'; rgd 01jun89; l/n FRA dec92; canx 26jan93 l/n BTS 30mar94 l/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; l/n OSR 17sep17; flew BTS-Kosice 27sep17 for preservation at the Múzeum leteckva Koaice at Kojaice-Barca; l/n may22 c/n in Czechoslovak register as '85804'; d/d 02jun89; rgd 08jun89; named 'Mariánské Lázně'; l/n BCN 04apr94, see trf next line
89A803	OK-BYO OK-BYO OM-BYO	Tu-154M Tu-154M Tu-154M	CS-Gvt (LSFMV) Slovak Government Slovak Government	mfd trf r/r	15may89 01jan93 01apr94	lsf VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 jul/sep08; broken up VKO 2008 d/d 26may89; in Czechoslovak register as '85803'; rgd 01jun89; l/n FRA dec92; canx 26jan93 l/n BTS 30mar94 l/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; l/n OSR 17sep17; flew BTS-Kosice 27sep17 for preservation at the Múzeum leteckva Koaice at Kojaice-Barca; l/n may22 c/n in Czechoslovak register as '85804'; d/d 02jun89; rgd 08jun89; named 'Mariánské Lázně'; l/n BCN 04apr94, see trf next line
89A804	OK-UCE OK-UCE RA-85848 RA-85848 RA-85848 RA-85848 RA-85848 RA-85848	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CSA CSA Czech Airlines Bashkirian AI Permskiye Avialin. Sibir Nordwind Atlant-Sooyuz Zapolyarye Krasavia South East Kosmos Airlines	mfd fr. rgd PEE LED no reports VKO rgd no reports DME VKO	26may89 01jan93 30nov00 24aug06 09jan07 reports jan09 12aug09 04apr11 04oct12	lsf VARZ-400, subleased from Airlines 400; carried small additional 'Airlines 400' titles; seen in VARZ-400 jul/sep08; broken up VKO 2008 d/d 26may89; in Czechoslovak register as '85803'; rgd 01jun89; l/n FRA dec92; canx 26jan93 l/n BTS 30mar94 l/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; l/n OSR 17sep17; flew BTS-Kosice 27sep17 for preservation at the Múzeum leteckva Koaice at Kojaice-Barca; l/n may22 c/n in Czechoslovak register as '85804'; d/d 02jun89; rgd 08jun89; named 'Mariánské Lázně'; l/n BCN 04apr94, see trf next line Tu-154 service 10jan00 (IST-PRG); seen without titles PRG 20jan00; ferried from PRG to UFA 20jan00; canx 21jan00 f/n IST 04jun01, leased to Yevraziya 15feb02/30apr02; seen in ARZ-411 at MRV aug05/jun06, registration not applied by jun06 l/n DME 30nov06 leased from Bashkirian Airlines 26dec06/03dec07; in basic Permskiye Avialinii c/s, no titles; l/n DME 08oct07 leased from Bashkirian Airlines 06jun08/01sep08; in basic Permskiye Avialinii c/s, probably no titles leased from Bashkirian Airlines 30dec08; in basic Permskiye Avialinii c/s, initially no titles; l/n without titles VKO 11apr09; f/n with 'Atlant-Sooyuz' titles VKO 30may09; l/n VKO 07nov09, see rgd date below to Novaya FAK; leased 26oct09/27nov09; in basic Permskiye Avialinii c/s with 'Atlant-Sooyuz' logo on fin 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 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 cannibalized; 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); l/n 23feb22
89A805	SP-LCI RA-85821	Tu-154M Tu-154M	LOT Samara	mfd rgd	31may89 09oct95	rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95 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 maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95
89A806	RA-85821 SP-LCK SP-LCK RA-85822 RA-85822 RA-85822 RA-85822 HA-LGC RA-85822	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	UTair LOT LOT c/s, n/t Samara SAN Air Company Samara Atlant Hungary Samara	f/f mfd WAW rgd STR ret 07dec00 SVO	04feb11 29may89 07jul95 22jan96 28feb96 feb99 07dec00 18aug01	after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95 in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; l/n NRT 26oct96 l/n KUF 13aug99, still with SAN Air Company markings allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155 !; in full c/s; l/n DME 09aug08; operator's certificate 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' last service 09dec99 (BCN-PRG); l/n PRG 19dec99 when left for Ufa; canx 20dec99 l/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 toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94 l/n VKO 17may99, in Aeroflot c/s and titles already f/n LED 06sep00; l/n HAM 14jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/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 in basic ex-Pulkovo c/s; l/n NSK oct11/jun21 stored; canx between 20jul18 and 24aug18 toc 21jul89; rgd 28jul89; opb 235 OAO; f/n SNN 03aug89; l/n VKO 11sep92 l/n VKO 05sep93 in Aeroflot c/s and titles; l/n 17jul00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; l/n SVO 25feb01; damaged at VKO 25aug06 when the port wing hit a KrAZ fuel truck, repaired by VARZ-400; l/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; l/n IKT 05jul92 l/n AMS 12dec93; trf 22feb95 to Bratsk Air leased from Bratsk Air in basic ex Aeroflot c/s; l/n DXB 28aug99; still on register sep99 delivered this date; l/n BOJ 05sep00 f/n HAJ 19may01; l/n HAJ 25aug01, no titles f/n DME 05sep02; l/n DME 16nov03 lsf AeroBratsk and in their c/s; f/n LED 03dec04; operator's certificate revoked 01nov08; t/t 30,595 hours and 12,819 cycles; seen stored at KJA oct09/22aug19 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 remained by 01jun10 rgd 08aug89; f/n AMS 16sep89; last service 19oct95; canx 22may96; delivered ex WAW 12may96 rgd 17jan97; l/n UFA 18aug99 leased from Bashkirian Airlines; l/n SHJ 27apr00 seen in Zavod No. 411 GA at MRV aug05/jun06 under overhaul; registration not applied jun06; sold by Tekhnolizing to FinansBiznesGrupp in 2007 in Zavod No. 411 GA; rgd 23jan09 to FinansBiznesGrupp; sat wfu in Zavod No. 411 GA at MRV, seen sep11/aug12; scrapped by Zavod No. 411 GA by 02dec13 had East German Air Force serial 121 allocated, f/n Marxwalde 14oct89 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 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, see also c/n 90A855 c/n confirmed; still carried a China Northwest cheatline; l/n SHJ jan03; last overhaul completed in 2003 leased from Dalmshilzing; 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 f/n PEK 23jan90; l/n XIY may99/may00, stored rgd only 07sep01; named 'Arsenyev'; l/n VVO 09aug07; sold to Tekhnolizing aug07; ferried VVO-MRV 01sep07; l/n in ARZ-411 at MRV aug08 in white/blue c/s; l/n MRV 25oct09, stored with ARZ-411 in white/blue c/s with titles on left hand side; l/n AAQ 25aug10 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 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 toc 05oct89; f/n SNN 14oct89; rgd 26oct89; l/n ZRH 07oct92 l/n SVO 02jun10, wfu; broken up at SVO jun10; t/t 40,386 hours and 15,899 cycles toc 12oct89; rgd 26oct89; f/n SNN 19oct89; l/n SVO 30jun92 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 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 toc 11oct89; rgd 26oct89; f/n SNN 28oct89 in primer, for painting in Aeroflot c/s; l/n SVO 11sep92
89A807	OK-UCF OK-UCF RA-85846(2)	Tu-154M Tu-154M Tu-154M	CSA Czech Airlines Bashkirian AI	mfd PRG rgd	12jun89 jun95 26sep00	rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95 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 maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95 in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; l/n NRT 26oct96 l/n KUF 13aug99, still with SAN Air Company markings allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155 !; in full c/s; l/n DME 09aug08; operator's certificate 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' last service 09dec99 (BCN-PRG); l/n PRG 19dec99 when left for Ufa; canx 20dec99 l/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 toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94 l/n VKO 17may99, in Aeroflot c/s and titles already f/n LED 06sep00; l/n HAM 14jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/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 in basic ex-Pulkovo c/s; l/n NSK oct11/jun21 stored; canx between 20jul18 and 24aug18 toc 21jul89; rgd 28jul89; opb 235 OAO; f/n SNN 03aug89; l/n VKO 11sep92 l/n VKO 05sep93 in Aeroflot c/s and titles; l/n 17jul00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; l/n SVO 25feb01; damaged at VKO 25aug06 when the port wing hit a KrAZ fuel truck, repaired by VARZ-400; l/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; l/n IKT 05jul92 l/n AMS 12dec93; trf 22feb95 to Bratsk Air leased from Bratsk Air in basic ex Aeroflot c/s; l/n DXB 28aug99; still on register sep99 delivered this date; l/n BOJ 05sep00 f/n HAJ 19may01; l/n HAJ 25aug01, no titles f/n DME 05sep02; l/n DME 16nov03 lsf AeroBratsk and in their c/s; f/n LED 03dec04; operator's certificate revoked 01nov08; t/t 30,595 hours and 12,819 cycles; seen stored at KJA oct09/22aug19 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 remained by 01jun10 rgd 08aug89; f/n AMS 16sep89; last service 19oct95; canx 22may96; delivered ex WAW 12may96 rgd 17jan97; l/n UFA 18aug99 leased from Bashkirian Airlines; l/n SHJ 27apr00 seen in Zavod No. 411 GA at MRV aug05/jun06 under overhaul; registration not applied jun06; sold by Tekhnolizing to FinansBiznesGrupp in 2007 in Zavod No. 411 GA; rgd 23jan09 to FinansBiznesGrupp; sat wfu in Zavod No. 411 GA at MRV, seen sep11/aug12; scrapped by Zavod No. 411 GA by 02dec13 had East German Air Force serial 121 allocated, f/n Marxwalde 14oct89 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 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, see also c/n 90A855 c/n confirmed; still carried a China Northwest cheatline; l/n SHJ jan03; last overhaul completed in 2003 leased from Dalmshilzing; 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 f/n PEK 23jan90; l/n XIY may99/may00, stored rgd only 07sep01; named 'Arsenyev'; l/n VVO 09aug07; sold to Tekhnolizing aug07; ferried VVO-MRV 01sep07; l/n in ARZ-411 at MRV aug08 in white/blue c/s; l/n MRV 25oct09, stored with ARZ-411 in white/blue c/s with titles on left hand side; l/n AAQ 25aug10 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 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 toc 05oct89; f/n SNN 14oct89; rgd 26oct89; l/n ZRH 07oct92 l/n SVO 02jun10, wfu; broken up at SVO jun10; t/t 40,386 hours and 15,899 cycles toc 12oct89; rgd 26oct89; f/n SNN 19oct89; l/n SVO 30jun92 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 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 toc 11oct89; rgd 26oct89; f/n SNN 28oct89 in primer, for painting in Aeroflot c/s; l/n SVO 11sep92
89A808	CCCP-85658 RA-85658 RA-85658 RA-85658 RA-85658	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya Pulkovo Avia Rossiya Russian AI	mfd DUB trf rgd MXP	19jul89 11mar93 2F2jul94 14sep00 18mar07	rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95 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 maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95 in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; l/n NRT 26oct96 l/n KUF 13aug99, still with SAN Air Company markings allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155 !; in full c/s; l/n DME 09aug08; operator's certificate 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' last service 09dec99 (BCN-PRG); l/n PRG 19dec99 when left for Ufa; canx 20dec99 l/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 toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94 l/n VKO 17may99, in Aeroflot c/s and titles already f/n LED 06sep00; l/n HAM 14jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/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 in basic ex-Pulkovo c/s; l/n NSK oct11/jun21 stored; canx between 20jul18 and 24aug18 toc 21jul89; rgd 28jul89; opb 235 OAO; f/n SNN 03aug89; l/n VKO 11sep92 l/n VKO 05sep93 in Aeroflot c/s and titles; l/n 17jul00; repainted in grey c/s with cheatlines in the colours of the Russian flag and Rossiya titles; l/n SVO 25feb01; damaged at VKO 25aug06 when the port wing hit a KrAZ fuel truck, repaired by VARZ-400; l/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; l/n IKT 05jul92 l/n AMS 12dec93; trf 22feb95 to Bratsk Air leased from Bratsk Air in basic ex Aeroflot c/s; l/n DXB 28aug99; still on register sep99 delivered this date; l/n BOJ 05sep00 f/n HAJ 19may01; l/n HAJ 25aug01, no titles f/n DME 05sep02; l/n DME 16nov03 lsf AeroBratsk and in their c/s; f/n LED 03dec04; operator's certificate revoked 01nov08; t/t 30,595 hours and 12,819 cycles; seen stored at KJA oct09/22aug19 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 remained by 01jun10 rgd 08aug89; f/n AMS 16sep89; last service 19oct95; canx 22may96; delivered ex WAW 12may96 rgd 17jan97; l/n UFA 18aug99 leased from Bashkirian Airlines; l/n SHJ 27apr00 seen in Zavod No. 411 GA at MRV aug05/jun06 under overhaul; registration not applied jun06; sold by Tekhnolizing to FinansBiznesGrupp in 2007 in Zavod No. 411 GA; rgd 23jan09 to FinansBiznesGrupp; sat wfu in Zavod No. 411 GA at MRV, seen sep11/aug12; scrapped by Zavod No. 411 GA by 02dec13 had East German Air Force serial 121 allocated, f/n Marxwalde 14oct89 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 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, see also c/n 90A855 c/n confirmed; still carried a China Northwest cheatline; l/n SHJ jan03; last overhaul completed in 2003 leased from Dalmshilzing; 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 f/n PEK 23jan90; l/n XIY may99/may00, stored rgd only 07sep01; named 'Arsenyev'; l/n VVO 09aug07; sold to Tekhnolizing aug07; ferried VVO-MRV 01sep07; l/n in ARZ-411 at MRV aug08 in white/blue c/s; l/n MRV 25oct09, stored with ARZ-411 in white/blue c/s with titles on left hand side; l/n AAQ 25aug10 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 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 toc 05oct89; f/n SNN 14oct89; rgd 26oct89; l/n ZRH 07oct92 l/n SVO 02jun10, wfu; broken up at SVO jun10; t/t 40,386 hours and 15,899 cycles toc 12oct89; rgd 26oct89; f/n SNN 19oct89; l/n SVO 30jun92 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 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 toc 11oct89; rgd 26oct89; f/n SNN 28oct89 in primer, for painting in Aeroflot c/s; l/n SVO 11sep92
89A809	RA-85658 CCCP-85659 RA-85659 RA-85659	Tu-154M Tu-154M Tu-154M Tu-154M	Continent Soviet Gvt/AFL c/s Russ. Gvt/AFL c/s Rossiya	ROV mfd HEL trf	08jul11 21jul89 15jan93 22jul94	rgd 08jun89; last service 28oct94; delivered ex WAW 29jul95; canx 21sep95 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 maintenance at KJA by late 2010 after storage and maintenance; f/n KUF 18may11; l/n SGC 07jul13; broken up Vnukovo dec13 rgd 20jun89; last service 14oct93 canx 02oct95, delivered ex WAW 29sep95 in all white c/s with titles and tail logo and small 'Samara' titles on the lower fuselage; l/n NRT 26oct96 l/n KUF 13aug99, still with SAN Air Company markings allocated but never delivered and expired 07jun01 reported in Russian register mar03 with c/n 76A155 !; in full c/s; l/n DME 09aug08; operator's certificate 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' last service 09dec99 (BCN-PRG); l/n PRG 19dec99 when left for Ufa; canx 20dec99 l/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 toc 19jul89; f/n SNN 24jul89; rgd 28jul89; opb 235 OAO; l/n VKO 11sep92 l/n VKO 16jun94 l/n VKO 17may99, in Aeroflot c/s and titles already f/n LED 06sep00; l/n HAM 14jan07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/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 in basic ex-Pulkovo c/s; l/n NSK oct11/jun21 stored; canx between 20jul18 and 24aug

	RA-85665	Tu-154M	Aeroflot Rus. Al	MLA	21oct92	l/n SVO 12aug09; wfu in 3rd quarter 2009; t/t 46,335 hours and 16,191 cycles; l/n SVO 05jun10; broken up SVO jul10
89A820	CCCP-85666	Tu-154M	Soviet Government	mfd	25dec90	SatCom-equipped; on charge as of 01jan91; f/n SNN 03jan91, opb 235 OAO; arrived in natural metal c/s with Soviet flag for painting; see next line
	CCCP-85666	Tu-154M	Sovjetski Soyuz	rgd	10jan91	SatCom-equipped; in Aeroflot c/s with 'Sovjetski Soyuz' titles and very small Aeroflot titles below the cockpit windows; l/n SNN jan92
	85666	Tu-154M	Russ. Gvt/AFI c/s	SNN	15feb92	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; l/n VKO 11sep92
	RA-85666	Tu-154M	Russ. Gvt/AFI c/s	VKO	27apr93	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 16jun94
	RA-85666	Tu-154M	Rossiya	trf	22jul94	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; f/n VKO 25sep94; repainted in 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; l/n LED 22mar10
	RA-85001(2)	Tu-154M	Rossiya	HRK	21apr10	SatCom-equipped; in grey c/s with cheatlines in the colours of the Russian flag; l/n VKO 11mar11, active; seen VKO aug12; l/n VKO aug13, stored; broken up
89A821	YN-CBT	Tu-154M	Aeronica	mfd	28nov89	rgd 04dec89; d/d 20dec89; named 'Momotombo'; l/n VKO 16apr97
	RA-85830	Tu-154M	Omskavia	rgd	06apr98	f/n VKO 29apr98; l/n SVO 09aug98
	EP-MBB	Tu-154M	Iran Air Tour	lsd	05oct98	in basic ex Omskavia c/s with Iran Air Tour titles; seen SVO 20mar01; l/n ALA 08jun01; leased from Omskavia until 05oct02
	RA-85830	Tu-154M	Omskavia	DME	18aug02	soc 03sep02 and canx 04sep02 as leased to Iran
	EP-MHS	Tu-154M	Mahan Air	rgd	07sep02	l/n Omskavia in basic c/s with own titles and logo; f/n DXB oct02; l/n DXB 27feb04
	RA-85830	Tu-154M	Omskavia	OMS	05sep04	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 ?; l/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
	RA-85830	Tu-154M		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	Tu-154M	Alyemda	mfd	17nov89	l/n ADE 02apr90; stored at VKO, seen jun92/sep92
	RA-85803	Tu-154M	Krai Aero	trf	01may92	rgd 16sep92; f/n DUS 12jan93; l/n SVO 16jul93
	EK-85803	Tu-154M	Arax Airlines	WAW	dec96	still carried 'EK-' under the wing after it was sold to Russia; l/n SVO mar98
	RA-85803	Tu-154M	Vladivostok Avia	HKT	28dec99	l/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; l/n active AER 28may11; seen VVO jul11/nov11, stored; sold to Sumotori in early 2012; towed from the airport to the 'Primorskye koltso' (N43.356668 E132.085671) sports complex 12may12; will be used as a cafe; seen mar15, with additional RDS - 'Russian Drift Series' sticker on forward fuselage and revised tail logo; l/n oct22
89A823	B-2621	Tu-154M	China Xinjiang Al	d/d	03dec89	f/n XIY 03oct91; l/n URC 25sep99, operational; left operator mar01
	--	Tu-154M	China Xinjiang c/s	ALA	08jun01	no titles
	UN-85855(1)	Tu-154M	Sayakhat	ALA	08oct02	l/n FRU 28jun03 with titles scrubbed out
	UN-85855(1)	Tu-154M	Ayrau Airways	BTS	20aug03	named 'ADJL'; l/n ALA 18oct05
	UN-85855(1)	Tu-154M	MAK Air	trf	2006	in basic Ayrau c/s with own titles and logo; f/n TSE 15sep06; l/n ALA 20feb08; see c/n 86A723
	UP-T5405	Tu-154M	MAK Air	DME	23jul08	c/n confirmed by Kazakhstan CAA; in all-white c/s; offered for sale by Aero Asia 13apr10 with t/t 29,890 hours and 11,860 cycles; seen stored at ALA (N43.353939 E77.023734) jan11/aug13
89A824	SP-LCM	Tu-154M	LOT	mfd	21dec89	rgd 05jan90; last service 01aug94; delivered ex WAW 25aug94; canx 08sep94
	RA-85810	Tu-154M	Aeroflot Rus. Al	SVO	06may95	l/n SVO feb10/01jun10; t/t 28,900 hours and 12,884 cycles; broken up SVO jun10
89A825	CCCP-85667	Tu-154M	AFL/Magadan-GDX	mfd	26dec89	on charge as of 01jan90; rgd 08feb90; f/n SVO 14sep93
	RA-85667	Tu-154M	Aeroflot	GDX	08jul94	
	RA-85667	Tu-154M	Mavial/Magadan Al	trf	18oct94	l/n GDX 13may95, still in Aeroflot c/s and titles
	RA-85667	Tu-154M	Mavial/Magadan Al	ANC	27oct98	l/n DME 09aug01; seen in bare metal in VARZ-400 20aug02; canx 06sep02 as leased to Iran
	EP-LCD	Tu-154M	Kish Air	rgd	08sep02	f/n KIH 01nov02; l/n DXB 05dec03
	RA-85667	Tu-154M	Vladivostok Avia	rgd	11may04	f/n HTA 02oct04, in full c/s
	RA-85667	Tu-154M	Mavial/Magadan Al	KRR	07feb05	airline ceased operations 29jun06; seen GDX 28nov06, stored; sold to Aeroflot 19mar07; ferried to VARZ-400 for overhaul 19may07 and l/n there 26may07
	RA-85667	Tu-154M	Aeroflot Rus. Al	SVO	27jul07	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	Tu-154M	AFL/International	mfd	08jan90	on charge as of jan90; f/n SNN 09jan90; rgd 12jan90; l/n SVO 11sep92
	RA-85668	Tu-154M	Aeroflot Rus. Al	ADE	22oct92	l/n SVO 14may10, wfu; t/t 40,362 hours and 15,785 cycles; broken up SVO jun10
89A827	CCCP-85669	Tu-154M	AFL/International	mfd	08jan90	on charge as of jan90; rgd 12jan90; f/n SNN 14jan90
	CCCP-85669	Tu-154M	Transaero	HAM	26jun92	in basic Aeroflot c/s
	CCCP-85669	Tu-154M	AFL/International	SVO	08jul92	l/n SVO 14aug92
	RA-85669	Tu-154M	Aeroflot Rus. Al	PRG	15nov92	repainted in new c/s; l/n active SVO 27oct08; was to be wfu in 2nd quarter 2009; seen wfu at SVO 03sep09, registration painted out; seen being broken up 17oct09
89A828	CCCP-85670	Tu-154M	AFL/International	mfd	08jan90	on charge as of jan90; rgd 12jan90; f/n SNN 18jan90; l/n SVO 29jun92
	RA-85670	Tu-154M	Aeroflot Rus. Al	HEL	19nov92	l/n SIP 17oct09; last flight 30nov09; l/n SVO 05jun10, wfu; t/t 40.625 hours and 15,691 cycles; broken up at SVO starting 27jun10
89A829	CCCP-85671	Tu-154M	AFL/Magadan	mfd	05feb90	rgd 26feb90; on charge as of 01jul90; f/n SVO 24feb92
	RA-85671	Tu-154M	Aeroflot	GDX	08jul94	
	RA-85671	Tu-154M	Mavial/Magadan Al	trf	18oct94	l/n GDX 12may95, still in Aeroflot c/s and titles
	RA-85671	Tu-154M	Aviacon Zitotrans	SHJ	04feb97	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	l/n 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 there oct10
89A830	CCCP-85672	Tu-154M	AFL/Krasnoyarsk	mfd	24aug90	toc 24aug90; rgd 20oct90; l/n KJA 01jul92
	RA-85672	Tu-154M	Aeroflot	KJA	13jul93	opb Krasnoyarskiye avialinii
	RA-85672	Tu-154M	KrasAir	VIE	03jul95	Krasnoyarsk certificate revoked 01nov08; l/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 prospekt Metallurgov 2v at Krasnoyarsk from 15oct14; the rest of the airframe was scrapped at KJA after dec13
90A831	SP-LCN	Tu-154M	LOT	mfd	22feb90	rgd 06mar90; last service 15aug94; delivered ex WAW 25aug94; canx 08sep94
	RA-85811(1)	Tu-154M	Aeroflot Rus. Al	SVO	06may95	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)	Tu-154M	Balkan	mfd	28feb90	f/n LHR 30mar90; l/n LHR 12sep90; see c/n 74A054
	LZ-BTN (2)	Tu-154M	Lao Aviation	BKK	20oct91	l/n BKK dec91; returned jan92 and then leased to Palair Macedonian
	LZ-BTN (2)	Tu-154M	all-white c/s, n/t	ZRH	28jun92	opb Balkan; l/n MAN 25sep93
	LZ-BTN (2)	Tu-154M	Balkan	ORV	21feb94	again in full c/s; l/n FCO oct94
	LZ-BTN (2)	Tu-154M	United Nations	LGG	30mar95	in full all-white UN c/s, carried code 'UN-180'; l/n LYE 28aug95
	LZ-BTN (2)	Tu-154M	Balkan	ZRH	20jul96	in all-white c/s; l/n without titles AMS 19sep96; f/n with titles DUS 23may97; l/n BUD 30oct00
	LZ-HMN	Tu-154M	Balkan	SOF	19mar01	in basic Hemus Air c/s with 'Balkan' titles
	LZ-HMN	Tu-154M	Hemus Air	PRG	09jun01	in all-white c/s, initially without titles; l/n without titles STR 27jul01; f/n with titles MLA 31aug01; l/n FRA 30sep01
	LZ-HMN	Tu-154M	Balkan Holidays	LGW	01jun02	l/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, l/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 20aug23
90A833	CCCP-85673	Tu-154M	AFL/Vnukovo	mfd	30mar90	toc 01apr90; f/n SNN 03apr90, arrived for painting this date, see next line
	TC-GRB	Tu-154M	Greenair	SNN	11apr90	named 'Perestroika', delivered ex SNN this day after repaint; l/n VKO 25jan94, stored; see trf next line
	RA-85673	Tu-154M	Vnukovo Airlines	trf	18nov93	l/n VKO 24apr94; l/n FRA 20jul94
	RA-85673	Tu-154M	Active Air	IST	27may95	in basic Vnukovo Airlines c/s with Active Air titles
	TC-ACV	Tu-154M	Active Air	IST	29may95	in basic Vnukovo Airlines c/s with Active Air titles; named 'Fenerbahce'; l/n VKO 26may96
	RA-85673	Tu-154M	Vnukovo Al, n/t	ret	may96	f/n VKO 16apr97
	RA-85673	Tu-154M	Vnukovo Airlines	ZRH	22jul97	l/n VKO 24aug97
	RA-85673	Tu-154M	East Line	rgd	14jun00	probably as payment for debts; seen VKO 22jul00, in Vnukovo Airlines c/s; l/n VKO 19aug01 no engines, wfu ?;
	RA-85673	Tu-154M	Sibir	rgd	08feb02	f/n DME 16aug02; l/n DXB 15nov07; wfu OVB oct08; l/n OVB 27oct11, as such; broken up; canx before apr16
90A834	CCCP-85674	Tu-154M	AFL/Vnukovo	mfd	06apr90	toc 06apr90; f/n SNN 09apr90; arrived for painting this date, see next line
	TC-GRC	Tu-154M	Greenair	SNN	18apr90	named 'Fenerbahce', delivered ex SNN this day after repaint; l/n DUS 23jul93; returned nov93
	RA-85674	Tu-154M	Greenair	DUS	27jul94	named 'Fenerbahce' with extremely small registration, leased from Vnukovo Airlines; l/n HAJ 23oct94
	RA-85674	Tu-154M	Vnukovo Airlines	VKO	15may95	in fleet list 29aug95
	TC-ACI	Tu-154M	Active Air	IST	21jun95	named 'Senler'; in basic Vnukovo Airlines c/s; overran the runway at MST 12jul95 after landing late, coming to rest by the airport fence, no injuries or damage
	TC-ACI	Tu-154M	Kibris Turkish Al	FRA	18nov95	named 'Senler'; in basic Vnukovo Airlines c/s with KTHY logo on tail; l/n DUS mar96
	TC-ACI	Tu-154M	Active Air	FRA	19apr96	l/n VKO 26may96; named 'Senler', in basic Vnukovo Airlines c/s; returned may96
	RA-85674	Tu-154M	Vnukovo Al, n/t	SVO	04aug96	l/n VKO 16apr97
	RA-85674	Tu-154M	East Line	rgd	14jun00	probably as payment for debts
	RA-85674	Tu-154M	Sibir	rgd	12jul01	f/n VKO 16aug01; seen UTP 05jan08; add 'S7' logo and titles, l/n DME 20aug08; wfu OVB oct08; l/n OVB 30oct11, as such; broken up; canx before apr16
90A835	CCCP-85675	Tu-154M	Soviet Government	mfd	10jul91	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	Sovjetski Soyuz			SatCom-equipped; arrived SNN for painting; initially painted in Aeroflot c/s with 'Sovjetski Soyuz' titles and very small Aeroflot titles below the cockpit windows
	85675	Tu-154M	Russ. Gvt/AF/L c/s	SNN	30jan92	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 11sep92
	RA-86575	Tu-154M	Russ. Gvt/AF/L c/s	ZRH	29jan93	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 16jun94
	RA-85675	Tu-154M	Rossiya	trf	22jul94	SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO aug99, still SatCom-equipped; converted to 164 seater with Satcom removed, see next line
	RA-85675	Tu-154M	Airosa	rgd	29jun00	ready 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	Tu-154M	AF/L/Krasnoyarsk	mfd	28apr90	to c 28apr90; rgd 11jun90; f/n DME 12apr91; l/n DME 10sep92
	RA-85676	Tu-154M	Aeroflot	KJA	13jul93	
	RA-85676	Tu-154M	Khakasiya	trf	25nov93	leased to Aeroflot Russian Airlines 1994/1995
	RA-85676	Tu-154M	Trans-European	SVO	03sep96	l/n ATH 05nov96
	EP-MAM	Tu-154M	Iran Air Tour	THR	10mar97	
	RA-85676	Tu-154M	Aeroflot c/s, n/t	FRA	01aug98	operated for Sibaviatrans
	RA-85676	Tu-154M	Sibaviatrans	FRA	24apr99	l/n HAJ 06aug00
	RA-85676	Tu-154M	KrasAir	DME	19aug01	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); l/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	Tu-154M	CSA	d/d	may90	Mfd given as 30jun90 in Russian register; rgd 10jul90; named 'Luhakovic'
	OK-VCG	Tu-154M	Czech Airlines	PRG	jun95	last service 21sep99 SVO-PRG; sold to Unimpex 30sep99, for Iran; l/n PRG 01oct99, left for Vnukovo this date; canx 02oct99
	RA-85089(2)	Tu-154M	MVM trading	rgd	28jan00	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; l/n KIH feb12/feb16, stored; moved to the coast 14mar16 (N26.530019 E53.909724); l/n 28nov18
90A839	CCCP-85677	Tu-154M	AF/L/Magadan	mfd	29may90	rgd 11jun90; on charge as of 01jul90
	RA-85677	Tu-154M	Aeroflot	VKO	23may94	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	Mavial/Magadan AI	trf	28oct94	l/n DME 29jul00; CofR renewal 23aug00, operator not given in the Russian register; see previous and next lines
	RA-85677	Tu-154M	KrasAir	DME	22jul00	carried large 'Magadan 60 let' (60 years) and smaller 'Magadan Airlines' titles aug01/2006; CofR renewal 22oct01 to Mavial; airline ceased operations 29jun06; l/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; l/n MRV mar12/05aug20 stored; very tatty paintwork by aug20
	RA-85677	Tu-154M	Mavial/Magadan AI	ANC	21sep00	repainted in 2021 in Siberia colours and titles and false reg applied; see c/n 81A495
90A840	'RA-85495'	Tu-154M	Siberia	MRV	11sep21	
	LZ-MIG	Tu-154M	Varna Intl Air	mfd	22jun90	f/n SOF 07jul90
	LZ-MIG	Tu-154M	Macedonia Airlines	ZRH	11jul92	in basic VIA c/s
	LZ-MIG	Tu-154M	Varna Intl Air	DUS	jul93	l/n BSL 15oct05
	RA-85013(2)	Tu-154M	UTair	TJM	06dec06	received winglets during rework; lsf Avializing; CofA issued 02nov06; see c/n 71A013; l/n VKO 19jul13; scrapped TJM by 06jun14
90A841	CCCP-85678	Tu-154M	AF/L/Krasnoyarsk	mfd	01jun90	rgd 14jun90; on charge as of 01jul90; f/n DME nov90; l/n KJA 01jul92
	RA-85678	Tu-154M	Aeroflot	DME	07jul93	
	RA-85678	Tu-154M	KrasAir	trf	05apr94	leased from KrasAir; l/n DXB 03dec95
	EP-LAO	Tu-154M	Kish Air	ARN	27jan95	leased from KrasAir; still with '85678' under wing; l/n DXB 04oct96
	EP-LAS	Tu-154M	Kish Air	DXB	jan96	last overhaul completed 31jan99; l/n SVO 25jul00
	EP-MBC	Tu-154M	Iran Air Tour	THR	27sep99	f/n SVO 13apr01; l/n as such DME 23nov06; in full AiRUnion c/s by jul07; l/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 Oct10
	RA-85678	Tu-154M	KrasAir	rgd	22dec00	to c 30jun90; rgd 05sep90; f/n DME 12apr92
90A842	CCCP-85679	Tu-154M	AF/L/Krasnoyarsk	mfd	01jun90	
	RA-85679	Tu-154M	Aeroflot	DME	20mar93	
	RA-85679	Tu-154M	KrasAir	trf	05apr94	l/n DXB 18dec95; leased from KrasAir
	EP-LAP	Tu-154M	Kish Air	ARN	apr95	leased from KrasAir
	EP-LAT	Tu-154M	Kish Air	DXB	03mar96	l/n AAQ 17sep08; operator's certificate revoked 01nov08; seen KJA oct09/may10, wfu; was to be scrapped in mid-2010
	RA-85679	Tu-154M	KrasAir	IST	16jun98	rgd 06aug90; on charge as of 01jan91
90A843	CCCP-85680	Tu-154M	AF/L/Magadan	mfd	09jul90	
	RA-85680	Tu-154M	Aeroflot	OVB	12jul93	l/n SVX 23aug95
	RA-85680	Tu-154M	Mavial/Magadan AI	BRQ	20sep97	l/n BRQ 01oct97
	RA-85680	Tu-154M	Airlines 400	VKO	13jul00	in VARZ-400
	LZ-LTR	Tu-154M	Balkan	AMS	16aug00	l/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	Tu-154M	Bulgarian Air Ch.	HAM	05oct01	with additional 'Airlines 400' titles
	RA-85680	Tu-154M	Airlines 400	SZG	05jan02	lsf VARZ-400; l/n VKO 03jul05 in VARZ-400; Bulgarian Air Charter c/s, still with 'Air Charter' titles still and 'National Football Team of Russia' titles and logo on the nose
	LZ-LCU	Tu-154M	Airlines 400	VKO	03jul05	lsf 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	Tu-154M	Varna Intl Air	mfd	20jul90	f/n SOF 13aug90
	LZ-MIK	Tu-154M	Oriental Airlines	lsd	dec90	f/n SOF 27apr91
	LZ-MIK	Tu-154M	Varna Intl Air	ret	jun91	f/n LGW 29sep91; l/n HAM 07oct05
	RA-85016(2)	Tu-154M	UTair	trf	28dec06	received winglets during rework; lsf Avializing; f/n AYT 31aug07; see c/n 71A016; l/n VKO 19jul13; stored at UFA oct13; broken up jun14
90A845	LZ-MIL	Tu-154M	Varna Intl Air	mfd	21aug90	f/n SVO 04aug90
	LZ-MIL	Tu-154M	Oriental Airlines	lsd	18dec90	f/n Lagos 18dec90
	LZ-MIL	Tu-154M	Varna Intl Air	ret	<aug91	f/n BRU 09oct91
	LZ-MIL	Tu-154M	Blue Line	lsd	mar92	in basic VIA c/s with own titles and logo; f/n DUS 03apr92
	LZ-MIL	Tu-154M	Varna Intl Air	ret	may92	
	LZ-MIL	Tu-154M	Macedonia Airlines	DUS	18oct92	
	LZ-MIL	Tu-154M	Varna Intl Air	ZRH	25apr93	
	RA-85056(2)	Tu-154M	UTair	VKO	05mar07	l/n operational for VIA at DUS 30oct05; wfu at VAR; seen at VARZ-400 may06/aug06, reg removed by jul06; 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)	Tu-154M	not known	no	reports	test registration (taken from the accident report); see c/n 89A807
	B-2622	Tu-154M	China Southwest	rgd	apr90	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 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 AI	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	Tu-154M	Chinese Air Force	NAY	22sep16	no titles with Chinese flag; l/n NAY 28jun19
	CCCP-85681	Tu-154M	AF/L/Krasnoyarsk	mfd	10oct90	to c 11oct90; rgd 10nov90; l/n KJA 01jul92; l/n DME 16aug92
	RA-85681	Tu-154M	Aeroflot	KJA	13jul93	
	RA-85681	Tu-154M	Khakasiya	trf	25nov93	leased from Khakasiya; in basic Aeroflot c/s with Moscow Airways titles; l/n SVO 06jul95
	RA-85681	Tu-154M	Moscow Airways	SVO	17jun94	leased from Khakasiya; l/n DXB apr97
	EP-LAU	Tu-154M	Kish Air	DXB	aug96	
	RA-85681	Tu-154M	Sibaviatrans	FRA	11jul98	l/n HAJ 03apr99
	LZ-LTE	Tu-154M	Balkan	AMS	26may99	l/n AMS 27sep99; not in fleet list 31dec99
	RA-85681	Tu-154M	Khakasiya	VKO	mar00	
	RA-85681	Tu-154M	KrasAir	SVO	07aug00	l/n DME 03sep00
	RA-85681	Tu-154M	Khakasiya	rgd	10oct00	f/n UTP 05jan01; l/n UTP 28apr01
	RA-85681	Tu-154M	KrasAir	rgd	18may01	f/n KJA 03jun01; l/n DME 02apr02; still in fleet list dec02, but not by jan03
	RA-85681	Tu-154M	Khakasiya	rgd	04oct02	
	RA-85681	Tu-154M	Vladivostok Avia	h/o	05mar03	leased from Khakasiya; rgd 14mar03; named 'Abakan'; with 'Vladivostok Avia' titles both sides; f/n UTP 28dec03; l/n BCN 19sep07
	RA-85681	Tu-154M	UTair	VKO	29nov07	in VARZ-400; offered for sale by Avializing 12nov08 with t/t 25,471 hours; l/n LED 27aug13; canx before apr16

90A849	CCCP-85682 RA-85682 RA-85682	Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot KrasAir	mfd KJA CGN	06sep90 13jul93 17may96	toc 07sep90; rgd 20oct90; f/n DME 22feb92
	RA-85682	Tu-154M	Zapolyarye	NSK	09jul09	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 in basic AirUnion c/s with 'Zapolyarye' titles (on right-hand side only); l/n NOZ 24jun10; seen wfu KJA 01aug11 engines missing toc 16oct90; rgd 10nov90; f/n KJA 01jul92
90A850	CCCP-85683 RA-85683 EP-LAQ RA-85683 EP-MBI RA-85683	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Krasnoyarsk Aeroflot Kish Air KrasAir Iran Air Tour KrasAir	mfd DME THR ret no rgd	15oct90 20mar93 31aug95 1997 reports 12jan01	leased from KrasAir, in basic ex Aeroflot c/s, with Kish Air titles and tail logo; l/n DXB mar97 last overhaul completed 16jul99 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; l/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 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
90A851	CCCP-85684 RA-85684 RA-85684 RA-85684	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Aeroflot Ceita Avia Alosa	mfd DME trf VKO	12oct90 23may93 29jul93 22may00	f/n PEK nov95; l/n HTA 18apr98; leased to Sayany 21sep98; sold to Alosa 28may99 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 Izhma (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; l/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 Alosa to Muzei istorii aviatsii (Aviation History Museum) at Novosibirsk-Tolmachovo 30sep18; l/n 03jul23; was officially canx 01sep20
90A852	LZ-MIR LZ-MIR LZ-MIR LZ-MIR LZ-MIR LZ-MIR LZ-MIR	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Varna Intl Air Blue Line Varna Intl Air Macedonia Airlines Varna Intl Air Raji Airlines Varna Intl Air	mfd lsd apr92 ret ZRH BOJ SOF SXF	28sep90 apr92 may92 23may92 15aug93 14apr94 23sep94	f/n SOF 14dec90 f/n SXF 05apr92 also seen at PRG jun97 in full VIA c/s and small "leased by CSA" sticker, date of lease unknown; l/n 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, stored; canx between 25apr18 and 23may18 and broken up UFA jun18 rgd 11nov90; on charge as of 01jan91 in basic Aeroflot c/s with red 'Transaero' titles seen GDJ jul94/aug96, engines and parts missing; sold 2000 named 'Nakhodka'; f/n SVO 18jun00; l/n VKO 22jul07; underwent rework at VARZ-400 in late 2007/early 2008 last flight with passengers 23dec11; ferried to Tomsk 28dec11 for preservation, titles painted out; l/n TOF 29aug17 preserved in full Aeroflot colours with Soviet flag; l/n 29aug17 SatCom-equipped; toc 30jan92; opb 235 OAO; f/n SNN 04feb92, natural metal c/s for painting SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail with very small Aeroflot titles below the cockpit windows; rgd 10feb92; l/n VKO 16aug92 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; l/n VKO 16jun94 SatCom-equipped; in basic Aeroflot c/s with 'Rossiya' titles and grey tail; repainted in grey c/s with cheatlines in the colours of the Russian flag; l/n CKL 22aug14 SatCom-equipped; in basic Rossiya c/s, no titles; CoFR renewal 26feb15; l/n HEL 22sep21 rgd 1990; f/n CAN 10oct90; l/n XIY may99/may01, stored; possibly the aircraft seen Zhukovski 19aug01, without registration, see also c/n 89A814 see c/n 74A055; canx same date as leased to Iran rgd 22mar02; f/n SHJ 04dec02; new c/s since early 2006; l/n KIH 23feb07 in full c/s c/n confirmed; l/n THR 14oct07 in basic Iran Air Tour c/s with 'Eram Air' titles; seen THR jan12/07dec18, stored; reportedly broken up there feb19
	RA-85018(2)	Tu-154M	UTair	VKO	jan07	
90A853	CCCP-85685 CCCP-85685 CCCP-85685 RA-85685	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan Transaero Aeroflot Vladivostok Avia	mfd TXL SVO rgd	23oct90 13jan92 01jun92 30may00	
	RA-85685	Tu-154M	UTair	VKO	08jun08	
90A854	CCCP-85685 CCCP-85686 85686	Tu-154M Tu-154M Tu-154M	Aeroflot Soviet Government Russ. Gvt/AFL c/s	TOF mfd SNN	27jul12 29jan92 09feb92	
	RA-85686 RA-85686	Tu-154M Tu-154M	Russ. Gvt/AFL c/s Rossiya	VKO trf	15may93 22jul94	
	RA-85686 B-2623	Tu-154M Tu-154M	Russian Air Force China Northwest	ABA mfd	04jan15 31oct90	
	RA-85085(2) EP-MBU EP-EAO EP-MCK EP-EKE	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Middleton Group Iran Air Tour Aria Air Iran Air Tour Eram Air	rgd lsd THR THR THR	21mar02 23mar02 15aug07 24aug07 22jun08	
90A856	B-4015 B-4015	Tu-154M Tu-154M/D	China United AI Chinese Air Force	rgd ph.	1990 jan07	
90A857	CCCP-85687 RA-85687 RA-85687 EP-MAC RA-85687 EP-MAZ RA-85687 RA-85687	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aeroflot Sibir Iran Air Tour Sibir Iran Air Tour Sibir S7 Airlines	mfd OVB trf rgd lsd rgd VKO	26nov90 21apr93 29dec94 26jun97 20sep98 25apr01 23mar05	
90A858	OK-BYP OK-BYP OK-VCP OK-VCP OK-VCP OK-AS841	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	CS-Gvt (LSFMV) Ensor Air Ensor Air Czech Government Travel Service AI Omskavia	mfd lsd r/r PRG PRG rgd	29dec90 09sep92 27apr93 apr94 12sep97 20jan00	
	EP-MBG RA-85841	Tu-154M Tu-154M	Iran Air Tour Omskavia	THR rgd	01dec99 02apr03	
	RA-85841 RA-85841	Tu-154M Tu-154M	Domodedovo Airl. Atlant-Soyuz	DME VKO	05feb05 06dec08	
90A859	CCCP-85688 RA-85688 RA-85688 EP-ITS	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aeroflot Sibir Iran Air Tour	mfd OVB trf SVO	12dec90 21apr93 29dec94 16may95	
	RA-85688 RA-85688 OM-VEA (2) RA-85688 RA-85688	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Sibir Air Transp. Europe Sibir S7 Airlines	FRA SHJ OVB OVB	10nov97 04jul98 15may99 15oct99 29may05	
90A860	CCCP-85689 EP-ITF RA-85689 RA-85689 EP-MBA RA-85689 LZ-LTP RA-85689 RA-85689 RA-85689 RA-85689 EP-MCT	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Iran Air Tour Bratsk Avn Ent. Bratsk Avn Ent. Iran Air Tour Sibir Baikan Aeroflot c/s, n/t Airport Bratsk East Line AeroBratsk Vladivostok Avia Iran Air Tour	mfd lsd trf VKO DXB rgd SOF SZG trf STR rgd rgd THR	28dec90 93/94 ? 20jan94 30jun96 28nov98 15oct99 22jun00 30dec00 end2001 04jan02 05jun03 11may04 22jun08	
90A861	CCCP-85690 RA-85690 RA-85690 RA-85690 RA-85690	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/East Siberia Baikalavia Baikalavia Daallo Airlines Sibir	mfd trf SVO SHJ rgd	29dec90 30jun92 10mar96 28oct00 23nov00	
	RA-85690 862	Tu-154M Tu-154M	Zapolyarye LOT Polish Air Force	ABA mfd trf	aug09 25dec90 28sep94	
90A862						

	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; l/n WAW 16jul11; last flight for the Polish Air Force 05aug11; ferried 26oct11 Warsaw to Minsk-Mazowiecki for storage; l/n Minsk-Mazowiecki 29may13 f/n DUS 19jul91; in all-white c/s with 'VIA' on the fin; l/n FRA 05oct91
90A863	LZ-MIS LZ-MIS LZ-MIS	Tu-154M Tu-154M Tu-154M	Varna Intl Air Macedonia AS Varna Intl Air	mfd ZRH LGW	29dec90 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, 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 22jul07; l/n VKO 13feb13; last flight 27mar14 to Samara-Smyshlyayevka for the Samara State Aerospace University; l/n 26oct23 to c 08feb91; rgd 18feb91; f/n DME 22may91 with Aeroflot and additional 'Tochikiston' titles 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; l/n SHJ 13jan94; Tajik Air was renamed Tajikistan Airlines 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; l/n SHJ mar98; seen SHJ jun99 with green/blue tail, titles and tail logo; l/n DXB 19sep99 still in fleet list 30sep00 leased from Tajikistan Al; in basic ex Tajikistan Al c/s with Aria Air titles; l/n SHJ 22feb01 seen MUC 12jun01; in Aeroflight fleet list nov01; with Tajikistan titles; l/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; l/n SHJ 08feb04 in fleet list 01nov04 as lsd to Aeroflight; with Tajikistan titles; l/n DME 10jun07; seen DME 10aug07 with Tajik Air titles; l/n LED 15oct08 with titles; l/n DXB 25sep09, active 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; l/n 07apr18 to c 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 registration read off the nose wheel door Sharjah oct99 l/n SHJ 24nov99, when entered paint shop; still in fleet list 30sep00, see below leased from Tajikistan Airlines; with green/blue tail, titles and tail logo; l/n DXB nov00; seen SHJ mar01 in basic Tajikistan Al c/s with Daallo Airlines titles and without tail logo; l/n SHJ 03may02 l/n IST 13jan07; seen DME 24jun07 with Tajik Air titles; JSC Tajik Air was formed 30dec09; l/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; l/n 07apr18 to c 04apr91; rgd 18apr91; l/n OVB 20jun92; in full Aeroflot c/s; l/n OVB 01jul92 and GOT 24oct93; leased from Sibir, in basic ex Aeroflot c/s with white tail and Iran Air Tours titles; l/n OVB 26jul94 f/n SHJ 08nov95 leased from Sibir for five months; see c/n 90A859 returned to Novosibirsk that day 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; 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 in basic ex Aeroflot c/s with titles and small tail logo; l/n ORY 16jul91 f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n KJA 08jul94
90A864	RA-85069(2) RA-85069(2)	Tu-154M Tu-154M	primer UTair	VKO d/d	15may07 23jun07	
90A864	CCCP-85691 CCCP-85691 CCCP-85691	Tu-154M Tu-154M Tu-154M	AFL/Tajikistan Tajik Air Daallo Airlines	mfd SHJ SHJ	08feb91 feb93 may93	
	EY-85691	Tu-154M	Daallo Airlines	SHJ	08may94	
	EY-85691 EP-EAB EY-85691 EP-EAG	Tu-154M Tu-154M Tu-154M Tu-154M	Tajikistan Al Aria Air Tajikistan Al Aria Air	PRG DXB SHJ rgd	10apr00 01dec00 18apr01 28dec02	
	EY-85691	Tu-154M	Tajikistan Al	DME	30jun04	
	EY-85691 EY-85691	Tu-154M Tu-154M	Taban Air Tajikistan Al	DXB	19mar09	
90A865	CCCP-85692 EY-85692	Tu-154M Tu-154M	AFL/Tajikistan Tajik Air	mfd	jan91 27nov93	
	EP-TUE EY-85692 EY-85692	Tu-154M Tu-154M Tu-154M	Iran Aseman Al Tajikistan Al Daallo Airlines	no SHJ SHJ	reports 20oct99 01dec99	
	EY-85692	Tu-154M	Tajikistan Al	IST	14oct02	
91A866	CCCP-85693 EP-ITG	Tu-154M Tu-154M	AFL/West Sib.-OVb Iran Air Tour	mfd ATH	07mar91 27mar93	
	RA-85693 OM-VEA (1) RA-85693 EP-MAS RA-85693	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibir Air Transp. Europe Iran Air Tour Sibir	trf BTS BTS lsd rgd	29dec94 22jun97 06oct97 sum '98 07sep99	
91A867	CCCP-85694 CCCP-85694 RA-85694 EP-ITU EP-MAE RA-85694 EP-MAY RA-85694	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Transair Mali KrasAir Iran Air Tour Iran Air Tour KrasAir Iran Air Tour KrasAir	mfd ABJ trf ARN SVO SHJ no rgd	05apr91 29may91 05apr94 jun95 03sep96 14feb98 reports 29oct99	
91A868	CCCP-85695	Tu-154M	Baikalavia	mfd	12apr91	
	RA-85695 RA-85695 RA-85695	Tu-154M Tu-154M Tu-154M	Baikalavia Pulkovo Avia Rossiya Russian Al	DME rgd CPH	01sep93 11jun99 30mar07	
91A869	CCCP-85696 RA-85696 RA-85696	Tu-154M Tu-154M Tu-154M	Magadan Avialinii Aeroflot Mavial/Magadan Al	mfd VKO trf	11apr91 21may94 18oct94	
	RA-85696 RA-85696 RA-85696 RA-85696 RA-85696 RA-85696 RA-85696	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Mavial/Magadan Al Aviacon Zitotrans Aeroflot c/s, n/t Mavial/Magadan Al IRS Aero Continental Aw	BRQ IST LCA SVO SNN rgd	22jun97 22jun98 12dec99 13mar00 20jul00 09jul02	
91A870	CCCP-85697 RA-85697 RA-85697 RA-85697 EP-MAB RA-85697 EP-MAQ RA-85697	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Sib.-OVb Globe Trotters Aeroflot Sibir Iran Air Tour Sibir Iran Air Tour Sibir	mfd DXB DXB trf	23apr91 dec92 22feb93 29dec94	
	EP-MAB RA-85697 EP-MAQ RA-85697	Tu-154M Tu-154M Tu-154M Tu-154M	Iran Air Tour Sibir Iran Air Tour Sibir	1995 may96 jul96 09jul98		
91A871	CCCP-85698 CCCP-85698 85698 4K-85698 4K-85698 LZ-LTO 4K-85698 LZ-LCO EP-MBS	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Azerbaijan Aeroflot Aeroflot Aeroflot Aeroflot c/s, n/t Balkan Azerbaijan Al Bulgarian Air Ch. Iran Air Tour	mfd DME DME LED BAK SOF DUS lsd	21may91 20jul91 15aug92 16jun93 13apr94 13jun00 23dec00 21jan02	
91A872	B-4016 B-4016 B-4016	Tu-154M Tu-154M Tu-154M/D	China United Al Chinese Air Force Chinese Air Force	rgd KMG NAY	1991 29oct08 22sep15	
91A873	B-4017 B-4017	Tu-154M Tu-154M/D	China United Al Chinese Air Force	rgd NAY	1991 15oct07 29jan15	
91A874	CCCP-85699 CCCP-85699 EP-ITC EP-ITC RA-85699 RA-85699	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibavia Transaero Iran Air Tour Aeroflot c/s, n/t Aeroflot Sibir	mfd HAM OVB OVB OVB trf	21jun91 26jun92 30jul92 21apr93 12jul93 29dec94	
	RA-85699	Tu-154M	Moskoviya	trf	nov08	
91A875	CCCP-85700 85700 UR-85700 LZ-HMY RA-85700 RA-85700	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny Hemus Air no titles Yakutiya	mfd KBP rgd LGW DME VKO	04jul91 15apr92 10jan93 14may02 25jun05 02jul06	
	UR-85700 LZ-HMY RA-85700 RA-85700	Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Hemus Air no titles Yakutiya	rgd LGW DME VKO	10jan93 14may02 25jun05 02jul06	

	RA-85700	Tu-154M	Kosmos	VKO	08jun13	in basic ex Yakutiya c/s, with titles and tail logo; l/n VKO 15oct13; last flight probably UFA-VKO 21oct13; broken up VKO jun14
91A876	CCCP-85701(2) 85701(2) UR-85701(2) UR-85701(2) RA-85701(2) RA-85701(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny Avialini. Ukrayiny Donbass Airlines Vladivostok Avia	mfd STR rgd DEL DXB rgd	05jul91 09apr92 10jan93 12apr95 feb97 27sep04	still in Aeroflot c/s with titles and Ukrainian flag; l/n TAT 19nov92 l/n ZRH 04apr93 l/n SHJ 05dec95 with titles and tail emblem; l/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; l/n VVO 19aug10, active; stored at VVO from 03sep10, offered for sale 17apr12; l/n jul20/sep22; see c/n 86A724 toc 18jul91; rgd 20sep91; f/n DME 16apr92; l/n KJA 01jul92, in full Aeroflot c/s; see Tu-154 prototype c/n 69M002
91A877	CCCP-85702(2)	Tu-154M	Krasnoyarskavia	mfd	15jul91	
	RA-85702(2) RA-85702(2) EP-ITK RA-85702(2) RA-85702(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot KrasAir Iran Air Tour KrasAir Aviacon Zitotrans	KJA trf KJA NSK SHJ	13jul93 04apr94 08jul94 jan96 08oct96	leased from KrasAir
	RA-85702(2) EP-MBV RA-85702(2)	Tu-154M Tu-154M Tu-154M	KrasAir Iran Air Tour KrasAir	rgd rgd rgd	29oct99 07dec02 21may04	in basic ex Aeroflot c/s with tail logo and titles; l/n LCA 16aug97; leased from KrasAir from oct95 until mid 98 last overhaul completed 28aug01; l/n DME 08oct02; soc 21oct02 as leased to Iran f/n SHJ 27oct03; l/n DXB 28dec03 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, l/n oct09; still current on Russian register nov09; broken up toc 02aug91; photo exists on the production line at Samara; see Tu-154 prototype c/n 69M003 rgd 20sep91; l/n SXF oct91 l/n DME 07jul93; with small additional Aeroflot titles below the cheatline l/n FRA 01jun94 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; l/n MSQ 01nov16/15apr19, stored toc 02aug91; rgd 20sep91; f/n DME 26sep91, in full Aeroflot c/s; see Tu-154 prototype c/n 69M004
91A878	CCCP-85703(2) CCCP-85703(2) CCCP-85703(2) EW-85703(2) EW-85703(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan AFL/Belarus Belarussia Al Belarussia Al Belavia	mfd trf LEJ FRA TLV	31jul91 sep91 may92 26jul93 mid1994	leased from KrasAir seen many times without titles until feb96 l/n DXB 15mar98; c/n from JP-98; leased from KrasAir l/n HAJ 17sep05; operator's certificate revoked 01nov08; soc 09dec05 as leased to Iran c/n confirmed; lsf 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; l/n THR 19apr08 in basic KrasAir c/s, initially without titles; l/n as such KJA 11may09; seen with titles NSK 10aug09; seen DME sep10/jul19, (N55.408733 E37.915289) stored toc 10aug91; rgd 26aug91; f/n OVB 01jul92, in full Aeroflot c/s
91A879	CCCP-85704(2) RA-85704(2) RA-85704(2) RA-85704(2) RA-85704(2) EP-LAV RA-85704(2) EP-MCH	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Aeroflot KrasAir Air AJT Internat. ex-Air AJT c/s Kish Air KrasAir Iran Air Tour	mfd DME trf LGV DUS THR DME THR	02aug91 20mar93 05apr94 19aug95 nov95 mar97 29jun98 14apr06	leased from KrasAir seen many times without titles until feb96 l/n DXB 15mar98; c/n from JP-98; leased from KrasAir l/n HAJ 17sep05; operator's certificate revoked 01nov08; soc 09dec05 as leased to Iran c/n confirmed; lsf 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; l/n THR 19apr08 in basic KrasAir c/s, initially without titles; l/n as such KJA 11may09; seen with titles NSK 10aug09; seen DME sep10/jul19, (N55.408733 E37.915289) stored toc 10aug91; rgd 26aug91; f/n OVB 01jul92, in full Aeroflot c/s
	RA-85704(2)	Tu-154M	Zapolyarye	trf	jan09	
91A880	CCCP-85705 EP-ITB RA-85705 EP-MAI RA-85705 EP-MBH RA-85705 EP-MCL	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibavia Iran Air Tour Sibir Iran Air Tour Sibir Iran Air Tour Sibir Iran Air Tour	mfd ARN HAJ SVO rgd lsd rgd lsd	09aug91 mar94 aug94 aut '96 21nov97 06mar00 30apr02 jan06	leased from Siber trf 29dec94 to Siber leased from Siber; seen THR mar97 l/n FRA 10oct99 f/n SYZ 14mar00; leased from Omskavia until 05mar02 f/n HAJ 13jul02; l/n DME 27oct05; soc 12dec05 as to Iran 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 the wings and now full Iran Air Tour c/s, f/n THR 05dec08; l/n THR feb11/may16, stored toc 09sep91 rgd 16sep91; f/n SXF 25oct91; still CCCP- 07jun93 l/n MSQ 08sep93, no flag on tail l/n MSQ 23apr11; seen MSQ 16aug12 being painted for preservation; l/n 02nov12 as such; replaced by EW-85581 and moved back to the airfield; l/n MSQ jul15/nov16, stored; reported scrapped may18 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 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; l/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 to Barrow Management of London; version for 164 passengers; started revenue flights 27jul09; initially in white/light grey c/s with titles; l/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 14nov17); canx between 23nov17 and 26dec17 in full Aeroflot c/s; toc 11sep91; rgd 22oct91; f/n DME 23feb92; l/n KJA 01jul92
91A881	CCCP-85706 CCCP-85706 EW-85706 EW-85706	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Magadan AFL/Belarus Aeroflot Belavia	mfd trf SNN FRA	19aug91 sep91 05jul93 08nov93	leased from Siber trf 29dec94 to Siber leased from Siber; seen THR mar97 l/n FRA 10oct99 f/n SYZ 14mar00; leased from Omskavia until 05mar02 f/n HAJ 13jul02; l/n DME 27oct05; soc 12dec05 as to Iran 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 the wings and now full Iran Air Tour c/s, f/n THR 05dec08; l/n THR feb11/may16, stored toc 09sep91 rgd 16sep91; f/n SXF 25oct91; still CCCP- 07jun93 l/n MSQ 08sep93, no flag on tail l/n MSQ 23apr11; seen MSQ 16aug12 being painted for preservation; l/n 02nov12 as such; replaced by EW-85581 and moved back to the airfield; l/n MSQ jul15/nov16, stored; reported scrapped may18 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 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; l/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 to Barrow Management of London; version for 164 passengers; started revenue flights 27jul09; initially in white/light grey c/s with titles; l/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 14nov17); canx between 23nov17 and 26dec17 in full Aeroflot c/s; toc 11sep91; rgd 22oct91; f/n DME 23feb92; l/n KJA 01jul92
91A882	CCCP-85707 UR-85707	Tu-154M Tu-154M	Avialini. Ukrayiny Avialini. Ukrayiny	mfd KBP	29aug91 17jun93	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; l/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 to Barrow Management of London; version for 164 passengers; started revenue flights 27jul09; initially in white/light grey c/s with titles; l/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 14nov17); canx between 23nov17 and 26dec17 in full Aeroflot c/s; toc 11sep91; rgd 22oct91; f/n DME 23feb92; l/n KJA 01jul92
	RA-85707	Tu-154M	no titles	KBP	07feb08	
	RA-85707	Tu-154M	Yakutiya	rgd	16jul09	
91A883	CCCP-85708 85708 EP-ITJ RA-85708 RA-85708 EP-MCG RA-85708 RA-85708	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Krasnoyarskavia Aeroflot Iran Air Tour KrasAir KrasAir Iran Air Tour KrasAir Zapolyarye	mfd SVO GOT trf IST THR UUS trf	30aug91 16may93 22dec93 05apr94 01sep95 31jan06 29aug08 may09	seen DME 07may95, in Aeroflot c/s, no titles l/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; l/n SVO 01apr08; returned to Russia 03may08 in full c/s; operator's certificate revoked 01nov08 seen KJA 15oct09, still in full KrasAir c/s; overhauled by the Aviakor factory at Samara-Bezmyanka (seen 06nov09) and retained as the overhaul was had not yet been paid for by jul11 toc 19sep91; rgd 15oct91; opb Tolmachevski OAO; in full Aeroflot c/s; f/n STN 07may92; see c/n 85A709 still in full Aeroflot c/s including titles leased from Siber; seen in bare metal in ARZ-411 at MRV 15may96 leased from Siber; l/n SHJ dec99 f/n mar01; l/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 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 rgd 15oct91; trf to Avialiniyi Ukrayiny but not repainted; f/n FRA 04jul92; operated Greenair flights jul92; l/n SVO 26apr93; officially to, see next line 'UR-' not taken up according to Ukrainian CofA # 1050; never wore Avialiniyi Ukrayiny colours; canx 22jan95, see dates next lines leased from Avialiniyi Ukrayiny; CofA checked AMS 24may93 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 f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentki OAO leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997 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 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 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/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
91A884	CCCP-85709(2) RA-85709(2) RA-85709(2) EP-ITM RA-85709(2) EP-MAK RA-85709(2) RA-85709(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Sibavia Sibavia Sibir Iran Air Tour Sibir Iran Air Tour Sibir Atlant-Soyuz	mfd OVB trf ARN FRA THR rgd rgd	09sep91 21apr93 29dec94 19apr95 15sep96 mar97 21dec00 15feb05	leased from Siber; seen in bare metal in ARZ-411 at MRV 15may96 leased from Siber; l/n SHJ dec99 f/n mar01; l/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 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 rgd 15oct91; trf to Avialiniyi Ukrayiny but not repainted; f/n FRA 04jul92; operated Greenair flights jul92; l/n SVO 26apr93; officially to, see next line 'UR-' not taken up according to Ukrainian CofA # 1050; never wore Avialiniyi Ukrayiny colours; canx 22jan95, see dates next lines leased from Avialiniyi Ukrayiny; CofA checked AMS 24may93 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 f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentki OAO leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997 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 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 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/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
91A885	CCCP-85710 UR-85710 RA-85710 RA-85710 RA-85710	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Ukraine-ODS Avialini. Ukrayiny Aeroflot Rus. Al Atlant Vladivostok Avia	mfd r/r rgd IST rgd	26sep91 21jan93 26apr93 aug94 24oct96	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 f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentki OAO leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997 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 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 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/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
91A886	B-2624 RA-85204(2) RA-85204(2)	Tu-154M Tu-154M Tu-154M	Sichuan Airlines Pulkovo Avia Rossiya Russian Al	mfd rgd ph.	26sep91 10dec01 20nov06	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 f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentki OAO leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997 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 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 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/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
91A887	CCCP-85711 UK-85711 UK-85711 85711 UK-85711	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Uzbekistan Uzbekistan Airways Pakistan Intl Aw Pakistan Intl Aw Uzbekistan Airways	mfd TAS KHI KHI TAS	11oct91 04apr93 06dec96 14may97 23sep97	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 f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentki OAO leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997 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 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 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/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
91A888	CCCP-85712 RA-85712 RA-85712 RA-85712 RA-85712 RA-85712	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	ALAK Lietuva ALAK Aviaexpresscruise Yakutsk Avial. Aviaexpresscruise Atlant-Soyuz	mfd KUN VKO VKO DME VKO	30sep91 10feb93 17jul93 19aug99 04jul00 18aug03 17sep08	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 f/n CTU nov91; l/n CTU 11apr00, operational c/n confirmed; f/n Samara-Bezmyanka 27jun02, partly painted; seen LED 29jul02, without titles; seen MLA 13aug02, with titles; l/n DUS 04aug06; see c/n 77A204 being repainted; in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n HEL 03jan07; l/n LED 04jul09/01jun10, stored; in the process of being scrapped 21/27nov10; t/t 29,678 hours and 14,994 cycles toc 19oct91; rgd 30oct91; opb Tashkentki OAO leased from Uzbekistan Airways from late 1996 leased from Uzbekistan Airways until early 2001, but was returned in summer 1997 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 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 16aug92; photo STN 15sep92 with additional large 'red cross' behind the forward entry door; operated flight "RED705/AFL2670" in white/light grey c/s with red cheatline in basic Lietuva c/s; l/n with titles VKO 30aug93; f/n without titles VKO 22aug95; l/n 29apr98; ALAK suspended operations in 1998 l/n SVO 10aug00 f/n SVO 20oct00; leased from Aviaexpresscruise; l/n SVO 27sep02 in basic Yakutsk Airlines c/s; l/n as such VKO 26aug04; seen stored in bare metal in VARZ-400 at VKO jun05/sep08 in all-white c/s, no titles; l/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, stored
	RA-85712	Tu-154M	Kosmos	VKO	02feb14	still a VIP aircraft; in all-white c/s with titles; l/n VKO 30nov15; sold to the Russian MVD nov15; canx before mar16
	RF-85136(3)	Tu-154M	Rosgvardiya	CKL	15jul16	opb 3 osae on at Chkalovskii; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; reported on russianplanes.net with the date 16may16; l/n DXB 20feb23; see c/n 76A136 and 88A791
91A889	CCCP-85713(2)	Tu-154M	ALAK	mfd	oct91	rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; see c/n 85A713
	RA-85713(2)	Tu-154M	ALAK	SHJ	10apr93	l/n VKO 24aug97; not in 1998 fleet list; suspended operations in 1998; rgd 01dec98 to Kalek Finances Co
	RA-85713(2)	Tu-154M	Ayaks	TAT	02jan99	l/n TAT 12jan99; soc and canx 04jun99 as to Georgia
	4L-85713(2)	Tu-154M	Georgian Airlines	VKO	mar00	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)	Tu-154M	Berkut	LYS	04feb07	VIP aircraft; in white/light blue c/s, no titles; l/n AMM 10may08
	UP-T5401	Tu-154M	Kaz Air Jet	BTS	12jul08	in white/light blue c/s, no titles; l/n TSE 24jun10
	UP-T5401	Tu-154M	Kazakh Government	KBP	15sep10	in white/light blue c/s, 'Kazakhstan' titles; seen ALA 02apr11 with roundels under the wing; l/n LED 31may19
	UP-T5401	Tu-154M	Kazakh Air Force	LED	14may20	in white/light blue c/s, 'Kazakhstan' titles and smaller 'Air Force' below the windows; l/n ALA 27aug23 active
91A890	CCCP-85714	Tu-154M	ALAK	mfd	26dec91	rgd 06feb92; f/n VKO 23feb92, in full Aeroflot c/s; l/n VKO 16aug92
	RA-85714	Tu-154M	ALAK	VKO	21may93	l/n SVO 25jun95
	TC-RAD	Tu-154M	ALAK	AMS	21jul95	leased to Holiday Airlines; '-85714' still visible on tail
	TC-RAD	Tu-154M	Holiday c/s, n/t	TXL	28jul95	
	TC-RAD	Tu-154M	Holiday	TXL	05aug95	l/n VKO 29jun96
	RA-85714	Tu-154M	blue c/l, n/t	AGP	19nov97	
	RA-85714	Tu-154M	ALAK	TAT	03jan98	suspended operations in 1998; reported for Ayaks by early 1998
	4L-AAF	Tu-154M	Aviaexpresscruise	LHR	25sep98	l/n MSQ 24sep99
	RA-85714	Tu-154M	Omskavia	rgd	07dec00	f/n SHJ 03jan01, no titles; in fleet list dec00/sep01; l/n DME 21aug01; soc and canx 23aug01 as leased to Iran
	EP-MHZ	Tu-154M	Mahan Air	rgd	07oct01	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; l/n stored at KJA jun09/jul10; still current on register nov09; broken up KJA rgd 23dec91; f/n MRV 30dec91, in full Aeroflot c/s; on charge as of 01jan92
	91A891	CCCP-85715	Tu-154M	KavMinVody Avia	mfd	27nov91
RA-85715		Tu-154M	KavMinVody Avia	LUX	29sep92	l/n 06jan95
EP-LAI		Tu-154M	Kish Air		27aug94	
RA-85715		Tu-154M	Aeroflot	SNN	26may95	
RA-85715		Tu-154M	KavMinVody Avia	SNN	23sep95	rolled out this date; CoFR renewal 21nov95
EP-MAF		Tu-154M	Iran Air Tour	ALA	23may96	was in basic KavMinVody Avia c/s
EP-BOM		Tu-154M	Bon Air	no	reports	leased from KavMinVody Avia
EP-MAX		Tu-154M	Iran Air Tour	lsd	22aug98	f/n SVO 24oct98; in basic ex KavMinVody Avia c/s with Iran Air Tour titles; l/n SVO 23aug99; leased from KavMinVody Avia until 21aug01
RA-85715		Tu-154M	KavMinVody Avia	rgd	25apr01	f/n SVO 12aug01; seen STW 24aug11, active; l/n MRV sep11/nov14, stored; broken up at MRV aug15; canx before apr16
CCCP-85716		Tu-154M	Aerovolga	mfd	29nov91	toe 29nov91; rgd 10jan92; f/n SZG 15nov92, in full Aeroflot c/s
RA-85716		Tu-154M	Aeroflot	SHJ	24mar93	seen PEK 30oct93 with additional small 'China Xinjiang' titles below the cheatline
RA-85716	Tu-154M	Aerovolga	trf	24nov94	f/n PRG jun95	
RA-85716	Tu-154M	Georgia Air Prague	PRG	28jun95	leased from Aerovolga; l/n PMI 05dec95	
RA-85716	Tu-154M	Aerovolga	PEK	16oct96	l/n PEK 23may98; CoFR renewal 12may99	
RA-85716	Tu-154M	Samara	KUF	11aug01	l/n KUF 07jul04	
EP-MCI	Tu-154M	Iran Air Tour	trf	may06	leased from Samara; f/n SYZ 03sep06 in all-white c/s; l/n THR 25mar08	
RA-85716	Tu-154M	Samara	DME	23jul08	in full AirUnion c/s with small 'Samara' titles; operator's certificate revoked 30sep08	
RA-85716	Tu-154M	Continent	VKO	06jan11	in basic AirUnion c/s, no titles; l/n KJA 07jul11	
RA-85716	Tu-154M	Aero Rent	KJA	01aug11	in basic AirUnion c/s, with titles; l/n NOZ mar14/may23, stored	
91A893	B-2625	Tu-154M	Sichuan Airlines	mfd	29nov91	f/n CTU may92; l/n CTU 11apr00
	RA-85171(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	see c/n 76A171; f/n CDG 14apr02; seen GVA 13jan07 with additional 'Rossiya' titles; l/n LGW 15apr07
	RA-85171(2)	Tu-154M	Rossiya Russian Al	ADB	01jun07	in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n LED 01jun10, wfu; broken up nov10; t/t 30,565 hours and 15,378 cycles
						rgd feb92; f/n PEK 26sep92; l/n active CTU 11apr00; l/n in the 'Aviakor' factory at Samara 11aug01
92A894	B-2626	Tu-154M	Sichuan Airlines	mfd	10feb92	r/f 26dec01; f/n AMS 28dec01; l/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 steep 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; t/t 24,215 hours and 12,716 cycles; see c/n 76A185
	RA-85185(2)	Tu-154M	Pulkovo Avia	rgd	10dec01	c/n confirmed; reg applied (photo in newspaper 'Estonia' 10dec91) but not taken up
91A895	ES-AAC	Tu-154M	ELK Estonian	mfd	06dec91	c/n confirmed; f/n MLA 23oct92; l/n RIX 10sep93
	CCCP-85740	Tu-154M	ELK Estonian	rgd	05feb92	believed not taken up or painted as such
	ES-LAI	Tu-154M	Baltic Expr Line	no	reports	
	YL-LAI	Tu-154M	Baltic Expr Line	rgd	22oct93	f/n SHJ 28oct93; l/n RIX 22aug96; canx 15jan97
	--	Tu-154M	Baltic Expr Line	TLL	03aug97	stored without registration; seen again as YL-LAI PTG 14nov97 for refurbishment prior to Air Pass service
	3D-RTP	Tu-154M	Air Pass	dec97	dec97	l/n PTG 07feb98
	TL-ACF	Tu-154M	Centrafrican	DXB	sep98	legal TL- registration !; seen LHR 28dec98; l/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	Tu-154M	Moldtransavia MTA	rgd	11sep00	f/n RKT 14oct00; l/n MCT 10jun01; canx 22jun01, see next line !
LZ-LTV	Tu-154M	Balkan	FRA	20jun01	basic MTA c/s; l/n FRA 03oct01	
LZ-LTV	Tu-154M	Albanian Airlines	ZRH	aug02	basic MTA c/s; l/n BRQ sep02; l/n KIV jul03, stored without any markings	
9XR-DU	Tu-154M	Centrafrican c/s	VKO	16jan04	c/n confirmed by JP-05; no titles, reported for Regional Int'l Air Services (Rwanda); temporarily to RA-85479(2) ? see next line	
RA-85740	Tu-154M	Atlant-Soyuz	VKO	20jun05	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, stored; canx between 17oct19	
91A896	ES-AAD	Tu-154M	ELK Estonian	mfd	dec91	believed not taken up or painted as such
	CCCP-85741	Tu-154M	ELK Estonian	rgd	05feb92	f/n RIX jun92; l/n LPA 30oct93
	ES-LTR	Tu-154M	ELK Estonian	r/r	early94	f/n ZRH jul94; in full ELK c/s with additional small Air Moravia titles and logo; l/n FRA 08jul95 as such; seen TLL 04aug97 stored, was reported for Air Cess
	EW-85741	Tu-154M	Belavia	BCN	29aug98	l/n GVA 07sep99
	ES-LTC	Tu-154M	ELK Airways	rgd	17may00	f/n SXF 13jun00; l/n ZRH 12aug00
	EW-85741	Tu-154M	Belavia	unknown		in basic Elk c/s with 'Belavia' titles; f/n FCO 29aug01; l/n SZG 03jan04
	EW-85741	Tu-154M	Shaheen Air Intl	DXB	26feb04	l/n DXB 18apr04
	EW-85741	Tu-154M	Belavia	WAW	04aug04	l/n CDG 03sep04
EW-85741	Tu-154M	Shaheen Air Intl	AUH	19feb05	l/n DXB 05mar05	
EW-85741	Tu-154M	Belavia	MSQ	21may05	still in basic Elk c/s, l/n as such TRN 29jul06; seen BCN 26may07 in full Belavia c/s; seen LED 06nov16; l/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	Tu-154M	Tajikistan Al	LHR	05aug95	in basic ex Aeroflot c/s with Tajikistan titles; l/n DME nov98; still in fleet list 30sep00	
EP-CPH	Tu-154M	Caspian Airlines	DXB	03apr99	c/n confirmed; in basic Tajikistan c/s; l/n THR 13mar00	
EP-EAA	Tu-154M	Aria Air	DXB	26mar01	c/n confirmed from JP-02; basic Tajikistan c/s; l/n SHJ 24nov02	
85717	Tu-154M	primer c/s	VKO	23aug03	in VARZ, reg from nose wheel door	
EY-85717	Tu-154M	Tajikistan Al	SHJ	14oct03	in full c/s with Tajikistan titles; l/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; l/n DYU 24jun14, stored	
91A898	SU-OAC	Tu-154M	Cairo Char & Cargo	ORY	23may92	reported ex CCCP-85898, not taken up; l/n ORY 17apr93
EP-JAZ	Tu-154M	Mahan Air	SVO	nov93	in basic ex Cairo Charter and Cargo c/s, with own logo and titles; l/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; l/n THR 10nov08; stored THR jan12; l/n THR 30mar17, registration on top of the wings only	
91A899	SU-OAD	Tu-154M	Cairo Char & Cargo	FRA	13jun92	reported ex CCCP-85899, not taken up; l/n STR 19dec92
EP-ARG	Tu-154M	Mahan Air	rgd	01mar93	in fleet since end 1993; in modified ex Cairo Charter and Cargo c/s, with own logo and titles; f/n DXB 13mar97; l/n VKO 29jul00	
EP-CPO	Tu-154M	Caspian Airlines	rgd	07sep00	f/n VKO 07oct00; l/n DXB 29jan11; seen stored THR jan12; l/n THR aug17/nov18 at the Saha Air Training Centre	
91A900	CCCP-85718	Tu-154M	AFL/Kyrgyzstan	mfd	jan92	c/n year given in the original handwritten Soviet register as 91; rgd 27feb92; f/n FRA 09apr92; l/n DME 02sep93
EX-85718	Tu-154M	Kyrgyzstan Al	BRU	31may94	with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n HAJ 12aug00	
EX-85718	Tu-154M	Altyn Air	FLY	12jul02	l/n DME 01oct05	
EX-85718	Tu-154M	Kyrgyzstan Al	HAI	29oct05	in full Altyn Air c/s with large 'Kyrgyzstan' titles plus small 'Altyn Air' titles on nose; l/n HAJ 03sep06; 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 casualties (but the KC-135R caught fire and was dbr); new right wing (from VARZ-400) attached oct07;	

91A901	CCCP-85719	Tu-154M	AFL/Kazakhstan	mfd	14feb92	ferried to VARZ-400 for rework 17jan08; back into service may08; seen DME 10mar10 still in full Altny Air c/s with large 'Kyrgyzstan' titles; for sale on internet jun12; l/n FRU 12oct18
	UN-85719	Tu-154M	Aeroflot	ALA	22apr93	c/n year given in the original handwritten Soviet register and subsequent Russian canx register feb01 as 91; rgd 03mar92; f/n HAJ 13jul92
	UN-85719	Tu-154M	Aeroflot c/s, n/t	BKK	27oct93	with Kazakhstan flag
	UN-85719	Tu-154M	Kazakstan Airlines	ZRH	17jan94	with Kazakhstan flag
	UN-85719	Tu-154M	Air Kazakstan	trf	26sep96	l/n ALA 03aug98; see trf date next line !
	RA-85719	Tu-154M	MVM Trading	rgd	25oct00	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
	EP-LBS	Tu-154M	Kish Air	rgd	28oct00	canx 25nov00 as to Iran
91A902	CCCP-85720	Tu-154M	Krasnoyarskavia	mfd	31jan92	not leased but bought; f/n DXB nov00; all titles removed by mid jan05, but full c/s again 11feb05; l/n KIH feb12/16may17, stored
	EP-ITA	Tu-154M	Iran Air Tour	KJA	17feb93	c/n year in all official documents given as 91; toc 20may92; rgd 16jun92; in full Aeroflot c/s; f/n KJA 01jul92
	RA-85720	Tu-154M	KrasAir	trf	05apr94	not in fleet list by 28dec93
	RA-85720	Tu-154M	KrasAir	CGN	jul95	f/n KJA 12jun94, in Aeroflot c/s, no titles; l/n VNO may95
	RA-85720	Tu-154M	ex KrasAir, n/t	HAI	12jul97	operated for Sibaviatrans; l/n HAJ 26jul98
	RA-85720	Tu-154M	KrasAir	DME	19aug99	l/n KJA 03jun01; last overhaul completed 18nov02; soc and canx 15jan03 as leased to Iran
	EP-MBZ	Tu-154M	Iran Air Tour	rgd	04feb03	f/n SHJ 11nov03
	RA-85720	Tu-154M	KrasAir	rgd	21may04	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; l/n DXB 26mar07
	RA-85720	Tu-154M	KrasAir	PEK	07jul07	l/n operational PEK 15sep08; operator's certificate revoked 01nov08; offered for sale by Sberbank 17dec08 with t/t 27,140 hours, without engines; l/n KJA 15jun09; broken up
91A903	CCCP-85721(1)	Tu-154M	Aerovolga	mfd	feb92	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
	EP-ITD	Tu-154M	Iran Air Tour	THR	08feb93	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	Tu-154M	KavMinVody Avia	mfd	18feb92	c/n year in all official documents given as 91; toc 25feb92; rgd 12mar92
	RA-85722	Tu-154M	Aeroflot	KUF	21apr93	
	RA-85722	Tu-154M	Kish Air	THR	apr93	
	EP-ARH	Tu-154M	Mahan Air	no	no	registration from JP-95
	RA-85722	Tu-154M	not reported	SNN	06oct95	arrived for painting
	RA-85722	Tu-154M	KavMinVody Avia	SNN	14oct95	l/n MRV 15may96
	EP-BOJ	Tu-154M	Bon Air	THR	19mar97	leased from KavMinVody Avia
	RA-85722	Tu-154M	KavMinVody Avia	no	no	soc may98 as leased to Iran
	EP-MAU	Tu-154M	Iran Air Tour	DXB	20nov99	in fleet since at least sep99; l/n THR 13mar00
	RA-85722	Tu-154M	KavMinVody Avia	rgd	23oct00	f/n SHJ 27nov00; last overhaul completed in 2000; l/n SHJ 03jan07
	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; l/n DME 16sep09, active; seen FRU oct14/dec23, wfu (N43.052407 E74.482366)
92A905	CCCP-85723	Tu-154M	Aerovolga	mfd	30mar92	c/n year given in the original handwritten Soviet register as 91, but in subsequent Russian registers and other official documents as 92; toc 31mar92; rgd 06apr92; f/n DME 03jun92, in full Aeroflot c/s
	RA-85723	Tu-154M	Aeroflot	IST	21jun93	
	RA-85723	Tu-154M	Samara	trf	24nov94	allocated but never delivered and expired 07jun01
	HA-LGB	Tu-154M	Atlant Hungary	07dec00		
	RA-85723	Tu-154M	Samara	KUF	28jun02	in Samara fleet list 31jan01; seen in VARZ-400 at VKO 04jun10 with 'Domodedovo' logo; operator's 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	Tu-154M	Belavia	GME	30jun95	l/n MSQ 12may96
	RA-85724	Tu-154M	Chelyabinsk Avia	trf	02oct96	in basic Belavia c/s; f/n HAJ dec96; l/n DME 19aug99; CoFR renewal 24sep99
	EP-TQM	Tu-154M	Qeshm Air	rgd	01mar00	in basic Belavia c/s; f/n DXB 01mar00; l/n DXB 25may01; EP-TQN was reported DXB 17mar01 probably in error for this registration
	RA-85724	Tu-154M	Chelyabinsk Avia	DME	15jun01	in basic Belavia c/s, no titles
	RA-85724	Tu-154M	Enkor	rgd	14jun02	l/n DME 25jun02; leased from Chelyabinsk Avia 15jun01/31dec04; in basic Belavia c/s, small titles by the nose; l/n OVB 28oct04
	RA-85724	Tu-154M	Sibir	DUS	02jan05	in basic Chelyabinsk Avia c/s, no logo; carried additional 'S7' titles and logo from jun06; l/n HAJ 24nov07
	RA-85724	Tu-154M	S7 Airlines	OVB	01mar08	in striking bright green c/s with medium green belly and side-mounted engines, with 'www.s7.ru' titles and large 'S7' logo; left the paint shop at BKA in late feb08; new CoFR issued 16sep08; excluded from operator's certificate 18nov08; CoFA expired 01jun09; t/t 23,507 hours and 9,467 cycles; sat wfu at OVB (with titles and logo painted out), seen oct09/may18; canx 10nov16; scrapped at OVB jul18
92A907	CCCP-85725	Tu-154M	AFL/Vnukovo	mfd	24apr92	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; f/n VKO 08jul92; l/n VKO 08sep93; canx 10feb94 as to Belarus
	EW-85725	Tu-154M	Belavia	VKO	16jul94	l/n MSQ 12may96
	RA-85725	Tu-154M	Chelyabinsk Avia	trf	02oct96	f/n DME 20aug97; in basic ex Belavia c/s with badge and titles by the nose; CoFR renewal 26feb99; l/n HAJ 12aug00
	EP-MHB	Tu-154M	Mahan Air	DXB	28nov00	in all-white c/s with grey undersides; l/n DXB mar02
	RA-85725	Tu-154M	Enkor	rgd	24may02	with dark blue tail with small 'Enkor' titles on nose; f/n DME 05jun02; l/n OVB 28oct04
	RA-85725	Tu-154M	Sibir	DME	09apr05	with dark blue tail, no logo; l/n DME 18apr06, as such; carried additional 'S7' logo and titles since may06; l/n MUC 02jan08
	RA-85725	Tu-154M	S7 Airlines	DME	17feb08	in new c/s, striking bright green with medium green belly and side-mounted engines, large 'S7' logos and 'www.s7.ru' titles; last flight 10nov08 (KJA-OVB); seen OVB 01mar09, stored
	RA-85725	Tu-154M	Zapolyarye	NSK	09jul09	in basic S7 Airlines c/s, initially without titles; seen with titles NSK 10aug09; l/n DME 16aug10
	RA-85725	Tu-154M	KavMinVody Avia	MRV	26dec10	in basic S7 Airlines c/s, with large 'KMV' titles; l/n stored MRV 28sep11
	RA-85725	Tu-154M	South East	VKO	16oct11	still in basic S7 c/s with South East titles and 'SE' on the tail; stored at MRV by jan12; broken up at MRV; canx before apr16
92A908	RA-85726(1)	Tu-154M	Liana	mfd	29apr92	rgd 08may92; f/n STN 28mar93 with large 'Liana' titles; see c/n 86A725
	LZ-MNA	Tu-154M	no titles	ZRH	27jun93	operated for Macedonia Air Service, leased from Air Kona
	LZ-MNA	Tu-154M	Macedonia AS	RJK	17jul93	still in basic ex Liana C/S
	RA-85726(1)	Tu-154M	Mals Deoghar	VKO	11jul94	trf 27sep94; carried large 'MALS' titles; l/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; repaired; l/n VKO 20aug99
	RA-85832	Tu-154M	Air AJT Internat.	rgd	04oct99	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 21aug01/20aug02
	RA-85832	Tu-154M	Pulkovo Avia	rgd	11feb03	f/n HEL 28mar03; offered for lease on the internet nov05; seen HAJ 03dec06 with additional 'Rossiya' titles; l/n BUD 07may07
	RA-85832	Tu-154M	Rossiya Russian Al	BCN	30jun07	l/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	Tu-154M	ELK Estonian	mfd	18apr92	rgd 29apr92; f/n HAM 10jun92; l/n TLL 27aug93
	ES-LTP	Tu-154M	ELK Estonian	CPT	22nov93	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; l/n TJM jan13/may13 stored; broken up feb14
92A910	CCCP-85728	Tu-154M	Aviakomp. Vityaz	mfd	15may92	rgd 10jun92; in full Aeroflot c/s; f/n KJA 01jul92; l/n KJA 13jul93
	RA-85728	Tu-154M	Avialin. Daghestana	trf	01apr94	f/n DME 18sep94, in Aeroflot c/s and titles; l/n SHJ 07apr99
	RA-85728	Tu-154M	Avialin. Daghestana	VKO	20aug99	
	RA-85728	Tu-154M	Alrosa	rgd	12feb02	
92A911	CCCP-85729	Tu-154M	Aviakomp. Vityaz	mfd	apr92	f/n VKO 18feb02; l/n TOF 21oct13; seen MJZ 18jul16/04jun21, stored
	4K-85729	Tu-154M	Azerbaijan Gvt	LHR	22feb94	rgd 10jun92; soc and canx 31may93 as to Azerbaijan
	4K-85729	Tu-154M	Azerbaijan Al	KBL	18feb08	with 'Azerbaijan' and additional 'AHY' titles; l/n with additional 'AHY' titles 20jul98; reportedly on loan to Afghan Gvt nov05/may06;
	4K-85729	Tu-154M	Azerbaijan Al	KBL	18feb08	named 'Shamakh' after a medieval fortress on the territory of current Azerbaijan; seen SVX 25nov12; l/n GYD oct15, stored
92A912	CCCP-85730	Tu-154M	Aviakomp. Vityaz	mfd	15may92	rgd 10jun92; f/n KJA 01jul92, in full Aeroflot c/s
	RA-85730	Tu-154M	Aeroflot	KJA	13jul93	
	RA-85730	Tu-154M	Omskavia	trf	05jun94	f/n GVA 20dec95; last overhaul completed 29may02; l/n HAJ 11jun05; soc 18nov05 as to Iran
	EP-EKA	Tu-154M	Eram Air	i/s	17dec05	c/n confirmed by JP; lsf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; f/n THR 04feb06; wfu 13may08; l/n as such 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 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
92A913	CCCP-85731	Tu-154M	Aerovolga	mfd	27may92	f/n SZG 31may95; l/n KUF 19may96; soc 08may97 as to Iran
	RA-85731	Tu-154M	Aerovolga	DME	06sep93	leased from Samara, in basic ex Aeroflot c/s with Kish Air titles
	RA-85731	Tu-154M	Samara	trf	24nov94	
	EP-LAX	Tu-154M	Kish Air	DXB	10sep97	
	RA-85731	Tu-154M	Samara	ret	unknown	f/n IST 13jan99
	EP-LBH	Tu-154M	Kish Air	THR	12jul99	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 l/n SHJ 03apr98, small titles only l/n white c/s with blue tail; carried additional small 'Russian Sky' titles on nose since jun05; l/n as such GYD 26apr07; seen ALA 14jun08 without those titles; l/n GYD 15may11/09feb12, wfu; no longer visible on Google Earth apr13, so probably broken up toc 01jul92; rgd 09jul92
92A915	CCCP-85733 RA-85733 RA-85733 EP-MAL RA-85733 RA-85733 RA-85733	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-MMK Aeroflot Murmansk Airlines Iran Air Tour Murmansk Airlines Murmansk Airlines TyumenAviaTrans	mfd SVO trf THR SVO OST rgd	30jun92 19mar93 22nov94 mar97 19aug97 02apr98 22mar01	l/n SVO 21aug95, in Aeroflot c/s and titles leased from Murmansk Airlines in Aeroflot c/s, no titles; l/n SVO 25aug97 CoFR renewal 10jul00; l/n LED 20oct00 f/n VKO 05sep01; l/n VKO 20aug02; named 'Antonina Grigoryevna'; coat-of-arms of city of Yugra (Tyumen region) on fin named 'Antonina Grigoryevna'; Yugra coat-of-arms on fin; f/n SGC 25aug03; l/n TJM jul12/may13 stored; broken up aug14 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; l/n GYD 09feb12 rgd 07jul92; canx 04aug92 (presumably just 'on paper'); soc 25dec96 as to China, see next line 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 jun10/sep10; ferried SVO-CKL 30oct10; l/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; l/n OVB 10jul15, see rgd date below opb 3 osae on at Chkalovski opb 3 osae on at Chkalovski; in light grey c/s with 'Russian flag' cheatline and blue tail, no titles; f/n Samara-Bezmyanka 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; l/n GOJ sep23, active rgd 18aug92 trf 29aug95; l/n BCN 25jul98 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 11oct04 l/n DME 03jun06 in full c/s, but see date below see l/n date above; carries ad small 'Gromov Air' titles; named 'Yuri Morozov'; f/n DME 30jun06; l/n ZIA 19aug09 stored at VARZ, all-white c/s; l/n oct11; moved and seen stored in the middle of the airfield jun12/jun13; broken up by 20nov14 rgd sep92; '85736' on the nose wheel door; f/n PEK 29oct93; l/n SHA 13apr00 operational; seen KUF 11aug01 f/n LHR 13apr02; l/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 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 in VARZ-400 l/n DUS 27oct02 named 'Lachin'; initially in full 'Azerbaijani flag' c/s; l/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 NCG 16may05; operated for Turan Air to OVB 25may11; l/n SVX 13jan13; l/n GYD oct15/apr18, stored 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 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 in new c/s; l/n active VRN 04oct09; t/t 15,613 hours and 7,391 cycles by 01jan10; stored at SVO, l/n 24oct10; ferried SVO-CKL 30oct10; l/n SVO 01jan11, see trf date below; see c/n 76A135 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 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 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 on charge as of 01jan93; rgd 29jul93; f/n DME 21may94, no titles; l/n DME 16may95
92A916	85734(1) 4K-85734(1)	Tu-154M Tu-154M	Azerbaijan AI Azerbaijan AI	rgd rgd	20aug92 28dec92	
92A917	CCCP-85735 B-2627 RA-85735 RA-85735 RF-85735 RF-85735	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Air Great Wall Aeroflot Russian MVD/VV Russian MVD/VV Rosgvardiya	mfd rgd SVO h/o rgd trf	06jul92 1992 02apr05 28oct10 18feb11 05apr16	
92A918	CCCP-85736 RA-85736 RA-85736 RA-85736 RA-85736 RA-85736 RA-85736	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Vnukovo Airlines East Line Sibir Atlant-Soyuz Moskoviya no titles	mfd VKO rgd rgd VKO toc	06aug92 15may95 14jun00 27aug02 24jun05 06may06 03mar10	
92A919	B-2629 RA-85187(2) RA-85187(2)	Tu-154M Tu-154M Tu-154M	Sichuan Airlines Pulkovo Avia Rossiya Russian AI	mfd rgd LED	30jun92 10dec01 17dec06	
92A920	CCCP-85737 LZ-MIV	Tu-154M Tu-154M	LII Zhukovski Varna Intl Air	mfd VAR	jun92 27jun93	
92A921	CCCP-85738 4K-85738 4K-85738 LZ-LCC 4K-85738	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aviakomp. Vityaz Aeroflot c/s, n/t Azerbaijan AI Bulgarian Air Ch. Azerbaijan AI	mfd CDG VKO SXF BAK	jul92 04sep95 13jul00 26may01 18dec02	
92A922	RA-85765(1) B-2628 RA-85135(2) RA-85135(2) RF-85135(2) RF-85135(2)	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Air Great Wall Aeroflot Rus. AI Russian MVD/VV Russian MVD/VV Rosgvardiya	mfd rgd SVO h/o rgd trf	30sep92 1992 09apr05 28oct10 18feb11 05apr16	
92A923	RA-85766 RA-85766 EP-MAP RA-85766 RA-85766	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chita Avia Chita Avia Iran Air Tour Chita Avia Vladivostok Avia	mfd DME THR rgd rgd	26oct92 jul95 29mar97 20jul01 05aug04	
92A924	CCCP-85748 EW-85748 EW-85748	Tu-154M Tu-154M Tu-154M	Aeroflot Aeroflot Belavia	mfd FRA	07oct92 24may93 early94	
92A925	RA-85739 RA-85739 RA-85739 HA-LGD RA-85739 RA-85739 RA-85739 RA-85739 RA-85739	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Aeroflot Samara Atlant Hungary TyumenAviaTrans Samara Pulkovo Avia Rossiya Russian AI	mfd trf rgd res lsd KUF rgd rgd	28aug92 24nov93 26may99 ? 07dec00 07feb01 28jun02 18nov03 12oct06	
92A926	CCCP-85743 RA-85743 RA-85743 RA-85743 RA-85743 RA-85743 RA-85743	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Vnukovo Aeroflot Vnukovo Airlines Vnukovo Airlines Sibir Atlant-Soyuz Moskoviya	mfd VKO trf VKO rgd POR toc	31aug92 21may93 01aug94 02jun01 02apr01 07apr05 06may06	
92A927	CCCP-85744 UN-85744 RA-85744 LZ-LTA LZ-LTA RA-85744 LZ-LTG	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Azamat Aeroflot c/s, n/t Aeroflot c/s, n/t Balkan Aeroflot c/s, n/t Balkan	mfd HAJ VKO CPH AMS ret VKO	08sep92 31may94 24aug97 20jun98 06jul98 unknown 19aug99	
	RA-85744	Tu-154M	Avialin. Dagestana	rgd	07apr08	
	RA-85744	Tu-154M	South East	VKO	17jan10	

92A928	RA-85745 RA-85745 EP-MAT EP-MHR RA-85745 RA-85745	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Meta Aviotr Maced Omskavia Iran Air Tour Mahan Air Omskavia Domodedovo Airl.	mfd rgd lsd rgd DME HAJ	30sep92 13nov97 10feb98 21apr03 20mar05 16jul05	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 nov12 Isf AFL/Vnukovo; f/n BSL 27nov92; trf 29aug95 to Vnukovo Airlines; l/n VKO 24aug97 soc and canx 20jan98 as to Iran rgd 01apr98; f/n DXB 31mar98; l/n THR oct02; leased from Omsk Avia until 16aug03 f/n DXB 08may03; l/n DXB 15apr04 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 being broken up 14apr11 on charge as of 01jan93
92A929	RA-85746 RA-85746 EP-LAD RA-85746 EP-BON RA-85746 EP-MAG EP-MAG RA-85746 EP-MAV RA-85746	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	KavMinVody Avia Kish Air Kish Air KavMinVody Avia Bon Air KavMinVody Avia Eco Air Iran Air Tour KavMinVody Avia Iran Air Tour KavMinVody Avia	mfd THR THR trf rgd SNN SVO THR ret lsd rgd	10sep92 apr93 23aug94 15dec94 01jan96 24feb96 ear1997 mar97 unknown 15jul98 08aug02	l/n ARN 16dec94, leased from KavMinVody Avia seen LED 02sep95 in Aeroflot c/s, no titles; CofR renewal 21nov95 leased from KavMinVody Avia rolled out this date in basic KMV c/s, all blue tail with logo and titles as such leased from KavMinVody Avia; photo exists SVO 1997 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 aug15; canx before apr16 on charge as of 01jan93; in full Aeroflot c/s; f/n BOJ 15aug93 f/n CGN jun99; l/n DME 21aug99; renamed Aerokuzbass sep00 l/n DME 05sep00; leased from Aerokuzbass from 05may00; in basic Aeroflot c/s with Chelyabinsk Avia logo behind the nose; CofR renewal 12oct00 canx 21jun02 as leased to Iran; still in fleet list 01oct03 as leased to Iran f/n DXB 01aug02; l/n SHJ feb03 l/n DME 06nov03; not on Russian register feb04 !; reg probably just used whilst on overhaul; see next line l/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; l/n oct23 on charge as of 01jan93
92A930	RA-85747 RA-85747 RA-85747 RA-85747 EP-EAD RA-85747 EP-EAD EP-MBT	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Chelyabinsk Avia Aerokuznetsk Aria Air Airlines 400 Aria Air Iran Air Tour	mfd trf FRA rgd rgd DME SHJ rgd	15oct92 31mar94 11jul00 18dec02 29jun02 oct03 12jan04 09jan04	f/n VKO 19sep94, in Aeroflot c/s and titles l/n FJR 27mar99; renamed Aerokuzbass sep00; soc and canx 12feb01 as leased to Iran f/n DXB dec01; leased from Aerokuzbass until 17feb03 c/n confirmed; Isf Aerokuzbass; new c/s by summer 2006; l/n THR 24jul09; seen THR feb11/may16, 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 Airlines
92A931	RA-85749 RA-85749 RA-85749 EP-MBM RA-85749 EP-MBQ	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Aerokuznetsk Iran Air Tour Aerokuzbass Iran Air Tour	mfd trf DME lsd rgd SYZ	15oct92 31mar94 25aug97 12feb01 01oct03 18apr04	l/n VKO 19sep94, in Aeroflot c/s and titles l/n FJR 27mar99; renamed Aerokuzbass sep00; soc and canx 12feb01 as leased to Iran f/n DXB dec01; leased from Aerokuzbass until 17feb03 c/n confirmed; Isf Aerokuzbass; new c/s by summer 2006; l/n THR 24jul09; seen THR feb11/may16, 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 Airlines
92A932	RA-85750 RA-85750 RA-85750 EP-MAR RA-85750 EP-MBE RA-85750 EP-MHV RA-85750	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Air Volga Omskavia Iran Air Tour Omskavia Iran Air Tour Omskavia, n/t Mahan Air Omskavia	mfd PEK trf THR rgd lsd SVO SHJ rgd	31oct92 26oct95 16apr96 28mar97 18feb00 06mar00 13apr01 27jan02 21aug03	l/n DXB 09feb03 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 certificate revoked 05oct08; stored at KJA, l/n jul10; believed scrapped about 2013 rgd 10dec92; f/n DME 01sep93 not in 1998 fleet list f/n TAT 02jan99; l/n VKO 23feb08; repainted in new c/s with tail emblem only, f/n as such VKO 03may08; l/n UFA 02jun16; scrapped MRV aug18; canx between 27aug18 and 16oct18 toc 01jul93; f/n DME 02sep93 l/n FRA 29mar97; l/n CGN 11sep99 leased from Omskavia until 05mar02; f/n SVO 16may00; l/n DXB 29dec01 l/n DXB 28mar02; l/n DME 08oct02; in fleet list nov04 as 'leased to Dalmashlizing'; operator's certificate revoked 05oct08 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 toc 01jul93; f/n LED 20aug93
92A933	RA-85751 RA-85751 RA-85751	Tu-154M Tu-154M Tu-154M	Aeroflot TyumenAviaTrans Gazpromavia	mfd VKO rgd	06nov92 30jun96 07aug98	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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A934	RA-85752 RA-85752 EP-MBF RA-85752 RA-85752	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Far East Omskavia Iran Air Tour Omskavia Dalavia	mfd trf lsd rgd d/d	13nov92 08dec94 06mar00 04mar02 06mar03	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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A935	RA-85753 RA-85753 RA-85753 RA-85753 RA-85753	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Far East Amurtransaero Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd trf rgd DUS LED	13nov92 08dec94 21aug98 19apr99 26feb07	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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A936	RA-85754 EX-85754 RA-85754 RA-85754 EP-MHD RA-85754 RA-85754 RA-85754 85754	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Zvyezda Azii Aeroflot Chelyabinsk Avia Mahan Air Enkor no titles Aviaenergo SibNIA	mfd rgd DME DXB IST DME DME OVV	22nov92 29may95 29jun98 22may01 17dec01 06sep08 25jun09 28apr11	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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A937	RA-85755 RA-85755 RA-85755 RA-85755 RA-85755 RA-85755	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-MMK Murmansk Airlines Murmansk Airlines TyumenAviaTrans UTair	mfd trf DME rgd rgd	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; 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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A938	RA-85756 RA-85756 RA-85756	Tu-154M Tu-154M Tu-154M	Touch & Go Al Avialin. Dagestana Avialin. Dagestana	mfd trf rgd	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; 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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A939	RA-85757 EP-ITI RA-85757 EW-85757 EW-85757 EW-85757 RA-85757 EP-MHX RA-85757	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Baikalavia Iran Air Tour ZAO "Igl" Gomelavia Imair Gomelavia Gomelavia Continental Aw Mahan Air Alosa	mfd GOT rgd HAJ DME HAJ rgd DXB rgd	25nov92 21oct93 20nov95 18jul97 08jul98 07jul99 27dec99 19oct01 28jun02	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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n VKO 27oct11; seen MCX mar12/may17 stored, without engines; canx 23sep21 toc 01dec92 l/n 27aug94 never painted as such, see next line
92A940	RA-85758 RA-85758 EP-TQE RA-85758 EP-MBN EP-MCM	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/West Siberia Aerokuznetsk Qeshm Air Aerokuzbass Iran Air Tour Iran Air Tour	mfd trf SHJ rgd lsd MRV	12dec92 03mar94 26nov98 01feb01 12feb01 24sep07	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 2, see next line f/n SVO 21aug95; co-operated for Aeroflot Russian Airlines and Marsar 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, active; l/n NOZ 03oct22/may23 on charge as of 01jan93; f/n SVO 13apr93; l/n MRS 08jan94; in full Aeroflot c/s l/n TFS 09oct96, still in full Aeroflot c/s l/n LED 20oct00 named 'Vasilii 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 'Vasilii 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' titles on left side and 'Touch & Go Airlines' on right side; l/n VKO 26aug95 f/n SHJ 05feb96, still in full 'Touch & Go Airlines'/'Konveyer' c/s and titles; l/n VKO 24aug97 f/n SHJ 18mar01; in full c/s with 'h' in the

	RA-85760 EP-ITN	Tu-154M Tu-154M	Bratsk Avn Ent. Iran Air Tour	trf lsd	20jan94 27aug94	l/n VKO 25jan94, in Aeroflot c/s and titles lsf Bratsk Aviation Enterprise and returned by early 1997 soc 11feb97 as to Belarus l/n HAJ 07jul98
	RA-85760 EW-85760 RA-85760	Tu-154M Tu-154M Tu-154M	Bratsk Avn Ent. Gomelavia Continental Aw	no HAJ rgd	no jun97 11mar99	reported by early 1997 l/n SVO 22aug99, in basic ex Gomelavia c/s, with dark blue tail and engines, no titles; l/n BCN jul01, as such; seen ALC 13jul02 with small titles and tail logo; seen PED 30apr04 in full c/s; l/n SVO 04jul04 reportedly trf dec04; l/n LED 24sep09; last flight 31dec09 in basic Aeroflot c/s with 'KMV' titles; l/n DME may11 in basic Aeroflot c/s, no titles; seen ROV 17jul11, active; l/n VKO aug11/apr18 stored in VARZ f/n NAY 19mar96 in full CAAC c/s; later repainted; seen operational SIA 27may02; stored NAY, reported there without titles 21oct02 and l/n as such sep05; seen operational again in full c/s KMG mar06; l/n Danyang 22may09
92A943	RA-85760 RA-85760 B-4027	Tu-154M Tu-154M Tu-154M	Aeroflot Rus. Al KavMinVody Avia China United Al	WAW MRV KJA rgd	08jan05 19mar10 21jun11 jun93	no titles with Chinese flag; l/n NAY 08may13 no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 22sep19 rgd 23mar93; f/n DME 12apr93 named 'Kogalym'; l/n DXB 02apr05 lsf Kolavia since may05; 'Aria Air' titles and logo literally over Kolavia c/s; l/n DXB 02jan07 lsf Kolavia named 'Kogalym'; l/n VAR 06jun07 lsf Kolavia; in full Kolavia c/s with titles and additional 'Taban Air' titles; l/n DXB 10dec09; returned to Kolavia
	B-4027 B-4027	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	NAY NAY	dec10 22sep16	
92A944	RA-85761 RA-85761 RA-85761 RA-85761 RA-85761	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	02mar93 07aug97 24nov05 no reports 03jun07 21feb08	l/n DME mar12/apr14 stored l/n FRU jul99 with 'h' in the English titles (Kyrgyzstan Airlines) on the starboard side; l/n FRA jul00; repainted in 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 VKO 28feb20 operational; reported wfu; seen FRU 14may20; l/n LED 24dec23 toc 03mar93; f/n KUF 25apr93, in full Aeroflot c/s; sold to Tomsk Avia 13feb95 in basic Aeroflot c/s, only small titles under cockpit returned to Aero Volga 07oct95 operated for Tomsk Avia; l/n SHJ 30mar98 leased from Omskavia; l/n FRA 23jun02 c/n confirmed in JP05/06; in basic Omskavia c/s with 'Mahan Air' titles; l/n DXB 29apr05 l/n TXL 16nov05; operator's certificate revoked 05oct08 c/n confirmed by JP; lsf Omskavia; in basic Omskavia c/s with 'Eram Air' titles and logo; wfu 01may08; l/n 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; l/n KUF 04jul16; noted being scrapped 17jul16, top of fuselage removed and tail separated no reports CoFR renewal 24nov94; l/n TAS 07may95 leased from Uzbekistan Airways from late 1996 until early 2001, but was returned in summer 1997 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 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 trf 01nov94 to AFL/Northern according to MGA document, see next line l/n BRU 15feb97, in Aeroflot c/s and titles l/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 and 10,913 cycles toc 03mar93; f/n HAJ jul93, in Aeroflot c/s, no titles; l/n HAJ 07sep93 l/n HAJ dec93, still in Aeroflot c/s and now with Aeroflot titles named 'Konstantin Brekhov'; l/n LED 12mar07 named 'Konstantin Brekhov'; l/n REN 13nov20, stored converted to, see next line 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; l/n NAY 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; l/n Danyang 12oct19 rgd 06apr93; f/n AMS 18apr93; l/n LHR 20nov93 new CoFR issued 23apr97; f/n LED 09jul98; l/n DME 13may06 initially in full Pulkovo c/s with additional 'Rossiya' titles; l/n as such DUS 12nov06 and l/n as such PRG 31mar07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; l/n MUC 03feb07 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 f/n AMS 05may93 l/n AMS 05may96, in Aeroflot c/s and titles; new CoFR issued 23apr97 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 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 toc 30mar93; f/n KUF 25apr93 new CoFR issued 23apr97; in Aeroflot c/s and titles; l/n PRG 10oct99 seen FRA 24dec06 with additional 'Rossiya' titles; l/n MUC 03feb07 in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; seen LED nov08/apr10, wfu; broken up nov10; t/t 26,697 hours and 9,053 cycles toc 17apr93, see mfd; f/n KUF 25apr93; rgd 27apr93 but presumably just on paper ?; was already canx 23dec93 as to China; soc 24apr96 as such f/n CTU 02nov93; l/n PEK 11dec95 f/n ALA 16may98; l/n URC 17may99, operational without titles or logo, stored; was seized by the Chinese Customs jun99; l/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 toc 21apr93; f/n UFA 10jul93, in full Aeroflot c/s
	B-4029 B-4029	Tu-154M Tu-154M/D	Chinese Air Force Chinese Air Force	NAY NAY	08may13	
93A947	RA-85764 UK-85764 UK-85764 UK-85764	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Uzbekistan Airways Pakistan Intl Aw Uzbekistan Airways	mfd KGD TAS	05mar93 03jul94 05oct97	
93A948	RA-85767 RA-85767 RA-85767 RA-85767 RA-85767	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Touch & Go Al Aeroflot Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd LED trf rgd FRA	24mar93 26oct94 22nov94 23apr97 01apr07	
93A949	RA-85768 RA-85768 RA-85768 RA-85768	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Orenburg Airlines Orenburg Airlines Orenair	mfd trf STR HAJ	02mar93 25nov93 22apr95 14jul07	
93A950	B-4029 B-4029	Tu-154M Tu-154M/D	China United Al China United Al	rgd NAY	aug93 21apr97	
	B-4029	Tu-154M/D	Chinese Air Force	NAY	08may13	
93A951	RA-85769 RA-85769 RA-85769	Tu-154M Tu-154M Tu-154M	AFL/Northern-LED Pulkovo Avia Rossiya Russian Al	mfd trf rgd	15mar93 22nov94 12oct06	
93A952	RA-85770 RA-85770 RA-85770 RA-85770	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Northern-LED Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd trf AGP DME	18mar93 22nov94 05may98 25jul07	
	RA-85770 RA-85770 RA-85771 RA-85771 RA-85771 RA-85771	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Continent Alosra AFL/Privolzhsk Pulkovo Avia Pulkovo Avia Rossiya Russian Al	NOZ NOZ mfd trf PRG CPH	18sep11 24oct11 26mar93 30mar95 16jan00 25mar07	
93A953	RA-85770 RA-85770 RA-85771 RA-85771 RA-85771 RA-85771	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Continent Alosra AFL/Privolzhsk Pulkovo Avia Pulkovo Avia Rossiya Russian Al	NOZ NOZ mfd trf PRG CPH	18sep11 24oct11 26mar93 30mar95 16jan00 25mar07	
93A954	RA-85772 RA-85772 B-2630 B-2630 B-2630	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Surgutavia Sichuan Airlines China Xinjiang Al ex China Xinjiang	mfd trf rgd trf CTU	21apr93 27apr94 1993 apr97 26sep99	
93A955	RA-85773 RA-85773 EP-TUB RA-85773 RA-85773	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Bashkirian Al Bashkirian Al Iran Aseman Al Bashkirian Al Shaheen Air Intl	mfd THR LCA DXB	21apr93 nov94 22mar97 20aug97 30may99	
	RA-85773 RA-85773 RA-85773	Tu-154M Tu-154M Tu-154M	Bashkirian Al Iran Air Tour Continental Aw	rgd lsd DME	27jun02 sep05 05jul07	
93A956	RA-85773 RA-85773 RA-85774 RA-85774 RA-85774	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	UTair Kosmos Bashkirian Al Bashkirian Al Gazpromavia	ROV VKO mfd lsd rgd	14aug10 12jun14 21apr93 01jun93 05jun98	
93A957	RA-85775 RA-85775 UN-85775 UN-85775 UN-85775 EP-CPS UK-85776	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk AMITE AO Kazakhstan Airlines Kazak c/s, n/t Air Kazakhstan Caspian Airlines Uzbekistan Airways	mfd rgd VIE HAM HAJ BUD mfd	29apr93 27jun94 27feb95 05jul97 14jul00 31aug05 06may93	
93A958	RA-85775 RA-85775 RA-85774 RA-85774 RA-85774	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Bashkirian Al Bashkirian Al Iran Aseman Al Bashkirian Al Bashkirian Al	mfd trf THR EVN	12may93 09jun93 15mar97 19jun97	
93A959	RA-85777(1) RA-85777(1) EP-TUA RA-85777(1)	Tu-154M Tu-154M Tu-154M Tu-154M	Bashkirian Al Bashkirian Al Iran Aseman Al Bashkirian Al	mfd trf THR EVN	12may93 09jun93 15mar97 19jun97	

	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; l/n VKO 12jun09 in all-white c/s with tail emblem and titles l/n VKO 03dec09 in all-white c/s with very small titles behind the cockpit; l/n KGP 04may13 as such without titles; seen VKO 29jun14, now with titles; l/n DME 05aug14 in all-white c/s, no titles; f/n ZIA 06jul93; l/n ZIA 24aug95
93A960	RA-85777(1) RA-85777(1) RA-85777(1) RA-85777(1) RA-85801 RA-85801 RA-85801 EP-MBJ EP-MHT RA-85801 RA-85801	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Atlant-Soyuz Zapolyarye UTair Kosmos LII Zhukovski Kolavia Omskavia Iran Air Tour Mahan Air Omskavia KrasAir	AER VKO VKO MRV mfd PEE rgd lsd DXB rgd PEK	aug09 07nov09 01jul10 30apr14 01jul93 16aug99 14apr00 14may00 05aug02 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; l/n KJA jul10, wfu; scrapped at KJA starting sep11, outer wings cut off by 28sep11 and last remains removed may12 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; l/n DXB 30oct99 f/n DME 09nov00; l/n DME 15jun01 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; l/n AER 28aug04 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 f/n ULY 11sep93 l/n DME 25aug97; in basic Aeroflot c/s with very small titles; not in 1998 fleet list 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; l/n VKO 03aug08, in new livery without titles; seen with Gazprom tail logo TIV 17aug08; l/n MRV 15jun16; scrapped MRV sep18; canx between 27aug18 and 16oct18 f/n VKO 28aug93; l/n VKO 13jun94
93A961	RA-85802 EP-MAN RA-85802 RA-85802 RA-85802	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Chita Avia Iran Air Tour Chita Avia Pskovavia Chita Avia	mfd THR rgd UFA rgd	06dec93 10mar97 09jun00 12aug01 30jan02	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; l/n AER 28aug04 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 f/n ULY 11sep93 l/n DME 25aug97; in basic Aeroflot c/s with very small titles; not in 1998 fleet list 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; l/n VKO 03aug08, in new livery without titles; seen with Gazprom tail logo TIV 17aug08; l/n MRV 15jun16; scrapped MRV sep18; canx between 27aug18 and 16oct18 f/n VKO 28aug93; l/n VKO 13jun94
93A962	RA-85778 RA-85778 RA-85778	Tu-154M Tu-154M Tu-154M	Aeroflot Kolavia Gazpromavia	mfd BAK rgd	20may93 02feb96 17oct97	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A963	RA-85779 RA-85779 RA-85779 RA-85779	Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Air AJT Internat. Pulkovo Avia Pulkovo Avia Rossiya Russian Al	mfd LCA trf DUS MUC	26may93 21aug94 01may95 11jan98 10dec06	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A964	RA-85780 RA-85780 UN-85780 UN-85780 EP-CPT	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk AMITE AO Kazakstan Airlines Air Kazakstan Caspian Airlines	mfd rgd GMP SHJ THR	10jun93 27jun94 28apr95 12dec99 03jun08	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A965	UN-85781 UN-85781 UN-85781 UN-85781 UP-T5406	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Aeroflot Kazakstan Airlines Air Kazakstan Aeroflot Kazakstan Airlines Atrrau Airways Kazakhstan Emercom	mfd IST trf DXB ALA	24jun93 03nov93 26sep96 06mar06 10oct08	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A966	RA-85782 RA-85782 RA-85782 RA-85782 UN-85782 RA-85782	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk IDF Tatarstan Air Volga China Xinjiang Al VIP Air Alrosa	mfd IST rgd KUF HAM VKO	09jul93 sep94 30jun95 19may96 21jun97 24jun05	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A967	RA-85783 B-4028 B-4028 B-4028	Tu-154M Tu-154M Tu-154M Tu-154M/D	LII Zhukovski China United Al Chinese Air Force Chinese Air Force	mfd d/d NAY NAY	jul93 20may94 01jun13 29sep15	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen; the operator had nothing to do with the airline Samara; in basic Aeroflot c/s with 'Samara' titles; stored at SVO from may96 in full c/s; named 'Kogalym' after a town in Western Siberia; f/n DME 23apr97; new CoFR issued 16sep03; l/n TJM 09jul04
93A968	RA-85784 RA-85784 RA-85784 RA-85784 RA-85784 RA-85784	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Tyumen Kolavia Kolavia Taban Air Kolavia	mfd trf DME THR LGG	28jul93 07jul93 16aug96 17oct08 18aug10	l/n AMS 03aug97, in Aeroflot c/s and titles l/n DUS 14jul06 in basic Pulkovo c/s; seen LED 27oct09, stored; l/n LED 19dec10, wfu; broken up dec10; t/t 27,242 hours and 11,500 cycles mfd also given as 23jun93; toc 28oct93 soc jun94 as to Kazakhstan l/n CGN 03oct98; official trf to Air Kazakhstan 26sep96 l/n DXB 30dec03 d/d may08; l/n DXB 24jan11; seen stored THR jan12/30mar17 f/n BKK 03aug93 with Kazakh flag titles painted as 'Kazakhstan Airlines'; l/n FRA 07aug98; see trf date next line ! Almaty based; f/n HAJ dec98; last flight before bankruptcy of airline HAJ-PWQ-KSN on 29feb04; l/n ALA 18oct05 seen VIE 16mar07 in new c/s; l/n ALA 20feb08 small Kazakh 'KR TZhM Kazaviaktykaru' (Kazakh Aviation Rescue of the Ministry of Emergency Situations of the Republic of Kazakhstan) titles on the nose l/h side and probably Russian 'Kazaviaspas MChS KR' titles on r/h side; seen ALA 10apr11 with additional 'Torch Relay' titles; l/n SAW 08aug11 as such; seen KBL 26sep11 without titles; stored at ALA, probably since nov13; was offered for sale 15jan18; seen ALA 09jul19/02may22 stored; in the process of being scrapped late nov22/dec22 toc 28oct93 operated by Iron Dragonfly f/n PRG 05dec95 full Air Volga colours with small China Xinjiang titles; soc and canx 29may97 as to Kazakhstan l/n ALA 04jan03; had additional 'Air Kazakstan' outside VARZ; reports 'c/n checked as 917' aug05 proved to be in error; l/n DME 28apr14; seen MJZ jul16/may22, stored rgd 06sep93; in Aeroflot c/s; f/n ZIA 31aug93; canx 07dec93 as to China with CAAC titles; f/n NKG 01jun94; seen HKG 17feb04 with Chinese flag on tail and CAAC titles; l/n NAY 07nov12 no titles no titles with Chinese flag; Type III ELINT aircraft with canoe-shaped fairing (synthetic aperture radar ?) under the fuselage; l/n NAY 19sep19 toc 24may93, see mfd rgd 10aug93; f/n DME 16jun94; in full Aeroflot c/s; l/n DME 14may95 named 'Kogalym'; l/n AYT 16jul08 in Kolavia c/s with dual 'Kolavia' and 'Taban Air' titles; l/n l/n DXB 15mar10 l/n SGC 28mar13/02may14, stored f/n DME 01sep93 initially still in full Aeroflot c/s including titles; l/n as such AMS 21apr97; new CoFR issued 23apr97; repaired in full Pulkovo Avia c/s; f/n as such f/n DUS 16jun97; f/n with small additional 'Rossiya' titles DUS 07jan07; l/n DME 21mar07; see rgd date below to the Russian Federation; 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 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 official mfd 19oct93; according to an MGA document the aircraft was assigned to Tyumen

	RA-85789	Tu-154M	Kaliningradavia	rgd	29sep03	seen LED 04apr05, wfu; seen in VARZ-400 21aug05/autumn 2005, awaiting overhaul with zero hours left, all paint stripped
	RA-85789	Tu-154M	UTair	VKO	apr06	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; l/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-terrorist trainer
93A974	RA-85790 RA-85790 LZ-LTC EP-CPL LZ-LTC RA-85790 RA-85790	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia Balkan Caspian Airlines Sakha Avia Yakutiya	mfd trf LHR DXB VKO rgd rgd	07oct93 20jul95 08mar99 20nov99 07oct00 16jan01 27dec02	seen LED 04apr05, wfu; seen in VARZ-400 21aug05/autumn 2005, awaiting overhaul with zero hours left, 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; l/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-terrorist trainer toc 13apr94; f/n YKS 08jul94, in full Aeroflot c/s; l/n SVO 25sep94 f/n SVO jul96 l/n BUD 20sep99; not in fleet list 31dec99 l/n DXB 09sep00 stored with faded but readable registration 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 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 CoFR renewal 30sep96; l/n SVO 14apr97; soc and canx 14jan01 as leased to Bulgaria l/n FRA 12aug01 leased from 'Sofia' until 16oct02; f/n THR oct02; photo, date unknown, at SHJ in basic Bulgarian Air Charter c/s with 'Iran Air Tour' titles f/n SVO 18apr04; l/n VKO 06sep08 operational; offered for sale 23oct08 with t/t 13,526 hours and 5,673 cycles; stored at YKS from late 2009, l/n oct11/jun12; broken up in 2015; canx before apr16 in full Aeroflot c/s; f/n DME 04feb94 f/n KUF 20may96; l/n STR 15jun96 leased from Samara; f/n KUF 28may97; l/n DXB nov99 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 to Norilsk Avia Service; in basic Samara c/s with large 'KVM' 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 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 f/n SVO may03; named 'Yefim Parakhin' between mar06 and aug06; l/n IST 25jan07; was already sold to Avialinii 400 30dec06
93A975	RA-85791 RA-85791 LZ-LCB EP-MBR	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia Bulgarian Air Ch. Iran Air Tour	mfd trf VKO lsd	12oct93 20sep95 02jun01 16oct01	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; l/n VKO 06sep08 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 f/n SHJ 09nov95 leased from Sakha Avia; f/n VKO oct98; l/n UTP 05jan01 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; l/n YKS mar13/apr15, stored; canx before apr16; reported scrapped rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines' 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 titles written in Cyrillic as 'Erflot Tekhniki'; 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 with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07 repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08 in basic AviaPRAD c/s with 'VIM-Avia' titles; l/n active DME 18aug08; stored at Krasnodar, l/n 05mar09 still in basic AviaPRAD c/s; l/n PEE 08aug10 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 f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager; l/n VKO 23jun13 initially in all-white c/s with the UTair logo changed into a blue circle, no titles; l/n as such SVX 27aug13; 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 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 t/t 16,608 hours and 6,187 cycles as of 14apr06 wet-leased from Aviaenergo; in basic Aviaenergo c/s with 'Aeroflot' titles; l/n SVO 26may06 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 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 CoFR renewal 29oct99; l/n SHJ 03jan01 f/n MHD oct01; l/n SHJ mar02; leased from Tatneftaero until 08jun02 f/n KZN 25jun02; l/n SHJ 11nov02 leased from Tatarstan 29aug02/31dec04; additional 'Skylink' titles on nose by apr04; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 08nov04 t/t 18,001 hours and 6,053 cycles as of 01jan10; seen LED 15jun10, active; l/n KZN aug12/may13, stored; broken up jun13; canx before apr16 toc 27may94 f/n SVO 17jun94, in Aeroflot c/s and titles titles below the cockpit leased from Murmansk Air Transport; seen RHO 26jul97 l/n SVO 05aug99 f/n SHJ 01nov00; in all-white c/s, no titles; CoFR renewal 19mar01; l/n DXB 25may01 with 'Tatarstan' titles; l/n BCN 24aug02 f/n DME 17oct02; leased from Tatarstan 29sep02/31dec04; in Tatarstan c/s with 'East Line' titles and logo; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n SKG 04sep05 seen IST 13dec05, reported for Russkoye Nebo; seen Samara-Bezmyanka 07may06 in primer at factory; l/n AYT aug06 in white c/s with logo and titles; seen IST 28jul11, damaged by an airport tug this date, which collided with the port wing causing fuel to leak onto the tarmac; l/n KZN 05oct13 reported in AL; in white c/s with Tatarstan AL logo on the tail, no titles; l/n KZN may16/sep20; canx between 13sep17 and 24oct17 f/n DME 15may95 l/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 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 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 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 Rosimushchestvo 12mar12; l/n VKO 26jun13; broken up VKO 11nov14 rgd 15dec94; f/n DME 07may95; l/n MUC 11mar03 f/n VKO 22aug03; named 'Farman Salmanov' after one of the geologists who discovered oil in Siberia; new CoFR issued 29jan08; l/n operational VKO 01apr11; scrapped at UFA apr13, fuselage cut in two parts by 11apr13 f/n SVO 16may95; trf 15jun95; l/n DME 28dec02 f/n VKO 27jun03; l/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 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 f/n DXB may03; named 'Pyotr Panov' 27apr05; l/n AER 26aug11; seen TJM 05may13 stored; broken up apr14 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 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 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/jul09; new CoFR issued 18sep18; seen being worked on at VKO 15jan20 still in full Rossiya c/s including titles; ferried from VKO to CKL 20jan20; l/n 10dec21 location unknown not delivered by aug02 rgd 18apr03; f/n DXB 07may03; seen SVX mar12/aug13, stored; completely broken up by 20sep13
93A976	RA-85792 RA-85792 EP-LAZ RA-85792	Tu-154M Tu-154M Tu-154M Tu-154M	AFL/Privolzhsk Samara Kish Air Samara	mfd trf rgd rgd	30dec93 04feb94 01mar97 27jul00	seen LED 04apr05, wfu; seen in VARZ-400 21aug05/autumn 2005, awaiting overhaul with zero hours left, 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; l/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-terrorist trainer toc 13apr94; f/n YKS 08jul94, in full Aeroflot c/s; l/n SVO 25sep94 f/n SVO jul96 l/n BUD 20sep99; not in fleet list 31dec99 l/n DXB 09sep00 stored with faded but readable registration 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 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 CoFR renewal 30sep96; l/n SVO 14apr97; soc and canx 14jan01 as leased to Bulgaria l/n FRA 12aug01 leased from 'Sofia' until 16oct02; f/n THR oct02; photo, date unknown, at SHJ in basic Bulgarian Air Charter c/s with 'Iran Air Tour' titles f/n SVO 18apr04; l/n VKO 06sep08 operational; offered for sale 23oct08 with t/t 13,526 hours and 5,673 cycles; stored at YKS from late 2009, l/n oct11/jun12; broken up in 2015; canx before apr16 in full Aeroflot c/s; f/n DME 04feb94 f/n KUF 20may96; l/n STR 15jun96 leased from Samara; f/n KUF 28may97; l/n DXB nov99 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 to Norilsk Avia Service; in basic Samara c/s with large 'KVM' 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 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 f/n SVO may03; named 'Yefim Parakhin' between mar06 and aug06; l/n IST 25jan07; was already sold to Avialinii 400 30dec06
93A977	RA-85793 RA-85793 RA-85793	Tu-154M Tu-154M Tu-154M	AFL/Yakutiya Sakha Avia Yakutiya	mfd trf rgd	21jan94 20jul95 17jan03	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; l/n VKO 06sep08 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 f/n SHJ 09nov95 leased from Sakha Avia; f/n VKO oct98; l/n UTP 05jan01 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; l/n YKS mar13/apr15, stored; canx before apr16; reported scrapped rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines' 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 titles written in Cyrillic as 'Erflot Tekhniki'; 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 with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07 repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08 in basic AviaPRAD c/s with 'VIM-Avia' titles; l/n active DME 18aug08; stored at Krasnodar, l/n 05mar09 still in basic AviaPRAD c/s; l/n PEE 08aug10 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 f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager; l/n VKO 23jun13 initially in all-white c/s with the UTair logo changed into a blue circle, no titles; l/n as such SVX 27aug13; 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 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 t/t 16,608 hours and 6,187 cycles as of 14apr06 wet-leased from Aviaenergo; in basic Aviaenergo c/s with 'Aeroflot' titles; l/n SVO 26may06 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 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 CoFR renewal 29oct99; l/n SHJ 03jan01 f/n MHD oct01; l/n SHJ mar02; leased from Tatneftaero until 08jun02 f/n KZN 25jun02; l/n SHJ 11nov02 leased from Tatarstan 29aug02/31dec04; additional 'Skylink' titles on nose by apr04; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 08nov04 t/t 18,001 hours and 6,053 cycles as of 01jan10; seen LED 15jun10, active; l/n KZN aug12/may13, stored; broken up jun13; canx before apr16 toc 27may94 f/n SVO 17jun94, in Aeroflot c/s and titles titles below the cockpit leased from Murmansk Air Transport; seen RHO 26jul97 l/n SVO 05aug99 f/n SHJ 01nov00; in all-white c/s, no titles; CoFR renewal 19mar01; l/n DXB 25may01 with 'Tatarstan' titles; l/n BCN 24aug02 f/n DME 17oct02; leased from Tatarstan 29sep02/31dec04; in Tatarstan c/s with 'East Line' titles and logo; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n SKG 04sep05 seen IST 13dec05, reported for Russkoye Nebo; seen Samara-Bezmyanka 07may06 in primer at factory; l/n AYT aug06 in white c/s with logo and titles; seen IST 28jul11, damaged by an airport tug this date, which collided with the port wing causing fuel to leak onto the tarmac; l/n KZN 05oct13 reported in AL; in white c/s with Tatarstan AL logo on the tail, no titles; l/n KZN may16/sep20; canx between 13sep17 and 24oct17 f/n DME 15may95 l/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 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 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 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 Rosimushchestvo 12mar12; l/n VKO 26jun13; broken up VKO 11nov14 rgd 15dec94; f/n DME 07may95; l/n MUC 11mar03 f/n VKO 22aug03; named 'Farman Salmanov' after one of the geologists who discovered oil in Siberia; new CoFR issued 29jan08; l/n operational VKO 01apr11; scrapped at UFA apr13, fuselage cut in two parts by 11apr13 f/n SVO 16may95; trf 15jun95; l/n DME 28dec02 f/n VKO 27jun03; l/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 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 f/n DXB may03; named 'Pyotr Panov' 27apr05; l/n AER 26aug11; seen TJM 05may13 stored; broken up apr14 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 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 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/jul09; new CoFR issued 18sep18; seen being worked on at VKO 15jan20 still in full Rossiya c/s including titles; ferried from VKO to CKL 20jan20; l/n 10dec21 location unknown not delivered by aug02 rgd 18apr03; f/n DXB 07may03; seen SVX mar12/aug13, stored; completely broken up by 20sep13
93A978	EP-MCU RA-85794 RA-85794 RA-85794 RA-85794	Tu-154M Tu-154M Tu-154M Tu-154M Tu-154M	Iran Air Tour AFL/Yakutiya Sakha Avia Polar Airlines Yakutiya	MHD mfd trf rgd rgd	28mar09 26jan94 20jul95 13jul98 11apr01	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; l/n VKO 06sep08 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 f/n SHJ 09nov95 leased from Sakha Avia; f/n VKO oct98; l/n UTP 05jan01 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; l/n YKS mar13/apr15, stored; canx before apr16; reported scrapped rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines' 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 titles written in Cyrillic as 'Erflot Tekhniki'; 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 with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07 repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08 in basic AviaPRAD c/s with 'VIM-Avia' titles; l/n active DME 18aug08; stored at Krasnodar, l/n 05mar09 still in basic AviaPRAD c/s; l/n PEE 08aug10 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 f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager; l/n VKO 23jun13 initially in all-white c/s with the UTair logo changed into a blue circle, no titles; l/n as such SVX 27aug13; 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 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 t/t 16,608 hours and 6,187 cycles as of 14apr06 wet-leased from Aviaenergo; in basic Aviaenergo c/s with 'Aeroflot' titles; l/n SVO 26may06 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 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 CoFR renewal 29oct99; l/n SHJ 03jan01 f/n MHD oct01; l/n SHJ mar02; leased from Tatneftaero until 08jun02 f/n KZN 25jun02; l/n SHJ 11nov02 leased from Tatarstan 29aug02/31dec04; additional 'Skylink' titles on nose by apr04; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n DME 08nov04 t/t 18,001 hours and 6,053 cycles as of 01jan10; seen LED 15jun10, active; l/n KZN aug12/may13, stored; broken up jun13; canx before apr16 toc 27may94 f/n SVO 17jun94, in Aeroflot c/s and titles titles below the cockpit leased from Murmansk Air Transport; seen RHO 26jul97 l/n SVO 05aug99 f/n SHJ 01nov00; in all-white c/s, no titles; CoFR renewal 19mar01; l/n DXB 25may01 with 'Tatarstan' titles; l/n BCN 24aug02 f/n DME 17oct02; leased from Tatarstan 29sep02/31dec04; in Tatarstan c/s with 'East Line' titles and logo; operator renamed 'Russkoye Nebo' (Russian Sky) late 2004 by its new owner Tesis; l/n SKG 04sep05 seen IST 13dec05, reported for Russkoye Nebo; seen Samara-Bezmyanka 07may06 in primer at factory; l/n AYT aug06 in white c/s with logo and titles; seen IST 28jul11, damaged by an airport tug this date, which collided with the port wing causing fuel to leak onto the tarmac; l/n KZN 05oct13 reported in AL; in white c/s with Tatarstan AL logo on the tail, no titles; l/n KZN may16/sep20; canx between 13sep17 and 24oct17 f/n DME 15may95 l/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 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 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 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 Rosimushchestvo 12mar12; l/n VKO 26jun13; broken up VKO 11nov14 rgd 15dec94; f/n DME 07may95; l/n MUC 11mar03 f/n VKO 22aug03; named 'Farman Salmanov' after one of the geologists who discovered oil in Siberia; new CoFR issued 29jan08; l/n operational VKO 01apr11; scrapped at UFA apr13, fuselage cut in two parts by 11apr13 f/n SVO 16may95; trf 15jun95; l/n DME 28dec02 f/n VKO 27jun03; l/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 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 f/n DXB may03; named 'Pyotr Panov' 27apr05; l/n AER 26aug11; seen TJM 05may13 stored; broken up apr14 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 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 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/jul09; new CoFR issued 18sep18; seen being worked on at VKO 15jan20 still in full Rossiya c/s including titles; ferried from VKO to CKL 20jan20; l/n 10dec21 location unknown not delivered by aug02 rgd 18apr03; f/n DXB 07may03; seen SVX mar12/aug13, stored; completely broken up by 20sep13
93A979	RA-85795	Tu-154M	Aeroflot	mfd	04apr94	seen in VARZ-400 in basic Yakutiya c/s with small 'Avialinii 400' titles behind cockpit windows; l/n VKO 06sep08 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 f/n SHJ 09nov95 leased from Sakha Avia; f/n VKO oct98; l/n UTP 05jan01 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; l/n YKS mar13/apr15, stored; canx before apr16; reported scrapped rgd 26apr94; f/n DME 21may94; leased by VAK-Rosat to Sichuan Airlines; seen with 'Sichuan Airlines' 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 titles written in Cyrillic as 'Erflot Tekhniki'; 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 with 'sunflower' tail logo; f/f 07aug06; h/o 22aug06; f/n LED 29dec06; l/n VIE 13apr07 repainted at Bykovo apr07; in white c/s with red trim; airline ceased operations 11feb08; stored at CEK, l/n 22mar08 in basic AviaPRAD c/s with 'VIM-Avia' titles; l/n active DME 18aug08; stored at Krasnodar, l/n 05mar09 still in basic AviaPRAD c/s; l/n PEE 08aug10 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 f/n VKO 18aug03; named 'Viktor Muravlenko' after a Soviet oil industry manager

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 Tselevoiy fond budushchikh pokoleni Respubliki Sakha 30apr03 and passed on to OOO Vodolei plyus 06mar07; contract annulled by a court order dated 25jun07; airframe not completed before production ceased in feb13
95A994	RA-85814	Tu-154M	Ural Airlines	ZIA	24aug95	mfd 05sep95; rgd 07sep95; seen SVX may12/may13 stored; in the process of being broken up 24jun13/03jul13
98A995	RA-85820	Tu-154M	TyumenAviaTrans	mfd	25aug98	seen unmarked in the Aviakor factory jan96, see c/n ..A1000; rgd 20oct98; named 'Roman Marchenko'; f/n VKO 19aug99; l/n FAO 21jun03, see rgd next line
	RA-85820	Tu-154M	UTair	rgd	05dec02	named 'Roman Marchenko'; f/n SGC 25aug03; l/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	--	Tu-154M		Sae	jan96	stored at the factory
	RA-85816(2)	Tu-154M	primer	Sae	13aug99	l/n Samara-Bezmyyanka 11aug01; see c/n 95A1006
	RA-85123(2)	Tu-154M	Kuban Airlines	r/o	01may06	f/n Samara-Bezmyyanka 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, l/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)	Tu-154M	Aviaenergo	BCN	20jun09	still in basic AviaPRAD c/s with 'Aviaenergo' titles; l/n BCN 22sep10
	RA-85123(2)	Tu-154M	Continent	VKO	31jan11	still in basic AviaPRAD c/s with 'Continent' titles; seen KJA aug12, stored; with inscription æS Dnyom vozduzhnogo flota Rossiya (Congratulations with the Anniversary of the Air Fleet of Russia) since at least dec13; l/n in a hangar KJA 02sep15, as such; photo Samara-Bezmyyanka 05mar16
12A997	RA-85123(2)	Tu-154M	Russian Air Force	CKL	jan19	latest CoFR 12mar18; in basic Rossiya c/s with '223 LO' badge; l/n MJI 08dec21
	RA-85817(2)	Tu-154M	primer	Sae	jan96	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	VIP aircraft; 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; l/n AER sep22; see c/n 73A041
12A998	--	Tu-154M	primer	Sae	jan96	stored at the factory; ordered by the Russian Air Force 05sep08; the last ever Tu-154 completed
	RA-85042(2)	Tu-154M	primer	f/f	05dec12	l/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 Bezmyyanka 30nov16; title removed by 2017 seen AAG 30may18; no titles, just a '223 LO' badge; titles removed in 2017; l/n VKO 07aug23 active
..A999	--	Tu-154M		Sae	jan96	stored at the factory; the Russian MoI showed interest in this aircraft in 2015
	RA-85819(2)	Tu-154M	bare metal	Sae	30aug97	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	--	Tu-154M	primer	Sae	jan96	stored at the factory; seen jan09 being worked on
	RA-85155(2)	Tu-154M	Russian Air Force	h/o	29apr10	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 76A155
07A1001	--	Tu-154M		Sae	jan96	stored at the factory
	RA-85057(2)	Tu-154M	Samara	mfd	30jul07	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 sbornaya 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 04sep10, still in full Samara colours; see c/n 74A057
	RA-85057(2)	Tu-154M	South East	STN	28may11	leased to Avialinii Dagestana (dba South East) 13apr11 (for 2 years); in the same basic c/s as above; l/n VKO 07mar12
	RA-85057(2)	Tu-154M	UTair	VKO	21mar12	in the same basic c/s as above, original titles painted out and 'UTair' titles below the cockpit; l/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	--	Tu-154M		Sae	jan96	stored at the factory; airframe not completed before production ceased in feb13
00A1003	1003	Tu-154M	Czech Air Force	d/d	29jul00	export CoFA dated 14jul00; l/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, l/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; l/n Zruc 01jul17 still dismantled with no tail attached; seen 21apr18, same condition; seen 05sep20, complete minus outer wings and on display; l/n 06aug22
08A1004	--	Tu-154M		Sae	jan96	stored at the factory
	RA-85084(2)	Tu-154M	FSB	mfd	09apr09	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	Tu-154M	Aeroflot	mfd	23mar95	f/n SVO 16may95
	RA-85812	Tu-154M	Sakha Avia	trf	20jul95	f/n SVX 20aug95; l/n VKO 24aug97
	RA-85812	Tu-154M	Sirair	SVO	mar99	in blue/white c/s with titles and tail logo
	RA-85812	Tu-154M	Sakha Avia	rgd	09jun99	f/n TOF 16sep99; l/n UTP 14jan02
	RA-85812	Tu-154M	Yakutiya	rgd	07aug02	f/n YKS 14aug03; seen VKO 17sep12, active; l/n YKS 30mar13/20apr15 stored; canx before apr16; broken up
95A1006	RA-85816(1)	Tu-154M	Aeroflot	VKO	01jul95	official mfd 11jul95; rgd 08aug95; see c/n 06A996
	RA-85816(1)	Tu-154M	Bashkirian AI	rgd	08jul95	f/n DXB 05nov95; l/n IST 13jul98
	RA-85816(1)	Tu-154M	Transeuropean	SVO	nov98	leased from Bashkirian Airlines; in modified ex Bashkirian AI blue/white c/s with titles and tail logo; l/n TFS 26dec98
	RA-85816(1)	Tu-154M	Shaheen Air Intl	DXB	30may99	leased from Bashkirian Airlines; in white c/s with blue cheatline, tail logo and titles; l/n DXB 20jul01
	RA-85816(1)	Tu-154M	Bashkirian AI	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 01oct02
95A1007	RA-85817(1)	Tu-154M	Avial. Tatarstana	mfd	28sep95	f/n IST 07dec95; l/n ZRH feb96 in basic Aeroflot c/s with 'Tatarstan' titles; see c/n 12A997
	RA-85817(1)	Tu-154M	Samara	trf	11oct96	rgd 22nov96 to Aerovolga; photo GVA may97 and DME aug97; in full red c/s; seen DXB 18nov97; l/n SVO 09aug98; canx 06may99 and soc 16may99 as leased to Iran
	EP-LBM	Tu-154M	Kish Air	rgd	01may99	f/n DXB 03dec99; l/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 28jun02, no reg or titles with just 'M' on the nose wheel door
	RA-85817(1)	Tu-154M	Samara	rgd	24aug04	f/n KUF 08jul04; l/n as such KHV 05sep06; seen with additional small 'Krasnoyarskiye avialinii' titles GOJ 20jul07; operator's certificate revoked 30sep08; seen KJA Jul10/aug12, stored; broken up at KJA nov14
97A1008	RA-85819(1)	Tu-154M	Tyumen Airlines	mfd	15jul97	rgd 20jul97; f/n DME 20aug97; l/n SHJ 04apr98 with additional 'Yamal' titles; see RA-85819(2) with surmised c/n ..A999
	RA-85819(1)	Tu-154M	Yamal	SVO	may99	CoFR renewal 29jan01; l/n TJM 22jun06
	RA-85819(1)	Tu-154M	UTair	VKO	22jul07	l/n VKO 24apr08
	EP-TBA	Tu-154M	Taban Air	DXB	02mar09	l/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; l/n SHJ 06dec11; seen stored MCX 23mar12; photo DMB 10jul12, stored in full c/s, no titles
	UP-T5409	Tu-154M	Kaz Air Trans	SAW	12aug12	all-white c/s, titles and tail logo only; seen DMB 31aug12/24jun13 probably stored; offered for sale jun18 by Avialux of Kiev with 15,117 hours, 5,521 cycles for \$700,000; l/n FRU oct18/sep23 wfu
95A1010	EW-85815	Tu-154M	Belarus Government	mfd	aug95 ?	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; l/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; l/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; l/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; l/n VKO 24aug03
	RA-85840	Tu-154M	Avialin. Dagestana	rgd	28oct03	f/n VKO 24jun06; with 'h' in the English titles (Daghestan Airlines) on the starboard side; l/n DME 19jun11
	RA-85840	Tu-154M	South East	VKO	29aug11	l/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; l/n BTS 13oct18/10mar20
98A1013	4K-AZ10	Tu-154M	Azerbaijan Gvt	d/d	mid-98	initially with 'Azerbaijan' titles and Azerbaijani flag, l/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; l/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 'Púčov' after a town in north-western Slovakia; l/n BTS 04oct03; ferried BTS-VKO-Samara-Bezmyyanka 27oct03

	RA-85834 RA-85834	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rgd	05dec03 12oct06	f/n HEL 04jun04; l/n HAM 17sep06 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such SXF 14oct06 and l/n as such CDG 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 scrap metal 27aug13, for USD 12,000
98A1015	OM-AAB OM-AAB	Tu-154M Tu-154M	Slovak Airlines Balkan	mfd LHR	07may98 01oct01	Tu-154M-100; had -85923 allocated; export CofA dated 05may98; d/d 08may98; named 'Gerlach' after the highest mountain of the High Tatras; l/n PMI 06jul01 leased from Slovak Airlines; in basic Slovak Airlines c/s with Balkan titles and Slovak Airlines logos; l/n STR 21sep02 now without titles (with logos only); l/n SVO 29sep03; ferried BTS-VKO-Samara-Bezmyanka 20oct03 f/n LED 02jul04; l/n DUS 10sep06; see c/n 85A716
	OM-AAB RA-85835(2) RA-85835(2)	Tu-154M Tu-154M Tu-154M	Slovak Airlines Pulkovo Avia Rossiya Russian Al	BTS rgd rgd	14dec02 05dec03 12oct06	initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 07oct06 and l/n as such DUS 21jan07; later in basic Pulkovo c/s with 'Rossiya Russian Airlines' titles; f/n as such KKR 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 1016	Tu-154M Tu-154M	Czech Government Czech Air Force	mfd trf	10dec96 31dec98	export CofA dated 10dec96; rgd 12dec96; d/d 14dec96; the sole Tu-154 delivered in 1996; canx 31dec98 l/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, l/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; l/n 08jul18
97A1017	OK-BYZ --	Tu-154M Tu-154M	Czech Government bare metal	UHE Sae	aug18 27jun02	now repainted as OK-BYZ; l/n 23aug21 bare metal; was planned for delivery to the Ukrainian government; airframe not completed before production ceased in feb13
98A1018	OM-AAC	Tu-154M	Slovak Airlines	mfd	03sep98	Tu-154M-100; export CofA dated 01sep98; d/d 12sep98; named 'Detva' after a town in central Slovakia; l/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 'Markiza Televizia' (a local TV station) advertising; f/n as such PRG 23mar01; l/n as such BTS 20jul03; ferried BTS-VKO-Samara-Bezmyanka 11nov03
	RA-85836(2) RA-85836(2)	Tu-154M Tu-154M	Pulkovo Avia Rossiya Russian Al	rgd rgd	05dec03 12oct06	f/n LGW 29aug04; l/n DUS 02sep06; see c/n 85A717 initially in full Pulkovo c/s with additional 'Rossiya' titles; f/n as such DUS 22oct06 and l/n as such BUD 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 12,000
05A1019	RA-85019(2)	Tu-154M	FSB	f/f	08dec05	official mfd 14apr06; VIP aircraft for the higher echelons of the Federal Security Service; opb oao sn FSB at 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 06sep21; see c/n 71A019
01A1020	RA-85833	Tu-154M	Ural Airlines	mfd	27sep01	rgd 10oct01; highest known completed c/n, but not the last Tu-154 built which is c/n 12A998; d/d 03jun02; f/n BCN 06jul02; seen DME 29mar09 in new colours (the only Tu-154 of Ural Airlines which received them); seen LED 18sep11 active; l/n SVX 11mar12/20aug12, stored
	RA-85833 RA-85833	Tu-154M Tu-154M	Tatarstan AK Bars Aero	rgd KZN	20nov12 28dec13	f/n KZN 27dec12; in basic ex-Ural Airlines c/s, with titles; l/n VKO 01dec13 in basic ex-Ural Airlines c/s, with titles; l/n KZN 03oct14/25sep17; canx between 13sep17 and 24oct17
..A1021	--	Tu-154M	--	no	reports	production was started, but aircraft was not completed; existing parts probably scrapped
..A1022	--	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

Tu-154s with unknown c/ns

---	CCCP-85278 RA-85479(2)	Tu-154 Tu-154M	Aeroflot Airlines 400/AFL	KBP VKO	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 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 RA-85541	Tu-154B-2 Tu-154B-2	Aeroflot Aeroflot	LED SVO	29nov82 04jul93	not on Soviet or Russian Federation register ! 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) EP-ARI	Tu-154M Tu-154M	all primer Mahan Air	Sae THR	30aug97 dec98	see c/n 89A812 l/n DXB 03apr99; in basic Aeroflot c/s; reported as leased from Samara Airlines; another photo exists in all-white c/s with titles and small green logo on the tail
---	EP-LBF HA-LCY	Tu-154M Tu-154M	Kish Air Pannon Airlines	DXB	13nov97 17may00	in basic ex Samara c/s with Kish Air titles; l/n DXB 18jan98; not c/n 95A1007 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 aircraft.

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' ZIA 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 Bilznyuk' 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 Rossiya' titles and Russian stars; named 'Valentin Bilznyuk' after the chief designer of the Tu-160 who passed away 30dec19; attacked IS targets in Syria 19nov15; photo inside at KAZ 10mar16; l/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

	"25" 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 01dec00
847 04 2 17	"63" grey "342" black	Tu-160S Tu-160SK	Tupolev OKB Tupolev OKB	mfd LBG	16mar88 jun95	line # 04-01; in Soviet Air Force c/s; f/f 22mar88; f/n ZIA 16aug92 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 "Buriak" suborbital launcher rocket; named 'Boris Veremei' 22dec05 after a Tupolev test pilot; l/n ZIA 22dec05
	no code	Tu-160S	Tupolev OKB	ZIA	21aug07	l/n ZIA 07aug09; contract for overhaul and modernisation by KAZ signed 14jun17; seen in primer in KAZ with a table in front saying '401' and 'M2'
	RF-94444	Tu-160M	primer	f/f	sep21	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 feb22; l/n ZIA apr23
818 04 9 21	"26" red "26" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	30jun88 1992	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 Force Museum there since, l/n may19
828 04 7 34	"20" red "20" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	line # 04-03; 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 Russian stars; named 'Igor Sikorskiy' in 2012 after the famous Russo-American aircraft designer; f/n as such Engels 10nov12; l/n Engels 16aug14; under overhaul with KAZ at Kazan from at least nov15
	no reg	Tu-160M	Russian Air Force	f/f	02feb20	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 Sikorskiy'; ferried from the KAZ factory to ZIA for tests 10mar21; l/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 Priluki 19oct00
848 05 4 25	"24" red "24" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1988 1992	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; scrapped at Priluki 14jan99 (as the first Ukrainian Tu-160 which was destroyed)
829 05 8 36	"16" red	Tu-160S	Soviet Air Force	mfd	1989	line # 05-03; c/n confirmed by Ukrainian Customs data base and a Ukrainian Air Force Tu-160 listing; opb 184 tbap at Priluki; shown to French Defence Minister Jean-Pierre Chevènement at Kubinka mar89
	"16" red	Tu-160S	Ukraine Air Force	trf	1992	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 of the transferred Ukrainian Tu-160s)
	"16" red	Tu-160S	Russian Air Force	Eng	17aug01	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; l/n as such Engels 16aug05; last overhaul completed by KAPO 10apr09; f/n with 'VVS Rossii' titles and Russian stars Engels 15aug10, c/n checked on a plate on the nose-wheel strut as '81905836'
	RF-94107	Tu-160S	Russian Air Force	Eng	02aug12	also carried code "16" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Alexei Plokhov'; l/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	line # 05-04; opb 184 tbap at Priluki opb 184 tbap at Priluki; named 'Priluki'; stored at Priluki without Ukrainian Air Force markings, seen may98; sold to Russia in 1999 and ferried to Engels 19jan00
	"17" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Valeri Chkalov' 07feb04 after a famous Soviet test pilot of the 1930s; initially without titles and with Red Stars, l/n as such Engels 01nov05; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94110	Tu-160S	Russian Air Force	Eng	20aug11	also carried code "17" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named '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; l/n in its old colours Engels 19aug17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels 04may18; l/n Engels 23dec20
839 05 9 53	"15" red "15" red	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1989 1992	line # 05-05; opb 184 tbap at Priluki 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
	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'; attacked IS targets in Syria 17nov15; l/n over Moscow 09may20; seen Engles may21 now with 'VKS Rossii' titles; l/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; 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, l/n ZIA 19sep09; f/n with 'VVS Rossii' titles and Russian stars overhead Moscow 09may10
	RF-94100	Tu-160S	Russian Air Force	ZIA	12jul11	also carried code "10" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Nikolai Kuznetsov'; l/n in its old colours ZIA 22aug17; c/s amended and titles changed to 'VKS Rossii'; f/n as such Engels 04may18; l/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 in 1999 and ferried to Engels 21feb00 (as the last but one of the transferred Ukrainian Tu-160s)
	"11" red	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Vasili Senko' 15oct02 after a distinguished bomber pilot and Hero of the Soviet Union; l/n Engels 12apr11
	RF-94114	Tu-160S	Russian Air Force	Bly	24jun11	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; l/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 tbap (redesignated 6950 AvB in 2009) at Engels; named 'Alexander Novikov' 21dec00 after a 1940s Air Chief Marshal; l/n Engels 01nov05; arrived with KAPO for heavy maintenance in 2011
	RF-94109	Tu-160S	Russian Air Force	Eng	early13	also carried code "12" red; with 'VVS Rossii' titles and Russian stars; named 'Alexander Novikov'; l/n Engels 21sep18
810 06 7 41	"14" red (1) "14" red (1)	Tu-160S Tu-160S	Soviet Air Force Ukraine Air Force	mfd trf	1990 1992	line # 06-04; opb 184 tbap at Priluki; established several world records 31oct89; see c/n 83804352 opb 184 tbap at Priluki; seen Poltava 24sep94 in full Ukrainian Air Force markings; l/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	Tu-160S	Russian Air Force	Eng	17aug01	and Engels 16aug05; opb 121 tbap (redesignated 6950 AvB in 2009) at Engels; underwent overhaul and modernisation with KAPO/KAZ from 10feb10
	RF-94111	Tu-160S	Russian Air Force	f/f	16nov14	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
820 07 6 17	"01" red	Tu-160S	Russian Air Force	mfd	30dec91	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	also carried code "02" red; opb 6950 AvB at Engels; with 'VVS Rossii' titles and Russian stars; named 'Vasili Reshetnikov'; overhauled by KAZ in 2015/16; l/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; l/n Kubinka 31aug21

830 07 3 35	"03" red	Tu-160S	Russian Air Force	mfd	1992	line # 07-03; opb 121 tbat (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 also carried code "03/1" red; opb 6950 AvB at Engels; with 'VVV Rossi' titles and Russian stars; named 'Pavel Taran'; l/n 11nov21
	RF-94101	Tu-160S	Russian Air Force	Bly	jun10	
840 07 1 42	"04" red	Tu-160S	Russian Air Force	mfd	30dec92	line # 07-04; opb 121 tbat (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; l/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 'VVV Rossi' titles and Russian stars; named 'Ivan Yarygin'; l/n in its old colours Engels feb18; c/s amended and titles changed to 'VKS Rossi'; f/n as such Engels mar19; modernised by KAZ and h/o 23apr20; l/n over Moscow 09may21
840 07 2 59	"05" red	Tu-160S	Russian Air Force	mfd	21jul93	line # 07-05; opb 121 tbat (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; l/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 'VVV Rossi' titles and Russian stars; l/n Engels 19aug17
843 08 2 16	"06" red	Tu-160S	Russian Air Force	ph.	09may95	line # 08-01; opb 121 tbat (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; l/n as such Engels 16aug05; underwent heavy maintenance with KAPO 19feb08/16jul09; seen with 'VVV Rossi' 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 'VVV Rossi' titles and Russian stars; l/n Engels 22jul14, active
824 08 4 27	no code "07" red	Tu-160S Tu-160S	primer Russian Air Force	r/o d/d	23dec97 05may00	opb 121 tbat (redesignated 6950 AvB in 2009) at Engels; named 'Alexander Molodchi' 27jun00 after a famous WWII 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 'VVV Rossi' titles and Russian stars; l/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 tbat (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 'VVV Rossi' titles and Russian stars; named 'Vitali Kopylov'; attacked IS targets in Syria 19nov15; seen sep18 location unknown now with 'VKS Rossi' titles; l/n over Moscow 07may22
---	no code	Tu-160	primer	r/o	16nov17	line # 08-04; f/f in late dec17; painted in white c/s with 'VVV Rossi' 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 Solovoyov 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 orders for 65 aircraft.

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'; l/n ZIA 16aug92
	64003	Tu-204	ANTK im. Tupoleva	ZIA	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; l/n 2002; reportedly tested to destruction f/f 14aug92 ever taken up ?, see f/n date below; f/n ZIA 16aug92; l/n FAB sep92; converted to, see next line
# 3 1 64006	CCCP-64006	Tu-204	Bravia	mfd	25dec91	powered by Rolls-Royce RB-211-535E-4 engines; l/n ZIA 24aug95
	RA-64006	Tu-204-120	Bravia	LBG	jun93	still in basic Bravia c/s; l/n ZIA 23aug97
	RA-64006	Tu-204-120	Sirocco Aerospace	ZIA	19aug97	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; aileron removed in 2005 and installed on RA-64019; removed from storage probably in early 2006 and converted to, see next line
	RA-64006	Tu-204-120	Aviastar/Tupolev	ZIA	19aug99	on production line; owned by PSK "Stroitel Astrakhani" from 2007; in storage at ULY, seen mar09/aug13 and broken up there jun15
	06	Tu-204-100	primer	ULY	jun06	no reports
# 1 2 64007	CCCP-64007	Tu-204	ANTK im. Tupoleva	mfd	18mar92	prefix ROSSIIYA; in Aeroflot c/s; converted to, see next line
	ROSS-64007	Tu-204	ANTK im. Tupoleva	PRG	05jun92	version painted on as Tu-204; in Aeroflot c/s; temporary type certificate expired 25aug94; seen ZIA aug03/29aug19, wfu
	RA-64007	Tu-204S	ANTK im. Tupoleva	ZIA	06jul93	prefix ROSSIIYA; no reports
# 3 2 64008	ROSS-64008	Tu-204	ANTK im. Tupoleva	mfd	1993	just underwent airline trials; converted to, see next line
	RA-64008	Tu-204	OryolAvia	VAR	27jun93	Tu-204-100S
	RA-64008	Tu-204-100	Aeroflot Rus. AI	SVO	04aug96	with large 'Tu-204-100S' titles; l/n VKO 20aug99
	RA-64008	Tu-204-100	ANTK im. Tupoleva	VKO	16apr97	in experimental Aeroflot/Russian Aviation Consortium c/s with huge Cyrillic 'Tu-204-100S' 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; l/n VKO
	RA-64008	Tu-204-100	Vnukovo Airlines	VKO	23oct99	

# 4 2 64009	RA-64009 RA-64009 RA-64009	Tu-204 Tu-204 Tu-204-100	OryolAvia Aeroflot Rus. AI Aeroflot Rus. AI	mfd trf ZIA	1992 1995 22may97	(N55.601497 E37.256041) may00/jul15 in an ever deteriorating condition with more and more parts missing; broken up at VKO by 23dec15 based at Zhukovski; f/n VAR 27jun93 f/n ZIA aug95 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, l/n aug12
# 3 1 64010	RA-64010 RA-64010	Tu-204 Tu-204S	OryolAvia Aeroflot Rus. AI	mfd d/d	12feb93 07apr95	f/n LBG 10jun93; l/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, l/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; l/n as such Zhukovski 21aug09; seen ZIA 01dec09 with titles; l/n ULY 16jan10; type certificate issued 19mar10
	RA-64010	Tu-204-300	Biznes-Aero	mfd	26mar10	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 14nov23
# 1 3 64011	RA-64011 RA-64011	Tu-204 Tu-204	Aeroflot c/s, n/t Vnukovo Airlines	f/f trf	29apr93 04jul94	underwent airline trials with Vnukovo Airlines 25mar/20dec93 (or 25mar/20dec94 ?); f/n ZIA 03sep93; l/n 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 service after this incident; l/n VKO 22jul00
	RA-64011	Tu-204-100	Sibir	rgd	09feb01	arrived at OVB jan01 with t/t 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; l/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 ZIA 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; l/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); l/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 in white/grey c/s; d/d oct93; f/n VKO 21apr94
# 2 3 64012	RA-64012 RA-64012	Tu-204 Tu-204	no titles Vnukovo Airlines	mfd toc	03jul93 26apr94	f/n VKO 30aug94, in white/grey c/s, no titles; temporary CoFA expired 30mar95; l/n VKO 15may95/26aug95, stored as such
	RA-64012	Tu-204	no titles	ph.	14oct05	in white/grey c/s; stored at the factory in Ulyanovsk since about 1997, f/n oct99, l/n oct05; removed from storage probably in late 2005 or early 2006; converted to, see next line
	112	Tu-204-300	primer	ULY	25mar06	on production line; sometimes referred to as 64112, reason unknown (c/n remained the same according to documents); l/n aug07
# 3 3 64013	P-632 RA-64013 RA-64013 RA-64013	Tu-204-300 Tu-204 Tu-204 Tu-204	Air Koryo not reported Aeroflot Rus. AI Vnukovo Airlines	ULY mfd ph. LBG	12nov07 30oct93 93/94 ? 14jun95	in full c/s; export CoFA dated 24dec07; d/d 27dec07; l/n VVO 28aug23 was already f/n ULY 11sep93 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; l/n aug13
# 4 3 64014	RA-64014 RA-64014	Tu-204 Tu-204	Rossiya	ULY mfd	11sep93 14jul94	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 hanged 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	RusJet RusJet	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; l/n ULY 01dec17
	RA-64014	Tu-204-100	RusJet	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
	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; l/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	Tu-204-100 Tu-204-100	primer Aeroflot Rus. AI	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 RA-64016	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	no titles Aviastar Permskiye Avialin. KavMinVody Avia	photo ZIA ZIA rgd	05nov96 18aug97 03feb98	in basic Aeroflot c/s with fin completely in the colours of the Russian flag, large 'Tu 204-100' titles l/n SHJ 18nov97 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	Tu-204-100 Tu-204-100 Tu-204-100	primer Aeroflot Rus. AI Permskiye Avialin.	ULY photo rgd	11sep93 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; l/n DXB 05nov99
	RA-64017	Tu-204-100	Sibir	d/d	20dec99	rgd 27apr00; in full c/s; f/n DME 11may00; wfu in autumn 2005 and stored at OVB, l/n 10apr06; sold to Aviastar-TU jun06 for only \$ 5 million; l/n ULY 22jun07, still in full Sibir c/s
	RA-64017	Tu-204-100	Red Wings	BKA	01aug07	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); l/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; l/n DME 15mar10; excluded from the operator's certificate 22apr10
	RA-64017	Tu-204-100	Orenair	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; l/n SVO 03mar12
	RA-64017	Tu-204-100	Red Wings	VKO	18jun12	In light grey c/s with orange belly and tail; l/n with titles VKO 18sep13; f/n without titles ZIA dec13; new CoFR issued 24mar14; l/n without titles DME 01jun14; f/n with titles again DME 01jul14; new CoFR issued 08aug16; l/n AER 29sep18; ferried DME-ZIA 05oct18 on return to lessor
# 1 9 64018	RA-64017 RA-64017 RA-64018 RA-64018 RA-64018 RA-64018	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	Roskosmos Aviastar-TU primer TransEuropean KrasAir Red Wings	VKO no reports ULY d/d d/d DME	06jul19 reports 11sep93 may99 23oct00 21may07	change of operator reported apr20; new CoFR 30dec22 basically completed but unsold; mfd 08may99 (even though the c/n suggests first quarter !)
	RA-64018	Tu-204-100	TransEuropean	d/d	may99	started scheduled flights 15may99 (SVO-BCN); l/n BCN 19feb00
	RA-64018	Tu-204-100	KrasAir	d/d	23oct00	named 'Vasilii Surikov' after a Russian painter; rgd 27oct00; f/n DME 16mar02; l/n DME 10mar07
	RA-64018	Tu-204-100	Red Wings	DME	21may07	h/o 02oct07 at VKO; l/n DME nov14; stored at Zhukovski since 03feb15 and awaiting overhaul/service life extension; l/n 28aug19; canx 20jun22
# 1 0 64019	RA-64019 RA-64019	Tu-204-100 Tu-204-100	primer KrasAir	ULY d/d	11sep93 25dec00	l/n as such ULY 22oct99; mfd finally reported as 25dec00; was intended for TransEuropean 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
	RA-64019	Tu-204-100	Red Wings	trf	27dec07	in basic KrasAir c/s with 'Red Wings' sticker; based at VKO since 28dec07; repainted in full c/s at Bykovo starting 21jan08, f/n as such BKA 18feb08; l/n ULY aug14/nov21 stored; seen dec21 in the process of being scrapped and 90% complete by 27dec21; canx 20jun22
# 3 1 64020	-- RA-64020 RA-64020 RA-64020	Tu-204-100 Tu-204-100 Tu-204-100 Tu-204-100	primer primer Aviastar KavMinVody Avia	ULY ULY ZIA ULY	11sep93 17aug99 14aug01 26jun02	basically completed but unsold l/n ULY 22oct99 l/n ULY 22oct99 l/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 21may07; last service for KrasAir 18jun07; seen VKO 22jun07 with additional small 'Avialinii-400' titles repainted 09aug07; l/n ULY 21apr18 stored	
# 2 9	64021	RA-64020 -- RA-64021 RA-64021 RA-64021	Tu-204-100 Red Wings Tu-204S Volga-Dnepr Tu-204S primer Tu-204S primer AirRep	BKA ULY ULY ULY ULY	09aug07 11sep93 13aug98 17aug99 feb00	retained the windows of the passenger version; basically completed but unsold in primer with titles l/n ULY 22oct99 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 as such DME 14aug02; l/n VKO 20aug02	
	RA-64021	Tu-204S	Aviastar-TU	FRU	01apr03	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 10sep03/jan04; opb Aviastar-TU again from jan04; l/n DME 12oct07	
	RA-64021	Tu-204S	National Airlines	DEL	17dec07	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; l/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); l/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 jul17, and again jul19; other parts like flaps missing so was a write off; l/n jun21, same condition	
# 2 0	64022	22 RA-64022 RA-64022	Tu-204-100 primer Tu-204-100 primer Tu-204-100 KavMinVody Avia	ULY ULY rgd	13aug98 22oct99 04nov00	mfd 31oct00 f/n MUC 24nov00; l/n WAW 10sep11 and seen stored VKO mar12/jun13; ferried to Zhukovskii 24sep13, reported for Red Wings; l/n ZIA nov13/mar15, stored	
# 3 1	64023	RA-64023 SU-EAH	Tu-204-120 Sirocco Tu-204-120 Air Cairo	d/d	13aug98 23jan99	in primer c/s with titles; first production Tu-204-120 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, l/n (N30.124579 E31.422019) in the scrap compound, may15	
# 1 3	64024	RA-64024 RA-64024	Tu-204-100 primer Tu-204-100 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 fuselage and 'ATU' titles on the fin; canx 26nov03 as leased to Lithuania; l/n DME 24dec03	
		LY-AGT	Tu-204-100	Aviapaolauga	rgd	02mar04 ?	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; l/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; l/n ZIA 04nov21 in basic DHL c/s, no titles; l/n OVB 06aug22	
	RA-64024 RA-64024	Tu-204-100 no titles Tu-204-100 Aviastar-TU		HRB ZIA	15mar22 21aug22	in basic DHL c/s with 'Cargo' titles on the fuselage and 'ATU' titles on the fin; the left engine caught fire 07dec23 shortly after take-off from Ulan-Ude, but the aircraft returned to the airport safely	
# 3 1	64025	RA-64025 SU-EAI SU-EAI SU-EAI SU-EAI SU-EAI SU-EAI	Tu-204-120 primer Tu-204-120 Air Cairo Tu-204-120 Cairo Aviation Tu-204-120 Mahan Air Tu-204-120 Cairo Aviation Tu-204-120 Mahan Air Tu-204-120 Cairo Aviation	ULY CDG trf FZO GRO THR BHX	22oct99 23sep00 apr04 12dec05 02jun07 23oct07 24jul08	export CoFA dated 15aug00; rgd 01nov00; in all-white with titles and tail logo; l/n BCR 18aug03 f/n CDG 24apr04; in all-white with titles and tail logo; l/n MAD 22aug05 leased from Cairo Aviation; in all-white c/s, no titles; l/n THR 30apr07 in all-white c/s with titles; l/n MAD 14oct07 in all-white c/s with full Mahan Air tail c/s and titles; photo exists DXB, date unknown 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 c/n confirmed; the first production Tu-204-300; seen ULY 22oct99; f/f 08jul00	
# 3 3	64026	RA-64026 RA-64026 RA-64026 RA-64026	Tu-204-300 primer Tu-204-300 Aviastar Tu-204-300 Tupolev JSC Tu-204-300 Vladivostok Avia	r/o ULY DME VVO	aug96 18aug03 23jun04 08oct04	initially with dual 'Vladivostok Avia' and 'Aviastar' titles; l/n as such VVO 08oct04; official mfd 06jun05; h/o 06jun05, now without 'Aviastar' titles; rgd 22jun05; f/n with additional small 'Sberbank Rossi' and 'IFK' titles and logos VKO 14jul05; l/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 rgs below '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; canx 04dec20	
	RF-64026	Tu-204-300	Rosgvardiya	CKL	23jul21	opb 3 osae on at Chkalovski; in white c/s with blue cheatline and fin and 'Russian flag' trim, no titles; l/n LED nov21	
# 3 7	64027	RA-64027 SU-EAF SU-EAF SU-EAF SU-EAF	Tu-204-120 Sirocco Aerospace Tu-204-120 Air Cairo Tu-204-120 Cairo Aviation Tu-204-120 Mahan Air Tu-204-120 Cairo Aviation	mfd rgd early04 DXB CAI	1997 04oct98 early04 09nov05 18dec06	1997 04oct98 early04 09nov05 18dec06	export CoFA dated 12oct98; d/d 02nov98; l/n CAI 12oct03 l/n WAW 18aug05 leased from Cairo Aviation; l/n THR 11nov06 returned from lease 18dec06; l/n CAI 25dec12; offered for leasing by Avialeasing of Perm jun13, with t/t 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 'www.sunairgroup.com' titles; l/n KRT 25may15
		SU-EAF	Tu-204-120	Sun Air	CAI	12may15	believed stored
# 3 7	64028	RA-64028 RA-64028 SU-EAG SU-EAG SU-EAG	Tu-204-120 KrasAir Tu-204-120 Sirocco Aerospace Tu-204-120 Air Cairo Cargo Tu-204-120 Cairo Avn Cargo Tu-204-120 TNT	CAI DXB FRA rgd LGG LGG	17apr19 18nov97 05jun98 04oct98 feb04 nov05	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 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 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 primer Tu-204-120 TNT	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; l/n CAI apr13, stored; offered for leasing by Avialeasing of Perm jun13, with t/t 5,348 hours and 4,873 cycles; l/n CAI 17apr19, stored
# 3 6	64030	30 RA-64030 30	Tu-204-120 primer Tu-204-120 primer Tu-204-120 SIROCCO-KHP	ULY ULY r/o	13aug98 22oct99 14apr06	the first Tu-204-120SE, powered by RB-211-535E4-B-75 engines 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 (21 flights with 36 hours 40 minutes)	
	B-2871	Tu-204-120	Air China Cargo	ULY	17oct06	pointed up jul06; export CoFA issued 24oct08; h/o 27oct08 at ULY; ferried to TSN 27/28oct08 and put into storage immediately, l/n 03nov10; sold to the Chinese Air Force apr11	
	no reg	Tu-204-120	China Flt Test Est	TSN	16may11	test-flying after storage, with all markings painted out; ferried to Xian-Yanliang 18may11; fitted with aerial refuelling equipment (flying boom) in 2012	
	769	Tu-204-120	China Flt Test Est	Xia	11jun12	in basic Air China Cargo c/s with white fin, titles replaced by unknown Chinese titles; l/n in its initial 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; l/n Xian-Yanliang apr21	
# . .	64031	RA-64031 31 B-2872	Tu-204-120 SIROCCO-KHP Tu-204-120 primer Tu-204-120 Air China Cargo	ULY ULY ULY	18aug97 05apr03 27oct08	Tu-204-120SE; in primer c/s on the production line with '31' on the fuselage and tail; f/f 14may06 without engines; l/n ULY 12may10; airframe stripped of equipment and put into long-term storage 21jun10/26jul19	
# 2 2	64032	32 RA-64032 RA-64032	Tu-204-100 primer Tu-204-100 primer Tu-204-100 AirRep	ULY ULY LGG	13aug98 22oct99 27jul02	just the fuselage on the assembly line; the second standard Tu-204-100S 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 'AirRep' titles on the fin; l/n SVO 23aug07	
	RA-64032	Tu-204-100	Aviastar-TU	SVO	20sep08	version painted as Tu-204C; initially in white c/s with light blue engines and fin and 'Aviastar-TU' titles on the fuselage; l/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' titles; f/n as such SVX 12oct09; rgd 23jun10 to Leasing-Avia; new CoFRs issued 31aug16 and 05jun17; l/n VKO 13jun19	

	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 oxygen system and the fuselage burnt out, 3 of the 8 crew members were seriously injured
# 3 1	64033	33 SU-EAK	Tu-204-120 primer Tu-204-120 TNT	ULY	13aug98 25aug05	fuselage on the production 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; l/n ULY 31mar09; airframe stripped of equipment and put into long-term storage 21jun10, l/n 21jul20
# . .	64034	034	Tu-204-120 SIROCCO-KHP	ULY	12oct05	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 21jun10/18aug18
# 4 6	64035	35 CU-T1701 64035 CU-T1701	Tu-204-120 SIROCCO-KHP Tu-204-100 Cubana Tu-204-100 no titles Tu-204-100 Cubana	ULY f/f HEL ZIA	jun06 09jun07 06jul07 16aug07	in primer on production line; Tu-204-120SE, see below ! Tu-204-100E now; f/n ULY 09jun07 in full c/s Cuban registration, flag and titles painted out for a test flight to Finland; l/n HEL 08jul07 export CoFA dated 25dec07; left ULY for DME 27dec07; delivered via SNN 29dec07; l/n HAV 17apr16/09jan21, without engines
# 4 6	64036	RA-64036 RA-64036 CU-C1700	Tu-204-200 primer Tu-204SE primer Tu-204SE Cubana Cargo	ULY ULY	13aug98 oct06 mar07	version changed during construction, see next line; l/n ULY 22oct99 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 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 primer Tu-204SE Cubana Cargo	ULY ZUA	23sep06 16feb08	version changed during construction 1, see next line version painted on as Tu-204CE; painted up by late 2007; h/o 18feb09 at ULY; export CoFA dated 20mar09; ferried from ULY to HAV 25/27apr09; l/n stored HAV 14jul19/14jul23
# 4 4	64038	RA-64038	Tu-204-300 Vladivostok Avia	r/o	11oct04	with small additional 'Sberbank Rossii' titles on nose; f/f 25oct04; mfd reported as 25nov04; h/o 19may05; rgd 03jun05; started scheduled flights 27jun05; seen SVO 14oct13; stored VVO from end of oct13; l/n stored ULY 21apr18
# 1 5	64039	RA-64039	Tu-204-300 Vladivostok Avia	r/o	26jul05	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; reflowed from ULY 02aug22
# 4 5	64040	RA-64039 RA-64040	Tu-204-300 Red Wings Tu-204-300 Vladivostok Avia	ZIA ULY	sep22 10oct05	'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; l/n PEK 18dec23 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	Tu-204-120 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 SIROCCO-KHP Tu-204-100 Cubana	ULY ULY	24feb07 15oct07	Tu-204-100E; l/n ULY 25jun07 Tu-204-100E; export CoFA dated 25dec07; left ULY for DME 28dec07; delivered via SNN 29dec07; seen MEX 05nov17; stored Havana; l/n SNN 03jul19 en route to ULY for overhaul; prepared for re-delivery in aug22 after three years on overhaul; l/n CCS 23dec23
# 3 7	64043	43 RA-64043 RA-64043	Tu-204-100 SIROCCO-KHP Tu-204-100 Avialinii 400 Tu-204-100 Red Wings	ULY ULY f/f	08may07 20feb08 mar08	Tu-204-100V still in primer, but with titles 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; ferried from MRV to ULY 26sep19; stored without engines at ULY, seen nov22
# 1 8	64044	RA-64043 RA-64044	Tu-204-100 OAK Tu-204-300 Vladivostok Avia	ULY f/f	22nov23 28feb08	in white c/s with blue fin, large 'Tu-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 28sep16 and 20oct16; refitted by Aviastar
# 2 8	64045	RA-64044 RA-64045	Tu-204-300 Roskosmos Tu-204-300 Vladivostok Avia	rgd f/f	20oct16 29jul08	fitted for 52 passengers; in white c/s with blue belly and tail, with 'Tsentri 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; l/n TAS 22apr23
# 3 8	64046	RA-64046 EX-20401	Tu-204-100 Red Wings Tu-204-100 Sky KG Airlines	f/f rgd	sep08 16jan20	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 Vladivostok Avia was suspended 15aug14; t/t 16,976 hours and 3,919 cycles by nov14; canx between 28sep16 and 20oct16; refitted by Aviastar
# 4 8	64047	RA-64046 RA-64047	Tu-204-100 Red Wings Tu-204-100 Red Wings	rgd h/o	27sep22 12dec08	at ULY; fitted for 52 passengers; in white c/s with blue belly and tail, with 'Tsentri 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 Soviet rocket and spacecraft designer; ferried from ULY to CKL and h/o there 29mar19; opb OAO at CKL; l/n THR 03dec23
# 1 9	64048	RA-64048 RA-64048	Tu-204-100 Avialinii 400 Tu-204-100 Red Wings	ULY ULY	31mar09 22apr09	Tu-204-100V; mfd 30sep08; h/o 28oct08; rgd 13nov08; f/n BRQ 30dec08; l/n operational DME 29sep18; withdrawn from service oct18 and stored at MRV, seen 19oct18; repainted in white c/s with thin red cheatline and light grey undersides; reflowed 28sep19; canx 30sep19
# 4 8	64049	P-633 RA-64049 RA-64049	Tu-204-100 Air Koryo Tu-204-100 primer Tu-204-100 Red Wings	ULY f/f ULY	11jan10 25dec08 18jan09	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 and 03jan22
# 1 9	64050	RA-64046 RA-64047	Tu-204-100 Red Wings Tu-204-100 Red Wings	rgd h/o	27sep22 12dec08	Tu-204-100V; 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; w/o 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
# 2 9	64051	RA-64051 RA-64051	Tu-204-100 Avialinii 400 Tu-204-100 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 standard PS-90A and aircraft prepared for repainting by 01dec09
# 4 8	64049	RA-64049 RA-64049	Tu-204-100 Air Koryo Tu-204-100 primer Tu-204-100 Red Wings	ULY f/f ULY	11jan10 25dec08 18jan09	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 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; reflowed 28sep19; canx 30sep19
# 1 9	64050	RA-64049 RA-64050	Tu-204-100 Sky KG Airlines Tu-204-100 Red Wings	rgd rgd	16jan20 27sep22 22feb09	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 with titles; l/n MRV 05jun21; ferried to DME 07oct21; l/n ZIA oct21; canx between 30oct21 and 03jan22
# 2 9	64051	RA-64051 RA-64051	Tu-204-100 primer Tu-204-100 Aviastar-TU Cargo	f/f ULY	09aug09 03apr10	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	64052	RA-64051 RA-64052	Tu-204-100 primer Tu-204-100 Aviastar-TU Cargo	f/f ULY	09aug09 03apr10	Tu-204-100S-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 of aug10; l/n ULY 25aug12; reflowed after storage 25nov12
# 2 9	64052	RA-64051 RA-64052	Tu-204-100 Transaero Tu-204-100 Pochta Rossii	h/o VKO	03jun13 21sep16	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
# 2 9	64052	RA-64052 RA-64052	Tu-204-100 primer Tu-204-100 Aviastar-TU Cargo	f/f ULY	29oct09 03apr10	opb GosNII GA; in dark blue c/s with large titles; named 'Pyotr I' after the Russian emperor; rgd 03oct16; l/n OVB 09jul23 Tu-204-100S-03 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 of aug10; l/n ULY 25aug12; reflowed after storage 26dec12
# 2 9	64052	RA-64052	Tu-204-100 Transaero	rgd	01feb13	in silver c/s with orange belly and trim, small 'Transaero' and large 'Cargo' titles; h/o 18apr13 at ULY and 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
# 2 9	64052	RA-64052	Tu-204-100 Pochta Rossii	ULY	27jul16	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; l/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	Rossiia	f/f	20aug16	the sole Tu-204-300-100; fitted for 94 passengers; painted up dec15; l/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; l/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; rgd 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; l/n LED 29jul23
# 4 1 64057	57	Tu-204-300	primer	ULY	11jan10	Tu-204-300A; on the assembly line, fuselage only by jan10, l/n 20sep10
	RA-64057	Tu-204-300	primer	ULY	02mar11	on the assembly line; r/o oct11; f/f 29oct11; painting started 22nov11
	RA-64057	Tu-204-300	Rossiia	h/o	09jan12	rgd 12jan12; l/n PEK 15oct23
# 4 1 64058	RA-64058	Tu-204-300	OAK	ULY	30apr10	Tu-204-300A; in primer; seen without registration on the assembly line apr10/sep10; r/o oct11
	RA-64058	Tu-204-300	Rossiia	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	primer			Tu-204-100V; never completed in this version, but converted to a Tu-204-300; seen on the assembly line 15aug15
# . . 64150	RA-64059	Tu-204-300	Rossiia	ULY	25mar16	on the assembly line; ferried to VKO 23mar17; rgd 12apr17; l/n SKP 01dec23
	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; l/n ZIA 02apr12; seen LED 05may12 with additional 'Aviastar SP' titles; l/n ZIA 08apr13
# . . 64151	RA-64150	Tu-204SM	OAK	ZIA	21aug13	l/n ZIA 21feb14; seen stored ULY 21apr18
	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; l/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 jan16
# . . 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	154	Tu-204SM	primer	ULY	24aug12	fuselage and other assemblies on the production line
# . . 64...	--	Tu-204-100	OAK			Tu-204-100V; VIP aircraft, built by using some assemblies which were originally destined for c/n 64152; ground trials started sep17

Tu-214s built by KAPO (former Factory No. 22) at Kazan-Borisoglebskoye from 1996

445 24 001	RA-64501	Tu-214	ANTK im. Tupoleva	mfd	21mar96	prototype; f/f same date in primer; f/n LHR 03sep96; l/n ZUH 05nov00	
	RA-64501	Tu-214	Kazan Avn Prod As.	SOF	23sep02	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	Tu-214	primer	mfd	03may01	f/f 10apr01	
	RA-64502	Tu-214	Dalavia	h/o	22may01	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; l/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	Rossiia	f/f	22jun02	c/n in register as such, but presented near the door as 41402004; not a VIP aircraft; mfd 22jul02; rgd 04dec02; f/n VKO 09jul05; new CoFR issued 26aug09; seen OVB 05aug17; made a hard landing at Ulaanbaatar probably in 2017 and was stored at Kazan since, seen aug19; new CoFR issued 18feb22	
422 04 005	RA-64505	Tu-214	Rossiia	mfd	29dec02	not a VIP aircraft; rgd 05mar03; 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	Rossiia	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 development of the avionics for the Tu-160M2; l/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	Tu-214	primer	Kzp	dec04	on production line; c/n confirmed; f/f 17nov06; mfd 28dec06	
	RA-64509	Tu-214	Transaero	Kzp	26jan07	acceptance trials started 06apr07; left Kazan for DME 19apr07; h/o 23apr07; commenced scheduled flights 18may07; l/n RMI nov14	
444 06 010	RA-64510	Tu-214	Dalavia	Kzp	18jun05	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 23aug09	
	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; l/n ZIA 29aug19/17oct22 stored; see next line	
	011	Tu-214	Red Wings	f/f	24dec09	was to be sub-leased from Aviastar-TU, but not taken up, see previous line	
	RA-64511	Tu-214R	KAPO im. Gorbunova	f/f	24dec09	reconnaissance version (izdeliye 411, code name of the complex "Fraktsiya-4") with side-looking airborne radar etc.; f/n Kazan-Borisoglebskoye 02mar11; l/n KHV 17dec12, still in primer	
	64511	Tu-214R	KAPO im. Gorbunova	Kzp	10jul13	in grey c/s with Russian flag on fin, no titles; to be delivered to the Russian Air Force in 2013; l/n ZIA jul14	
415 07 012	RA-64512	Tu-214	primer	mfd	10jun06	c/n confirmed; f/n LED 18jul06	
	RA-64512	Tu-214	Dalavia	h/o	31aug06	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; o/p 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	Tu-214	primer	f/f	16aug08	c/n confirmed; on production line by late 2004; f/n LED 23aug08; mfd 24sep08	
	RA-64549	Tu-214	Transaero	h/o	28nov08	new registration allocated on demand of the airline (because of superstition); painted up sep08; rgd 17nov08; f/n DME 29nov08; l/n 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 Rossiia' titles on the fin; h/o in late 2015; deployed to Latakia-Hmeimim 15/29feb16 and 28jul16/09dec16; l/n Kubinka 24aug18	
445 07 015	RA-64515	Tu-214SR	primer	f/f	27apr08	airborne relay-station; underwent ground trials mar/apr08; l/n may08, flying	
	RA-64515	Tu-214SR	Rossiia	LED	30jan09	airborne relay-station; h/o 01jun09; l/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 engineless at VKO and moved to the scrap aerea early 2022	
427 09 016	RA-64516	Tu-214SR	primer	f/f	10dec08	airborne relay-station	
	RA-64516	Tu-214SR	Rossiia	LED	06may09	airborne relay-station; h/o 01jun09; l/n PEK 18dec23	
417 09 017	RA-64517	Tu-214PU	primer	f/f	12may10	airborne command post	
	RA-64517	Tu-214PU	Rossiia	KHV	15aug10	airborne command post; official mfd date 12oct10; rgd 18oct10; l/n VKO nov20	
447 09 018	RA-64518	Tu-214	Transaero	f/f	05aug09	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; l/n operational LED 06sep15; stored at DME, seen oct15/jun16; ferried from DME to KZN 13jul16	
	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-214ON	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-214ON	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; l/n ZIA 12dec12
	RF-64519	Tu-214ON	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; l/n CKL jan22
447 09 020	RA-64520	Tu-214PU	primer	f/f	25nov10	airborne command post; l/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	Rossiya	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	FSB	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	Rossiya	r/o	oct11	f/f 30dec11; h/o 05apr12; rgd 09apr12; l/n VKO 25jun22
025	RA-64525	Tu-214ON	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 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-214ON	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; l/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; l/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-Borisoglebskoye 29jun15
	RA-64527	Tu-214SR	Rossiya	VKO	03aug15	h/o 25aug15; rgd 03sep15; l/n VKO 2021
423 06 028	RA-64528	Tu-214SR	Rossiya	f/f	dec15	airborne relay-station; production started in 2011; conducted a test flight 16dec15; f/n LED 24mar16; rgd 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; l/n Kazan-Borisoglebskoye 18oct17
	RA-64529	Tu-214PU	Russian Air Force	PKC	18dec17	based at Chkalovskii; 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; l/n SVO 07sep23
433 06 030	64530	Tu-214PU	primer	f/f	30nov17	Tu-214PU-SBUS (airborne command post)
	RA-64530	Tu-214PU	Russian Air Force	ULY	09jan18	based at Chkalovskii; in light grey c/s with 'Russian flag' cheatline, no titles; h/o 18jun18; l/n THR 07sep18; officially rgd 25feb19; l/n LED 25jul21
448 11 031	RA-64531	Tu-214	primer	f/f	28dec18	l/n Kazan-Borisoglebskoye 18aug19
	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; l/n ULY 30may21
	RA-64534	Tu-214	FSB	ULY	17jun21	in white/light grey c/s with Belavia-style blue cheatline, no titles; ferried from ULY to Kazan-Borisoglebskoye 17jun21; rgd 15jul22; l/n SVX 14aug23
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
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.

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 MAK'S'95 at Zhukovski; c/n given in press reports as just '001'
	94001	Tu-334	OAO Tupolev	f/f	08feb99	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
01 002	--	Tu-334	bare metal	ZIA	09aug07	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, l/n 27jun08
01 003	--	Tu-334-100	bare metal			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
01 004	--	Tu-334				dynamic test airframe for fatigue trials; was to undergo tests with the TsAGI at Zhukovski, but was probably never built;
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
	RA-94005	Tu-334-100	primer	f/f	21nov03	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; l/n Kazan-Borisoglebskoye stored aug20/oct23