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Antonov An-8

The comparatively rare An-8 is a high-wing design from which the An-10 and An-12 were born. The first aircraft was built at Kiev-Svyatoshino, factory # 473, the prototype being equipped with TV-2T turboprop engines and was first flown on 11 February 1956. Production subsequently switched to Tashkent factory # 84 where 150 aircraft equipped with AI-20D turboprop engines were built.

The type entered service with the military in the late 1950s and the first units to convert to the An-8 were the 227th and 374th Transport AvPolks of the VTA. Before its retirement, Monino's An-8, c/n 9340504, belonged to the Air Defence Transport Aviation Regiment (a support unit of the Air Defence Force) in the Caucasian military district. When Antonov designed his first military aircraft with a cargo ramp, he hoped to obtain new powerful engines (at that time on the drawing board only) from Kuznetsov. The An-8 was designed for a pair of engines in the 6000 ehp range. When the TV-2T appeared it was installed on the prototype, but Kuznetsov failed to achieve reliable work of this early design as he was too busy with two other projects: the NK-12 for the Tu-95 and the NK-4 for the Il-18 and An-10. So, only when Ivchenko designed the upgraded version of the AI-20 (intended for the Be-12 amphibian), did it find a place on the An-8. The problem was that the great loss of power, 5,250+ ehp of the AI-20D compared to the 6,250 ehp of the TV-2T, seriously degraded the performance.

The An-8 was not, as often thought, regarded as a "stopgap" until the An-12 became available; in fact, at the development stage there was a large anti-An-12 lobby in the Soviet Air Force which claimed that the new type was unnecessary and the cheaper An-8, which also required less metal to build, would cater for all of the Soviet Army's transport needs in the foreseeable future. So both the Soviet Air Force and the Soviet industry used the An-8 not only as a cheaper option than the An-12 but also more useful when volume was required rather than payload and the runway was long enough. Actually the next 40 years of service proved this to be right.

Little over a hundred aircraft that were surviving by the early seventies were withdrawn from military service and civil registered. They all ended up with various Ministries involved with all kinds of Production Factories. These ministries were: the Ministry of Aviation Industry (MAP - Ministerstvo Aviatsionnoi Promyshlennosti or Minaviaprom), the Ministry of General Machine-Building (MOM - Ministerstvo Obshchevo Mashinostroyeniya or Minobshchemash, the Agency for Soviet space and missile programmes), the Ministry of Shipbuilding (MSP - Ministerstvo Sudostroitelnoi Promyshlennosti) and other industries. They all retained their Air Force grey c/s with the addition of a blue cheatline and wore Aeroflot titles, although some were painted in the full 1973 standard livery, still in use in the nineties. Some MOM aircraft had blue/white tails, and at least one An-8 had the red/white "polar" colour scheme. When an aircraft is reported in the listing below as 'no titles' it also means it carried no Aeroflot titles!

Since December 1994 some An-8s have appeared on several African, Middle East and Asian registers, often with Sharjah as being their home base. By early 1997 the An-8 was no longer allowed to fly in the CIS, also causing those left as being airworthy to flee to these so called "convenience registers". Probably less than twenty were still serviceable by the turn of the century.

The c/n can be presented in two different ways and is normally to be found on the tail of the aircraft; military examples also carried it on the starboard side of the nose, aft of the flight deck. The c/n plate is situated between the cockpit roof windows above the flight engineer's seat.

The construction number for the first 50 An-8s built in 1959 is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two-digit batch number, the last two digits being the number in the batch.

From 1960 the c/n system changed; according to some sources, the reason for changing the system was the parallel production of the An-12 therefore avoiding errors to aircraft by production number. The An-12 received the usual wholly numeric system whilst the An-8 switched to the use of Cyrillic characters in the c/n to indicate the batch. However, others state this reason is not correct. Firstly, no confusion should possibly arise because anybody can see that An-8 c/n 0702 is not the same as An-12 c/n 0702 (in any document the aircraft type always comes first, not the c/n)! To take this logic further, what were the men at Tashkent supposed to do with the An-8s (which had purely numeric c/ns) already built and delivered. Even more to the point, the Kiev aircraft factory concurrently built the An-24, An-26, An-30 and An-32 all of which had c/ns in the same system and there was no confusion at all. Secondly, the An-8 c/n system was changed in 1960 whereas An-12 production in Tashkent began in 1961 ! That said, the reason for the change in the c/n system probably is different; but, since the people who took the decision are probably all deceased by now, we may never learn the truth.

With the second system used for the 101 aircraft built from 1960 to 1961 the first digit indicated the year of manufacture (0 for 1960 and 1 for 1961), then a Cyrillic letter standing for a batch number; A, B, V, G, D, E, Zhé, Z, I and K, followed by the number 34 indicating the factory number (84 !), the final two digits representing the number in the batch (10 for the first, 20 for second and so on but ending with 01 for the 10th aircraft).

NOTE 1: the 7th character (ë = yó) is not used as this is too similar to the sixth character (e and ë in Cyrillic).

NOTE 2: when stencilled the A (Alpha) is sometimes stencilled as an H (Cyrillic November) as the top of the letter had to remain open for stencils. Good example is c/n 0A-3420 which was checked as being 0H-3420 but confirmed in the records as 0A-3420. We have received photo proof of various examples of this kind of stencilling in the technical lettering on Soviet Aircraft.

1 An-8 prototype (izd. P) built by factory # 473 at Kiev-Svyatoshino

---	not known	An-8	Antonov Des. Bur.	f/f	11feb56	powered by TV-2T engines; completed factory trials 02oct56; underwent state trials oct/nov56; received AI-20D 01jul/23oct57; flew again 30oct57; completed factory trials 21nov57; fate unknown
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151 An-8 built by factory # 84 at Tashkent from 1957 to 1962

8 34 01 01	not known	An-8	MAP Kom-na-Amu MSZ	mfd	aug58	first Tashkent production aircraft; flew later that year so not a static test aircraft as earlier surmised
8 34 01 04	CCCP-48976	An-8	MAP Kom-na-Amu APO	rgd	22sep66	canx 15nov72
8 34 02 03	CCCP-79170	An-8	MAP Kom-na-Amu APO	rgd	28jul66	f/n SVO 17oct71; canx 12sep79
9 34 02 04	CCCP-83965	An-8	MAP Kirov MSZ	rgd	08apr76	f/n DME late77; canx 01nov89
9 34 02 05	not known	An-8	Soviet Air Force			crashed on approach to Tula 14oct59 due to pilot error; was the first An-8 crash
9 34 03 02	CCCP-69301	An-8	MAP Arsenyev MSZ	rgd	21jun79	rgd 27may80; first reported DME 23apr87 in incident report (ie, minor technical problem); canx 26jun89;
9 34 03 03	CCCP-59505	An-8	MAP Kom-na-Amu APO	rgd	19jul79	canx 14dec88
9 34 03 05	"14"	An-8	Soviet Air Force	ph.	1959	in Ukrainian aviation magazine; also reported as "92"; started factory trials 20jun59, underwent state trials 07aug/30oct59
	CCCP-08822	An-8	MAP Arsenyev MSZ	rgd	30may72	reg was already an An-22 c/n 7340104 by this time and it seems it took some while until this was discovered probably due to the An-8 being on the commercial register whilst the An-22 was on the military register
	CCCP-78736	An-8	MAP Arsenyev MSZ	rgd	30mar77	f/n Arsenyev-Varfolomeyevka jan81; canx 16jan90
9 34 03 06	CCCP-69305	An-8	MAP Kuibyshev APO	mfd	24may59	rgd 30oct79; f/n VKO 14mar90; l/n VKO 08jul92
	RA-69305	An-8	Aviakor Samara	Sae	30aug97	l/n Samara-Bezmyanka 13aug99; canx but date unknown; Aeroflot c/s, n/t; flew until end June 1994
9 34 03 08	CCCP-69329	An-8	MAP Omsk Motors	mfd	31may59	rgd 27may80; first reported DME 23apr87 in incident report (ie, minor technical problem); canx 26jun89; f/n OMS 11jul93 no titles; l/n OMS 12jun94 wfu; was operated by the MOM/Omsk Production Association named after P.I. Baranov
	CCCP-69336	An-8	MAP Kirov MSPO	mfd	23may59	rgd 14aug80; opb the Kirov Machinery Production Association named after the 20th Congress of the Communist Party of the Soviet Union; in Aeroflot c/s; w/o on a cargo flight 15jun83 when the left engine caught fire and the crew tried to divert to the airfield of Factory # 135 at Kharkiv-Sokolnikovo, but the aircraft lost height, did not reach the airfield and crashed, no data about casualties available; t/t 6,803 hours and 4,971 cycles; canx 19dec84
9 34 04 05	CCCP-69347	An-8	MAP NovosibirskAPO	rgd	10aug81	f/n TAS 15sep87; canx but date unknown
9 34 04 06	CCCP-69352	An-8	MAP Ulyanovsk APO	rgd	21sep82	mfd either 15jun59 or 31jul59; first reported LED 22feb87 in incident report; f/n DME 14sep87; l/n UUD 24aug93; in Aeroflot colours with blue tail; was in a document 05aug92 as operated by Volga-Dnepr; canx 17jan95
9 34 04 09	CCCP-69326	An-8	MAP Kom-na-Amu APO	rgd	27feb80	first reported OZH 02oct87 in incident report; f/n LED 13mar91; l/n DME 10sep92; canx 05apr96
9 34 04 10	CCCP-69330	An-8	MAP Voronezh MeZ	mfd	31aug59	rgd 22oct80; first reported Tyumen-Roshchino 29apr87 in incident report; f/n LED 03may89; canx 23oct92; l/n VOZ 18sep94 wfu without tail; was operated by the MOM/NPO Energiya, Voronezh Machinery Plant; used call sign CCCP-10388 at some stage
9 34 05 02	"16" red	An-8	Soviet Air Force	Orb	06aug68	rgd 04dec81; first reported DME 29dec87 in incident report; canx but date unknown
9 34 05 03	CCCP-69348	An-8	MAP Ulan-Ude APO	mfd	06aug59	arrived Monino 20may76 (N55.833235 E38.180890) l/n 21aug10; c/n from an old picture of a "10" green in Monino and as such in a Museum book; original code was in red but overpainted with wrong colour i; t/t 3,350 hours and 3,450 cycles
9 34 05 04	"10" green	An-8	Soviet Air Force	mfd	sep59	f/n SVO 23aug79
9 34 05 05	CCCP-79166	An-8	MAP Kazan Motors	rgd	09dec75	canx 24oct89; this and CCCP/RA-79166 are reported same time in same registers ! reported as opb Ministry of Aviation Industry; no titles
	CCCP-69344	An-8	MAP Irkutsk APO	rgd	20apr81	regarding rgd of CCCP-69344, either this is another c/n or CCCP-69344 was returned to the Kazan MAP and again became -79166 !; last flew 1994, operated by the Kazan Aero Engines plant; canx 06mar96; l/n Kazan-Borisoglebskoye aug99, no wings, titles not reported
	CCCP-79166	An-8	MAP Kazan Motors	HRK	91	f/n DME 15mar90; l/n VKO 27apr93 and Staraya Russa may99/sep02 but not since; canx but date unknown
9 34 05 06	CCCP-69337	An-8	MAP Ulan-Ude APO	rgd	22oct80	unknown
9 34 05 07	CCCP-69351	An-8	MAP Omsk Motors	rgd	06may82	f/n OMS 11jul93 no titles; l/n OMS 12jun94, preserved; canx but date unknown
9 34 06 02	CCCP-69322	An-8	MAP Kirov MSPO	rgd	10dec79	f/n BAK 08dec92; canx but date unknown
9 34 06 03	CCCP-69323	An-8	MAP Rostov VPO	rgd	11dec79	in grey colours with blue cheatline, no titles; f/n LED 01sep88; l/n LED 30jun90
	RA-69323	An-8	Rostvertol	ROV	14jul94	canx 12sep95; l/n ROV 14may96, wfu; no longer present aug99, so probably broken up
9 34 06 04	"15" red	An-8	Soviet Air Force	mfd	27jun59	early history unknown; toc by 131 sad at Odessa in 1974 (prepared for that by 173 osae at Vinnitsa); last overhaul completed in 1975 (by 123 ARZ at Staraya Russa); preserved at the territory of a military unit at Osinovaya Roshcha near Levashovo (N60.117580 E30.203641) seen sep06/oct07; to be broken up
9 34 06 05	CCCP-98110	An-8	MAP Ulan-Ude APO	mfd	30nov59	rgd 18may77; f/n DME 14nov77; reg became a Yak-40 by 28feb78

9 34 06 10	CCCP-27213	An-8	MAP Ulan-Ude APO	rgd	28feb78	canx 02dec86
9 34 07 01	CCCP-13370	An-8	MAP Moscow OAO	rgd	17apr74	photo in Czech book published 1982; canx 29nov90
9 34 07 02	CCCP-69339	An-8	MOM "Zlatoust" MSZ	rgd	09oct75	canx 24oct79
9 34 07 03	CCCP-13363	An-8	MAP Kazan APO	rgd	17feb81	canx 14feb83
9 34 07 04	CCCP-69325	An-8	MAP Rostov VPO	mfd	31dec59	rgd 03jan74; f/n LED 04may89; in grey colours with blue cheatline, no titles; seen ROV 14jul94, wfu; canx 12sep95; l/n 14may96; no longer present aug99 so probably scrapped
9 34 07 06	CCCP-69325	An-8	MAP Kom-na-Amu APO	rgd	21dec79	f/n DME 02aug90; canx 05apr96
9 34 07 06	CCCP-27202	An-8	MOMS Ulyanovsk APK	rgd	28nov77	f/n Ulyanovsk-Vostochny 25aug92; trf to AviaStar 1992
	RA-27202	An-8	Aeroflot c/s	VOG	30aug93	in a document 05aug92 as operated by Volga-Dnepr; c/n checked 30aug93; in Aeroflot blue c/s; canx 15may96 as to Liberia
	EL-RDK	An-8	AFL blue c/s, n/t	SHJ	aug96	
	EL-RDK	An-8	Air Pass c/s, n/t	VFA	30nov97	
	TL-ABA	An-8	Centrafican, n/t	PTG	03jul98	
	TL-ACM	An-8	Centrafican, n/t	PTG	01aug98	arrived this date as EL-RDK and r/r on paper
	TL-ACM	An-8	all white, n/t	RKT	21nov99	illegal TL- registration I; l/n HLA 20aug98 when it departed to unknown destination
9 34 07 08	CCCP-69331	An-8	MAP Orenburg MSZ	rgd	08may80	l/n RKT 09apr00; crashed on take off Pepa, Congo, 19apr00 due to a bird strike, reportedly operated for Rwandan Air Force
	RA-69331	An-8	Kit Air	REN	dec96	
9 34 07 09	CCCP-27205	An-8	MAP Arsenyev MSZ	rgd	26dec77	l/n REN 29aug97 derelict; canx but date unknown
9 34 07 10	CCCP-27201	An-8	MAP Kazan APO	rgd	18oct77	damaged Arsenyev-Varfolomeyevka (AAPO factory airfield) mar80, ran into trees at the edge of the airfield when brakes failed during taxiing; canx 08jun81
	RA-27201	An-8	MAP Kazan APO	Kzp	21may97	f/n SVO 05dec89
0A 34 10	CCCP-48094	An-8	MSP Komsom-na-Amu	mfd	16feb60	in all grey c/s with blue cheatline; was wfu before jun94; l/n Kazan-Borisoglebskoye 17aug99 fuselage only; canx but date unknown
0A 34 20	CCCP-69319	An-8	MAP Orenburg MSZ	rgd	04apr77	trf to MSP 18jun75; rgd 18nov75; operated by the MSP/Factory named after the Lenin Young Communist League (Komsomol); ATC call sign CCCP-08053; crashed 10 kilometres from Bratsk 30aug77 when the artificial horizon failed during a night flight causing the crew to put the plane into a steep dive, disintegrated in mid air when maximum structural allowed air speed was exceeded; t/t 6,200 hours and 3,889 cycles; canx 22feb78
0A 34 30	CCCP-69324	An-8	MAP Arsenyev MSZ	rgd	10dec79	f/n LED aug78; in all grey c/s, blue cheatline with Aeroflot titles; l/n REN 29aug97 derelict; canx but date unknown
0A 34 40	CCCP-69338	An-8	MAP Gorki APO	rgd	28oct80	f/n DME 15sep86; l/n LED 02sep88; canx 28may03
0A 34 60	CCCP-27209	An-8	MAP Arsenyev MSZ	mfd	21feb60	current on Russian register 19mar03 !; was operated by NAZ/"Sokol"
	RA-27209	An-8	MAP Arsenyev MSZ	w/o	30sep94	rgd 26dec77; f/n DME 22may91
0A 34 70	CCCP-69311	An-8	MAP Arsenyev MSZ	rgd	16oct79	when attempted to take off from Chaibukha with locked controls, failed to rotate after reaching rotation speed, overran and got stuck in a ravine, 7 out of 21 occupants killed; t/t 15,611 hours and 5,815 cycles
0A 34 01	CCCP-69315(2)	An-8	MAP Orenburg MSZ	mfd	01apr60	f/n IKT 25sep86; canx but date unknown
	RA-69315(2)	An-8	Kit Air	JNB	early94	f/n QRA 12aug98; was operated by MOM/"Strela" (Arrow) Production Ass, Orenburg; see c/n OZhé-3480
	EL-ASA	An-8	ex Kit Air, n/t	SHJ	19jan98	l/n REN 29aug97; in grey colours with blue cheatline; was already canx 05apr96 as to United Arab Emirates
	--	An-8	all stripped	JNB	07apr98	l/n JNB 28jan98; c/n not confirmed; according to Liberian register rgd 14dec97 as An-12 c/n 3340909 !
	EL-ALE (2)	An-8	Southern Cross	QRA	04jun98	l/n JNB 15may98 being painted
	TN-AFN	An-8	Trans Air Congo	JNB	08nov98	l/n QRA 12aug98; see c/n 11-3460 and next line; report as EY-ALE of Southern Cross JNB 12jun98 doubtful basic Southern Cross colours; retired in 1998; sat 'partially dismantled' at PNR but broken up by summer 2004
0B 34 20	CCCP-69314	An-8	MTM Omsk ZTMS	mfd	15mar60	Zavod transportnogo mashinostroyeniya im. Oktyabrskoi revolyutsii; rgd 18may77; dbr 09aug79 on landing at Moscow-Domedovovo when the landing gear broke on touch-down and the aircraft caught fire while sliding over the runway, 2 passengers ran into the propeller of the left engine when trying to escape from the burning aircraft and were killed; t/t 5,229 hours and 3,090 cycles; canx 14nov79
0B 34 30	CCCP-79167	An-8	MSS "Amur" Gorki	rgd	29may67	f/n DME 21apr78
	RA-79167	An-8	MAP Komsom-na-Amur	trf	18jul86	trf to MAP Komsomolsk-na-Amure MSP; l/n LED 30may92 in Aeroflot blue c/s
	4R-SKJ	An-8	Sky Cabs, n/t	CMB	14sep97	l/n CMB 14jan98; was already canx 16dec96 as to Sri Lanka
	4R-SKJ	An-8	AFL blue c/s, n/t	CMB	08jun98	l/n CMB 12dec98; leased to Sky Cabs; c/n confirmed in register; RA-79167 on wings
	3C-DDA	An-8	Air Mark, n/t	SHJ	16feb99	l/n CMB 26apr99; white tail, red cheatline and titles
	3C-DDA	An-8	Mandala Air Cargo	DRW	25sep99	l/n SIN nov99; only carries 'Air Cargo' titles; 3C-DBA was reported XSP 21feb98, same aircraft ?
		An-8		SHJ	05mar00	l/n CMB 01oct00; seen stored FJR aug02/mar03 and jun03/nov05 with titles covered; not noted since, broken up?
0B 34 40	CCCP-26183	An-8	MOMS "Zlatoust"MSZ	mfd	01may60	rgd 23dec67; operated by MOM/NPO "Energiya", Zlatoust Machinery Plant (Chelyabinsk Defence Nuclear Factory), dbr Yerevan 20nov88 when crew retracted the gear by mistake after landing
0B 34 50	CCCP-69335	An-8	MAP Kom-na-Amu APO	rgd	10jun80	canx but date unknown
0B 34 60	CCCP-27203	An-8	MOM "Zlatoust" MSZ	rgd	28nov77	f/n LED 11sep87; l/n RVH 12may91
	RA-27203	An-8	MOM "Zlatoust" MSZ	SHJ	20aug94	canx but date unknown
	D2-FVB	An-8	Von Haaf Air	LAD	13jan95	fate unknown; c/n not confirmed but is the only known MOM "Zlatoust" MSZ An-8 not confirmed as to Angola and slots with the sightings at SHJ aug94 and LAD jan95; photo on Google Earth and internet shows it abandoned nose down at Kuito Airport, (S12.399399 E16.956894) Angola after an apparent landing mishap; still there in 2010
0B 34 70	CCCP-93911	An-8	MAP NovosibirskAPO	rgd	08apr76	f/n OVB (or Novosibirsk-Yeltsovka ?) 23jun94; c/n earlier reported as 1V-3470 in error; canx but date unknown
0B 34 80	CCCP-59504	An-8	MAP Moscow OAO	mfd	31may60	rgd 21jun79; f/n TBS sep80; c/n earlier reported in error as being 0E-3480; trf to MAP Kaluga probably on 10jan91
	RA-59504	An-8	MAP Kaluga Motors	BKA	24may94	belly landed next to runway at Elista 29sep94 after a hydraulics fire in port main wheel well shortly after take-off; t/t 14,447 hours and 6,880 cycles; canx 29dec95
0B 34 01	CCCP-13349	An-8	MAP Ulan-Ude APO	rgd	29jan74	f/n Ulan Ude-Vostochny 20apr97 no titles; canx but date unknown
0V 34 10	CCCP-13365	An-8	MAP Irkutsk MSZ	rgd	04oct73	canx but date unknown
0V 34 20	CCCP-69320	An-8	MAP NovosibirskAPO	rgd	20sep79	mfd reported both as being 24may60 and 31may60; in Aeroflot c/s; w/o 10oct90 on a cargo flight from Moscow to Novosibirsk-Yeltsovka when both engines flamed out on final approach, the aircraft crashed in a field 4 km before the runway during an attempted forced landing and caught fire, 4 out of 5 crew and all 5 passengers killed; t/t 11,726 hours and 5,739 cycles; canx 19apr91
0V 34 50	CCCP-13366	An-8	MAP Moscow OAO	mfd	28may60	rgd 04oct73; f/n DME 14nov77; canx 01jun94; in grey colours with blue cheatline; seen KRR 15jul94/09sep94 wfu
0V 34 70	CCCP-79165	An-8	MAP Kom-na-Amu APO	rgd	14nov75	f/n DME 11mar79; canx 14dec88
0V 34 80	CCCP-69332	An-8	MAP Kazan APO	rgd	16apr80	canx but date unknown; wfu before jun94
0V 34 90	CCCP-93918	An-8	MAP Gorki APO	rgd	08apr76	canx 06dec91
0V 34 01	CCCP-69349	An-8	MOM "Zlatoust" MSZ	mfd	01aug60	rgd 03jun82; first reported Chelyabinsk 21may87 in incident report; f/n LED 17apr92; c/n checked as 0G-3401 in error, see next line and c/n 0G-3401; was operated by the MOM/NPO "Energiya", Zlatoust Machinery Plant (Chelyabinsk Defence Nuclear Factory)
	D2-FVC	An-8	Von Haaf Air	LAD	13jan95	on control columns showed ex CCCP-693.. !
	D2-FVC	An-8	Air Cess, n/t	SHJ	29oct95	l/n SHJ 13mar96; was reported impounded Somalia and likely this was the An-8 impounded briefly in jul96 and released 01aug96 after illegal landings 09jul96 at Borama and Odeweine according to a UN report
	D2-FVC	An-8	Air Cess	SHJ	02dec95	c/n now confirmed but according to Liberian register reg was a DC-8 rgd 18aug95 !; fate unknown, but is a candidate for an unknown An-8 in Air Cess c/s (poor quality photo exists) parked at Borama oct09
	EL-AKT	An-8	Air Cess	SHJ	26jan97	rgd 17mar81; photo in full Aeroflot colours
0G 34 10	CCCP-69343	An-8	MAP Kaluga Motors	mfd	23jun60	l/n KLF 25may95; canx 25sep95 as to Panama !
	RA-69343	An-8	MAP Kaluga Motors	VOG	30aug93	also see c/n OZhé-3410, An-12 c/n 5342801 and An-26 c/n 87307104
	EL-ALC (1)	An-8	AFL white c/s n/t	SHJ	aug96	in basic white Aeroflot c/s with 'Santa Cruz Imperial' titles; l/n SHJ 08oct96, photo this date, c/n readable
	EL-ALC (1)	An-8	Santa Cruz Imp.	SHJ	04aug96	l/n SHJ 03apr97; c/n checked ! and photo shows no doubt the same aircraft as EL-ALC (2); c/n checked many times
	J2-KBG	An-8	Santa Cruz Imp.	DXB	09oct96	l/n SHJ feb98; photo taken feb98 shows ex J2-KBG and c/n 0G-3410 readable; see c/n OZhé-3410 in oct99 fleet list with this c/n
	EL-AKY (1)	An-8	Santa Cruz Imp.	rgd	22jun97	and still present oct03/apr04 being worked on !; still carries the basic Aeroflot c/s and J2-KBG still visible under paint; c/n 0G-3410 readable; seen SHJ 27mar04 doing engine runs
	EL-AKY (1)	An-8	El MagalAviation	SHJ	28mar00	f/n SHJ 03may04, l/n SHJ 15may04; rgd to Simax lloc ??? Oregon with AOC granted to Africargo Int'l/Inter Tropic Airlines; left SHJ 27may04 and seen EBB 29may04; AOC cancelled jun04; l/n GOM jul04 and de-registered by Sierra Leone 18oct04
	EL-AKY (1)	An-8	Santa Cruz Imp.	SHJ	28mar00	acquired jun04; details from Kisangani Airlift's owner who reported aircraft on overhaul at NBO 12may05 in white c/s with grey belly, no titles; Antonov regard this aircraft as no longer airworthy from 23jun95 however, still seen flying GOM 04aug06 and 05mar08; l/n GOM (S1.6654808 E29.238840) 17aug09/05feb10, apparently wfu and later removed to the dump, noted there 24feb11
	9L-LEO	An-8	all white c/s, n/t	rgd	22mar04	rgd 20sep79; first reported Novosibirsk 17nov87 in incident report f/n DME 12jun90; canx but date unknown; see c/n OD-3490
	S9-DBC	An-8	Kisangani Airlift	NBO	21feb05	mfd both reported as being 20jul60 and 22aug60; first reported DME 12aug87 in incident report; f/n DME 12apr91
0G 34 20	CCCP-69316(2)	An-8	MAP NovosibirskAPO	mfd	22aug60	canx but date unknown
0G 34 30	CCCP-69340	An-8	MAP NovosibirskAPO	rgd	03oct80	canx but date unknown
0G 34 40	RA-69340	An-8	MAP NovosibirskAPO	VKO	27apr93	rgd 21aug81; f/n DME 15sep86
	CCCP-69327	An-8	MAP Moscow OAO	mfd	01aug60	f/n VKO jul94, all grey c/s, blue cheatline, n/t; canx 18dec00 as to Equatorial Guinea
	RA-69327	An-8	MAP Arsenyev APO	rgd	12jul93	was stored SHJ feb01/mar02; seen EBB 28apr03 flying between Kampala and Bunia on behalf of the Ugandan Air Force;
	3C-QQE	An-8	all grey c/s, n/t	SHJ	17apr01	and a photo taken 04aug03 shows an An-8 with this reg being pulled out of the sand in all-white c/s, so one assumes it is this c/n; f/n GOM 01mar04; c/n from UN documents; grounded at Goma by Congolese Aviation Authorities, still there nov04; w/o 22jan05 on a flight from Kinshasa to Kongolo (DR Congo) whilst opb Cie Aérienne des Grands Lacs, when crashed into houses while on approach to Kongolo, some 100 metres short of the runway, all 3 crew and 7 passengers safe; see c/ns OZhé-3450 and 0E-3440
	EL-WVA (3)	An-8	'Express' titles	r/r	may03	

OG 34 50	CCCP-69341 D2-FVA	An-8 An-8	MOM "Zlatoust" MSZ Von Haaf Air	rgd LAD	02feb81 31oct94	f/n DME 14sep87; canx but date unknown dbr when veered off runway on take off Dundo (S7.4032527 E20.811605) 06dec94; still present on a photo on Google Earth 2007
OG 34 60	CCCP-98107 RA-98107	An-8 An-8	MAP Irkutsk APO Aeroflot c/s, n/t	rgd IKT	18apr77 07jul94	mfd both reported as being 19jul60 and 16nov60 report IST may98 doubtful as registration was already canx 07feb96
OG 34 70	CCCP-98105	An-8	MAP Kirov Electr.	rgd	04apr77	f/n TAT 15sep87 but reported as an An-12 this date; canx but date unknown
OG 34 80	CCCP-78731	An-8	MAP Arsenyev MSZ	rgd	27dec71	canx 1981
OG 34 90	"19" red CCCP-13330	An-8 An-8	Soviet Air Force MAP Kom-na-Amu MSZ	mfd rgd	03aug60 25jan73	f/n Oranienburg 17jun68 f/n DME 14nov77; crashed on landing Irkutsk-Zapadny 16may91 due uncommanded feathering of port propeller, t/t 17,293 hours and 6,708 cycles
OG 34 01	CCCP-59500	An-8	MAP NovosibirskAPO	mfd	03jul60	rgd 22jan79; f/n MOW apr79; l/n OVB (or Novosibirsk-Yeltsovka ?) 23jun94
OD 34 20	CCCP-27215 RA-27215 4R-SKI	An-8 An-8 An-8	MAP Kom-na-Amu MSP MAP Kom-na-Amu MSP Sky Cabs, n/t	rgd VKO rgd	18aug78 21mar93 19mar97	f/n LED 03sep88; l/n LED 17may91 in 'polar' c/s l/n VKO 30aug93; canx 16dec96 as to Sri Lanka f/n CMB 16apr97; stored CMB since oct01, in basic ex Aeroflot 'polar' colours; moved adjacent to the public viewing area (N7.1725328 E79.884644) by nov05, reg not worn; repainted by apr10 in white c/s with dark blue undersides and blue cheatline; c/n confirmed in register; l/n 31aug11, reg just visible under starboard wing and c/n plate attached to the end of the flaps giving mfd as 1960, exact day/month worn away on plate
OD 34 30	CCCP-69346	An-8	MAP NovosibirskAPO	mfd	08aug60	rgd 02nov81; f/n OVB 30jun92; leased to 'Avia', a privately-run enterprise named also Yuri Petrov's Airlines and crashed whilst on lease on approach to Chita 29oct92, undershooting by 1,657 metres when port engine flamed out; t/t 10,683 hours and 5,124 cycles
OD 34 40	CCCP-69328 RA-69328	An-8 An-8	MAP Kazan APO MAP Kazan APO, n/t	rgd Kzp	26dec79 02sep96	l/n Kazan-Borisoglebskoye 21may97; canx 02feb00 as to Equatorial Guinea; in grey colours with blue cheatline
	3C-ZZO 3C-ZZO	An-8 An-8	not reported Bismillah Airlines	SHJ DMK	31mar00 10nov00	l/n SHJ 26may01; c/n checked as OD-3440; ex-reg ending with 28 visible under paint; in grey colours, blue cheatline
	3C-ZZO	An-8	no titles	DIR	23mar02	l/n SHJ 21may02 in grey colours, red cheatline, was active ! l/n SHJ 04dec02 doing engine runs ! and seen again DIR 06jan03
	3C-ZZO S9-DAJ	An-8 An-8	Expo Air red c/s grey c/s	CMB FJR	22jan05 24nov05	active, with titles c/n not confirmed but 100% same c/s and overpainted parts as 3C-ZZO; seen FJR 19jan07 having been cleaned up; f/n PNR 23sep07, all white c/s, n/t; l/n as such BZV (S4.2497111 E15.248558) 02aug10/04may11, reported as wrecked in military area
OD 34 50	CCCP-59503	An-8	MAP Kaluga Motors	mfd	31oct60	rgd 18apr79; first reported Penza 10jul87 in incident report; f/n LED 03sep88; canx 10dec91; see c/n OE-3420
OD 34 60	CCCP-69345	An-8	MAP Arsenyev APO	rgd	21aug81	canx but date unknown
OD 34 70	CCCP-69350	An-8	MOM Orenburg MSZ	mfd	01sep60	rgd 06may82; first reported Vitebsk 26dec87 in incident report; f/n LED 02jul90; l/n LED 26aug91; was operated by MOM/"Strela" (Arrow) Production Association, Orenburg; photo exists with wrong c/n 1D-3470 painted on, probably a misprint
	RA-69350 EL-ALQ	An-8 An-8	Kit Air ex Kit Air, n/t	ph. rgd	in 1996 11nov97	l/n REN 29aug97; canx but date unknown; in grey colours with blue cheatline
	3D-ADI	An-8	Southern Cross	SHJ	16mar98	to Santa Cruz Imperial; f/n SHJ 19jan98; in grey colours with blue cheatline; l/n SHJ 01feb98
	EL-ALQ	An-8	Southern Cross	SHJ	08nov98	l/n JNB 22mar98; c/n confirmed; ex-registration RA-69350 checked
	EL-ALQ	An-8	Trans Air Congo	ph.	mar02	l/n SHJ 22nov98; was 3D- before
OD 34 90	CCCP-69316(1)	An-8	MAP LII Zhukovski	mfd	21sep60	wrecked in a scrap yard, possibly at FIH, in a "nose high" position rgd 10aug72; crashed 10oct75 on take-off from Sverdlovsk-Koltsovo when the left engine caught fire immediately after take-off and the propeller could not be feathered, causing considerable drag, the aircraft went out of control and crashed upside down close to the runway; t/t 4,361 hours 58 minutes and 3,045 cycles; canx 01jul76; see c/n OG-3420
OD 34 01	CCCP-69303	An-8	MAP Kaluga Motors	rgd	12sep79	in all-grey c/s; canx 06feb95
OE 34 10	CCCP-27217	An-8	MAP Kazan Motors	rgd	25oct78	photo in all grey c/s with blue cheatline and small titles behind nose; wfu 1991; canx 06mar96
OE 34 20	CCCP-69353 RA-69353	An-8 An-8	MAP Kaluga Motors MAP Kaluga Motors	mfd KLF	31oct60 25may95	rgd 06jul82 no titles; f/n DXB 13jan96, in all grey colours, blue cheatline; l/n DXB 09feb96; canx 25sep95 as to Panama !
	EL-AKZ EL-AKZ	An-8 An-8	grey c/s, n/t Santa Cruz Imp.	DXB rgd	06mar96 24feb97	photo proof SHJ feb97 with this c/n ! according Liberian register !; f/n SHJ 09mar97, c/n checked as OD-3450 (already canx 1991) on plate in cockpit ! but many photos with c/n OE-3420 painted on !
OE 34 30	EL-AKZ CCCP-13323 CCCP-13323	An-8 An-8 An-8	green/white c/s MAP Kaluga Motors MAP LII Myachkovo	SHJ mfd trf	24oct00 24dec60 unknown	l/n SHJ 11feb03 complete; cannibalized and scrapped by oct04 rgd 12dec72; f/n jun79 seen wfu Myachkovo sep91/spring93 in all grey c/s with blue cheatline, gone by sep93, back into service early93; crashed 12dec93 after undershooting runway at Yerevan by 150 metres; wreck present 16may96; t/t 14,212 hours and 6,676 cycles; probably RA- when crashed
OE 34 40	CCCP-69334	An-8	MAP Omsk Motors	mfd	24dec60	rgd 03oct80; f/n DME apr82; was operated by MOM/Omsk Engine Production Association named after P.I. Baranov; photo in Aeroflot colours with blue tail
	RA-69334	An-8	MAP Omsk Motors	OMS	29aug93	in Aeroflot colours with blue tail; l/n PTG 12sep97 operating for Sultan Aviation; canx 16feb96 as to United Arab Emirates
	--	An-8	Air Pass c/s, n/t	PTG	14nov97	according to documents this date to become EL-WVA (2)
	EL-WVA (2)	An-8	Air Pass c/s, n/t	PTG	07feb98	l/n PTG 01sep98 and on TV dec98; rgd not available; see c/ns 02zh-3450 and OG-3440; reportedly a slide exists taken HLA jun00; a photo taken 31may02 (2002 !) shows an An-8 having overshoot the runway at Kalemie, Katanga (Congo) with serial EL-WVA in what looks like to be Air Pass/Centrafrica c/s
OE 34 50	CCCP-27204	An-8	MAP Kumertau VPO	mfd	20sep60	rgd 13oct77; first reported 15may87 in an incident report; f/n LED 22sep87; seen again LED 26aug91; offered for purchase to Atlant-Soyuz in mid-2002 ! with t/t 13,711 hours and 6,498 cycles
	RA-27204	An-8	AFL c/s, n/t	ROV	27jun06	stored with CCCP- bleeding through and RA- faded; still present 30jun08 and 16feb11; was canx 13aug04; see next line
OE 34 60	9Q-CGH CCCP-13372	An-8 An-8	VAC MAP Kazan APO	rgd rgd	06mar06 24jan75	see l/n previous line; no sightings and no further proof of existence so probably not taken up canx but date unknown; was wfu before jun94; an An-8 fuselage, cut in two at the place of the registration and reported as being CCCP-13371, was seen Kazan-Borisoglebskoye may97/aug99, as this reg was an An-26 c/n 1910 already rgd 24dec73 and canx 17jan00 we surmise this hulk was in fact CCCP-13372 !
OE 34 70	"76" red CCCP-13352	An-8 An-8	Soviet Air Force MAP Kom-na-Amu MSZ	Orb rgd	1973 16apr73	photo at Demmin-Tutov 1973 canx 28mar80
OE 34 80	"06" red	An-8	Soviet Air Force	Orb	1966	this c/n reportedly crashed jul62 !
OE 34 01	CCCP-13327	An-8	MAP NovosibirskAPO	rgd	18oct72	f/n DME 09jun92; l/n OVB (or Novosibirsk-Yeltsovka ?) 23jun94; canx but date unknown
OZhé 34 10	CCCP-69307 EL-ALC (2)	An-8 An-8	MSS Kom-na-Amu APO Santa Cruz	rgd GOM	09mar77 30oct97	f/n LED 22sep87; l/n LED 13mar90; canx 16dec97 as to Sri Lanka l/n CMB 21jan98, full green/white Santa Cruz c/s, 'Santa Cruz' titles only; see c/n OG-3410, An-12 c/n 5342801 and An-26 c/n 87307104
	EL-AKY (2)	An-8		no	reports	see c/n OG-3410; given by the crew of 4R-EXA as such and when inspected as 4R-EXA at Colombo ex-registration under the paint looked like it ended in a Y; regarding confirmed sightings of EL-AKY (2) possibly EL-AKY (3) never operated as such !
	4R-EXA	An-8	Santa Cruz	CMB	aug98	l/n FJR 25may01; full c/s; 'Santa Cruz' titles only; c/n reported in Sri Lankan register as 0J-3410; three An-8s were seen stored FJR 05aug02, possibly this aircraft was one of them
	3C-QRE	An-8	no titles	FJR	03mar03	l/n there nov05/mar07 still stored; c/n not confirmed but 4R-EXA was not noted these dates whilst 3C-DDA and 3C-KKZ were !; named 'Miss Africa' and same c/s as 4R-EXA !; reported in nov04 as being flown by Showa General Trading, a Ugandan airline run by Sam, a local businessman; Angola leases it (probably from SCI) for \$ 30,000 a month including aircrew and flies for the Ugandan military
	S9-GRE	An-8	no titles	FJR	27nov05	c/n not confirmed; in basic SCI c/s, white fuselage/green cheatline; l/n FJR 13feb08 engineless, previous serial bleeding through
OZhé 34 20	CCCP-69342	An-8	MAP Kom-na-Amu APO	rgd	25jan82	f/n DME 15may93; canx 25mar99
OZhé 34 30	CCCP-72615	An-8	MAP NovosibirskAPO	rgd	23sep82	f/n OVB (or Novosibirsk-Yeltsovka ?) 23jun94; canx but date unknown
OZhé 34 50	CCCP-64457	An-8	MAP Omsk Motors	rgd	02feb76	f/n LED 13sep87; was operated by MOM/Omsk Engine Production Association named after P.I. Baranov; l/n SVO aug91
	RA-64457	An-8	MAP Omsk Motors	OMS	29aug93	in Aeroflot c/s with old Soviet flag; canx 19may96 as to United Arab Emirates; still seen HLA 09nov97, c/n checked and operating for Sultan Aviation and again HLA 29nov97, but now without titles
	EL-WVA (1) EL-WHL	An-8 An-8	Interstate Aw, n/t Southern Gateway	HLA HLA	08dec97 31jan98	l/n HLA 08jan98; in Aeroflot c/s still with old Soviet flag; see c/ns OE-3440 and OG-3440 rgd not available; l/n KGL 27nov00 flying !; no titles but SG on tail; large 'Nazdrovje' titles; c/n checked; fate unknown
OZhé 34 70	CCCP-78738	An-8	MAP Irkutsk MSZ	mfd	29nov60	rgd 21mar72; was wfu Irkutsk-Zapadny by 1987 as time expired; damaged beyond repair 30sep87 by taxiing An-8 CCCP-98107 which suffered brake failure and ran into the parked aircraft; canx 18jul89
OZhé 34 80	CCCP-69315(1)	An-8	MAP Kom-na-Amu APO	rgd	19jan72	canx 30jul81; f/n TAY 14nov91 preserved in full Aeroflot 'white' c/s; and l/n there 1993; probably scrapped; also see c/n OA-3401
OZhé 34 90	CCCP-48101	An-8	MAP Moscow OAO	mfd	31dec60	rgd 22jun77; f/n DME 20apr78; w/o 27sep88 on a night flight when a fuel leak caused an engine fire which quickly enveloped the wing, the crew attempted an emergency landing but the wing which had been weakened by the fire failed, the aircraft lost control and crashed in a forest 3.5 km from Kozyolsk (Kaluga region) while the outer wing landed on a street at Sosnovski near Kozyolsk, all 5 crew killed; t/t 12,272 hours 5 minutes and 5,853 cycles; canx 14nov88
IZ 34 20	CCCP-93928	An-8	MRP NPO "Leninets"	rgd	30aug68	f/n LED 29jul90; seen JIB aug93 in grey colours, blue cheatline with 'Aeroflot' titles; l/n LAD dec94/jan95, operated for Van Haaf Air; canx but date unknown
	D2-FVE EL-AKM	An-8 An-8	Von Haaf Air Air Cess, n/t	SHJ rgd	01jul95 23jun95	in grey colours blue cheatline, no titles; ; was registered to Air Cess 23jun95, see below
	EL-AKM	An-8	Air Cess	SHJ	13mar96	f/n SHJ 06nov95; l/n SHJ 19jan96; grey c/s, no titles
	EL-AKM	An-8	ex Air Pass c/s	RKT	12aug98	l/n HLA 28nov97; named 'Mir' in full colours; for Air Pass
IZ 34 40	CCCP-79161	An-8	MAP Moscow OAO	rgd	19oct76	l/n KGL 16feb99/apr00 stored; fate unknown
IZ 34 50	CCCP-26197	An-8	MAP Kirov MSZ	rgd	27oct71	canx 13jan91
IZ 34 60	CCCP-55502	An-8	MAP Kuibyshev APO	mfd	28feb61	f/n DME 23jun79; canx 01jul81 rgd 29may75; first reported Kuibyshev-Tsentralny 30jul87 in incident report; f/n LED 05may89

	RA-55502	An-8	MAP Kuibyshev APO	LED	07sep92	l/n VKO 30aug93; operated in July 1994 by the Samara Aviakor Plant; canx 14jul98 as to Sri Lanka
	4R-EXB	An-8	Aeroflot c/s, n/t	CMB	aug98	l/n CMB 12dec98; c/n confirmed; operated by Expo Aviation
	3C-KKZ	An-8	Air Mark Indo Avn	XSP	30mar99	l/n FJR 26may01; c/n checked; faded RA-55502 visible
	3C-KKZ	An-8	white grey, n/t	FJR	29dec01	l/n FJR aug02 stored engineless, l/n apr04; by nov04 cannibalized and 'Air Mark' titles readable; l/n FJR 17may08, very derelict
1Z 34 70	CCCP-55517 ?	An-8RU	Antonov Des. Bur.			was a test-bed for SPRD-159 take-off rockets 1963/1964; crashed on take-off Gostomel 16sep64 during JATO tests, 7 crew killed; registration hard to read on old photo
1Z 34 80	CCCP-69302	An-8	MAP Kharkov APO	rgd	10dec76	trf to MAP "Progress" Arsenyev 06may82
	RA-69300	An-8	MAP Arsenyev n/t	IKT	06jul94	canx 04jun03; in grey colours with blue cheatline
1Z 34 01	CCCP-98109	An-8	MAP NovosibirskAPO	rgd	22jun77	canx but date unknown, rep became a Yak-40 24jan78
	CCCP-27219	An-8	MAP NovosibirskAPO	rgd	06jun78	canx 1979
1I 34 10	CCCP-69333	An-8	MOM Voronezh MeZ	mfd	13mar61	rgd 15sep80; f/n LED 05may89
	RA-69333	An-8	MOM Voronezh MeZ	LED	13jul94	operated by MOM/NPO "Energiya", Voronezh Machinery Plant
	RA-69333	An-8	MOM Voronezh, n/t	VOZ	18sep94	reported for Kit-Kosmos; canx 18may95
1I 34 30	CCCP-13361	An-8	MAP Moscow OAO	rgd	03jan74	first reported DME 23nov87 in incident report; f/n Ulyanovsk-Vostochny 25aug92
	RA-13361	An-8	Volga-Dnepr	DME	07jul93	in Aeroflot c/s; l/n Ulyanovsk-Vostochny 12sep93; c/n checked; canx 17jan95; was reported in a document 05aug92 as for Volga-Dnepr
1I 34 40	CCCP-13357	An-8	MAP Arsenyev MSZ	rgd	04may73	canx 16jan90
1I 34 50	CCCP-13360	An-8	MAP Moscow OAO	rgd	30may73	f/n DME 14nov77; canx 1979
1I 34 60	CCCP-78739	An-8	MAP Moscow OAO	mfd	31may61	rgd 02feb76; first reported Ivano-Frankovsk 29jan87 in incident report; f/n LED 23sep87
	CCCP-78739	An-8	MAP Kaluga Motors	trf	13jun88	
	RA-78739	An-8	MAP Kaluga Motors	KLF	25may95	
	EL-ALE (1)	An-8	grey c/s, n/t	SHJ	aug96	canx 25sep95 as to Panama I; in grey colours with blue cheatline, no titles
1I 34 70	CCCP-55521	An-8	MAP NovosibirskAPO	rgd	08feb68	rgd 31may96 to Santa Cruz Imperial; l/n SHJ 01feb98; blue cheatline; crashed on take-off Mogadishu 12mar98
	RA-55521	An-8	MAP NovosibirskAPO	Ovy	dec01	f/n DME 24mar86 and many times since until l/n DME 16aug92
1I 34 80	CCCP-83961	An-8	MAP Zhukovski	rgd	19jan72	l/n Novosibirsk-Yeltsin 11dec02 used as storage shed (N55.087422 E82.998547) full Aeroflot c/s and titles; canx but date unknown
1K 34 10	CCCP-06190	An-8	Novosibirsk SNKh	rgd	13jul62	canx 15may73
						last An-8 built; trf to MAP Novosibirsk APO canx 1979

Following aircraft are unknown, none of the CCCP- registered were ever on the Soviet register:

---	CCCP-08770	An-8	Aeroflot	DME	03apr74	reported in an incident report (came close to landing on a runway occupied by another aircraft due to ATC error) but this registration was very probably used only as an ATC call sign, since it does not fit into the usual An-8 registration blocks (like CCCP-48094 which used the call sign CCCP-08053)
---	CCCP-55321	An-8	Aeroflot	LED	06jul70	l/n DME 24mar86; misread for CCCP-55521 ?
---	CCCP-55322	An-8	Aeroflot	ph.	nov66	probably a fake registration
---	CCCP-69773 ?	An-8	Aeroflot c/s	VOZ	nov91	first two digits in registration not 100 % sure, difficult to read on photo
---	CCCP-72401	An-8	Aeroflot			reported in an accident report, possibly was the call sign
---	CCCP-72601	An-8	Aeroflot	IKT	28jun82	reported in Putnam book 1975
---	CCCP-72624	An-8	Aeroflot		early70	photo in "Krylya Rodiny" magazine, probably a fake registration
---	CCCP-72838	An-8	Aeroflot			photo exists, probably a fake registration
---	CCCP-86725	An-8	Aeroflot	ph.	13jul61	in "Krasnaya Zvezda" newspaper, probably a fake registration
---	"07"	An-8	Soviet Air Force	photo		with another coded "23"
---	"10"	An-8	Soviet AF/PVO	IEV	1976	photo; same aircraft as 9340505?
---	"20" red	An-8	Soviet AF/PVO	mfd	ca.1960	opb 436 otap at Stupino-Krutyshki; w/o 30mar78 on an IFR training flight with the windscreen shutters lowered when lost height soon after take-off and crashed in a forest 4 km from the runway, all 6 crew killed, the cause of the crash was never established
---	"21"	An-8	Soviet Air Force	CKL	20may91	must have been an An-12 as the type was no longer in VVS service by then !
---	"22"	An-8	Soviet AF/PVO	no	reports	opb 23 otap at Chirchik; w/o 16dec66 on a flight from Andizhan to Chirchik with ammunition on board when undershot on finals to Chirchik at night in bad visibility and caught fire, 6 out of 7 crew killed
---	"23"	An-8	Soviet Air Force	photo		with another coded "07"
---	"29"	An-8	Soviet Air Force	Max	23mar74	
---	"36"	An-8	Soviet AF/PVO	IEV	1976	photo
---	"36" red	An-8	Soviet Air Force	photo		date and location unknown
---	"41"	An-8	Soviet Air Force	no	reports	opb 708 otap at Kirovabad; w/o 13apr64 on a training flight at night when deviated from the planned flight path, descended too early and too fast and crashed into a mountain of the Caucasus' main divide near Kirovabad, all 6 crew killed
---	"92" red	An-8	Soviet Air Force	photo		large code worn below cockpit; an early production aircraft with no APU; see c/n 9340305
---	"93" red	An-8	Soviet Air Force	ph.	1990	fuselage only, covered in graffiti at Milovice
---	unknown	An-8	Soviet Air Force	w/o	22aug68	destroyed on landing at Caske Budejovice-Plana after arrival from Plzen-Line when overrun runway into trees and was destroyed, 6 people were reportedly injured; reportedly removed later by Mi6 helicopter to an "unknown" place
---	--	An-8	no titles	ph.	2008	probably either CCCP-83965, CCCP-69322, CCCP-98105 or CCCP-26197; in grey c/s with light blue cheatline and Russian flag on fin, no markings whatsoever apart from 'An-8'; preserved near the 'Avitec' factory in the northern part of Kirov, was first used as children's cinema "Orlyonok" and later as café "Shtopor", f/n 2008
---	EL-WBL	An-8	not reported	KGL	16feb99	not on Liberian register 13jul01, misread for EL-WHL seen KGL 27nov00 ?
---	3X-GDQ	An-8	Sant'Air, n/t	BUX	17jul03	not c/n OE-3440 as suggested; in white/grey c/s with blue cheatline, no titles
---	3X-GDQ	An-8	Pegasus Aviation	FIH	31mar04	in white/grey c/s with blue cheatline, with titles; l/n TSH nov04
---	9Q-CXI	An-8	Uhuru Airlines	FIH	may05	in white/grey c/s with blue cheatline, with titles; l/n FIH 21jul05; wfu in 2006; stored at FIH, noted mar08/may09, possibly without titles; no mention of this in the 2008 DRC register; reported scrapped in early 2010

Following c/ns must all have been delivered to the Soviet Air Force but have not made it to the civil register: 8340102, 8340103, 8340105, 8340201, 8340202, 9340301, 9340304, 9340307, 9340309, 9340401, 9340402, 9340403, 9340404, 9340407, 9340408, 9340501, 9340508, 9340509, 9340510, 9340601, 9340604, 9340606, 9340607, 9340608, 9340609, 9340705, 9340707, 0A-3450, 0A-3480, 0A-3490, 0B-3410, 0B-3490, 0V-3430, 0V-3440, 0V-3460, 0D-3410, 0D-3480, 0E-3490, 0Zhé-3440, 0Zhé-3460, 0Zhé-3401, 1Z-3410, 1Z-3430, 1Z-3490, 1I-3420, 1I-3490, 1I-3401

Soviet Air Force An-8s noted at Oranienburg: on August 5th 1968: "02", "03", "07", "08", "09", "11", "12", "13", "14", "17", "20", "32", "42", "72", "74", "75", "76" (all red?) reportedly this was for the intervention by the Warsaw Pact countries in Czechoslovakia later that same month. In July 1978 "28", "29", "30", "33", "34", "39", "52", "55", "56", "57", "64" (all red?) were seen and this was due to some exercise. According to German sources the An-8 never was based at Oranienburg.

Antonov An-10 "Ukraina"

The 90 seat An-10 first flew from Kiev on 7 March 1957 and entered service on the Moscow - Simferopol route on 22 July 1959. A re-developed version, the An-10A, accommodating 100 passengers, entered service on 10 February 1960. Many An-10s sans suffix were converted to An-10As later. According to the c/ns it seems that 109 aircraft were built, one prototype plus 108 production aircraft. Batches 01 till 16 had three aircraft whilst <batches 17 till 26 had six aircraft each.

After two crashes in Lvov, flights were interrupted and new wind tunnel tests followed. The An-10 returned to service, after the vertical surfaces of the stabilizer were removed, the single ventral fin was replaced by two canted ventral fins and some changes to the flaps.

Several crashes followed during the next 13 years, but the one that occurred in May 1973 in Kharkov was fatal for the type. Most passengers on this flight were children, and the reaction to the crash was huge. All flights were immediately forbidden and on investigation it was discovered that wing spars had fatal defects caused by stress. Such defects were found on many other An-10s and the type's service on senger routes was over. Civil operations of the aircraft officially ceased on 27 August 1973, to that date 12 had crashed and details are listed below. On this same date 32 An-10s were struck off charge and another 25 aircraft in better condition were transferred to factories as hacks - imagine the feelings of the crews and passengers. As well 11 passenger aircraft were converted to An-10TS Transportno Sanitarny (Medevac) version for the Air Force.

The An-10s served in the VVS, both for staff/VIP role which was surprising regarding the number of An-12s in service. At the very end it is known that five aircraft were at the Voronezh-Pridacha factory airfield on 16 May 1979.

Only very few are known to have survived of which half a dozen have been seen preserved or dumped throughout the Soviet regions in recent years, but most were subsequently scrapped by now. The An-10 was one of the few types built in the former USSR which was given a name, "Ukraina", as well as a designation.

Registrations for the An-10 were in the range CCCP-11132 to CCCP-11225 although a batch up to CCCP-11390 was reserved for them in the Soviet register; several registrations later were re-issued on An-12s.

The construction number is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (4 indicating factory number 64 !), then the three-digit batch number and the last two digits are the number in the batch.

The construction number on red/white painted An-10s was normally stencilled on the ventral fin of 'straight' An-10s or on the outer faces of both ventral fins of the An-10A. Aircraft wearing the later blue/white colour scheme sometimes had the construction number stencilled on the vertical stabilizer.

1 An-10 prototype built by factory # 473 at Kiev-Svyatoshino

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CCCP-11170(2)	An-10	Aeroflot	photo	must be the first prototype as it was the sole An-10 with NK-4 engines; was displayed at the Economic Achievements Exhibition (VDNKh) in Kiev in the 1960s and 1970s; removed in the 1980s and possibly preserved in the 'Antei' pioneers' camp for some time; see c/n 9401502
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108 An-10 built by factory # 64 at Voronezh-Pridacha from 1957 to 1960

7 40 01 01	CCCP-L5723	An-10	Antonov Des. Bur.	f/f	05nov57	from Voronezh; second prototype, powered by AI-20 turboprops and got end plates on the stabilizer; c/n confirmed as '0101' from plate; in Aeroflot c/s; damaged 18apr58 on a test flight from Voronezh when the brace struts of the left flap failed, the aircraft banked to the left and went out of control temporarily, control was regained at a height of 500 metres, but the aircraft touched down hard short of the runway, damaging its tail; fuselage preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University), seen may96/apr03
8 40 01 02	CCCP-L7256	An-10	Antonov Des. Bur.	mfd	1958	c/n not confirmed; no end plates on the stabilizer; in Aeroflot c/s; badly damaged on its f/f in 1958 when # 1 engine failed in-flight and the automatic engine control reduced the power of # 4 engine in order to avoid asymmetric thrust; when the remaining two engines started to cause problems as well, the aircraft had to force-land in a meadow near a rivulet and broke up; flight engineer killed and two other crew members seriously injured; obviously repaired but to test or to flying condition?
8 40 01 03	CCCP-06178	An-10	GKAT Zhukovski	trf	1958	c/n confirmed; rgd only 08feb64
8 40 02 01	CCCP-64452	An-10	MAP Ramenskoye	rgd	31jan66	canx 20may69
8 40 01 03	not known	An-10	history unknown	mfd	1958	probably delivered to the Soviet Air Force
8 40 02 01	not known	An-10	GVF	no	reports	delivered to GVF (civil aviation), ferried (flew) to OVB, went to SibNIA institute at Novosibirsk for static tests, all equipment and engines were dismantled/unfitted/removed and sent to ARZ 412 to assist in preparation for repair and maintenance of Aeroflot An-10s
8 40 02 02	CCCP-11132	An-10	Soviet AF/AFL c/s	MHP	sep63	photo proof; c/n not confirmed; line for this registration left empty in the Soviet register
8 40 02 03	CCCP-11133	An-10	GosNII GVF	h/o	feb59	rgd 27mar59
8 40 03 01	CCCP-11134	An-10	Aeroflot	trf	jul62	trf to AFL/Privolzhsk-VOZ 21jan63; f/n SVO 29jul69; canx 27aug73
8 40 03 02	CCCP-11135	An-10	AFL/Ukraine	h/o	29oct58	the first An-10 delivered to Aeroflot; rgd 19nov58; trf to the Soviet Air Force 22apr61
8 40 03 03	CCCP-11135	An-10	AFL/Ukraine	rgd	24dec58	f/n VKO mar59
8 40 03 03	CCCP-11136	An-10	AFL/Privolzhsk	trfv	08feb64	l/n KUF 06jul66; canx 27aug73
8 40 03 03	CCCP-11136	An-10	AFL/Ukraine	rgd	16jan59	canx 25mar61; trf to Riga Institute of Civil Aviation, date unknown; broken up; sighting SVO 29jul69 is therefore impossible
8 40 04 01	CCCP-11137	An-10	AFL/Ukraine	rgd	16jan59	
8 40 04 02	CCCP-11137	An-10	AFL/Moldova	trf	22feb71	dbr on landing Kishinev 12oct71 canx 1972
8 40 04 02	CCCP-11138	An-10	AFL/Ukraine-KBP	rgd	03mar59	f/n LED 23feb59; since mid 1960s based at LWO; canx 27aug73
8 40 04 03	CCCP-11139	An-10	Soviet AF/AFL c/s	rgd	03feb59	in Soviet register without c/n; used as ground instructional airframe by the Kiev Institute of Civil Aviation (KIIGA); moved to a park in Kiev (near Sevastopol Square) in 1979 (probably may79) and used as a cinema (named 'Orlyonok'), registration painted out, f/n spring 1980; damaged by arson in 1993 (in late November or early December); wreck removed in early summer 1994 and transported to Zhulyany to be scrapped there
8 40 05 01	CCCP-11140	An-10	AFL/Ukraine-HRK	rgd	16jan59	f/n MHP 15aug64; l/n HRK 21dec66; canx 1969
8 40 05 02	CCCP-11141	An-10	AFL/Ukraine	rgd	03feb59	
8 40 05 03	CCCP-11142	An-10	AFL/Privolzhsk	trf	13jul63	l/n KUF 19mar71; canx but date unknown
8 40 06 01	"90"	An-10S	AFL/Ukraine-LWO	rgd	27mar59	f/n LWO 28mar64; l/n LED 11jun71; canx 1972
8 40 06 02	CCCP-11143	An-10	Soviet Air Force	photo		staff aircraft of the commander of long-range aviation; in civil c/s with very small code on the nose
8 40 06 02	CCCP-11143	An-10	AFL/Ulyanovsk HFS	rgd	03jul59	
8 40 06 02	CCCP-11143	An-10	AFL/Belarus-MHP	trf	29feb64	f/n MHP 28mar64
8 40 06 02	CCCP-11143	An-10	MAP Kharkov APO	trf	05nov73	in Aeroflot c/s; l/n HRK 26sep74; canx 05feb76; was preserved in the 'PKIO' Park at Kharkov from around 1976; destroyed by arson around 1994 and scrapped
8 40 06 03	CCCP-11144	An-10	Aeroflot	photo		f/n IKT apr59; line for this in Soviet register without rgd or c/n, but as canx 25mar61
8 40 07 01	CCCP-11145	An-10	AFL/Ukraine	mfd	31dec58	rgd 27mar59
8 40 07 01	CCCP-11145	An-10	AFL/Privolzhsk-KUF	trf	11may63	opb 173 LO; f/n SVO 31oct68; l/n KUF 10apr70; w/o 31mar71 on the leg from Kuibyshev (now Samara) to Voroshilovgrad (now Lugansk) of a flight from Kuibyshev to Odessa when a part of the right outer wing (13 square metres) broke off during approach, the aircraft went out of control and crashed in a field near Volnukhino village (13 km south-west of Voroshilovgrad airport), all 7 crew and 58 passengers killed, the reason of the accident was never established (the investigation commission did not find signs of fatigue); t/t 14,337 hours and 9,081 cycles; canx 1971
8 40 07 02	CCCP-11146	An-10	AFL/Ukraine	rgd	27mar59	trf to AFL/Privolzhsk 1971; canx 1971
8 40 07 03	CCCP-11147	An-10	AFL/Ukraine	rgd	27mar59	trf to MAP Komsomolsk-na-Amure MSZ 05nov73; canx 17feb76; fate unknown (not the one which was preserved at Kharkiv)
9 40 08 01	CCCP-11148	An-10	Aeroflot/UShVLP	mfd	28feb59	Ulyanovsk Advanced Flying Training College, opb 1-y otrjad; rgd 11jun59; w/o 27jan62 on a training flight from Ulyanovsk-Baratayevka at night when engine # 4 failed immediately after take-off and the propeller did not feather but went into autorotation causing drag, the aircraft banked to the right, lost speed and height and crashed 1,090 metres after lift-off, all 4 crew and 9 out of 10 trainees killed; t/t 622 hours and 1,435 cycles; already canx 29apr60 according to the Soviet register!
9 40 08 02	CCCP-11149	An-10	Aeroflot/UShVLP	mfd	16jan59	Ulyanovsk Advanced Flying Training College; rgd 11jun59; w/o 15may70 on a training flight from Kishinyov when veered off the centre line to the right during finals with props # 3 & 4 feathered, the instructor initiated a late go-around with speed and height being lower than recommended in the flight manual for the case of two engines not working, the aircraft banked to the right when engine # 1 & 2 were set on take-off power and crashed in a field 1,850 metres from the runway's centre-line with a bank angle of some 90 degrees, all 11 crew (4 instructors and 7 trainees) killed, approaches with two engines were not allowed to be trained at Kishinyov as the runway was only 2,000 metres long but the crew neglected this restriction, apart from that the crew did not inform ATC that two props had been feathered; t/t 4,641 hours and 11,820 cycles; canx 1970
9 40 08 03	CCCP-11150	An-10	AFL/Ulyanovsk HFS	rgd	03jul59	heard on radio Spereberg 11sep73; canx 27aug73
9 40 09 01	CCCP-11151	An-10	AFL/Ukraine	rgd	24apr59	
9 40 09 01	CCCP-11151	An-10	AFL/Far East	trf	22aug64	l/n KHV 06jan65; trf to ??? mar65; canx but date unknown
9 40 09 02	CCCP-11152	An-10	AFL/Ukraine	rgd	04jul59	f/n LED 29jul70; canx 27aug73
9 40 09 03	CCCP-11153	An-10	AFL/North Kavkaz	rgd	09mar59	trf to AFL/Moldova 28jun66; f/n KUF 20oct67; l/n LED 30mar72; canx 1973
9 40 10 01	CCCP-11154	An-10	AFL/North Kavkaz	rgd	09mar59	f/n 03oct59; canx 27aug73; fuselage only seen ULY sep92/jun02
9 40 10 02	CCCP-11155	An-10	AFL/West Sib.-OVB	rgd	31jul59	
9 40 10 03	CCCP-11155	An-10	AFL/Ukraine-HRK	trf	aug61	f/n HRK 18jun69; l/n AER 30jun72; canx 15jan75
9 40 10 03	CCCP-11156	An-10	AFL/Ukraine	rgd	23jun59	f/n dec59; probably trf to NAPO after 27aug73; canx 1976; was preserved at the NAPO children's camp "Chkalovets" near Burmistrovo (Iskitim, Novosibirsk region), decaying with time, l/n jan07; broken up by jul08
9 40 11 01	CCCP-11157	An-10	AFL/Ukraine	rgd	01may59	canx 27aug73; was preserved in the "Solnechny Gorod" park on prospekt Kommunisticheskii street (near the "Skazka" bus stop) in the western part of Rostov-na-Donu from the mid-1970s, used as a children's cinema; destroyed by arson around 1987/88 and scrapped
9 40 11 02	CCCP-11158	An-10	AFL/Ukraine-IEV	rgd	25jun59	in standard 'blue' c/s; conducted the first scheduled An-10 flight from Moscow on 22jul59
9 40 11 02	CCCP-11158	An-10	AFL/Belarus	trf	08may63	f/n MHP 14jun63; l/n MOW 09jul70; featured in the Soviet movie "Mirovoi paren" shot at Minsk in 1971; not canx from Soviet register!
9 40 11 03	CCCP-11159	An-10	AFL/North Kavkaz	rgd	12jun59	canx 1972
9 40 12 01	CCCP-11160	An-10	AFL/Ukraine	rgd	22sep59	
9 40 12 01	CCCP-11160	An-10	AFL/Privolzhsk	trf	18dec67	f/n KUF 21mar68; canx 1976
9 40 12 02	CCCP-11161	An-10	AFL/Ukraine	rgd	25aug59	already f/n HRK 22jul59; trf to AFL/Moldova, but exact date unknown; canx 27aug73; seen 1981 in a playground in Kishinev (N47.040301 E28.876421) in good condition
9 40 12 03	CCCP-11162	An-10	AFL/Ukraine	rgd	25aug59	
9 40 13 01	CCCP-11163	An-10	AFL/Moldova	trf	29nov68	f/n VKO 09oct69; canx 27aug73
9 40 13 02	CCCP-11164	An-10	AFL/Ukraine	rgd	25aug59	trf to AFL Siberia 19feb66; trf to MAP "Progress" Arsenyev MSZ but date unknown; canx 19jan77
9 40 13 02	CCCP-11164	An-10	AFL/Privolzhsk	trf	mar63	f/n LED jun63; l/n REN 20oct70; canx but date unknown; fuselage only seen Ulan Ude-Vostochny 20apr97 so was probably trf to the MAP Ulan-Ude VPO
9 40 13 03	CCCP-11165	An-10	AFL/Ukraine	rgd	25aug59	
9 40 14 01	CCCP-11166	An-10	AFL/Privolzhsk	trf	13nov63	
9 40 14 01	CCCP-11166	An-10	GosNII GA	rgd	27jul57	l/n KUF 29aug69; canx 27aug73
9 40 14 02	CCCP-11166	An-10	AFL/Ukraine-LWO	trf	05jun62	f/n LWO 28mar64; l/n VKO 30jun70; canx 27aug73
9 40 14 02	CCCP-11167	An-10	AFL/Ukraine-IEV	mfd	05jun59	rgd 25aug59; opb 86 OAO; w/o 16nov59 on the leg from Moscow-Vnukovo to Lviv of a round trip from Kiev when the stabiliser was subject to icing on approach to Lviv during descending through clouds, extending the flaps fully with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 110 metres, it went out of control, crashed in a snow-covered field 2,100 metres before the runway threshold and exploded, all 8 crew and 32 passengers killed (the real cause of the accident was not identified by the investigation commission, but became clear after the very similar crash of An-10A CCCP-11180 at Lviv under the same circumstances three months later); t/t 277 hours
9 40 14 03	CCCP-11168	An-10	AFL/Ukraine-IEV	rgd	25aug59	canx 27apr62; trf to Kryvyi Rih Aeronautical School; broken up
9 40 15 01	CCCP-11169	An-10	AFL/Ukraine	rgd	20oct63	late rgd reported in register
9 40 15 01	CCCP-11169	An-10	AFL/East Sib.-IKT	trf	20dec63	f/n IKT 16feb66; dbr 12oct69 on a flight from Irkutsk to Mirny when overran the runway on landing and ended up in a trench, the runway had not been duly cleaned from snow and there were recently dug trenches (for laying cables) close to the runway of which the crew did not know, all occupants escaped unhurt; canx 1969; hulk (fuselage only) sat at Mirny for many years, l/n 02jul92
9 40 15 02	CCCP-11170(1)	An-10	AFL/Ukraine	rgd	28nov59	initially a VIP aircraft; probably underwent trials with 235 OAO (a document contains the hand-written remark '235 otrjad' against this aircraft); trf to AFL/Belarus 08may63; f/n MHP 05oct63; l/n SVO 29jul69;

9 40 15 03	CCCP-11171 CCCP-11171	An-10 An-10	AFL/Ukraine AFL/Belarus	rgd trf	03oct59 11mar66	canx 1973; not the aircraft which was displayed at the Economic Achievements Exhibition (VDNKh) in Kiev, see the first prototype with changed wing construction and thus larger central saloon; initially a VIP aircraft (the first one built) l/n MHP 13may70; canx 27aug73; sat derelict at RSC, seen aug93/sep94, scrapped by sep97
9 40 16 01	not known	An-10	history unknown			probably delivered to the Soviet Air Force
9 40 16 02	CCCP-11172 CCCP-11172	An-10 An-10	AFL/Ukraine AFL/East Siberia	rgd trf	24dec59 10apr68	f/n PIK 12dec59 and again 23dec59 l/n IKT aug68; ran off runway at Mirny 08aug68 due to starboard main gear failure and hit a vehicle, dbr; canx 1969; photo available as a straight An-10
9 40 16 03	CCCP-11173	An-10A	GosNII GVF	rgd	01mar60	version painted on as An-10A and confirmed by photo, but there is no information that it was built as such or converted
9 40 17 01	CCCP-11173 CCCP-11174	An-10A An-10A	AFL/North Kavkaz AFL/Ukraine	trf rgd	24apr63 22feb60	f/n ROV 25may63; l/n LED 27may70 in Aeroflot c/s; canx 27aug73 version painted on as An-10A and confirmed by photo, but there is no information that it was built as such or converted
	CCCP-11174	An-10A	AFL/Komi-SCW	trf	late60s	(but no mention of that in Soviet register); carried a Komi directorate badge; damaged 10jan69 during a wheels-up emergency landing on snow near Ukhta, but repaired; not canx from Soviet register; was displayed at the Economic Achievements Exhibition (VDNKh) in Kiev, f/n aug79, l/n 13sep87, no longer there by aug93
9 40 17 02	CCCP-11175	An-10A	AFL/Ukraine	rgd	11mar60	trf to MAP, exact date unknown; canx 20apr76
9 40 17 03	CCCP-11176 CCCP-11176 CCCP-11176 CCCP-11176	An-10A An-10A An-10A An-10A	AFL/Ukraine AFL/North Kav.-ROV MAP Kuibyshev APO AFL/North Kavkaz	rgd rgd trf trf	03feb60 09oct69 05nov73	
9 40 17 04	CCCP-11177	An-10A	AFL/North Kavkaz	mfd	02nov59	canx 19jan77 in service 23jan60; rgd 03feb60; f/n ROV 20apr66; canx 27aug73 as technical condition unsatisfactory; trf to MAP, details unknown
9 40 17 05	CCCP-11178 CCCP-11178	An-10A An-10A	AFL/West Sib.-OVB AFL/North Kavkaz	i/s trf	19nov59 aug61	rgd 02dec59 f/n ROV 12oct63; l/n ROV 14jul67; canx 27aug73 as technical condition unsatisfactory; trf to MAP, details unknown
9 40 17 06	CCCP-11179	An-10A	AFL/West Sib.-OVB	rgd	05feb60	f/n IEV 20feb65; l/n HRK 07dec71; canx 27aug73
9 40 18 01	CCCP-11179 CCCP-11180	An-10A An-10A	AFL/Ukraine-HRK AFL/Ukraine-IEV	trf mfd	aug61 30nov59	version confirmed; rgd 20feb60; opb 86 OAO from 20feb60; w/o 26feb60 on the leg from Moscow-Vnukovo to Lviv of a round trip from Kiev when the stabiliser was subject to icing on approach to Lviv during descent through clouds, extending the flaps fully to 45 degrees with an ice-covered stabiliser resulted in the aircraft losing longitudinal stability and pitching over at a height of some 100 metres, it went out of control and crashed in swampy terrain 1,400 metres before the runway threshold; all 8 crew and 24 out of 25 passengers killed and the sole survivor severely injured (as a result of this accident, the An-10 flight manual was changed, e.g. limiting the extension of flaps under conditions of icing to 15 degrees); t/t 109 hours; canx 05oct60
9 40 18 02	CCCP-11181	An-10A	AFL/Komi-SCW	rgd	10feb60	canx but date unknown
9 40 18 03	CCCP-11182 CCCP-11182	An-10A An-10A	AFL/East Siberia AFL/Privolzhsk	rgd trf	12mar60 08jan63	
9 40 18 04	CCCP-11183	An-10A	AFL/Far East	rgd	14apr60	f/n KUF 03feb65; l/n jun71; canx but date unknown trf to AFL/Belarus oct63; f/n KGD dec63; l/n MHP 08jul70; canx but date unknown; photo exists of this aircraft derelict somewhere after 1972
9 40 18 05	CCCP-11184	An-10A	AFL/Far East	rgd	14apr60	trf to ??? mar65; f/n LED 12sep70; canx 27aug73
0 40 18 06	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 19 01	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 19 02	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 19 03	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 19 04	no code	An-10AS	Soviet Air Force	photo		at the factory; in basic red/white Aeroflot c/s, no titles; with Red Stars; natural metal Soviet Air Force An-10s visible in the background; date unknown but probably after when being converted to An-10KP, see next line
	CCCP-11854	An-10KP	Soviet AF/AFL c/s	Spr	1979	c/n not confirmed, but photo exists showing the c/n starting with '040' and ending in '04'; 'An-10A' painted on the nose but was an airborne command post; opb 226 osap at Sprenberg; wfu in 1970s; was to be displayed at the Soviet HQ at Wünsdorf, but this did not materialize; transported to the air-to-ground firing-range near Wittstock in the 1980s and used there as a target; wreck l/n there in 1993
0 40 19 05	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 19 06	not known	An-10A	Soviet Navy			based at Ostafyevo
0 40 20 01	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 20 01	not known	An-10A	history unknown			probably delivered to the Soviet Air Force
0 40 20 02	CCCP-11185	An-10A	Antonov Des. Bur.	photo		in World Air Power Journal; registration not on the Soviet register and the An-10 batch starts with CCCP-11133; the photo shows cabin windows are covered which indicates it is a military aircraft
	CCCP-11185	An-10A	AFL/Ukraine	rgd	28jul65	in Aeroflot c/s, 'An-10A' painted on nose; underwent trials with the GosNII GA, e.g. flying on one engine; converted to, see next line
	CCCP-11185	An-10B	MAP Arsenyev MSZ	trf	1970	prototype of this version with seven-abreast reduced-pitch seating for 132 passengers; f/n VKO aug65; l/n AER 30jun70
	CCCP-11185 CCCP-11185	An-10B An-10B	Soviet Air Force AFL/Ukraine-LWO	trf mfd	07apr72 08mar60	
0 40 20 03	CCCP-11186	An-10A	AFL/Ukraine-LWO	mfd	08mar60	rgd 21jul60; opb 88 AO; w/o 28jul62 on the leg from Simferopol to Sochi-Adler of a flight from Lviv to Sochi-Adler when ATC gave a wrong correction of the approach pattern and the aircraft crashed at a height of some 500 metres into the wooded slope of a 700 metres high mountain near Orekhovo (21 km south-east of Adler airport) which was covered in clouds, all 7 crew and 74 passengers killed; t/t 1,358 hours and 1,059 cycles
0 40 20 04	CCCP-11187	An-10A	AFL/Ukraine	rgd	21jul60	
0 40 20 05	CCCP-11187 CCCP-11188	An-10A An-10A	AFL/Belarus AFL/Ukraine-LWO	trf mfd	05may63 30jun60	f/n MHP 22aug64; l/n MHP 18jul67; not canx from Soviet register; fate unknown rgd 21jul60; opb 88 LO; f/n VKO oct60; dbr 08aug70 on a flight from Vinnitsa to Simferopol when smoke in the cabin made the crew attempt an emergency landing at Kishinyov, during the descent engine # 4 caught fire (it had lost oil due to a design deficiency), the fire was extinguished but some minutes later the propeller left the feathered position as oil pressure had dropped to zero, the aircraft became difficult to control and the pilot made a forced landing in a maize field 38 km north of Kishinyov airport at dusk, because of the uneven surface the floor of the aircraft was ripped off, 1 out of 107 passengers killed and 3 severely injured while all 7 crew survived (3 crew and 19 passengers slightly injured); t/t 13,868 hours and 9,670 cycles; canx 1970
0 40 20 06	CCCP-11189	An-10A	AFL/Ukraine-HRK	rgd	21jul60	f/n HRK 26may65; l/n HRK 10mar71; canx 27aug73
0 40 21 01	CCCP-11190	An-10A	AFL/Ukraine	rgd	27jun60	canx 27aug73
0 40 21 02	CCCP-11191	An-10A	AFL/Ukraine	rgd	23jun60	canx 27aug73
0 40 21 03	CCCP-11192	An-10A	AFL/North Kavkaz	rgd	19jul60	f/n VKO 24jun69; l/n ROV 04jun70; canx 1973
0 40 21 04	CCCP-11193 CCCP-11193	An-10A An-10A	AFL/North Kavkaz AFL/Komi-SCW	mfd trf	30jun60 1963	rgd only 23mar61 opb 75 AO; w/o 08feb63 on a check flight from Syktyvkar when engines # 1, 2 & 3 flamed out on finals at night under conditions of icing (probably due to air intake icing), the propellers could not be feathered and were on autorotation, their drag causing loss of speed and height so that the aircraft crashed in a forest east of Verkhnyaya Maksakovka (10 km east of Syktyvkar airport), all 7 crew killed; t/t 2,156 hours and 1,158 cycles; canx 1963
0 40 21 05	CCCP-11194	An-10A	AFL/North Kavkaz	rgd	28jul60	f/n ROV 30sep64; l/n ROV 17feb72; canx 1975
0 40 21 06	CCCP-11195 CCCP-11195	An-10A An-10A	AFL/Far East AFL/Privolzhsk	rgd trf	03oct60 jan65	
0 40 22 01	CCCP-11196	An-10A	AFL/Komi-SCW	rgd	20may61	f/n KUF 26oct66; l/n SVO 24may68; canx 1975 late rgd reported in register; trf to the MAP, date unknown
0 40 22 02	CCCP-11197	An-10A	AFL/North Kavkaz	rgd	28jul60	f/n VOG 15may64 (first flight of an An-10 to VOG); l/n active LED 11jul70; canx but date unknown; was preserved at ul. 40 let Oktyabrya at Krasnodar, used as a cinema, seen 1980; scrapped
0 40 22 03	CCCP-11198 CCCP-11198 CCCP-11198	An-10A An-10A An-10A	AFL/West Sib.-OVB AFL/Far East AFL/Komi-SCW	rgd trf trf	16aug60 27jul61 sep64	
0 40 22 04	CCCP-11199	An-10A	AFL/East Siberia	rgd	29aug60	f/n SVO sep64; trf to MAP, but date unknown
0 40 22 05	CCCP-11200	An-10A	AFL/Privolzhsk-KUF	rgd	20aug60	f/n IKT 04jun66; l/n IKT 04sep68; canx 27aug73 first An-10 based at KUF; canx 27aug73; was preserved as a cinema in the Gagarin Park at Kuibyshev in funny white/orange c/s with 'Antoshka' titles, f/n 1989, l/n 26apr93; destroyed by arson and broken up reportedly sep96
0 40 22 06	CCCP-11201	An-10A	AFL/Ukraine-HRK	rgd	26aug60	f/n VKO jan63; canx 27aug73; l/n HRK 10mar74 maintenance base
0 40 23 01	CCCP-11202	An-10A	AFL/Ukraine-HRK	rgd	25jan61	f/n AER 21dec66; l/n HRK 25aug71; canx but date unknown
0 40 23 02	CCCP-11203	An-10A	AFL/Ukraine	rgd	25jan61	f/n DOK 11sep63; canx 27aug73
0 40 23 03	CCCP-11204	An-10A	AFL/North Kavkaz	rgd	23jan61	f/n ROV 13jan63; canx 27aug73; was preserved as a cinema in the 'Zapadny zhillmassiv' district of Rostov-na-Donu since 1976; removed in 1980s and broken up
0 40 23 04	CCCP-11205	An-10A	GosNII GVF	rgd	30jun62	f/n DNK aug71; canx but date unknown
0 40 23 05	CCCP-11206 CCCP-34385	An-10A An-10A	AFL/Privolzhsk MAP	rgd photo	06mar61	f/n SVO sep64; l/n KUF 17jul70; canx 27aug73 no mention of this in Soviet register, fake registration ?
0 40 23 06	CCCP-11207	An-10A	AFL/Privolzhsk	rgd	06mar61	f/n feb69; canx but date unknown
0 40 24 01	CCCP-11208	An-10A	AFL/Komi-SCW	rgd	16jan61	not canx from Soviet register, trf to the MAP ?
0 40 24 02	CCCP-11209	An-10A	AFL/East Siberia	rgd	11mar61	f/n IKT 30mar66; l/n IKT 26aug70; canx 27aug73
0 40 24 03	CCCP-11210	An-10A	AFL/Komi-SCW	rgd	06mar61	f/n LED 11jul70; trf to the MAP but date unknown
0 40 24 04	CCCP-11211	An-10A	AFL/North Kavkaz	rgd	23mar61	f/n ROV 30sep64; l/n PEE 26nov71; canx 27aug73
0 40 24 05	CCCP-11212	An-10A	AFL/Far East	rgd	16mar61	canx 15may60; probably trf to MAP; wfu at Omsk jan72; used as ground instructional airframe by the Technical Aviation School at Omsk 1972/81; was displayed at Mayakovski Square at Omsk since 1982 or 1983, l/n 1985; broken up
0 40 24 06	CCCP-11213	An-10A	AFL/Komi-SCW	rgd	30jan61	f/n LED 16jul70; seen preserved Monino museum (N55.834244 E38.180886) l/n 21aug10; not canx from old Soviet register
0 40 25 01	CCCP-11214	An-10A	AFL/Ukraine-HRK	rgd	18feb61	f/n HRK 01apr61; canx 27aug73

0 40 25 02	CCCP-11215	An-10A	AFL/Ukraine-HRK	mfd	03feb61	rgd	18feb61; opb 87 LO; f/n OZH 25may63; w/o 18may72 on a flight from Moscow to Kharkiv when the wings folded up and separated during the descent at a height of 1,500 metres (due to fatigue cracks in the spars of the lower central wing panel), the fuselage continued to fly for 2.5 km before crashing into a forest near Russkaya Lozovaya (25.3 km north of Kharkov-Osnova airport), all 7 crew and 115 passengers killed; t/ 15,485 hours and 11,106 cycles; canx 1976
0 40 25 03	CCCP-11216	An-10A	AFL/Ukraine-HRK	rgd	18mar61	rgd	f/n HRK 28feb62; l/n VKO 06apr72; canx 27aug73
0 40 25 04	CCCP-11217	An-10A	AFL/North Kavkaz	rgd	18feb61	rgd	f/n ROV 24jun64; l/n MRV 28jan71 on a flight MRV-TJM; canx but date unknown
0 40 25 05	not known	An-10A	history unknown				CCCP-11218 which would logically fill this gap has not been reported in the old Soviet register; possibly a military aircraft
0 40 25 06	CCCP-11219	An-10A	AFL/Ukraine	rgd	18feb61	rgd	f/n VKO 30jun70; canx 27aug73
0 40 26 01	CCCP-11220	An-10A	AFL/Ukraine-HRK	rgd	14mar61	rgd	f/n HRK 22mar61; canx 27aug73
0 40 26 02	CCCP-11221	An-10A	AFL/Ukraine	rgd	16mar61	rgd	f/n KZN 13jan63; l/n VKO 30jun70; canx 27aug73
0 40 26 03	CCCP-11222	An-10A	AFL/Ukraine-HRK	rgd	16mar61	rgd	f/n VKO 25jan64; l/n SIP 26aug70; trf to the MAP Kiev possibly for tests; never canx from old Soviet register
0 40 26 04	CCCP-11223	An-10A	AFL/Moldova	rgd	16mar61	rgd	f/n SVO 29jul69; canx but date unknown
0 40 26 05	CCCP-11224	An-10A	AFL/Ukraine	rgd	16mar61	rgd	canx 1973
0 40 26 06	CCCP-11225	An-10A	AFL/Ukraine-KBP	rgd	14mar61	rgd	f/n VKO 30jun70; canx 27aug73; was last aircraft registered for Aeroflot and probably last An-10 built

Construction numbers of the following aircraft are unknown:

---	CCCP-11947	An-10A	Soviet AF/AFL c/s	photo		opb 374 vtap at Tula-Klokovo in 1960/70s; wfu 1976; sat in derelict condition near the end of the runway at TYA for about 20 years; photo in late 1980s; broken up probably in late 1990s
---	CCCP-55501	An-10VKP	Soviet AF/AFL c/s	photo		registration not on Soviet register; airborne command post, equipped with a TG-16 generator and several aerials on the fuselage; was preserved in a park at Baranovich (Brest region of Belarus) and used as an aviation museum, seen 28sep94/01jul96; scrapped in 1999
---	CCCP-55506	An-10	Soviet AF/AFL c/s			clearly visible in a newsreel featuring Gagarin with red cheatline and stabilizer on the tail; dated about oct64; well possibly c/n 0402505
---	CCCP-72605 ?	An-10VKP	Soviet AF/AFL c/s	photo		airborne command post; registration not 100 % sure as faded and difficult to read on photo (could also be 72835); 'An-10A' painted on the nose; possibly initially opb 334 vtap at Pskov; later used as personal aircraft of the commander of the Far Eastern military district; wfu in the Far East; fuselage sat at a scrapyard outside Garovka airfield; broken up
---	"12" blue	An-10	Soviet Air Force	photo		in natural metal c/s
---	"14" blue	An-10	Soviet Air Force	photo		in natural metal c/s
---	"18" blue	An-10A	Soviet Air Force	photo		in World Air Power Journal; An-10TS ?
---	"19" blue	An-10A	Soviet Air Force	ph.	31jan72	TASS news agency photo; in natural metal c/s; An-10TS ?
---	"20" blue	An-10A	Soviet Air Force	photo		in natural metal c/s; An-10TS ?

Antonov An-12

Development of the An-12 (izdeliye T) was ordered - together with that of the An-10 (izdeliye U) - by a decree of the Soviet Council of Ministers issued on 30 November 1955. Both aircraft were to have common features, and the first 100 An-12s built were in fact, as much as possible, standardized with the An-10 - e.g., the central part of their fuselage was pressurized. Theoretically, an An-10 could be converted to an An-12, and vice versa. However, in fact only one An-10 was converted to an An-12 by the Voronezh factory.

The prototype first flew on 16 December 1957, and the An-12 was officially commissioned in 1959. The first two aircraft built by the Irkutsk factory were equipped with NK-4 engines, but all subsequent An-12s got Zaporozhye-built AI-20 turboprops, a political decision as a 'Ukrainian' aircraft should be powered by 'Ukrainian' engines according to Ukrainian-born Soviet leader Nikita Khrushchov.

The An-12, which can carry up to 58 fully-equipped paratroopers or 82 soldiers, was produced by three factories: at Irkutsk, Voronezh and Tashkent. At least 800 aircraft are thought to have been produced initially for the Soviet Air Force. A civil version, the An-12B, became available in 1965, and production continued until 1972. The total number produced is reported as being 1,242, divided as follows: factory # 39 at Irkutsk 154 aircraft (1957-62), factory # 64 at Voronezh 258 aircraft (1961-65) and factory # 84 at Tashkent 830 aircraft (1961-72). A total of 183 was reported for export.

As with other Soviet built aircraft, many modifications were made during the production life cycle. From the outset the key requirements were to improve the range and payload that could be carried, resulting in many modifications and new versions appearing in a short space of time. Some of these versions (An-12P, An-12AP etc.) were not actually built from new as such, the designation 'P' for example was used to denote an aircraft with additional fuel tanks. Some other versions mentioned in various documents as An-12TB, An-12TBK etc. also appear not to be an official designation by Antonov. However perhaps by coincidence or not, the designation appears for some known examples when there has been just been a significant modification to aircraft on the production line at the time.

Whilst refinements were continually being made, older aircraft were upgraded and converted during routine overhauls and line maintenance. As mentioned previously, additional fuel tanks were added under the floor and in the wings, engines were upgraded and with other changes to the radar and avionics suite. Some of the early production An-12s which are still in use today are therefore quite different from other aircraft built in the same period due to these ever on-going

changes during production. Some modifications, however, were not undertaken on the older aircraft, from 1964 onwards the rudder featured a larger trim tab (Voronezh and Tashkent only) and in late 1965 (Tashkent only) the cargo ramp was widened by 105mm at the bottom to facilitate loading and unloading. This new design is easily recognisable by the prominent bulges on the side of the fuselage at the bottom by the hold. Towards the end of the production run in 1971 (batch 77 onwards at Tashkent), the number of windows on each side was reduced.

Some numbers of specialized versions built include: An-12BK-IS - 40 (plus 105 converted from An-12BKs), An-12B/BK-PP (An-12PP) - 27, An-12BK-PPS - 19, An-12PL (on skis) - 2. The An-12BKV, An-12BL and An-12M remained prototypes with one example of each built. The 'Tsiklon' (weather research) aircraft were called An-12BPTs; two were converted from An-12BPs. The designation An-12BK-1 stands for a de-modified An-12BK-PPS with an 'Initiativa 4-100' radar in the tail-cone, however, it is not clear whether this is an official designation.

The production list is in sequence of the last four digits of the c/n per factory. Each of the three production plants is listed separately. Being produced at three locations, many aircraft carry the same last four digits in the c/n. Normally, the c/n is painted on the tail of the aircraft, often only on the right hand side, but on military aircraft it might also be painted on the nose. Apart from the usual locations, grey-painted military An-12s sometimes carry the c/n under the wing leading edge at the roots.

Note: 'Soviet AF/AFL c/s' stands for an aircraft operated in standard Aeroflot c/s but owned & operated by the Air Force whilst 'Soviet AF/AFL titles' stands for an aircraft operated in standard Air Force grey with small Aeroflot titles. As many reports are ageing and not always correct, this is not to be expected as 100 % correct. Many aircraft reported as 'Soviet AF/AFL c/s' should be reported as 'Soviet AF/AFL titles' as they were probably in grey Air Force c/s. However, the operator being the Armed Forces is correct in most of these reported as such.

According to Russian sources, about 515 of the 1,242 aircraft built remained in service by the year 2000. These include 200 transports with the Russian Air Force, about 25 An-12BK, PP and PPS specialized aircraft with the Russian Air Force and the Russian Navy, more than 100 An-12s with ten foreign Air Forces (including other CIS Air Forces) and some 190 with nearly 70 Russian and foreign airlines. Of the 1,242 An-12s built more than 850 are now identified by their c/n and can be found in the listing below.

154 An-12 built by factory # 39 at Irkutsk-Vostochny from 1957 to 1962

The c/n is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (9 indicating factory number 39 !), then the three digit batch number and last two digits are the number in the batch. Probably batches 1 to 5 consisted of five aircraft and batches 6 to 18 of ten aircraft each. With factory 84 aircraft the c/n plate is attached to the rafter at the right hand side when entering the main door at the port side.

7 9 001 01	not known	An-12	Antonov OKB	f/f	16dec57	first prototype, with NK-4 engines; was to be handed over to the NII VVS for trials, but ground looped on landing Khodynka during demonstration 26jun58 and severely damaged (possibly repaired later)
7 9 001 02	"04"	An-12	Soviet Air Force		photo	with NK-4 engines; used as a trials aircraft at Zhukovsk; later used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield; scrapped
8 9 001 02	not known	An-12	Antonov OKB			with NK-4 engines; used as trials aircraft at Zhukovsk
8 9 002 02	not known	An-12	Soviet Air Force	w/o	31jan59	crashed on take-off Vitebsk when a trimmer changed position unintentionally and a prop feathered simultaneously, only the tail gunner survived
8 9 002 03	"04" blue	An-12	Soviet Air Force	mfd	mar58	c/n from museum booklet; underwent trials (32 flying hours 44 min) until 13sep58; then opb Air Force unit until jan64; t/t 818 hours and 562 cycles; used as ground instructional airframe by the "Zhukovskii" Air Force Engineering Academy since 10jan64; displayed in the Air Force museum at Monino since 17jul73, l/n aug05
8 9 003 01	"04" red	An-12	Soviet Air Force	Mon	12aug06	colour of the code was changed (N55.834228 E38.181975) l/n aug11
8 9 003 05	not known	An-12	Antonov OKB	no	reports	the first aircraft with an improved pressurizing system
8 9 004 04	"23" blue	An-12B	Soviet Air Force	IKT	06jul92	underwent state trials between 1958 and jun59
8 9 005 01	not known	An-12	not known	no	reports	used as a ground instructional airframe by the Irkutsk Higher Military Aviation Engineering College (IVATU) at the civil airfield, l/n aug07; scrapped
8 9 005 03	"27" blue	An-12	Soviet Air Force	IKT	04jul04	used to test improved braking and flap deployment systems
8 9 006 01	not known	An-12	not known	no	reports	with Military Academy on airfield; l/n aug07
8 9 006 04	CCCP-04331	An-12	Polyamaya Aviaty.	mfd	30dec58	the first aircraft with improved braking, flap deployment and fuel systems and a hatch for servicing the ailerons
8 9 006 05	CCCP-04331	An-12	AFL/East Sib.-IKT	trf	jan62	h/o feb59; into service 13mar59; undertook the first landing of an An-12 on the ice in the Arctic 04apr60 (a supply mission for the drifting polar station SP-8)
8 9 006 05	CCCP-04343	An-12	AFL/Polar-SVO	i/s	13mar59	opb 134 ato; w/o apr62 ? delivered new from factory; opb 247 LO; w/o 14jan67 on the leg from Novosibirsk to Krasnoyarsk of a cargo flight from Moscow to Khabarovsk when a strong fire broke out in the cargo hold immediately after take-off, the crew tried an emergency landing but was hindered by bad visibility (night and low clouds), 1 minute 51 seconds after lift-off and 24 seconds after the emergency occurred the aircraft crashed in a

8 9 006 06	not known	An-12	Soviet Air Force	w/o	21nov59	snowy field of the "Obski" sovkhos 3 km from the runway threshold and exploded, all 6 crew killed; t/t 4,376 hours and 1,698 cycles crashed near Belaya airfield due to either mechanical failure of an aileron or in-flight fire, only the tail gunner survived; really the same aircraft as below ?
8 9 006 08	CCCP-29104	An-12	MOMS Omsk	rgd	15dec65	canx 18jul74; reported as such on the old Soviet register !
8 9 007 01	CCCP-11528(1)	An-12	MAP Moscow OAO	rgd	04jun74	canx 16mar81; see c/n 3341005
8 9 007 04	"14" red	An-12	Soviet Air Force	Lev	10aug96	
8 9 007 04	CCCP-11795(2)	An-12	MOM Omsk	rgd	20apr89	f/n OMS 19aug91 in Aeroflot c/s with blue tail; l/n OMS 11jul93; see c/n 1400103
9 9 007 06	RA-11795(2)	An-12	Aeroflot	OMS	11jul93	l/n OMS 12jun94; trf 12nov93 to Aviaobshchemash; canx 27dec95
9 9 007 06	CCCP-48114	An-12	MAP Omsk APO	rgd	09mar77	trf to MAP Zhukovski; canx 18dec89
9 9 007 07	CCCP-48108	An-12	MAP Moscow OAO	rgd	09mar77	f/n DME 14nov78; canx 26jan89; seen wfu DME 24apr89
9 9 007 08	CCCP-11529(1)	An-12	Soviet AF/AFL c/s	Spr	09nov72	was the c/n checked this date ?; see c/n 6344109
9 9 008 01	CCCP-11529(1)	An-12	MOM Omsk APO	rgd	17sep74	canx 28aug78
9 9 008 01	"93"	An-12	Soviet Air Force	ph.	1986	the first aircraft with an improved wing de-icing system; used as a ground instructional airframe at the Krasny Kut flying school (KLUGA), l/n 1986
9 9 008 04	CCCP-11664	An-12	Sov AF/AFL titles	Orb	29oct72	based Oranienburg 1972/1973; seen wfu Kirovograd aug93/jul99
9 9 008 05	CCCP-11680	An-12	Sov AF/AFL titles	Orb	18feb73	based Oranienburg 1972/1973
9 9 009 01	not known	An-12	not known	no	reports	the first aircraft with an improved cargo-bay hatch fixation system and a table on frame # 33 explaining the markings of the pipework
9 9 009 02	no code	An-12LL	Soviet Air Force	Zuk	dec91	first aircraft with VB-257-1 board computer; avionics test-bed, probably for very-low-frequency communications; in all-grey c/s; dbr in hard landing at Mahlwinkel, date unknown; sat wfu at Mahlwinkel, l/n may93; broken up 1995
9 9 009 04	CCCP-72607	An-12	Sov AF/AFL titles	Orb	18jun73	based Oranienburg 1972/1976
9 9 009 05	"33"	An-12	Soviet Air Force	LED	12sep87	preserved in a museum ?
9 9 009 06	"45"	An-12	Soviet Air Force	photo		c/n not confirmed, only 0906 on photo
9 9 009 07	CCCP-48977	An-12A	MAP Irkutsk APO	mfd	24jun59	rgd 03jun82; f/n IKT 04jun87 in an incident report; canx 24oct89
9 9 009 08	CCCP-79164	An-12	LII Zhukovski	rgd	08apr61	trf to Soviet Air Force 30nov79
9 9 009 09	"34" red	An-12	Soviet Air Force	VIN	10may98	derelict in compound near airfield, l/n 28jun99
9 9 010 03	not known	An-12	not known	no	reports	the first aircraft with an improved propeller feathering system
9 9 010 06	CCCP-11650(1)	An-12	Soviet AF/AFL c/s	PRG	feb81	c/n not checked, see next line; c/n 6344305
9 9 010 07	CCCP-11650(1)	An-12	MAP Kulibyshev APO	rgd	03mar83	canx 26jan90
9 9 010 08	not known	An-12UD	Antonov OKB	no	reports	prototype of a long-range version; underwent joint trials 20/27oct60
9 9 010 08	"61" blue	An-12A	Soviet Air Force	photo		in grey c/s
9 9 010 10	CCCP-04362	An-12	MAP Zhukovski	rgd	15jul61	powered by AI-20A series 02 engines
9 9 010 10	CCCP-04362	An-12	Polyarnaya Aviats.	no	reports	in fleet list mar63 and jan65
9 9 010 10	CCCP-04362	An-12	Aeroflot	SVO	12jul70	
9 9 010 10	CCCP-04362	An-12	Soviet Air Force	trf	10mar70	also coded "05" red; used as ground instructional airframe by the Chortkiv technical School, seen may97/jun99, c/n checked; being scrapped by jun99
9 9 011 01	CCCP-98116	An-12	MOM Omsk	rgd	10mar83	powered by AI-20A series 02 engines; canx 18nov88
9 9 011 02	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines
9 9 011 03	"09" red	An-12	Soviet Air Force	KGO	15jul93	powered by AI-20A series 02 engines; seen wfu at KGO (N48.542311 E32.276030) jul93/01jun11
9 9 011 04	CCCP-48972	An-12	MAP Moscow OAO	rgd	06jan78	powered by AI-20A series 02 engines; trf to MAP Irkutsk APO 24feb86; canx 18jul88
9 9 011 05	CCCP-11384	An-12	Soviet Air Force	rgd	25jul73	powered by AI-20A series 02 engines; used to test an improved undercarriage lowering system; reported on Russian register feb98 as canx but date unknown
9 9 011 06	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines
9 9 011 07	CCCP-04373	An-12	not known	rgd	26feb63	powered by AI-20A series 02 engines
9 9 011 07	CCCP-04373	An-12	Polyarnaya Aviats.	trf	25aug64	either by Soviet Air Force or by arms industry; f/n SVO 27mar68; burnt remains sat at LED dump, seen 11sep93, c/n checked
9 9 011 08	not known	An-12	not known	no	reports	powered by AI-20A series 02 engines
9 9 011 08	"36" blue	An-12	Soviet Air Force	ph.	31may09	powered by an An-12BK; preserved on a pond at Vysoke (Vinnitsa region of Ukraine), came reportedly from Vapnyarka airfield, seen jan09/may09; seen 26aug10 when c/n was checked; l/n 29jul11
9 9 011 09	"09" red	An-12	Soviet Air Force	Sty	06aug96	
9 9 012 01	not known	An-12	not known	no	reports	the first aircraft with an improved undercarriage lowering system
9 9 012 06	CCCP-98115	An-12	MAP Omsk Motors	rgd	06feb84	canx 18apr89; fuselage only seen OMS 13jul93/12jun94; reg was reported seen overhead VKO 08jul92 in Aeroflot c/s inbound to Ostafeyevo but was reported this day as an An-8 but must have been a reading error !
9 9 012 07	not known	An-12	Soviet Air Force	no	reports	opb 339 vtap at Vitebsk; dbr 19mar66 during Operation 'Truba' (delivery of pipes and other equipment to the Tyumen region for developing the oil and gas fields) when attempted to take off from Tyumen with applied parking brake (the crew had forgotten to release it after having waited at the line-up for an An-2 to pass), the aircraft did not accelerate duly and overran the runway, coming to rest some 40-50 m from a steep ravine; provisionally repaired and used as ground instructional airframe by an unknown technical school
0 9 012 09	"64" red	An-12	Soviet Air Force	Orb	01jul72	seen Sperenberg dumped 14feb93 partly broken up
0 9 013 01	CCCP-98119(1)	An-12B	MOM Omsk	rgd	21dec83	canx 07jul87; see c/n 7344801
0 9 013 01	"16" red	An-12B	Soviet Air Force	OMS	29aug93	seen dumped
0 9 013 04	4L-11304(2)	An-12	Lasare Air	LCA	18sep95	l/n LBV 05sep97; see c/n 9346905; c/n confirmed
0 9 013 04	EK-11304(2)	An-12	Dvin Air	LFW	28jul99	leased to Africa West Cargo; c/n from fleet list; ex Lasare c/s
0 9 013 04	4L-11304(2)	An-12	Lasare Air	TBS	07dec00	l/n TBS 28mar02; seen TBS 05sep03 titles not noted and grounded
0 9 013 04	EK-11304(2)	An-12	not reported	DXB	13dec03	mis-sighting likely as Armenian CAA says it was not registered at this time
0 9 013 06	ER-ACL	An-12BP	blue c/l, n/t	mfd	29dec64	rgd 15apr98; f/n HLA 28may98; l/n BZV 21may02, see canx date; operated for Tiramavia; subversion as such in the Moldovan register !; canx 07jun01 as sold to Angola
0 9 013 06	TN-AHA	An-12BP	Aéro-Frêt Business	PNR	19oct03	no titles, only logo; l/n Dzhankoi 31jul06, c/n checked; this c/n with reg TN-AGY in ICAO/Antonov list jul06; regarded as no longer airworthy owing to service not extended according to civil aviation documentation; fate ?
0 9 013 08	CCCP-04363	An-12	MAP Zhukovski	rgd	06sep60	
0 9 013 08	CCCP-04363	An-12	Polyarnaya Aviats.	i/s	23dec60	details from Polar Directorate records f/n SVO 1963 with 'Aeroflot' titles; trf to the Soviet Air Force 10mar70; seen may97/jun99 in Chortkiv technical School, also coded "01" blue this date and c/n checked, was being scrapped by jun99
0 9 013 10	CCCP-04364	An-12	Polyarnaya Aviats.	f/f	jul60	mfd 05aug60; h/o 20aug60; into service 23dec60
0 9 014 01	CCCP-04364	An-12	AFL/East Sib.-IKT	trf	jan62	opb 134 ato; w/o apr62 ?
0 9 014 01	"28" red	An-12	Soviet Air Force	Orb	30sep76	
0 9 014 04	"88" red	An-12AP	Soviet Air Force	Gos	18aug91	
0 9 014 05	UR-21510	An-12AP	Antonov Des. Bur.	Gos	22sep94	l/n Gostomel 08jun06; current in fleet 28dec06; canx 01oct08; l/n Gostomel 16nov09/03oct10 on overhaul
0 9 014 05	CCCP-11822	An-12	Sov AF/AFL titles	CAI	21oct73	opb mil. unit 20108 at Yakutsk; l/n YKS 08jul94/13may95; wfu
0 9 014 06	not known	An-12	Soviet Air Force	w/o	23dec62	on approach to Norilsk-Nezhdannny when flew into a slope of the Talnakshkiye gory mountain range (near the Talnakshki river), only the tail gunner survived; debris still there by jul07 (N69.529211 E88.531276)
0 9 014 07	"87" blue	An-12	Soviet Air Force	OVB	01jul92	
0 9 014 09	CCCP-12777(1)	An-12P	Sov AF/AFL titles	mfd	15dec60	last overhaul completed 27jan89 (by 123 ARZ); ex registration still visible under 'UR-' registration by late 1997; see EK-12777 c/n 00347305
0 9 014 09	CCCP-11322	An-12P	Wings	rgd	26aug92	still with 'Aeroflot' titles; f/n OVB 22apr93; subversion and c/n painted on as such; l/n 12jul93
0 9 014 09	EW-11322	An-12P	Wings	BRQ	16apr94	l/n Gostomel 03jul96
0 9 014 09	UR-11322	An-12P	Antonov Des. Bur.	AMS	25aug96	no titles; probably delivered 02jul96; l/n AMS jun98; no longer in fleet list 1999
0 9 014 09	LZ-MNN	An-12P	Scorpion Air ?	rgd	30sep99	rgd from Bulgarian CAA; see next line
0 9 014 09	UR-BYW	An-12P	Scorpion Air ?	Ksv	15sep02	carried just 'Cargo' titles; l/n Kiev-Svyatoshino 02aug03
0 9 014 09	LZ-MNN	An-12P	Scorpion Air	BGY	02jul04	already in fleet list 28nov03; in white/grey c/s with blue trim; seen BUD 16aug06 with just 'Cargo' titles; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; CofA expired aug07; seen SOF 28mar11 still with Cargo titles; offered for sale by Aeroasia 02mar08 with t/t 10,839 hours and 7,167 cycles; was due to be scrapped aug11 but l/n 05sep11; finally scrapped 11-14sep11
0 9 015 01	not known	An-12	not known	no	reports	the first aircraft with an improved connection between inner and outer wing sections
1 9 015 07	"92" red	An-12	Soviet Air Force	DME	16may95	converted in mid 1962 and opb GK NII VVS, to carry ballistic missiles to their launch sites, featuring a more efficient heating system, additional lighting and an insulation curtain installed in the freight hold; exact designation unknown; state trials determined some safety issues and further testing was abandoned by the military
1 9 015 10	CCCP-04366	An-12TP-2	Aeroflot/Polar	rgd	21dec61	special arctic version; in 'polar' c/s with red cheatline and orange fin, carried a 'penguin' badge on the fin, 'Aeroflot' titles confirmed from photo at CHC dec61; took part in an Antarctic expedition 15dec61/02feb62; dbr 04jun67 on landing at Blagoveshchensk when the main port gear collapsed
0 9 016 01	not known	An-12	not known	no	reports	the first aircraft with thicker metal sheets on the ailerons and improved pilots' seats
1 9 016 08	"06" red	An-12A	Soviet Air Force	photo		
1 9 017 02	"41" red	An-12	Soviet Air Force	Cho	14may97	in Technical School; l/n 30jun99 being scrapped
1 9 017 03	CCCP-04365	An-12B	Polyarnaya Aviats.	f/f	jun61	mfd 06jul61; on photo ski-equipped
1 9 017 03	CCCP-04365	An-12B	Aeroflot/Polar	no	reports	opb 254 ato; in document mar63
1 9 017 06	CCCP-98101	An-12P	MOM 'Zlatoust' MSZ	rgd	29apr84	
1 9 017 06	RA-98101	An-12P	Aeroflot	LAD	dec94	canx 01dec94 as to Angola
1 9 017 06	D2-FVD	An-12P	Von Haaf Air, n/t	SHJ	23mar95	c/n checked; at ROV nov95 for maintenance,
1 9 017 06	EL-AKN	An-12P	Air Cess, n/t	rgd	23jun95	l/n SHJ 12jan96; in grey c/s, blue cheatline with 'D' on nose
1 9 017 06	EL-AKN	An-12P	Air Cess, fcs	SHJ	may96	l/n SHJ 06dec97; named 'Flying Cat'
1 9 017 06	3D-SKN	An-12P	Air Cess	SHJ	19jan98	l/n SHJ 02apr98; named 'Flying Cat'
1 9 017 06	3C-KKO	An-12P	Air Cess	SHJ	22nov98	l/n SHJ 15dec98; with a 'N' (ex EL-AKN, 3D-SKN) on nose
1 9 017 08	CCCP-69321	An-12	MAP Kom-na-Amu APO	mfd	31aug61	rgd 29apr76; crashed 31 km from Kharkov-Osnova 25sep85 en route from Dnipropetrovsk to Moscow-Domodovo when a fuel leak caused a massive fire in the # 1 engine, whereupon the port outer wing and the # 1 engine broke off during an emergency descent from 7,500 m; all five crew and four passengers

1 9 017 09	?	"84" red	An-12	Soviet Air Force	Cho	06jul94	killed, t/t 14,251 hours and 5,707 cycles; canx 12jan87; accident report and Soviet register give this c/n, see next c/n !
1 9 018 01		not known	An-12	unknown			in Technical School; now scrapped; c/n reported as 1901708 but see previous line !
1 9 018 04		"85" red	An-12	Soviet Air Force	Cho	06jul94	was the first aircraft with 26 integral wing tanks
1 9 018 07		CCCP-12186	An-12AP	Soviet AF/AFL c/s		photo	in Technical School; l/n 18aug97 and now scrapped
		CCCP-12186	An-12AP	Soviet AF/AFL c/s	LED	17mar91	geophysical survey aircraft converted in 1982 l/n Pushkin 01sep91 previous reports as RA-12186 in 1991 must be wrong
1 9 018 09		"81" red	An-12	Soviet Air Force	Cho	06jul94	in Technical School; l/n 09may98 being scrapped
2 9 019 01		"82" red	An-12	Soviet Air Force		sep03	is in use as the HQ of an Aero Modelling club with code overpainted, situated in Keila, Estonia, about 200m north of route 8 on the road to Karjaküla (N59.319970 E24.406028) l/n jul11
2 9 019 05		not known	An-12	unknown			was the second aircraft with 26 integral wing tanks

Export An-12s built by Factory # 39 at Irkutsk, c/ns unknown but export numbers were given

02 4 001		BL532	An-12	Indian Air Force	d/d	01mar61	seen BOM feb73; scrapped
02 4 002		BL533	An-12	Indian Air Force	DEL	07nov67	l/n 16-01 ?; in all-grey c/s; coded 'N'; damaged 15aug61 when the nose gear collapsed on the 101st landing (it should have been replaced after 85 landings); lost in an accident
02 4 003		BL534	An-12	Indian Air Force	DEL	06nov66	w/o 07feb68 on a flight from Leh to Chandigarh when descended too early over the Himalayas, hit the CB13 peak and fell into the South Dakka Glacier in the Chandra Bagga hill range in Northern Himachal Pradesh, killing all 98 (according to other sources 112) people on board; the wreck was only found by aug05 !
02 4 004		BL535	An-12	Indian Air Force			scrapped
02 4 005		BL536	An-12	Indian Air Force	w/o	05aug61	l/n 16-03 ?; burnt out after landing at Chandigarh when the nose gear collapsed
02 4 006		BL537	An-12	Indian Air Force			scrapped
02 4 007		BL538	An-12	Indian Air Force	Bmi	29oct67	coded 'Q'; scrapped
02 4 008		BL539	An-12	Indian Air Force			scrapped
02 4 009		CCCP-75622	An-12	all silver	TIP	nov60	c/n not confirmed; photo at Accra in Air Pictorial may61 reportedly on delivery to Ghana Air Force
		9G-AAZ	An-12	Ghana Airways	d/d	04oct61	c/n confirmed; f/n LGW 23oct61; wfu 1962, returned to Soviet Union 1963
02 4 010		505	An-12	Iraqi Air Force	BCN	sep61	opb 23 Sqn; l/n LYE 29aug64
02 4 011		506	An-12	Iraqi Air Force			opb 23 Sqn; fuselage dumped at Baghdad IAP, f/n sep03
02 4 012		507	An-12	Iraqi Air Force	ph.	1975	opb 23 Sqn; fuselage dumped at Baghdad IAP, f/n sep03

258 An-12 built by factory # 64 at Voronezh-Pridacha from 1961 to 1965

Total production is reported as being 258 aircraft. However, we come to 266 regarding batches 1 to 16 of six aircraft each, batches 17 to 28 twelve aircraft and batches 29 to 31 thirteen aircraft each. Voronezh stopped using the year of manufacture in the c/n from 1963. The c/n is explained as with many other Soviet built aircraft. The first digit represents the year built followed by the factory number (40 indicating factory number 64 !), then the two digit batch number and last two digits are the number in the batch.

1 40 01 01		CCCP-48975	An-12AP	MAP Moscow OAO	mfd	07jun61	rgd 05mar80; damaged on landing accident Tyumen 23apr81; f/n DME 24sep87; l/n Ulyanovsk-Vostochny 11sep93 in Aeroflot c/s
		UR-48975	An-12AP	Motor Sich	OZH	06jul96	l/n OZH 06may98
		UR-48975	An-12AP	Motor Sich, n/t	PRG	01apr99	l/n OZH 28may02; has small 'Azalavia' titles on tail; still in fleet list dec02
		ST-SIG	An-12AP	El Magal Aviation	SHJ	18dec03	l/n SHJ 03jan04; c/n from the Sudanese CAA as on the register oct03; crashed on landing Dalan, Sudan, 12may04
1 40 01 03		CCCP-11795(1)	An-12AP	MAP "Polyot" Omsk	mfd	18jul61	rgd 27jun78 to MOM/Omsk Production Association "Polyot", 1973-standard blue/white Aeroflot c/s; crashed on landing Omsk-Severny 25mar86, CFIT (came in too low in below-minima weather conditions, undershot, hit three VASIs, overturned and exploded, all six crew and three passengers killed), t/t 11,980 hours and 6,026 cycles; canx 07jul87; see c/n 8900704
1 40 01 04		CCCP-11327	An-12	Aviaobshchemash	rgd	25jun92	in blue/red c/s, no titles; l/n IST 06oct97; dbr 08nov97 on hard landing at Bryansk; still on Russian register sep01/mar03, marked as 'air incident'
		RA-11327	An-12	Aviaobshchemash	OMS	12jun94	f/n ROV 14jul94; trf to Gazpromavia 20jul94
1 40 01 06		RA-12188	An-12AP	primer	mfd	29sep61	opb Gazpromavia; l/n SHJ 22nov98; canx 10dec98 as to Sudan
		RA-12188	An-12AP	blue c/s, n/t	Zuk	11oct94	c/n not checked but same c/s as RA-12188; named 'Kalaf'; not on register mar00
		ST-AQE	An-12AP	no titles	LOS	09aug99	opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed !
		ST-AQE	An-12AP	United Arabian AI	SHJ	11nov00	in white/light blue c/s; named 'Farahnaz'; c/n checked SHJ 21oct06; current on register jan07; opb AZZA Transport by spring 2007; dbr 24feb07 on a flight from KRT to EGN when crash landed at El Geneina, cargo of weapons and ammunition was salvaged; seen being broken up apr07; remains still there 10apr11
1 40 02 01		no code	An-12	Soviet Air Force		photo	seen OVB jun96 & 05aug96 in Soviet Air Force grey c/s, n/t; current on Russian register mar03
		RA-11311	An-12	Alfa 92 Aviakomp.	trf	29apr93	based at Ostafeyvo; l/n Ostafeyvo 07may94, c/n not checked this date
1 40 02 03		"33" yellow	An-12	Soviet Navy	Rzd	03sep93	opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed !
1 40 02 04		T-120/PK-PU.	An-12	Indonesian AF	d/d	sep64	opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed !
1 40 02 05		T-120/PK-PU.	An-12	Indonesian AF	d/d	sep64	opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed !
1 40 02 06		T-120/PK-PU.	An-12	Indonesian AF	d/d	sep64	opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed !; wfu 1970
		"33" red	An-12	Russian Air Force	ph.	apr06	c/n quoted on airliners.net
1 40 02 08	?	"50" red	An-12	Soviet Air Force	IKT	06jul92	c/n hard to read but ended in a 3, 5 or 8 making this only possible if there would be more than 6 aircraft per batch !; was with Military Academy on airfield, still present may95/aug07
1 40 03 01		"83" red	An-12AP	Soviet Air Force	mfd	28dec61	f/n Sperenberg 14feb93; first Voronezh-built aircraft with 20 seats in the compartment for accompanying personnel; based Lviv
		"83" blue	An-12AP	Ukraine Air Force	LWO	05jul94	and LWO 07sep96; offered for sale by Ukrainian privatisation agency in 2005 with t/t 8,073 hours and 6,491 cycles; l/n LWO 10jun10, engineless
1 40 03 02		T-120/PK-PU.	An-12	Indonesian AF	mfd	28dec61	d/d sep64; probably either T-1203/PK-PUC or T-1205/PK-PUE; opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed
		RA-11790	An-12LL	ELIIP 'Vzlyot'	photo		avionics test-bed with extended tailcone (possibly accommodating an MAD sensor) and a massive antenna array replacing the rear cargo doors; with 'Aeroflot' titles
		RA-11790	An-12A ?	ELIIP 'Vzlyot'	rgd	07apr94	version should probably be An-12BP, see above; in Aeroflot c/s, no titles; f/n HEL 20jun94; leased to Aero-Nika 11aug94; l/n Twenthe 29aug94 (Holland); w/o 29oct94 when crashed 2.1 km from the runway at Ust'-Ilmsk (CFIT, dropped below the glide path in below-minima conditions), all 9 crew and 14 passengers killed; t/t 7,748 hours and 3,966 cycles; canx 18sep97
1 40 03 03		T-120/PK-PU.	An-12	Indonesian AF	d/d	sep64	opb Skuadron 32 at Husein Sastranegara (Bandung), confirmation needed !; wfu 1970
1 40 03 04		"23" blue	An-12	Ukraine Air Force	KBP	29aug93	c/n checked 18mar97 and 15may98; l/n KBP 26jun99
1 40 03 05		"36" yellow	An-12	Soviet Navy	Rzd	03sep93	based Ostafeyvo
2 40 04 01		not known	An-12A	Soviet Air Force	mfd	1962	opb long-range aviation; flew the coffin of famous Soviet writer and actor Vasili Shukshin from VOG to VKO oct74
		"02"	An-12A	Russian Air Force	Eng	30jul97	also reported as An-12BP; opb mil. unit 21206 at Engels; offered for sale by Russian privatisation agency 22jul98 with t/t 9,373 hours and 5,681 cycles; preserved in the base museum at Engels, f/n 2004
		"15" yellow	An-12A	Russian Air Force	Eng	aug05	c/n not confirmed, but this was the only An-12 in the base museum at Engels (N51.476185 E46.189351) by 2005; in all grey c/s with a Russian Coat of Arms behind the cockpit and Russian flag on the tail; f/n aug05, l/n aug10
40 04 03		"12" red	An-12	Soviet Air Force	CRZ	18may96	derelict
2 40 04 05		"35" yellow	An-12AP	Russian Navy	mfd	1962	opb 46 otap at Ostafeyvo; f/n Ryazan-Dyagilevo 03sep93; derelict at Ostafeyvo, l/n aug99/aug02; offered for sale by Russian privatisation agency 19dec01
2 40 04 06		CCCP-06155	An-12B	GKOT Enterprise	rgd	24sep62	renamed MOM Vnukovo 22apr71; trf to MAP Kuibyshev 30mar83; canx 15may91; see c/n 8346010 and UN-11011(3) with unknown c/n
		CCCP-11011(1)	An-12B	MOM Moscow	rgd	18may65	first Voronezh-built aircraft with 14 seats in the compartment for accompanying personnel; based Ostafeyvo; see c/n 5343310 !
2 40 05 01		"34" yellow	An-12AP	Soviet Navy	Osf	24aug95	basic Aeroflot c/s with small titles; trf 15oct92 to Kumertau Express
2 40 05 02		CCCP-48970	An-12	MAP Kumertau VPO	rgd	20jan87	l/n OST 12sep96; leased from Kumertau Express
		RA-48970	An-12	Bulg. Flying Cargo	AMS	26jun94	f/n DME 19sep99
		LZ-BFC	An-12	Bulg. Flying Cargo	OST	08feb95	in basic Aeroflot c/s, no titles; l/n as such DME 03dec01; on Russian register sep01/mar03 as leased to Yermolino Airlines; seen Yermolino sep02/aug04, titles not reported; rgd 18jun03 to Kumertau APO; canx 01sep04; seen Petrozavodsk-Peski 30sep05 in white c/s with grey undersides, blue cheatline and blue engines
		RA-48970	An-12	Kumertau Express	rgd	22nov96	c/n confirmed; in white c/s with grey undersides, blue cheatline, blue engines, 'Cargo' titles and a crocodile on the fin; f/n NBO 18jul06; regarded as not airworthy in list from Antonov nov06 and banned from flying in Kenya; de-registered 08apr08; l/n Lokichoggy (N4.2030299 E34.353647) oct08 stored with damage to nosewheel undercarriage
		RA-48970	An-12	no titles	DME	19sep99	rgd 05apr62; opb 247 LO; w/o 11sep65 on the leg from Krasnoyarsk to Irkutsk of a flight from Tashkent to Yuzhno-Sakhalinsk with a cargo of grapes, as Irkutsk airport was closed due to bad weather the aircraft was diverted to Ulan-Ude (although that airport was not prepared to handle An-12s), the crew did not set QNH for Ulan-Ude on approach, causing false altitude readings, and the aircraft crashed at a height of some 1,200 metres into a wooded mountain slope 32 km north-west of Ulan-Ude, all 6 crew and 2 passengers killed; t/t 4,030 hours; see c/n 3341204
		9L-LFQ	An-12	748 Air Services	rgd	02jun06	dbr 02apr63 on take-off from Magadan when ran off the snow-covered runway because the captain had failed to correctly align the aircraft on the runway, fuselage broke into two parts in front of the wing; was opb AFL/North Kavkaz-ROV according to the accident report but this is doubtful; canx 03aug63; see c/n 3341506
2 40 05 03		CCCP-11337(1)	An-12	AFL/Polar-SVO	mfd	feb62	
2 40 05 04		CCCP-11338(1)	An-12	AFL/Polar	rgd	23apr62	

40 17 01	CCCP-11340(1)	An-12B	AFL/Polar	rgd	12jun63	f/n SVO 17apr68; canx 1976; version in Soviet register given as 'TB'; see c/n 6344502
40 17 02	CCCP-11341(1)	An-12B	AFL/Polar	rgd	15jul63	f/n SVO 14apr68; dbr on heavy landing Amderma 17feb73 but was already canx 14jul72 !; see c/n 00347606
40 17 03	CCCP-11342(1)	An-12B	AFL/Ukraine	rgd	19jul63	canx 1977; version in Soviet register given as 'TB'; see c/n 00347607
40 17 04	CCCP-11864	An-12BP	Sov AF/AFL titles	mfd	1963	f/n HEL 12nov73, c/n checked; rgd 14jan74; opb 137 osae at OVB; carried a 'polar bear' badge on the nose with small 'Aeroflot' logo and titles with old-style wavy Soviet flag; seen OVB 21apr93 wfu, c/n not checked; offered for sale by Russian privatisation agency 10nov00 and sold to unknown owner at unknown date; sat wfu (without engines) at OVB, seen aug07/mar10; shall be made airworthy again, work started in summer 2010
40 17 05	CCCP-11765	An-12B	MAP Kiev MeZ	mfd	30jul63	late mfd; f/n ASM 1978; rgd only 28jul81; c/n not checked; seen Gostomel aug87/20aug88 & LED 30may90, in grey c/s with blue cheatline damaged 21jun90 when ran out of fuel and landed wheels-up at Tiksi (because there was no fuel at Batagai to top up the tanks !!!), used ATC call-sign CCCP-10622 that day; repaired
	UR-11765	An-12BP	Antonov Des. Bur.	SOF	jun94	c/n not checked; in basic Air Force c/s
	LZ-SFM	An-12BP	all-white	rgd	1993	f/n BRU 06jul94; l/n IST 07oct94
	LZ-SFM	An-12BP	Air Sofia	MST	23nov94	l/n MSE 21jul96
	UR-11765	An-12BP	Antonov Des. Bur.	EMA	30may98	c/n checked; l/n VIE 02aug04; dbr 05sep04 on landing at KBP when veered off the runway and sheered off the undercarriage; later scrapped, wings and tail seen KBP jun05/aug06, fuselage seen lying on its side aug08; canx 01oct08; seen scrapped an in pieces Gostomel 06jul10
40 17 06	CCCP-11343(1)	An-12B	AFL/Ukraine	rgd	19jul63	f/n Gross Dölln (Templin) 03may75; canx 1976; version in Soviet register given as 'TB'; see c/n 00347503
40 17 07	CCCP-11344(1)	An-12B	AFL/North Kavkaz	rgd	18mar64	photo jan68; canx 1977; seen in Kryvy Rih Aeronautical School (N47.934827 E33.321084) jul96/oct10; see c/n 00347409
40 17 08	CCCP-11415	An-12	Sov AF/AFL titles	rgd	19jan73	f/n CAI 21oct73 c/n not checked; c/n checked HEL 05nov73
	RA-11415	An-12	SP Air	rgd	27jul94	f/n SHJ aug94; l/n SHJ 30nov95; c/n checked 16jan95
40 17 09	CCCP-11865	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 12nov73 c/n not checked; CofA canx 01jun81; l/n NSK 13may95 derelict, c/n not checked
40 17 10	CCCP-11884	An-12BP	Sov AF/AFL titles	mfd	30jun63	with tail turret; rgd 17jan73; f/n HEL 13nov73, c/n not checked
	CCCP-11884	An-12BP	AFL/Yakutiya-YKS	rgd	17may79	mentioned in incident report at Yakutsk 13feb87; f/n YKS 03jul92, in 'polar' colours
	RA-11884	An-12BP	Aeroflot	YKS	13may95	c/n checked
	RA-11884	An-12BP	Sakha Avia	trf	20jul95	f/n SHJ 06nov95; l/n YKS 01jun08, no engines; listed in official fleet list 04may09 as stored
40 17 11	CCCP-11421	An-12BP	Sov AF/AFL titles	mfd	30jun63	rgd 19jan73; f/n HEL 12nov73 c/n checked; became ELINT test-bed 1983; version in Soviet and Russian registers given as 'TBP'
	CCCP-11421	An-12BP	AFL/Magadan-GDX	rgd	26jun79	first reported Cape Schmidt airport 25feb87 in incident report
	11421	An-12BP	United Nations	SJJ	08sep92	
	RA-11421	An-12BP	all white, n/t	AMS	25apr93	l/n Dzhankoi 22aug97; trf 07aug95 to North-East Cargo; canx 30dec97
	D2-FBJ	An-12BP	Alada	Yev	30apr99	l/n LAD 19aug99; c/n from JP-00; l/n LAD 15mar01 but titles not read off this date; not in fleet list jan02
40 17 12	CCCP-11418(1)	An-12BP	Sov AF/AFL titles	mfd	30jun63	with tail turret; opb 334 vtap at Pskov until 18jan79; f/n HEL 12nov73; rgd only 14jan74; see c/ns 7344705 and 402504
	CCCP-11418(1)	An-12BP	AFL/Yakutiya-YKS	rgd	17may79	w/o 04oct88 on a flight from Tiksi to Batagai when the crew intentionally departed from the prescribed approach pattern at night, the aircraft flew into a hill at 537 m above the runway level near Deputatski (25 km from Batagai airport), all 6 crew killed; t/t 16,419 hours 41 minutes and 9,041 cycles; canx 30dec88
40 18 01	CCCP-11345	An-12B	AFL/Far East	mfd	28aug63	version in Soviet register given as 'TB'; with tail turret; rgd 25oct63; trf to AFL/Yakutiya 11sep84; f/n YKS 03jul91
	RA-11345	An-12B	Aeroflot	YKS	08jul94	l/n YKS 13may95; trf to Sakha Avia 20jul95
	RA-11345	An-12B	Avial NV	rgd	22nov00	f/n DME 11jun01; l/n OST 08mar03; l/n HUY 22apr03, titles not reported; canx 29jul03 as leased to Armenia
	EK-12001(1)	An-12B	Air Armenia	EVN	09sep03	l/n DME 03mar04; see c/n 5343202; photos show the registration without the dash after the prefix
	RA-11345	An-12B	Avial NV	rgd	09jun04	with blue tail, no titles; f/n ICN 30sep04
	LZ-SFR	An-12B	Air Sofia	OST	15jan05	in basic Avial c/s, n/t; with additional 'Elf' and 'Moto 1' stickers during support of Dakar rally 2005; l/n MST 12feb05, as such; l/n DXB jun06, still basic Avial c/s, n/t
	UN-11012(2)	An-12B	ATMA	LHR	01jun07	in all-white c/s, no titles; l/n OST 09jul07; see c/n 6343910
	UN-11012(2)	An-12B	Mithras Cargo	OST	15jul07	in all-white c/s with small titles and badge; l/n OST 14aug07
	YU-UJE	An-12B	United Internat. Al	INI	06sep07	l/n SOF 20jan08
	EX-152	An-12B	all white, n/t	SOF	15mar08	reported arrived FJR 16mar08 opb S Group Aviation; l/n FJR 30may10/ 14nov11, stored; c/n confirmed by Kyrgyz CAA
40 18 02	CCCP-11346(1)	An-12	AFL/Privolzhsk	rgd	18sep63	canx 1976 but photo exists taken nov77; see c/n 8345702
	1502	An-12	Ethiopian AF	QHR	may84	
40 18 03	CCCP-11347(1)	An-12B	AFL/East Sib.-IKT	mfd	31aug63	rgd 27sep63; opb 134 ATO; w/o 07dec63 on the leg from Kirensk to Irkutsk (at night) of a positioning flight from Mirny to Irkutsk when engines # 1 and 2 lost power and eventually stopped immediately after take-off and the props did not feather automatically, the crew tried to return to the airport but the aircraft went out of control and crashed into a wooden house in the "Dom otdykha" settlement 750 metres south of the airport, all 6 crew killed, the reason of the accident was not established, shortcomings in the design of the electric equipment were suspected as well as fuel filters clogged by ice; t/t 379 hours and 188 cycles; canx 18sep64; see c/n 8346105
40 18 04	CCCP-11348(1)	An-12B	AFL/North Kavkaz	rgd	16sep63	f/n Gross Dölln (Templin) 08may75; canx 1977; see c/n 7345208
40 18 05	CCCP-11349(1)	An-12B	AFL/East Siberia	rgd	27sep63	crashed 15.6 km from Lensk 02nov68, CFIT at night in weather, all six crew killed; canx 08dec68; report as seen FRA 14jul71 cannot be correct; see c/n 9346302
40 18 06	CCCP-11983	An-12B	AFL/Magadan-GDX	mfd	01jul63	rgd 14jan81; ex Soviet Air Force; version in Soviet register given as 'TB'; first reported at Magadan-Sokol 05jan87 in incident report; f/n BTK 31aug91; l/n BTK 1992 wfu; mentioned on Russian register feb98 as canx but date unknown
40 18 07	CCCP-11425(1)	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n HEL 12nov73, c/n not checked; present on Russian register feb98; canx but date unknown; see c/n 9346802
40 18 08	CCCP-11350(1)	An-12B	AFL/Privolzhsk	mfd	11sep63	rgd 27sep63; f/n Spereberg 17jun76 heard on radio; trf to AFL/East Siberia-IKT 14apr78; f/n VKO 08sep89; see c/n 402605
40 18 09	RA-11350(1)	An-12B	Aeroflot	IKT	06jul94	l/n IKT 10may95 derelict; canx 19sep95
40 18 09	CCCP-11351(1)	An-12B	AFL/Privolzhsk	rgd	27sep63	canx 1976; seen in Slavyansk Technical School (N48.851072 E37.598456) may98/03jul11; see c/ns 4341910 and 402606
40 18 10	CCCP-11352(1)	An-12B	AFL/East Siberia	rgd	03oct63	canx 1977; version in Soviet register given as 'TB'; see c/n 402812 and also unknown c/n
40 18 11	CCCP-11353	An-12B	AFL/East Siberia	rgd	03oct63	canx 1977; version in Soviet register given as 'TB'
40 18 12	CCCP-11354	An-12B	AFL/Far East	mfd	31aug63	with tail turret; rgd 22oct63; trf to AFL/Yakutiya 11sep84; f/n YKS 03jul91; in 'polar' colours
	RA-11354	An-12B	Aeroflot	YKS	08jul94	in 'polar' colours; l/n YKS 13may95
	RA-11354	An-12B	Sakha Avia	trf	20jul95	not in 2000 fleet list; wfu at YKS, l/n aug03/jun08; listed in official fleet list 04may09 as stored
40 19 01	CCCP-11986	An-12B	AFL/Magadan-GDX	mfd	31aug63	rgd 14jan81; ex Soviet Air Force; version in Soviet register given as 'TB'
	RA-11986	An-12B	Aeroflot	GDX	08jul94	l/n GDX 12may95; trf 20may93 to Magadan Avia League; canx 21feb00 as to Angola
	D2-FCV	An-12B	Aeroflot c/s, n/t	SHJ	23jan01	l/n SHJ 17apr01; c/n checked
	S9-CDB	An-12B	Aeroflot c/s, n/t	SHJ	05aug02	l/n SHJ 19aug02; named 'Emmanuel'; c/n checked ?
	EX-160	An-12B	British Gulf Int.	SHJ	13sep02	in basic Aeroflot c/s, with titles and badge on tail; named 'Emmanuel'; photo SHJ 27jan03, no name on port side; version as 'TB' in fleet list
	EX-160	An-12B	Royal AI Cargo	LHE	04jul03	named 'Irena'; in full British Gulf c/s with titles as such; at DXB 28feb04 with additional 'leaping Leopard' motif; l/n SHJ 14mar04
	EX-160	An-12B	British Gulf Int.	SHJ	19may04	no titles; named 'Irena', with 'leaping Leopard' motif; l/n DXB 24mar07
	S9-SAJ	An-12B	British Gulf Int.	DXB	07jul07	no titles; named 'Irena', with 'leaping Leopard' motif; l/n MVQ 13feb09; seen PNR 29nov09 no titles but BGI c/s; version as 'TB' in fleet list
40 19 02	EK-11986	An-12B	Air Highnesses	rgd	22jun10	c/n confirmed by CAA; f/n Mazar-I-Sharif 02jul10 still in full British Gulf c/s; reportedly cancelled sep11
40 19 03	CCCP-12107	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 06nov73 c/n not checked; CofA canx 01jun81
	CCCP-12103	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n LAD 23nov75, c/n not checked
	RA-12103	An-12	Russian AF/AFL c/s	Iva	06sep95	opb 610 TsBPIPLS VTA at Ivanovo-Severny; wfu 1998; l/n Iva 15jun99, derelict/wfu; canx 16oct01; broken up at Ivanovo-Severny by 2006
40 19 04	CCCP-12106	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n OVB 21apr93 c/n checked
40 19 05	CCCP-11863	An-12B	Soviet AF/AFL c/s	mfd	31aug63	rgd 19jan73; version in Russian register given as 'TB'
	CCCP-11863	An-12B	AFL/Magadan-GDX	rgd	07dec84	f/n IKT 06jul92; was reported GDX 01dec87 in an incident report
	RA-11863	An-12B	Aeroflot	GDX	08jul94	
	RA-11863	An-12B	Aeroflot c/s, n/t	SHJ	27mar99	l/n SHJ 05apr99; trf 20may93 to Magadanaerogruz; canx 25feb99 as to Congo
40 19 06	CCCP-11403	An-12BP	Sov AF/AFL titles	mfd	30sep63	with tail turret; f/n HEL 05nov73, c/n checked; rgd only 14jan74
	CCCP-11403	An-12BP	AFL/Yakutiya	rgd	17may79	in 'polar' c/s; f/n YKS 03jul92
	RA-11403	An-12BP	Aeroflot	YKS	08jul94	c/n checked
	RA-11403	An-12BP	Sakha-Avia	trf	20jul95	f/n SHJ 06nov95; dbr 24feb96 on the leg from Moscow to Omsk of a flight from Moscow to Yakutsk when the crew was negligent in calculating the fuel, all 4 engines flamed out on approach to Omsk at a height of 1,150 metres due to fuel starvation, the aircraft landed wheels-up in a snow-covered field near Ludino (22 km north-west of Omsk airport) and the wing hit a car which was travelling along a field path, all 7 crew and 3 passengers escaped unhurt; canx 19jun96
40 19 07	CCCP-11234	An-12BP	Sov AF/AFL titles	mfd	30sep63	with tail turret; opb 334 vtap at Pskov until 07mar79; rgd only 19jan73; f/n HEL 06nov73, c/n not checked
	CCCP-11234	An-12BP	AFL/Yakutiya-YKS	trf	17may79	mentioned in incident report at Magadan-Sokol 01dec87; f/n YKS 04jul92, in 'polar' colours; trf to Sakha Avia 19oct94; canx 07jul95
	ST-AQG	An-12BP	AZZA	SHJ	1995/96	c/n from Sudanese CAA; in white/dark blue c/s with bronze cheatline, no titles; named 'Kalaf'; canx before jan07
40 19 08	CCCP-12108(1)	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 06nov73, c/n checked; see c/n 9346308
	"16" red	An-12	Soviet Air Force	KUO	01jun86	
	RA-11318	An-12	small AFL titles	ROV	14jul94	grey c/s; c/n checked
	RA-11318	An-12	Moscow Airways	trf	06jan95	f/n SVO 29aug95; l/n LAD 01apr96; canx 08apr96 as to Angola
	D2-FVG (2)	An-12	Von Haaf Air, n/t	SHJ	17nov97	c/n checked; in basic Moscow Airways c/s
	TN-AFJ	An-12	ACA-Ancargo Air	SHJ	13aug98	in basic Moscow Airways c/s, '1318' visible under paintwork; l/n SHJ 20aug98; operated under a contract with the Irish company 'Heller International'; disappeared 27dec98 over the Angolan province of Lunda

40 19 09	not known CCCP-11767 RA-11767 RA-11767	An-12BP An-12BP An-12BP An-12BP	Soviet Air Force AFL/Yakutiya-YKS Aeroflot Sakha Avia	mfd rgd ROV trf	30sep63 27mar81 14jul94 20jul95	Norte on a flight from Luanda to Lucapa, probably shot down with a shoulder-fired SAM by UNITA rebels and crashed in the bush near Cafunfo, all 4 crew killed with tail turret; opb mil. unit 78684 until 09dec80; in 'polar' c/s still in ex Soviet Air Force c/s; f/n YKS 04jul92, in 'polar' colours
40 19 10	11767 CCCP-11989 RA-11989	An-12BP An-12BP An-12BP	SibNIA AFL/Krasnoyarsk-NSK Aeroflot	KLD mfd SVO	17apr11 21dec63 2.may93	still in basic 'polar' Aeroflot c/s; f/n YKS 07oct00; sat wafu at YKS, l/n jul04/jun09; listed in official fleet list 04may09 as stored; l/n YKS 20jul10, very tatty polar c/s no titles or prefix; blue and white c/s; l/n GDX 26oct11 rgd 14jul81; f/n ADD jan85; was probably delivered to the Air Force in 'polar' colours; l/n PEE 23aug95; c/n checked; trf 22dec95 to Norilsk Avia; canx 30jun97; l/n NSK 07apr06, fuselage only
40 19 11	CCCP-11227 RA-11227	An-12 An-12	Soviet Air Force Russian AF/AFL tit	rgd DME	14jan74 05may94	in grey c/s; l/n CKL 22aug03; canx but date unknown; preserved at Baikonur-Kraini (N45.620246 E63.220154) f/n 18jul06
40 19 12	CCCP-12121 RA-12121	An-12BP An-12BP	Sov AF/AFL c/s Russ. Navy/AFL c/s	rgd Osf	25dec73 24aug95	f/n RHE 04sep78 escorting Soviet Air Force MiGs; c/n checked Kubinka sep93
	RA-11372(3) 3X-GDM	An-12BP An-12BP	Vega-M NPP PMT Air	rgd KUL	23oct03 27jun04	opb 46 otap at Ostafyevo; current on Russian register feb98; l/n Ostafyevo 21aug99; offered for sale by Russian privatisation agency 30jun00; canx but date unknown
	EX-098 EW-252TI	An-12BP An-12BP	Reem Air Gomelavia	DXB TLL	31dec05 06apr07	leased to Vim Avia since 15oct03; see c/ns 402402 and 5343204; canx 20apr04 as leased to Moldova c/n confirmed in ICAO/Antonov document jul06; l/n KUL 10oct04; Antonov regard this aircraft as no longer airworthy from 06jul05
	ER-ACX EW-252TI RA-11372(3) CCCP-11976(1)	An-12BP An-12BP An-12BP An-12BP	all grey/white Gomelavia Avial NV AFL/Urals	KIV DME DME mfd	28jun07 02sep07 29sep07 31oct63	c/n confirmed from dec05 fleet list; l/n DXB 15nov06 c/n from Belarus CAA; canx from Belarus register 08jun07; seen KIV 28jun07 & 27jul07 white/grey no titles reg only painted in cockpit; application for reg refused due to the AOC of Tiramavia being withdrawn
40 20 01	LZ-BAE LZ-BAE LZ-BAE LZ-VEF	An-12BP An-12BP An-12BP An-12BP	Balkan Heavylift Balkan Vega	rgd LTN OST SOF	30mar88 01oct95 01sep96 04mar04	in white/grey c/s; l/n PKV feb11 probably ex Soviet Air Force; rgd 18jun81; canx 09jun87 as to Bulgaria; see c/n 1340106 f/n VIE 14may88 in full c/s; l/n OST 20jun96 l/n SOF 21oct03; sold nov03 named 'Paisii Khilendarski'; damaged 04mar06 on landing at Sal (Cabo Verde), veered off and ran off the left side of the rwy, with the # 1 propeller and left wing tip hitting the ground; repaired and left SID jun06; l/n PDV 11aug07; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; l/n PDV 04sep07
	RDPL-34156 UP-AN216	An-12BP An-12BP	Lao Air ATMA, no titles	PDV SIN	27nov07 sep09	c/n confirmed; ferried PDV-AMD 27nov07; l/n SIN 29jul08 c/n confirmed; same c/s as RDPL-34156; l/n PNH 10feb10; destroyed 21apr10 when crashed near Barangay Laput, Mexico (Philippines) whilst reportedly operating for Inter Island Airlines on lease from PMT Air
40 20 02	CCCP-12122(1) RA-12122(1)	An-12BP An-12BP	Soviet AF/AFL c/s Russ. Navy/AFL c/s	mfd Osf	30jun64 24aug95	rgd 25dec73; f/n Sperenberg 10jan75; see c/n 5343507 and 9346203 l/n Sperenberg 27feb92 opb 46 otap at Ostafyevo; l/n Ryazan-Dyagilevo 27may99; offered for sale by Russian privatisation agency 30jun00; canx but date unknown
	RA-11373(3)	An-12BP	Vega M NPP	rgd	13jan03	leased to LII im. Gromova 16dec02/31dec03; see c/ns 02348304 and 402403; canx 08jul04 as sold to Uzbekistan
40 20 03	UK-12002 CCCP-11851 11851 RA-11851	An-12BP An-12BP An-12BP An-12BP	Avialeasing MAP Omsk Motors MAP Omsk Motors MAP Omsk Motors	OPF rgd OMS OMS	09apr05 04oct86 12jun94 29aug93	c/n confirmed; opb SRX Transcontinental, based at Miami; also carried large 'SRX' titles; l/n OPF 13nov11 f/n ADD nov88 in Aeroflot c/s; l/n SVO 09apr91; version in Russian register given as 'TB' Aeroflot c/s
40 20 04	CCCP-12123 RA-12123	An-12BP An-12BP	Soviet AF/AFL c/s Russian Air Force	rgd SVX	25dec73 13aug01	Aeroflot c/s; trf 12nov93 to Aviaobshchemash; damaged landing accident Nizhnevartovsk 01nov96 but present on Russian register feb98/oct04
40 20 05	CCCP-11985	An-12	Sov AF/AFL titles	Cal	oct73	f/n KUO 04aug74 c/n checked; l/n SVX apr93
40 20 06	"63" CCCP-11991 RA-11991 LZ-ASY TN-AGK (2)	An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force AFL/Yakutiya-YKS Aeroflot Aviostart ? no titles	mfd rgd YKS SVO SHJ	29nov63 27mar81 08jul94 29may00 05aug02	c/n not checked but present on Russian register feb98; canx but date unknown SDA 16mar79; seen Aktyubinsk apr93/jan03 preserved in a school compound with tail turret; code read off SHJ 25jan03 when was being stripped of paint mentioned in incident report at Krasnoyarsk 10aug87; photo aug87 in 'polar' colours; l/n YKS 13may95; trf to Antei 20jul95; canx 01mar00 as to Bulgaria c/n checked; in basic Aeroflot c/s, no titles; was stored for some three months; l/n LXR 30jun00 still in basic 'polar' Aeroflot c/s; seen SHJ 09nov02 in bare metal; checked SHJ 04dec02 as ex '11991'; seen BVZ 11aug04 with blue tail; see c/n 9346504
	TN-AGK (2)	An-12BP	Trans Air Congo	PNR	11oct04	c/n checked; in white/light grey c/s with blue tail, engines and cheatline; Antonov regard this aircraft as no longer airworthy from 28jun06, but it received technical attention SHJ jan07; l/n PNR 23jan11; w/o 21mar11 on a cargo flight from Brazzaville to Pointe-Noire when attempted an emergency landing on the sea after both starboard engines failed while on approach to Pointe-Noire, but flipped upside down due to asymmetric power and crashed into buildings in the residential area of Roy-Kitoko Daniel in the Mvou-Mvou neighbourhood (north-east of and immediately adjacent to the city centre of Pointe-Noire), all 4 crew and 19 persons on the ground killed plus 14 persons on the ground injured
40 20 07	CCCP-11532 RA-11532	An-12B An-12B	AFL/Magadan Aviaobshchemash ?	mfd no reports	29nov63	last overhaul completed 28mar86; rgd 22dec86; version in Soviet register given as 'TB'; photo in Aeroflot colours with blue tail with additional large 'Cargo' titles in red; l/n SVO 12aug91 reported for Aviaobshchemash in 1997; Antonov regard this aircraft as no longer airworthy from 1999; sold 03mar00 with t/t 14,199 hours and 7,325 cycles, was based at Samara-Bezmyanka at that time; canx 05apr00 as sold to Moldova
	ER-ADB T-306	An-12BP An-12BP	Tiramavia Angolan Air Force	rgd LAD	13apr00 24apr03	canx 27feb02 as sold to Angola; version in Moldovan register as such c/n confirmed; reported in BZV FIR 18aug04, using call-sign D2-MBE; l/n LAD 06aug07; reported as D2-MBE of Angola Air Charter in list from Antonov dated 01feb07 (still regarded as not airworthy); see D2-MBE with unknown c/n; l/n LAD 28mar09
40 20 08	"14" yellow	An-12BP	Russian Air Force	mfd	30nov63	probably opb 181 osae at Irkutsk-1; seen IKT 05jul92 without code; offered for sale by Russian privatisation agency 19dec01/ dec07
40 20 09	"28" yellow	An-12B	Russian Navy	mfd	1963	opb 46 otap at Ostafyevo; f/n Ostafyevo 19aug01, c/n checked; l/n Ostafyevo 21aug01; offered for sale by Russian privatisation agency 19dec01;
40 20 10	"12" yellow RA-11374(3) ST-ASA	An-12BP An-12BP An-12BP	Soviet Air Force NPP 'Vega M' AZZA	IKT rgd KRT	06jul92 24oct02 17jan06	opb mil. unit 64330 at Irkutsk; offered for sale by Russian privatisation agency 30jun00 leased to Anteks-Polyus 21oct02/31dec03; canx 06jun04 as sold to Sudan in non-airworthy condition; see c/ns 3341501 and 402404 c/n from CAA; initially in white c/s with light blue undersides and Russian flag on fin, no titles; l/n as such EGN 16jul07; seen MJI 31oct07 in white/grey c/s with green fin and red/green/black stripes on forward fuselage, 'AZZA Air Transport' titles; l/n active KRT 28apr09; l/n KRT 25dec09 titles not stripped
40 20 12	CCCP-11396	An-12BP	Sudanese Air Force	KRT	14oct10	all white c/s, active; 'ST-ASA' painted out but still readable under paint
40 21 02	CCCP-11241 RA-11241 4L-11241 4L-CAA 4L-CAA ST-SAR	An-12 An-12 An-12 An-12 An-12 An-12	Soviet AF/AFL c/s Sov. Navy/AFL c/s Rus Navy/AFL titl. Lasare Air Lasare Air Sarit Airlines Sarit Airlines	LED rgd Osf SHJ SHJ SHJ SHJ	27may70 14jan74 24aug95 26apr00 19aug00 19oct00 24oct00	c/n not checked rgd 14jan74; seen CAI aug75 c/n not checked; CofA canx 01jun81 f/n LAD 17nov75; l/n Ostafyevo 07may94 c/n checked; canx as to Georgia but date unknown l/n SHJ 11may00; c/n not checked l/n SHJ 17oct00 titles removed this date; c/n not checked ! c/n not checked ! l/n SHJ 11may03 c/n checked; dbr on landing Wau (N7.7259068 E27.977671) Sudan, 24sep03 and seen there derelict apr07
40 21 03	CCCP-12117	An-12	Sov AF/AFL titles	rgd	19jan73	f/n HEL 05nov73 c/n checked
40 21 04	CCCP-11411	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n LAD 05nov75 c/n not checked; CofA canx 01jun81
40 21 05	CCCP-11254 "21" red	An-12 An-12BP	Soviet AF/AFL c/s Soviet Air Force	rgd Eng	19jan73 30aug97	f/n ARN 07nov73; CofA canx 01jun81 c/n checked
40 21 07	CCCP-11265(1)	An-12	Soviet AF/AFL c/s	CAI	20mar70	c/n checked HEL 05nov73; rgd 14jan74!; small titles on nose only; see c/n 6343805
40 21 08	CCCP-12116 CCCP-12116 CCCP-12116 RA-12116 RA-12116 RA-12116 EL-ALB	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s AFL/Magadan-GDX Aeroflot Aeroflot Aeroflot c/s, n/t Sky Cabs Aeroflot c/s, n/t	mfd rgd SVO GDX AER DXB rgd	30dec63 26jun79 30jun92 08jul94 14may96 21aug96 24feb96	rgd 14jan74; f/n LAD 27nov75; version in Russian register given as 'TBP' first reported SVX 27dec87 in incident report trf 20may95 to Magadan Avia Leasing
	EL-ALB EL-ALB	An-12BP An-12BP	Santa Cruz Imp. Aeroflot c/s, n/t	SHJ SHJ	06oct96 19sep99	canx as to United Arab Emirates but date unknown; see rgd next line ! operated to Santa Cruz Imperial but with c/n 402112 according Liberian register !; f/n SHJ 05oct96 white tail dark blue circle; was c/n ever checked as such ?
40 21 09	CCCP-12119 CCCP-12119 RA-12119	An-12BP An-12BP An-12BP	Soviet Air Force AFL/Magadan Aeroflot	rgd rgd LAD	14jan74 26jun79 19mar93	l/n SHJ 05apr99 l/n SHJ 11may00; c/n not checked; broken up SHJ by early/mid00 version in Russian register given as 'TBP' f/n DME 17feb92; no titles
40 21 10	CCCP-12112(1)	An-12BP	Soviet AF/AFL c/s	rgd	19jan73	titles not read off but were read off DME 01sep93; l/n MRV 15may96; trf 25jul94 to North-East Cargo; l/n CPH oct95 still with Aeroflot titles; canx 04nov97
40 21 11	CCCP-11236 CCCP-11236 CCCP-11236 CCCP-11236 RA-11236	An-12BP An-12BP An-12BP An-12BP An-12BP	Sov AF/AFL titles AFL/Yakutiya-YKS Penas Air Cargo Aeroflot c/s, n/t	mfd trf CGK YKS	30jan64 17may79 23may92 08jul94	f/n CAI aug75; canx 21nov83; see c/n 01347907 with tail turret; opb 334 vtap at Pskov until 25jan79; rgd only 19jan73; f/n HEL 13nov73, c/n not checked f/n ULY 1985 in 'polar' colours; l/n SVO 14aug92 due to a sloppy paint job the registration was applied as 'RA 11236' (with no dash and a 'Z' instead of a '2') !
	RA-11236	An-12BP	Sakha Avia	trf	20jul95	f/n SHJ nov97; arrested and stored at SHJ, seen 1998/mar99, titles painted out; canx 19feb99 as to United Arab Emirates
	S9-BAN S9-BAN	An-12BP An-12BP	Aeroflot c/s, n/t Natalco Air Lines	SHJ SHJ	16sep99 28mar00	registration taped on this date, still 'RA-11236' under wings l/n SHJ 26apr00

	TN-AGQ	An-12BP	Natalco Air Lines	PNR	19oct03	c/n not confirmed, but same c/s as S9-BAN and same Arabic titles; wfu at the Aero Club at PNR, seen oct04; l/n PNR 12nov09/07aug11, nose up position; former reg S9-BAN bleeding through confirming the identity for this reg as such
40 21 12	3D-ALB	An-12	Southern Cross		1998	see c/n 402108 and possibly given c/n is in error as also not found in any Russian documents !; in Swaziland register and as exported as, see below;
40 22 07	EL-ASJ 08256	An-12 An-12BP	Santa Cruz Imp. Soviet Air Force	SHJ Zuk	11mar98 06jul93	not on Liberian register 13jul01 !; also see previous lines avionics test-bed with SLAR (or non-standard chaff/flare dispensers ?) and long tailcone; in all-grey c/s; l/n Zhukovski 26jan02, still with Red Stars
40 22 08	"33" yellow	An-12BP	Soviet Navy	osf	24aug95	l/n Ostafyeyvo 21aug99 c/n checked both times
40 22 10	CCC-83962	An-12BP	LIJ Zhukovski	rgd	02nov76	An-12BK prototype, converted from an An-12B; underwent flight tests aug66; version in Soviet register given as 'TB'
	RA-83962 RA-83962 D2-FBK	An-12BK An-12BK An-12BK	LIJ Zhukovski Gromov Air Air Mapeko, n/t	Zuk ZAG LAD	15may93 14jul93 15apr98	in Aeroflot c/s with blue tail; l/n Zhukovski 06jul93 in Aeroflot c/s with blue tail, no titles; l/n Zhukovski 09jul94; canx 09sep98; TBO exceeded l/n LAD 29apr98; disappeared without traces 26oct98 over the Angolan province of Lunda Norte on a flight from Nzaji to Luanda, probably crashed and all 4 crew and 2 passengers killed; however, the former Angolan ambassador to Russia, General Monteiro, stated in 2006 that Angolan government communications intelligence intercepted messages from the crew as late as apr01, saying that the aircraft had been hijacked by a gang of diamond smugglers and was still in use with them
40 22 11	UR-11300 UR-11300 UR-UDN	An-12BP An-12BP An-12BP	Polissyaaviatrans Atlant Ukraine Cargo Aw	mfd VIN no	31mar64 13may97 reports	c/n checked VIN 28jun99; offered for sale in 2005 with t/t 7,076 hours and 7,236 cycles version given as An-12P on Ukrainian register; canx 01oct08; photo Yevpatoriya 18sep09, in faded colours still with Atlant titles, engineless; l/n 28aug10
40 22 12	"12" red	An-12BP	Soviet Air Force	ALA	22apr93	l/n ALA 04jun97 c/n checked
40 23 01	"12" red CCCP-98117 RA-98117 RA-98117 RA-98117	An-12BP An-12BP An-12 An-12	Kazakh Air Force MAP Moscow OAO MAP Moscow OAO Aviatrans	ALA ALA rgd UUS Mya	oct94 05nov83 24may93 24may94	in Aeroflot c/s; f/n LED 13jun87; l/n DME 15mar90 in Aeroflot c/s l/n DME 29jun98; trf to Atran 24may94
40 23 02	1216/SU-AOJ 1216/SU-AOS	An-12BP An-12BP	Egyptian Air Force Egyptian Air Force	Mya CAI	17feb01 14may68	seen wfu DME (N55.420426 E37.903931) apr04/aug11, engines and other parts removed and CAI 16dec77 doubtful !
40 23 03	? 1217 ?	An-12BP	Egyptian Air Force			not confirmed to Egypt !, reported destroyed in 6-day war 1967
40 23 04	? 1218 ?	An-12BP	Egyptian Air Force			not confirmed to Egypt !, reported destroyed in 6-day war 1967
40 23 05	1219/SU-AOI 1219/SU-AOT	An-12BP An-12BP	Egyptian Air Force Egyptian Air Force	LHR CAI	02jan66 13dec76	and CAI 19aug74; reportedly broken up only one report as such but is possible
40 23 06	1220/SU-AOR	An-12BP	Egyptian Air Force	AMS	19jul74	and CAI 13dec76; reportedly broken up
40 23 08	1222/SU-AOJ 1222/SU-APB	An-12BP An-12BP	Egyptian Air Force Egyptian Air Force	CPH CAI	17aug66 23apr70	and LHR 20aug66 and AMS 17jul74, CAI 19aug74; reportedly broken up
40 23 09	1223 1223/SU-AOS	An-12BP An-12BP	Egyptian Air Force Egyptian Air Force		dec69	used as test-bed for E-300 engine and AMS 17jul74, CAI 13dec76, CAI 28nov81, CAI oct93, reported broken up
40 23 10	CCCP-11368(1)	An-12B	AFL/Privolzhsk	rgd	27aug64	f/n SVO 01oct72; canx 1977; version in Soviet register given as 'TB'; see c/ns 4342010 and 8346006
40 23 11	CCCP-11369(1)	An-12B	AFL/Polzar	rgd	04jul64	f/n SVO 15apr68; trf to AFL/Moscow 14jul72; trf to AFL/Yakutiya 30jul75; canx 1978; version in Soviet register given as 'TB'; see c/ns 6343810 and 00346909
40 23 12	CCCP-11370(1)	An-12B	AFL/Ukraine	rgd	12aug64	f/n 03may75; canx 1977; version in Soviet register given as 'TB'; see Egyptian Air Force 1221/SU-AOZ with unknown c/n and c/n 2340804
40 24 01	CCCP-11371(1)	An-12B	AFL/Privolzhsk	rgd	27aug64	f/n oct72; canx 1976; version in Soviet register given as 'TB'; see c/ns 4342108 and 00347406
40 24 02	CCCP-11372(1)	An-12B	AFL/Polzar	rgd	12aug64	took part in an Antarctic expedition; carried a penguin badge on the fin; f/n SVO 12jul70; trf to AFL/Moscow 14jul72; trf to AFL/Yakutiya 07aug75; canx 1977; version in Soviet register given as 'TB'; see c/ns 401912 and 5343204
40 24 03	CCCP-11373(1)	An-12B	AFL/Polzar	rgd	12aug64	f/n SVO 10jul70; trf to AFL/Moscow 14jul72; trf to AFL/Yakutiya 17jan77; canx 1978; version in Soviet register given as 'TB'; reportedly it was this aircraft which was preserved at the flying personnel's preventorium at Posyolok Geologov (10 km from Yakutsk airport) from the late 1970s; scrapped after one wing had broken off (not without the 'help' of hooligans) in 1987; hulk was returned to Yakutsk in the late 1980s and seen dumped YKS jul92 and many times since in an ever deteriorating condition until just remains were left by jun08; see c/ns 0234830 and 402002
40 24 04	CCCP-11374(1)	An-12B	AFL/Komi-SCW	rgd	16sep64	dbf 16feb71 on a flight from Norilsk to Vorkuta at night when was diverted to Vorkuta-2 (a military snow strip in the tundra) because of below-minima conditions at Vorkuta, touched down 15 m left of the snow runway's centre-line in bad visibility and cross-wind, overran, hit a snow-mound and broke up, all 5 crew escaped unhurt; canx 1971; version in Soviet register given as 'TB'; see c/ns 402010 and 3341501
40 24 05	CCCP-11375 RA-11375	An-12B An-12B	AFL/Polzar Aeroflot	mfd SVO	31dec64 17may93	rgd 20jan65; version in Soviet register given as 'TB'; trf to AFL/Komi-SCW 29dec77; f/n SVO 16mar90 opb Komiinteravia; w/o 20aug93 when engines # 2 and 4 were knocked out by bird strike, crashed 8.6 km from the runway at Slavgorod while attempting to return to the airport with two engines, aircraft burnt out, crew survived with injuries; t/t 30,840 hours and 13,112 cycles
40 24 06	CCCP-11376(1)	An-12B	AFL/Polzar-SVO	mfd	21jan65	rgd 29jan65; opb 247 LO; w/o 13nov69 on the leg from Moscow to Amderma of a cargo flight from Moscow to Yakutsk when crashed in the tundra 15 km from Amderma airport due to an unknown technical failure, all 9 crew and 3 passengers killed; t/t 6,657 hours and 2,109 cycles; canx 1970; trf to AFL/Komi-SCW 29dec77; see c/ns 8345805 and 02348206
40 24 07	CCCP-11377(1)	An-12B	AFL/Polzar-SVO	mfd	25jan65	rgd 11feb65; opb 247 LO; f/n SVO 27mar68; w/o 08sep69 while waiting on a taxiway (124 metres from the runway) for take-off from Amderma for a cargo flight to Norilsk at night when collided with Tu-128 c/n 5035504 of 72 ap PVO of the Soviet Air Defence Forces, the right landing gear of the Tu-128 had collapsed during the landing run, the fighter veered off the runway to the right and crashed into the nose of the An-12B, both aircraft burnt out, 5 out of 6 crew (plus both crew of the Tu-128) killed and 1 severely injured while the 2 passengers escaped unhurt; t/t 6,471 hours and 2,122 cycles; canx 11feb70; trf to AFL/Komi-SCW 29dec77; see c/n 5345309 and CCCP-11377 with unknown c/n
40 24 08	CCCP-11768(1) LZ-BAF	An-12B An-12B	AFL/Urals Balkan	rgd rgd	25mar81 14dec87	canx 23nov87 as to Bulgaria; see c/n 5343103 f/n ORY 25dec87; seen LHR may88 with filled-in tail turret; the turret was probably removed between 1988 and 1991 as LZ-BAF was seen sep91 with a normal rounded end (as per the civil An-12Bs)
	LZ-BAF LZ-BAF LZ-BRP	An-12B An-12B An-12B	Heavylift Balkan Bright Air	SHJ RTM FRA	14nov95 05oct96 24nov03	with rounded end; l/n jan96 with rounded end; named 'River of Maritza'; l/n BUD 11nov02; sold nov03 with rounded end; l/n MLA 01feb07; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07
	S9-SAE EW-291TI EK-12408	An-12B An-12B An-12B	British Gulf Int. Trans Avia Export British Gulf Int.	DXB KDH rgd	31oct08 17mar10 19nov10	l/n MVQ 13feb09 all white, n/t f/n BST 21mar11; cancelled 10jun11 but noted at Bagram Air Base 23jun11
40 24 09	"28" red	An-12BP	Russian Air Force	mfd	1964	opb 106 otae at Stupino; offered for sale by Russian privatisation agency 28oct98 with t/t 9,008 hours, but obviously not sold; sat wfu at Ulyanovsk-Vostochny (N54.404701 E48.793029) seen oct99/jul07, c/n checked; offered for sale as scrap metal 09feb09, c/n given in sales offer as '402409 432067' and in some documents as '4402409' but the given c/n is painted on
40 24 10	CCCP-11959	An-12B	AFL/Privolzhsk	mfd	13nov64	rgd 23oct81; previous (military?) history not known; f/n SVO 25sep87; subversion as such according to the old Soviet registers but actually with titles ?; trf 01jan95 to Samara Airlines l/n KUF 16sep97; discharged dec96, for sale; canx 01feb99 as to Bulgaria l/n CPH 01nov01 l/n NUE 26jan07 named 'Patriarch Eftimil'
	RA-11959 RA-11959 LZ-RAA LZ-VEE ER-ADQ	An-12B An-12B An-12B An-12B An-12BP	Aviaprima Sochi Al Samara Airlines Rila Airlines Vega Air Jet Line	KUF OST BAK rgd	14may94 19may96 12may99 01apr03 30mar07	is an An-12BP according to the Moldovan register; f/n BVA 20apr07; l/n VIE 12may07; canx as to Belarus 24aug07; subversion as such in Moldovan register
	EW-265TI UR-CGW CCCP-12114	An-12BP An-12BP An-12	Ruby Star Meridian Soviet AF/AFL c/s	PDV SIN rgd	13oct07 15may08 19jan73	l/n PDV 30jan08; c/n confirmed white, red cheatline, no titles and type painted us as such; l/n SXF 08nov11 seen HEL 05nov73; small titles on the nose only and ADD 17nov85; l/n ASM 30apr94, derelict; fuselage displayed in Asmara's Expo Grounds N15.316761 E38.9175, f/n jun06, l/n 29dec09
40 24 12	CCCP-11866	An-12	Sov AF/AFL titles	HEL	06nov73	c/n checked; rgd 14jan74
40 25 01	CCCP-11892 CCCP-11892 RA-11892 RA-11892 RA-11892 RA-11892 RA-11892 CCCP-29110	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12	Sov AF/AFL titles Sov AF/AFL titles AFL/Yakutiya-YKS Aeroflot Expairc Air Aeroflot SiraERO MAP Kiev MZ	mfd rgd OVB rgd YKS trf mfd	30nov64 15feb82 12jul93 14may94 08jul94 19oct94 28dec64	mentioned in an incident report at Yakutsk 06mar87; f/n YKS 03jul92, in 'polar' colours l/n YKS 13may95 f/n YKS 14aug03; in official fleet list 04may09 as stored; l/n YKS 16aug11 Kievski Mekhanicheski zavod im. Antonova; rgd 07jan66; was a test aircraft with non-standard fairings on the wings behind the engine nacelles, photo as such; dbr 12dec90 on a cargo flight from Batumi to Kiev-Gostomel (with a load of tangerines) when the first officer mistakenly shut down all four engines at 4,150 metres instead of activating the de-icing system and all attempts to restart the engines failed, the crew tried to reach Kiev-Boryspil but did not make it so the aircraft made a forced landing in a field 12 km north-west of Boryspil, collided with a road embankment and broke up, no casualties but 14 out of 17 occupants (5 crew and 12 passengers) injured; t/t 4,461 hours 34 minutes and 2,703 cycles used call-sign '08525'; opb 600 vtap at Kedainiai; w/o 23jun69 on a flight from Kedainiai to Ryzan when collided at 2,950 metres with Il-14M CCCP-52018 which had left its prescribed altitude while circumventing a thunderstorm, the An-12 lost its right wing, crashed into a forest near Vypolzovo village in the Yuhnov district of the Kaluga region and exploded, all 5 crew and 91 passengers (paratroopers) killed; t/t 1,218 hours and 1,013 cycles rgd 14apr81; ex Soviet Air Force; damaged Mirny 11mar89 (landed hard with 3.0 Gs, bounced and collapsed the nose gear) but repaired; f/n IKT apr82; l/n DME 03jun92 trf 30jun92 to Baisek Airlines; canx 22nov00 and sold to Ukraine in a non-airworthy condition rgd 24jun01 !; l/n OPF 02sep01; see c/ns 7344705 and 401712
40 25 02		An-12BP	Soviet Air Force	mfd	30nov64	
40 25 03	not known	An-12BP	Soviet Air Force	mfd	30nov64	
40 25 04	CCCP-11996	An-12B	AFL/East Sib.-IKT	mfd	24nov64	
	RA-11996 UK-11418(3)	An-12B An-12B	Aeroflot blue/white c/s	Ule SHJ	11sep93 17apr01	

	UK-11418(3)	An-12B	Avialeasing	OPF	sep01	opb SRX Transcontinental, based at Miami; reg removed and paint stripped during heavy maintenance at OPF oct06; repainted in new c/s with additional large 'SRX' titles; seen OPF 05sep10 (N25.907102 W80.264536) last photos show engineless no tail, might be maintenance; seen OPF 08apr11, same condition; l/n IAH 27nov11, operational
40 25 05	CCCP-12124(1) RA-12124(1)	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	Spr Spr	24jan73 10jul93	rgd 25dec73; see c/n 00347507; l/n Sperenberg 05may93 c/n checked; rgd 28apr94; in 223 LO fleet list mar95; on Russian register feb98 with this c/n and still present on Russian register sep01/mar03; see c/n 00347507 !; seen derelict CKL many times between aug02 and 2011; RA-12124(2) c/n 00347507 also seen operational many times at CKL since aug00
40 25 06	CCCP-12125	An-12B	Soviet AF/AFL c/s	rgd	25dec73	f/n Sperenberg 25apr74; CoFA canx 12mar80
40 25 07	CCCP-12126 RA-12126	An-12B An-12B	Soviet AF/AFL c/s Russian AF/AFL c/s	no mfd Tag	reports 30nov64 08sep93	opb mil. unit 20108 at Yakutsk; wfu rgd 25dec73; f/n Sperenberg 20nov77; l/n CKL 1991 seen Sperenberg apr/jul94; canx 18oct01, but obviously restored; c/n checked CKL 15aug02; l/n CKL 14aug06/2011 derelict
40 25 08	CCCP-11395 UN-11395	An-12 An-12	Soviet AF/AFL c/s Kazakh Air Force	rgd ALA	19jan73 oct94	f/n ARN 07nov73 c/n checked HEL 12nov73; canx 21nov83 c/n checked; with 'Kazakhstan' titles; l/n there 04jun97 broken up
40 25 09	CCCP-12101 RA-12101	An-12BP An-12BP	Sov AF/AFL titles Russian AF/AFL c/s	rgd Iva	19jan73 26aug95	f/n HEL 05nov73, c/n checked; see c/n 7345007 opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 24apr97, c/n not checked; wfu 1998; canx 16oct01; broken up at Ivanovo-Severnoy by 2006
40 25 10	"18" red	An-12BP	Russian Air Force	mfd	31oct64	in all-grey c/s; initially opb 24 otae at Tiksi; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; f/n Tambov 2003; opb 1449 AB at Tambov by 2007; l/n Tambov may09, still with the Arctic nose-art; wfu by early 2011
40 25 11	"35" red	An-12	Russian Air Force	ph.	11apr06	at Ukraina (N51.163507 E128.44224)
40 25 12	"15" yellow	An-12BP	Soviet Air Force	IKT	05jul92	based Irkutsk
40 26 01	CCCP-11899 RA-11899 RA-11899 XU-365 (2)	An-12B An-12B An-12B An-12B	Soviet Air Force blue c/I & tail Avial IMT/Bismillah	mfd LUX MST SIN	30nov64 09sep93 05oct93 14sep04	rgd 16jul84 probably already in Avial c/s seen DME 03dec01; l/n DME 19aug02, titles not read off; canx 15jul04 as sold to Cambodia c/n confirmed by the operator; seen SIN 01jul06 with 'IMT' as well as 'Bismillah' titles; l/n BKK 01sep07, opb Imtrec; see c/n 01348005
	XU-365 (2)	An-12B	Imtrec Aviation	dbr	17oct07	on a flight from Phnom Penh to Singapore when one engine failed shortly after take-off after being struck by a lightning, the crew tried to return to the airport but the aircraft crash-landed in a flooded rice field near Takuch village (Deum Roeus commune in Kandal Steung district of Kandal province, some 25 km west of the airport), 3 out of 5 crew injured
40 26 02	CCCP-11894 RA-11894	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	BTK Kub	19aug91 04may94	l/n Kubinka sep93 and c/n checked l/n Kubinka 21aug99 stored/wfu; c/n checked several times
40 26 04	CCCP-11992 RA-11992	An-12 An-12	Soviet AF/AFL c/s Zenith Air, n/t	Zuk Zuk	16aug92 06jul93	rgd 28sep92; l/n Zhukovski 15may93; trf 23feb93 to Zenith Air l/n Zhukovski 23aug03; canx 02oct03
40 26 05	7T-WAC/514 RA-11350(2)	An-12B An-12B	Algerian Air Force	mfd no	01apr65	f/n BUD aug74; l/n BLQ jul82; photo BTS 1994, wearing only 7T-WAC registration from Moldovan register, but not mentioned in any Russian Federation registers; see c/n 401808
	ER-ACD	An-12B	Velocity	rgd	07oct94	f/n HLA 13may95; f/n BTS 16sep94 but without registration; canx 26dec96; version given as such in Moldovan register
40 26 06	D2-FAW 7T-WAB/566 RA-11351(2)	An-12B An-12B An-12B	Alada Algerian Air Force Velocity	LAD mfd ODS	27apr98 07feb65 1994	c/n from JP-98; l/n LAD 15mar01 wfu near the tower l/n LBG 06apr78; seen SXF 10jan85 wearing only 7T-WAB; l/n STN 08aug86, as such all white very small reg; very large titles; registration mentioned in Moldovan register as ex-reg for ER-ACD, but not mentioned in any Russian Federation registers; see c/ns 401809 and 4341910; Velocity was a Moldovan airline
40 26 07	ER-ACC 7T-WAA/560	An-12B An-12B	Algerian Air Force	rgd	07oct94	canx 26dec96; version given as such in Moldovan register
40 26 08	CCCP-11378	An-12B	AFL/Magadan-GDX	FRA mfd	nov79 31dec64	l/n FRA 15feb84; photo also exists wearing only 7T-WAA, date and location unknown; fate unknown rgd 10feb65; f/n nov72; version given in Soviet register as 'TB'; last (?) reported SVX 07feb87 in an incident report, dbr ? as not mentioned on the post 199 Russian Federation registers
40 26 09	CCCP-11379(1)	An-12B	AFL/Magadan	rgd	10feb65	canx 1977; version given in Soviet register as 'TB'; see c/n 00347007
40 26 10	CCCP-11380	An-12B	AFL/East Siberia	rgd	10feb65	f/n SVO 31jul68; version given in Soviet register as 'TB'; dbr on landing Mirny 25jun69 when the starboard main gear unit ripped away; canx 1969
40 26 11	CCCP-11791 CCCP-11791 RA-11791	An-12B An-12B An-12B	Soviet Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Kub Kub	13mar75 01sep93 17may94	l/n Kubinka aug99/aug02 wfu and in process of being broken up; equipped with an additional TA-6B APU in the rear fuselage; c/n checked several times
40 26 12	CCCP-11008(1) RA-11008(1) RA-11008(1) RA-11008(1)	An-12B An-12B An-12B An-12B	MOM Moscow MOM Vnukovo United Nations Aeroflot c/s, n/t	mfd VKO MGQ VKO	19feb65 15may93 apr93 16jun94	rgd 16apr65; renamed MOM Vnukovo "Energia" 22apr71; see c/n 4342505 in Aeroflot c/s UN-WFP titles, in red 'Funded by Japan' titles l/n VKO 01jul95; rgd to Korsar 25sep95; dbr when overshot on landing Huambo, Angola, 22nov95; canx 25jul96; version in Russian register given as 'TB'; see c/n 4342505
40 27 01	CCCP-11792	An-12B	Soviet AF/AFL c/s	mfd	30jan65	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; f/n Kubinka 29may93, c/n checked
	RA-11792	An-12B	Russian AF/AFL c/s	Kub	14may94	c/n checked several times; seen Kubinka 22mar08, active; tender for repair published 28aug08; l/n CKL 17aug09
40 27 02	CCCP-11652	An-12BP	Soviet AF/AFL c/s	mfd	30jan65	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage
	RA-11652	An-12BP	Russian AF/AFL c/s	Kub	14may94	c/n checked Kubinka 08aug02; based at Kubinka; damaged 10sep08 on take-off from Buturlinovka when three tyres of the left main gear burst, the aircraft veered off the runway and the nose gear collapsed; tender for repair published 14apr10
40 27 03	RA-11652 CCCP-11653	An-12BP An-12B	Russian Air Force Soviet AF/AFL c/s	Tgr mfd	01dec10 30jan65	based at Chkalovski; in white/grey c/s, no titles; l/n Chkalovski 06dec11 was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; f/n Kubinka 14may94; l/n Kubinka 16apr97
40 27 04	RA-11653 CCCP-11361	An-12B An-12B	Russian AF/AFL c/s AFL/International	Sty rgd	21may99 27apr66	c/n checked; noted CKL may09 flying c/n checked again; l/n CKL 2011 l/n HEL 08may67 c/n checked; again seen KAN 18oct68 c/n not checked; c/n in hand written Soviet register looks like 402404 !; canx 1977
40 27 05	CCCP-11407	An-12	Soviet AF/AFL c/s	rgd	19jan73	f/n HEL 05nov73 c/n not checked; l/n CKL 29aug95 still flying as CCCP- and c/n again not checked
40 27 06	CCCP-11240	An-12	Soviet AF/AFL c/s	HEL	05nov73	c/n checked; according Soviet register rgd 14jan74!; photographed at Kundus in 1985 during the Afghan war
	RA-11240	An-12	Dobrolet	OST	24dec93	c/n not checked !, 'Dobrolet' titles correct ?
	RA-11240	An-12	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98; canx but date unknown
40 27 07	CCCP-11117(1) RA-11117(1) RA-11117(1) RA-11117(1)	An-12B An-12B An-12B An-12B	MAP Kuibyshev APO Aviakor Etele Air	rgd SHJ trf	10feb91 01mar95 13nov95	l/n LAD 01apr96; seen IST 26jun98 titles not reported, see next line f/n MST 17sep98; c/n painted on as '5402707'; l/n SHJ 11may03; carried additional 'UN - Humanitarian Air Service' titles aug02/jan03; according Russian register already canx 18apr02 as sold to Congo
	UR-CBZ	An-12B	UN-WFP	SHJ	08dec03	opb Veteran; c/n checked SHJ 20jun04; at RKT 01feb07 all white, no titles; l/n Dzhankoi 04aug07 as such; reg also used on a DC-9
40 27 08	CCCP-11654	An-12B	Soviet AF/AFL c/s	mfd	feb65 ?	was reportedly based at Tashkent until converted to an accident investigation laboratory (unofficial designation An-12LP) in the early 1970s, equipped with an additional TA-6B APU in the rear fuselage; rgd 23aug82; f/n Kubinka 01sep93
	RA-11654	An-12B	Russian AF/AFL c/s	Kub	04may94	c/n checked several times; l/n Kubinka 28aug04; broken up at Kubinka in 2004/05 (possibly aug05)
40 27 09	636	An-12BP	Iraqi Air Force	HAN	10oct73	opb 23 Sqn
40 27 10	637	An-12BP	Iraqi Air Force	HAN	jan66	at Habbaniya; l/n MLA 06nov68; opb 23 Sqn
40 27 11	638	An-12BP	Iraqi Air Force	JED	22dec71	opb 23 Sqn
40 27 12	CCCP-11355(1)	An-12B	AFL/Magadan-GDX	mfd	jan65	d/d late jan65; rgd 04jun65; was the first An-12 based at Magadan; canx 1978; version in Soviet register given as 'TB'; preserved in front of Magadan airport since 20apr79, f/n 1982; severely damaged by arson in summer 1988 (photos of the aircraft ablaze exist), but restored to excellent condition (with the nose of a Yakutian An-12) around 1990, l/n oct11; see RA-11355 with unknown c/n
40 28 01	CCCP-11356(1)	An-12B	AFL/Privolzhsk	rgd	23jun65	canx 1975; see c/n 7345206
40 28 02	CCCP-11357(1)	An-12B	AFL/Ukraine	rgd	27may65	canx 1977; version in Soviet register given as 'TB'; seen in Kryvy Rih Aeronautical School jul96/jun9 and broken up by may02; see c/n 5343203
40 28 03	CCCP-11358 RA-11358	An-12B An-12B	AFL/Ulyanovsk HFS Rus Navy/AFL c/s	rgd Kac	31may65 07jul96	canx 1974 !; version in Soviet register given as 'TB'; see next line probably another c/n, see previous line !
40 28 04	CCCP-11359	An-12B	AFL/International	rgd	05jun65	f/n LBG 15jun65; An-12B demonstrator; version in Soviet register given as 'TB'; canx 1977
40 28 05	CCCP-11360	An-12B	AFL/Polar	rgd	26jun65	f/n SVO 10jul70; trf to AFL/Moscow 14jul72; landed 140 m short on second approach to Vorkuta 21nov72 and ran into a ravine; but was already canx from Soviet register 10jan72 but probably was 1973 !; version in Soviet register given as 'TB'
40 28 06	CCCP-11365(1)	An-12B	AFL/Polar	rgd	25nov65	f/n nov67; canx 1971; see c/n 5343109
40 28 07	CCCP-11381	An-12B	AFL/Polar-SVO	rgd	25nov65	version in Soviet register given as 'K'; opb 247 LO; was used for testing ski brakes in winter 1966/67; w/o 06dec69 on the leg from Syktyvkar to Khatanga of a cargo flight from Moscow to Anadyr when suffered from heavy icing on approach to Khatanga, went out of control and crashed in wooded tundra 13 km short of the runway, all 6 crew and bot passengers killed; t/t 4,787 hours and 1,649 cycles; canx 1970
40 28 08	CCCP-11366	An-12B	AFL/International	rgd	18dec65	f/n LBG 03feb66 for first Air France cargo flight Paris-Moscow; seen again KAN 30oct68 c/n not checked this date; trf to AFL/Magadan 02aug78
	RA-11366	An-12B	Aeroflot	rgd	28may93	f/n GDX 08jul94; c/n checked again; for Magadan Cargo Airlines present on Russian register 2001 !
40 28 09	7T-WAH/516	An-12B	CAT Cargo	rgd	03aug94	seen stored IST aug94/07oct11
40 28 10	7T-WAE/550	An-12B	Algerian Air Force	Kli	jun76	
		An-12B	Algerian Air Force	LBG	03jul76	l/n STN 23feb77

	RA-11119(2) D2-FAR	An-12B	ex Alger. AF c/s Alada	MLA LAD	14dec95 19aug99	see c/n 02348101 l/n as such LAD 16mar01; c/n not confirmed but reported in JP-98; not in fleet list jan02; l/n PNR 19oct03 wfu named 'Lucy'; broken up by summer 2004
40 28 11	7T-WAF/590	An-12B	Algerian Air Force	SXF	17nov83	l/n STN 15feb85, wearing only 7T-WAF; seen in the Ecole Nationale de Techniques Aeronautique at Bida, just South West of Boufarik, (N36.500277 E2.8163262) as such; f/n dec08; subsequently moved to f/n VHY Jun76; seen STN 17Jan87 wearing only 7T-WAG; l/n BTS 07nov94 as such with titles removed, c/n checked this date
40 28 12	7T-WAG/591	An-12B	Algerian Air Force	mfd	28may65	registration from Moldovan register, but not mentioned in any Russian Federation registers; see c/n 401810 and UR-11352 (3) with unknown c/n
	RA-11352(2)	An-12B		no	reports	f/n NLO 02Jun95; reported shot down by surface-to-air missile 35 km from Lucapa, Angola, 27feb96, confirmed by Moldovan CAA; canx 18apr96; version given as such in Moldovan register; l/n LAD 16mar01 in ex Algerian AF c/s !! suggesting that a different aircraft perhaps crashed; registration also used on An-26 c/n 4304 during 1999 but not mentioned in any Moldovan registers !
	ER-ACE	An-12B	Velocity	rgd	07oct94	f/n ORY 02Jun67; canx 1978; see c/ns 3341201 and 8345607
40 29 01	CCCP-11367(1)	An-12B	AFL/International	rgd	14feb66	late mfd l; rgd 02apr87; version in Soviet register given as 'TB'; ran out of fuel and crashed onN approach Roshino 25sep93 as RA-; it says the aircraft was NOT DBR (the management of Rostved decided the aircraft should be repaired) but was still canx 09Jul96
40 29 02	CCCP-13387	An-12B	MAP Rostov VPO	mfd	18apr72	c/n reported by Indian Air Force as 4202903 l; last flight 25may91; for sale dec93 t/t 2,729 hours no serial logged; l/n CAI 28nov81 fuselage only, serial 1224 to be confirmed ! serial 1225 to be confirmed l; reportedly broken up doubtful !
40 29 03	? L450	An-12	Indian Air Force	DEL	09jun86	and SVO 10Jul70, CAI 13aug75
40 29 06	1224/SU-AOP	An-12BP	Egyptian Air Force	CAI	19aug74	and CAI 26oct84, CAI 21mar85, reportedly broken up
40 29 07	1225/SU-AOJ	An-12BP	Egyptian Air Force	UK	mid1966	and CAI 13aug75, CAI 26oct84 and oct93, reportedly broken up 1994
40 29 08	1226/SU-AOI	An-12BP	Egyptian Air Force	UK	mid1966	
	1226/SU-AOT	An-12BP	Egyptian Air Force	CAI	13mar69	
	1226/SU-AOW	An-12BP	Egyptian Air Force	CAI	31dec78	
40 29 09	1227/SU-APA	An-12BP	Egyptian Air Force		dec69	
40 29 10	1228/SU-AOI	An-12BP	Egyptian Air Force	LHR	07Jun66	
	1228/SU-APZ	An-12BP	Egyptian Air Force		dec69	
40 29 11	? 1229/SU-AOK	An-12BP	Egyptian Air Force			and CAI apr70/aug75/nov81/oct84/mar85; reportedly broken up to SU-APC, entire history to be confirmed !
40 29 12	1231/SU-ARB	An-12BP	Egyptian Air Force		dec69	and AMS 15Jul74, CAI 19aug74, CAI 28nov81, reportedly broken up
40 29 13	CCCP-48984	An-12B	MAP Voronezh APO	mfd	21oct67	rgd 26oct67; f/n LED 13sep87; Aeroflot c/s
	LZ-SFC	An-12B	Air Sofia			c/n also reported as 402513 l, ex Soviet Air Force
	RA-48984	An-12B	Air Afrique	trf	15feb92	f/n MRS mar92; c/n checked
	RA-48984	An-12B	Voronezh ASO	rgd	21Jun93	l/n SVO 22dec93 all white, n/t
	UR-48984	An-12B	Dvin Avia Cargo	DXB	06feb97	has Armenian flag; c/n not checked !
	UR-48984	An-12B	Ukr Air Alliance	BUD	15Jul97	l/n BUD 14oct97 no titles; c/n checked as 402603 ! but was reported on a lost document Budapest 16sep97 as being 402913
	RA-48984	An-12B	Aeroflot c/s, n/t	SHJ	14oct98	l/n Voronezh-Pridacha 08aug01; c/n 402913 checked many times
	RA-48984	An-12B	Aeroflight	DME	25aug02	l/n IST 21dec02; leased from Voronezh ASO
	RA-48984	An-12B	Vim Airlines	HEL	15dec03	l/n PRG 17dec03; lsd from Voronezh ASO 21Jan03/15feb04
	RA-48984	An-12B	Vaso Airlines	ROV	16apr05	
	RA-48984	An-12B	Gromov Air	BKA	25Jun05	l/n VKO 24sep05
	RA-48984	An-12B	Aviastar Air	DME	15Jun06	titles (plus phone number) on right-hand side only; l/n UUS 22Jan08, now with titles on the port side as well
	RA-48984	An-12B	Sakhai. AviaTrassy	UUS	02Jul08	in all-white c/s with large 'SAT' titles; l/n UUS 20oct11

830 An-12 built by factory # 84 at Tashkent-Vostochny 1961 from to 1972 (in 83 batches of ten aircraft each)

The c/n for the Tashkent built An-12s is explained as with most other Tashkent built aircraft. The first digit represents the year built followed by the number 34 indicating the factory number (84 !), then the two digit batch number and last two digits are the number in the batch.

1 34 01 01	CCCP-11923	An-12	Soviet AF/AFL c/s	LED	sep87	c/n for this sighting not confirmed !
	RA-11923	An-12	all silver	Erm	16apr97	l/n Yermolino 01sep97; c/n confirmed from 1994 fleet list
1 34 01 03	CCCP-11901	An-12A	MAP Moscow OAO	rgd	01aug75	in Aeroflot c/s; f/n DME apr82; l/n VOZ nov91
	RA-11901	An-12A	Aviatrans	trf	24may94	f/n DME 04Jul94; canx 31oct96; l/n Myachkovko sep98 wfu, used for spares
1 34 01 04	"14" blue	An-12	Soviet Air Force	ph.	24apr03	probably Space Forces, not Air Force; in grey c/s; preserved in 7 mikrorayon of Leninsk/Baikonor, Kazakhstan (N45.615724 E63.295434), l/n Jul08
1 34 01 05	"15" red	An-12A	Soviet Air Force	Zuk	10Jun92	l/n Zhukovski 23aug95
1 34 01 06	CCCP-11976(2)	An-12A	MAP Rostov VPO	mfd	30sep61	rgd 11sep89; f/n LED 12mar90 in Aeroflot c/s; ex Soviet Air Force; see c/n 402001
	RA-11976(2)	An-12A	Aeroflot	SHJ	25Jan94	l/n ROV 14Jul94; no tail turret
	RA-11976(2)	An-12A	Aeroflot c/s, n/t	ROV	13may96	trf 29aug95 to Rostvertol; canx 21aug98 as to Bulgaria
	LZ-VEA	An-12A	Vega	rgd	24nov98	l/n LTN 30mar99; with additional red cross badge, OST 21Jun99; l/n EMA 22feb07; named 'Khan Asparukh'; canx 27mar07
	UN-11018(2)	An-12A	ATMA	PDV	01aug07	see also c/n 6344201; l/n PDV 15mar08
	EW-269TI	An-12BP	Ruby Star	CVT	02apr08	small titles behind cockpit; version from operator; l/n KBP 07may10
	UR-DWI	An-12BP	Aero-Charter	KBP	11Jun10	all white, no titles; l/n LUX 09oct11
1 34 01 07	CCCP-48971	An-12A	MAP Ulan-Ude APO	rgd	21sep82	f/n in Aeroflot c/s DME 15mar90; l/n 24mar93; trf in 1992 to Aviastar
	RA-48971	An-12A	Aeroflot	DUS	10Jul93	l/n DUS 20Jul94; operating for Volga-Dnepr in full Aeroflot c/s and titles; c/n checked
	RA-48971	An-12A	Aero TOO	rgd	14sep94	canx 06dec95 as to Liberia, see below
	4K-48971	An-12A	Azerbaijan AI	photo		circa 1995, in basic ex AFL c/s with Azeri flag and 'AHY' titles
	EL-AKV	An-12A	Air Cess n/t	rgd	18dec95	f/n SHJ 13Jan96; basic ex AFL c/s with Azeri flag; l/n SHJ 17nov97
	3D-AKV	An-12A	Air Cess c/s, n/t	SHJ	19Jan98	l/n HLA 21mar98; c/n checked
	TL-ACJ	An-12A	Air Cess c/s, n/t	PTG	13aug98	l/n PTG 02sep98; disappeared 24oct98 en route Goma-Kigali after unspecified problem which caused crew to announce they were diverting to Kisangani; wreck found 01aug99 near Lubutu, 200km from Goma and 350km from Kisangani; 3 crew killed
1 34 01 08	"06" yellow	An-12	Soviet Air Force	IKT	06Jul94	based Irkutsk; l/n IKT 11may95; scrapped IKT summer 2001
1 34 01 09	CCCP-11871	An-12	Sov AF/AFL titles	OVB	21apr93	l/n OVB 01aug96
1 34 02 01	"12" red	An-12	Soviet Air Force	mfd	30nov61	f/n Petrozavodsk-Peski 25mar93, grey c/s; c/n on forward fuselage with orange badge in the shape of a galleon
	RA-12187	An-12	Russian Air Force	trf	28may93	to Petrolada; ex Air Force grey c/s, Lada-Servis titles; c/n still carried on the starboard side of the nose, Air Force style; damaged on landing Lensk 19dec93 but repairable; c/n on Russian register feb98/mar03 and still current these dates; l/n Lensk Jul08, fuselage only
1 34 02 06	CCCP-11501	An-12AP	Sov AF/AFL titles	mfd	17dec61	c/n not confirmed; in all-grey c/s with 'wavy' flag on fin, code "58" painted on cabin window below registration
	UR-11501	An-12AP	Atlant	VIN	13may97	registration read off but not the c/n; seen again at Vinnitsa later, but then only the c/n was read off, not the registration; seen again at Vinnitsa 10may98 & 01may99, the registration being read only as 'CCCP-11...' , but c/n checked both times
	ER-ADC	An-12AP	Tiramavia	rgd	26sep00	c/n confirmed; canx 07Jun01
	TN-AGY	An-12AP	Aéro-Frêt Business	PNR	19oct03	this c/n was quoted in ICAO/Antonov document in Jul06 with reg TN-AHA, but TN-AHA confirmed as c/n 0901306 at Dzhankoi 31Jul06; broken up by summer 2004; this c/n was later confirmed in Antonov document dated 01feb07; Antonov regard this aircraft as no longer airworthy from 30dec06
1 34 02 08	"10" blue	An-12	Soviet Air Force	Spr	18may93	first Tashkent-built aircraft with 20 seats in the compartment for accompanying personnel; ELINT equipped, based Rostov-na-Donu Tsentralny; l/n Grossenhain 01Jul93
1 34 02 09	not known	An-12	Soviet Air Force	IKT	06Jul94	white c/s
	"08" blue	An-12	Soviet Air Force	ALA	oct94	or Kazakh Air Force ?
2 34 03 01	CCCP-11855	An-12	Sov AF/AFL titles	DME	26sep91	reported in AL300 as c/n checked
	CCCP-13321	An-12	LII Zhukovski	rgd	11mar92	f/n DME 16apr92 grey c/s with 'Aeroflot' titles, c/n checked; l/n Zhukovski 15aug92
	RA-13321	An-12	Elf Air	AMS	19may93	in grey c/s, no titles; l/n Zhukovski 23aug97; canx 06nov98
2 34 03 02	CCCP-11886	An-12	AFL/Krasnoyarsk-NSK	mfd	26feb62	rgd 11Jan84; ex Soviet Air Force; f/n ADD Jan85; damaged when undershot Cape Chelyuskin 16may88, but repaired
	RA-11886	An-12	Aeroflot	SVO	19mar93	in 'polar' colours; l/n NSK 14may95, trf 22dec95 to Norilsk Avia; dbr when wing hit ground on take off Pushkin 23Jul98
2 34 03 03	CCCP-58644	An-12B	MAP Tashkent APO	mfd	29Jan62	rgd 05may70; f/n VKO 30Jun70 in Aeroflot c/s; version in Soviet register given as 'TB'; l/n DME 26sep91
	UK-58644	An-12B	bare metal	ROV	13may96	c/n from fleet list
	UK-58644	An-12B	TAS a/c Prod Corp	rgd	03sep96	f/n RJK 16oct96; l/n Tashkent-Vostochny 24may04; Tashkent Aircraft Production Corporation
	UK-58644	An-12B	TAPC Aviatrans	no	reports	formed out of liquidated Tapo-Avia; in nov06 fleet list
2 34 03 07	"05" blue	An-12A	Soviet Air Force	h/o	may63	to the GK NII VVS; refitted with a new avionics suite including "Intiativa-2" radar for state acceptance trials
	not known	An-12A	Russian Air Force	no	reports	one of 29 aircraft rented by the Russian Air Force from the Kazakh Air Force and based at Baikonor; trf to the Russian Air Force 25feb99 as time-expired and to be wfu and scrapped; h/o to a Russian company apr00 as airworthy although did not undergo rework; left Baikonor 14apr00 for the Congo, via Armenia, Turkey and Egypt
2 34 03 08	CCCP-11874	An-12A	Soviet Air Force	rgd	25Jul73	used call sign CCCP-09524; mentioned in incident report 1987
2 34 03 10	CCCP-12970	An-12A	Soviet Air Force	rgd	25Jul73	canx but date unknown; version in Soviet register given as 'TA'
2 34 04 03	CCCP-11961	An-12AP	Sov AF/AFL titles	mfd	12apr62	f/n Milovice 06oct90 coded "15" behind windows, based Milovice until 1991; reported in JP-96/00 to Velocity as UR- but no sightings
	ER-ADD	An-12AP	Renan, n/t	rgd	10may00	f/n FAO Jul00; seen many times KIV apr03/sep10 stored wfu; according to Antonov this aircraft has been regarded as no longer airworthy from 29dec99; Moldovan CAA report it is wfu and awaiting scrapping; still current on register 06may08
2 34 04 04	--	An-12			03Jul96	in Kiev Institute of Civil Aviation and serves as a classroom at the institute
2 34 04 07	"18" yellow	An-12	Soviet Air Force	IKT	05Jul92	l/n IKT 11may95
2 34 04 09	--	An-12	ex Soviet AF	PDV	26Jul98	undergoing maintenance, carried no markings
	T-303	An-12	Angolan Air Force	LAD	22mar01	c/n confirmed; reported in Namibian FIR Jan02/nov04 using call-sign D2-MAW; l/n LAD 30sep08

2 34 05 02	CCCP-11040 CCCP-11040	An-12A An-12A	Soviet Air Force Volga-Dnepr	rgd Ule	09jul73 25aug92	version in Soviet register given as 'TA' canx but date unknown
2 34 05 03	D2-FCU	An-12AP	not reported	mfd	30jun62	was opb National Commuter Airlines, an Angolan airline which seems to have been defunct since circa 2000; f/n SHJ 13feb01; this reg with this c/n confirmed in Moldovan register
	ER-ADE ER-ADE	An-12AP An-12AP	Aerocom Air Mark Cargo	rgd DJJ	15may00 12dec03	but never reported seen and see l/n previous line and next line named 'Wamena'; canx 01nov05 as for sale; seen DJJ 29jul07 (S2.5746016 E140.51613) wfu with flat tyres and in very dirty condition
2 34 05 05	not known	An-12AP	Russian Navy	mfd	jun62	opb 810 otap at Korzunovo; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
	UR-CCP LZ-CBM UR-CCP	An-12AP An-12AP An-12AP	Aero Vis Airlines Aero Vis Airlines Aero Vis Airlines	RTM rgd HEL	22mar04 25nov04 14may05	l/n as such BRQ 02aug05; l/n VIT 01may04, no titles owned by Resail and opf Heli Air Services; f/n MAD 30nov04; l/n PRG 21mar05 seen VIN 12aug10, with no tail, undergoing maintenance ? l/n LPA 03aug11; type painted on as 'An-12A'
2 34 05 06	no code	An-12	Soviet Air Force	Sty	06aug96	
2 34 05 07	CCCP-11936 RA-11936	An-12A An-12A	Soviet Air Force Russ. Navy/AFL c/s	rgd Osf	18jun74 24aug95	photo at Kacha, Ukraine 1982, reported opb Soviet Navy c/n checked; seen Saky-4-Novofedorovka 08may98 and 29apr99, c/n not checked; canx but date unknown
	LZ-SFW LZ-SFW	An-12A An-12A	Air Sofia, a/w n/t Sri Lankan Al	DXB CMB	31oct03 24may04	
	UR-CBF	An-12A	Aero Vis Airlines	DXB	03jan06	l/n CMB 28may05; very small badge & titles l/n KBP 05dec11
2 34 05 08	CCCP-11975	An-12	Sov AF/AFL titles	OVB	21apr93	c/n checked as such; l/n OVB 02jul02 dumped
2 34 06 01	"35" blue	An-12	Soviet Air Force	KGD	03jul94	based Kaliningrad
2 34 06 02	not known	An-12AP	Russian Navy	mfd	jul62	opb 810 otap at Korzunovo; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98/apr04; sold to OOO 'VEST' 21may04; version as such in documents
	EX-045 EX-045	An-12AP An-12AP	grey c/s, n/t British Gulf Int.	SHJ SHJ	03nov04 27nov04	l/n SHJ 09nov04 as such in full colours, no titles; damaged on landing KBL 28dec04, when its landing gear failed to extend; repaired and seen SHJ 28feb05; named 'Igor' by nov05; l/n SHJ 03may07; version given as such in fleet list 21nov06
	S9-SAV CCCP-11383	An-12AP An-12A	British Gulf Int. Soviet AF/AFL c/s	DXB rgd	17aug07 25jul73	no titles, named 'Igor'; l/n RWN 01sep09/14jul11 f/n ADE 12may79; photo exists in full Aeroflot c/s with serial at the bottom of the tail; sold to an unknown civil operator, see below; version given in Soviet register as 'TA'
	11383 ER-ACK (2) D2-FBV	An-12A An-12A An-12A	grey/white c/s,n/t	no	photo reports	demilitarised; canx, but date unknown c/n and reg confirmed, see c/n 8345503; see next line
2 34 06 05	CCCP-11382 ER-ADT ER-ADT ER-ADT	An-12AP An-12AP An-12AP An-12AP	no titles Air Bridge, n/t Aerocom, a/w, n/t Pacific Air Expr.	mfd rgd BNE BNE	31aug62 12may97 18feb01 28jul01	w/o at N'Zaki, Congo; photo proof as such !; photos show this was ex ER-ACK, see previous line Kac 16sep96 c/n not checked but confirmed in Moldovan register was already f/n Yevpatoriya 08may97; l/n HLA 21may98; c/n checked and was ex CCCP-11382 l/n BNE 23feb01
						struck water on approach to Honiara Henderson Airport, Solomon Islands, 16oct01, right main gear tore off, landed at Honiara but ran off runway and ended up in a ditch, and scrapped according to operator by early 2002; canx 17sep02; according to Antonov this aircraft had been regarded as no longer airworthy from 1992
2 34 06 06	CCCP-12971(2) S9-DAF	An-12AP An-12AP	MAP Kazan Golifaf Air	trf TMS	20jul95 13jul03	c/n on Russian register feb98 as rgd 19may00 and canx 30jun00 as to Sao Tomé; see c/n 9346503 named 'Principe'; l/n OST 23dec03; with additional small 'Africa West Cargo' titles on tail, SSG feb04; l/n as such ACC 30may05; still in Golifaf Air feb05 fleet list; photo LFW 01may06 in blue Golifaf Air c/s but unable to see titles, however, operating for Africa West; ICAO/Antonov document jul06 regards this aircraft as no longer airworthy from 06jun01; seen RWN 23oct08 receiving maintenance and flew KIV-Sebba 16feb09; l/n PNR 23jan11/07aug11, looking very tatty and probably wfu rgd 17dec74; f/n CAI 28may77; military call-sign painted on; canx but date unknown l/n LAD 29apr98; l/n LAD 22mar01; operated for Tiramavia, Moldova l/n SXF 18jun01; canx 10dec01 as to Angola
						freshly painted up in dark grey c/s with light grey undersides c/n from ICAO/Antonov document jul06; Antonov regard this aircraft as no longer airworthy from 1997 and state service not extended to civil aviation; a later Antonov document dated 01feb07 states operator as Angola Air Charter Ltd; l/n ADB 06mar08; see D2-MBD with unknown c/n
2 34 06 09	CCCP-11277	An-12A	Soviet AF/AFL c/s	rgd	24jul73	f/n Kap 03jul94; version given in Soviet register as 'TA'; canx 16oct01
2 34 06 10	CCCP-12978	An-12A	Soviet AF/AFL c/s	rgd	25jul73	f/n CAI sep75; version given in Soviet register as 'TA'; l/n Engels 13aug96; wfu 1998; canx 16oct01
2 34 07 01	"18" red	An-12BP	Soviet Air Force	Lev	22may99	also carries '09018' and 'Malinos' titles on the side
2 34 07 03	CCCP-11048	An-12A	Soviet Air Force	rgd	24jul73	canx but date unknown; version given in Soviet register as 'TA'; there are reports of a photo with c/n 2340303 (retouched ?), see this c/n
2 34 07 05	CCCP-11850	An-12BP	Soviet AF/AFL c/s	IKT	06jul94	opb mil. unit 20108 at Yakutsk; carried 'eagle with sword' nose-art, wfu at YKS, l/n 13may95 in 'polar' colours with Aeroflot titles
2 34 07 08	CCCP-11898 "18" blue "94" red "36" red	An-12 An-12 An-12 An-12	Sov AF/AFL titles Soviet Air Force Soviet Air Force Russian Air Force	i/s rgd Spr Akt	09oct62 10jul92 14feb93 29jul97	f/n Legnica 17aug91 at Kluczewo; l/n Kluczewo 10oct92; was based at Legnica was Spereberg based 1993/94; departed to Rostov-na-Donu Tsentralny 07jun94; see c/n 8345702
2 34 07 09	CCCP-11038(1)	An-12AP	Sov Navy/AFL titl.	CAI	aug75	c/n not checked; was an ELINT aircraft at some time, photo as such in book 'Russia's Top Guns' (published in 1990); in grey c/s; see c/n 00347408
	RA-11038(1) RA-11038(1)	An-12AP An-12AP	Rus Navy/AFL titl. Air Company Pilot	Osf rgd	26aug95 15nov95	c/n given as 00347408 on Russian register feb98, but this is obviously wrong; version given as An-12AP on Russian register feb98, but a photo seems to show rather an An-12B; had got a non-standard tail-turret which would point to its former use as an ELINT aircraft; owned by Gran Propeller; had small titles on the nose only; f/n MST 05jan96, no c/n painted on; l/n FJR 04oct96; canx 18aug97 as to South Africa c/n from JP; there is proof that 7P-ANA is the same one as RA-11038 of Air Company Pilot; had still got the same non-standard tail-turret; arrived for repaint at JNB 28dec97
	7P-ANA	An-12AP	Aeroflot c/s, n/t	JNB	28nov97	
	7P-ANA "89" red	An-12AP An-12	Anton Air Soviet Air Force	JNB i/s	23feb98 30nov62	was Spereberg based; departed to Rostov-na-Donu Tsentralny 09mar94
2 34 07 10	CCCP-11098	An-12AP	Sov. Navy/AFL c/s	mfd	nov62	rgd 03jul73; version given in Soviet register as 'TA'; f/n DME 25sep86, c/n not checked
2 34 08 01	RA-11098	An-12AP	Rus. Navy/AFL c/s	no	reports	opb 403 osap at Severomorsk-1; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98
	RA-11098 4K-AZ59 EX-085	An-12AP An-12AP An-12AP	Yermolino Flt Test ex AFL c/s, n/t Angolan AF c/s	rgd SHJ ODS	23jul03 09nov04 jun06	leased to Anteks-Polyus from 14mar03; canx 03sep04 as sold to Azerbaijan l/n DXB 05feb05; possibly opb dy Sant' Air Cargo; not on Azerbaijani register 22nov05 c/n from official sources; operator as Aero Trans Service reported in their website
2 34 08 02	S9-SAR CCCP-11906 RA-11906	An-12AP An-12AP An-12AP	Golifaf Air ? AFL/Krasnoyarsk.-NSK Aeroflot	no mfd SVO	reports 30nov62 15may93	CoFA 09/07 issued 01jun07 for one month ex Soviet Air Force; rgd 06sep83; f/n DME 25sep86 in 'polar' c/s; l/n NSK 14may95; trf to Norilsk Avia 22dec95; seen in bare metal on overhaul at ROV 13may96; damaged on a heavy landing at Syktyvkar 05nov97, but repaired
	RA-11906 RA-11906	An-12AP An-12AP	no titles Avial NV	NSK SVO	apr04 oct04	in basic 'polar' Aeroflot c/s leased since 11aug04; in white/light grey c/s, initially with thin light blue cheatline and light blue fin; l/n as such KHV 26may07; later with thin dark blue cheatline, dark blue engines; l/n PKV 05feb11
2 34 08 03	CCCP-11275 RA-11275 S9-BOZ	An-12A An-12A An-12A	Sov. Navy/AFL c/s Russ. Navy/AFL c/s Golifaf Air	rgd Osf LFW	24jul73 24aug95 nov02	f/n ADD apr81; version given in Soviet register as 'TA'; l/n ADD 17nov85 canx but date unknown named 'Sao Tomé'; with additional Africa West Cargo titles on tail, SSG feb04; without additional titles LOS 04jun04; l/n ACC 05mar07, operating Africa West Cargo flight; c/n from JP-05
2 34 08 04	S9-BOZ CCCP-11039 RA-11039	An-12A An-12AP An-12AP	Africa West Cargo Sov. Navy/AFL c/s Rus. Navy/AFL c/s	ACC mfd no	06oct07 30nov62 reports	in basic ex Golifaf c/s; named 'Sao Tomé'; l/n TMS mar11, parked on the grass, engines 2,3 and 4 missing rgd 28may75 opb 403 osap at Severomorsk-1; last overhaul completed 01jun95; reported on Russian register feb98; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98; canx 23apr02 as sold to Ukraine
	RA-11370(2) LZ-CBG LZ-CBG	An-12AP An-12AP An-12AP	Aerostatus Heli Air United Nations	rgd rgd SOF	14feb03 08jul03 19jun05	leased to Avial 03jan03/03jan04; see c/n 402312 named 'Bansko'; f/n MST 04sep03; l/n DUB 26jun04 named 'Bansko'; carried additional 'Humanitarian Air Service' titles; l/n as such KRT 25oct05; reported OST 12nov05 as Heli Air ?
	LZ-CBG	An-12AP	all white, n/t	ETZ	03aug06	categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; seen SOF 07sep07; offered for sale by Aeroasia 06mar08 with t/t 10,977 hours and 7,064 cycles; l/n derelict SOF sep11 engineless and many other parts missing; broken up SOF oct11
2 34 08 05	4L-... "88" red RA-11324	An-12AP An-12A An-12A	Air Victory, n/t Soviet Air Force Avial	Spr rgd	1990 25jun92	never been 4L- registered but was in process of sale sep08 was based Spereberg until may92 f/n BNE 12jun93; l/n IST 07dec02; additional 'East Line' titles DME 10jul00/25aug00; and 'Eurasia Airlines' titles SVO 27mar02/01apr02; canx 16jun03 as sold to Sierra Leone
	9L-LDW	An-12A	Showa Airlines n/t	BUX	20jul03	in full Avial c/s with titles; c/n from JP-04 l/n EBB 19apr04; Antonov regard this aircraft as no longer airworthy from 22jun03
	9Q-CER	An-12A	Aerolift	rgd	17sep04	f/n FKI 15nov04 opb Mango Airlines; dbr 24jan06 on a flight from Goma when had to make a forced landing at Mbuji Mayi (DR Congo) because of a fire in the cargo bay, the fire services did not cope, so the aircraft burnt out partially, all 4 crew escaped unhurt; c/n from UN document jul07
2 34 08 06	RA-11307 LZ-PHA LZ-FEA LZ-SFN LZ-SFN LZ-SFN ER-AXM LZ-SFN UN-11015(2)	An-12AP An-12AP An-12AP An-12AP An-12AP An-12AP An-12AP An-12AP An-12AP	Phoenix Air Cargo Phoenix Air Cargo Phoenix Air Cargo Air Sofia Air Afrique Air Sofia, n/t Pecotox Air Air Sofia, n/t ATMA	mfd FRA SHJ trf JNB SOF rgd SOF SOF	30dec62 03dec93 10aug94 13oct94 06mar96 20mar00 22oct03 07sep05 13apr07	confirmed ex RA-11307; l/n KSC 21feb94 confirmed ex RA-11307 and to LZ-SFN l/n CDG 19sep99; leased from Air Sofia l/n DXB 23sep02; l/n ATH 10may03 with 'DHL' titles f/n TLL 19oct04; canx 03jun05 as to Bulgaria with additional 'Eif' and 'Moto 1' stickers during support of the Dakar rally 2007, l/n MRS 02feb07, as such in all-white c/s with small titles; l/n CMB 04jun08; see also c/n 6344006

	UP-AN213	An-12AP	ATMA	MLE	19sep08	c/n confirmed by CAA; all white with titles and operated by Expo Aviation this date, no chin radar; l/n ALA 23jul11
2 34 08 07	CCCP-11880	An-12	Aeroflot		photo	with overpainted tactical tail codes visible
	RA-11880	An-12	Aeroflot	VKO	23may94	l/n Baikonor-Tyuratam oct94 c/n not checked
	RA-11880	An-12	Aeroflot c/s, n/t	VKO	20may96	c/n checked
2 34 08 08	CCCP-11041	An-12A	Soviet AF/AFL c/s	SVO	29mar70	rgd 09jul73 !; version in Soviet register given as 'TA'; canx 16nov01
2 34 08 09	CCCP-11734	An-12	MOM "Zlatoust" MSZ	rgd	20mar91	ex Soviet Air Force
	RA-11734	An-12	Aeroflot	SHJ	25jan94	operated for Exparc this day; illegally acquired by Viktor Bout for operations in the UAE; l/n ROV 14jul94
	RA-11734	An-12	Aeroflot c/s, n/t	SHJ	dec94	
	11734	An-12	Air West	SHJ	dec94	photo proof
	11734	An-12	Aeroflot c/s, n/t	SHJ	mar95	photo proof; seen with Daallo sticker Sharjah 19mar95
	RA-11734	An-12	Air West	SHJ	13mar96	canx 24apr96 as sold to Liberia
	EL-RDL	An-12	Aeroflot c/s, n/t	SHJ	jun96	l/n SHJ 27jan97, Russian flag; was rgd 22jul96 to Air Cess; photo proof it has turret with windows
	EL-RDL	An-12	Air Cess	SHJ	03feb97	l/n MTS 30aug97
	3D-RDL	An-12	Air Pass	PTG	02jan98	l/n HLA 01may98; still Air Cess c/s but no titles
	TL-ACR	An-12	Air Cess, n/t	RKT	29nov98	illegal TL- registration !; l/n RKT 19aug00
	--	An-12	Air Cess, n/t	RKT	20sep00	l/n RKT 29oct00; appeared wfu; see next line !
	TL-ACR	An-12	San Air, n/t	RKT	15nov00	l/n RKT 12may03, all white n/t; illegal TL- registration !; photo proof it has turret with windows; c/n checked !
2 34 08 10	CCCP-11276	An-12A	Soviet Air Force	rgd	24jul73	present on Russian register feb98 version given as 'TA'; canx but date unknown
3 34 09 03	"87" red	An-12	Soviet Air Force	Spr	1990	l/n SVO may93; was Sperenberg based until may93
	RA-11312	An-12	grey c/s, n/t	Zuk	06jul93	l/n SHJ nov95
	RA-11312	An-12	Zenith Air	trf	11apr95	f/n MST 23jul96; l/n Zhukovski 21aug99; still Air Force grey, with titles; wfu 1999; canx 16oct01
3 34 09 05	"19" red	An-12	Kazakh Air Force	ALA	24sep99	l/n ALA 11sep09; c/n photo proof; l/n ALA may11/dec11, stored with no. 4 engine missing
3 34 09 06	CCCP-11896	An-12A	AFL/Krasnoyarsk	mfd	11jan63	rgd 14dec84; in 'polar' colours; stalled while taking corrective action after a missed approach to Norilsk-Alykel 22jun92 in bad weather, struck the runway with the port main gear and wingtip, became airborne again, turned right and crashed with 45° right bank just outside the perimeter fence, t/t 15,654 hours 11 minutes and 6,487 cycles; canx 02dec93
3 34 09 08	CCCP-11813	An-12B	MAP Kom-na-Amu MSZ	rgd	27jul83	first Tashkent-built An-12 with 14 seats in the compartment for accompanying personnel; in 'polar' c/s; f/n SVO 11sep92
	UR-11813	An-12B	Ukr Air Alliance			in fleet list with this c/n
	RA-11813	An-12B	Amuraviatrans	trf	07may93	f/n VKO 02jan02; on Russian register feb98/mar03 with this c/n and version given as 'TB'
	RA-11813	An-12B	Avial	SVO	09apr03	l/n SVO 19aug03
	UR-CEM	An-12B	Veteran	NBO	27feb05	in white c/s with light blue undersides, no titles; l/n NBO 05apr05; still in Veteran fleet list 27jun06
	UR-CEM	An-12B	Astral	NBO	26oct05	leased from Veteran; l/n Dzhankoi 03aug07
	UR-CEM	An-12B	Veteran	Dzh	17jan08	in white c/s with light blue undersides, no titles, operating with Veteran call-signs at DXB feb08; l/n PNR 30may10; report of UR-GEM at ZNZ 12nov08 probably was a misread for this
3 34 09 09	CCCP-11890	An-12	MAP Kom-na-Amu MSP	mfd	07jan63	rgd 12jan84; l/n LED 13mar92 in Aeroflot 'polar' c/s
	RA-11890	An-12	Aeroflot	VKO	27apr93	c/n checked SHJ jan94; in 'polar' c/s; trf 17may93 Amuraviatrans (flying division of the Amur Shipbuilding Plant); sold to Special Cargo Airlines (Spetsialnyye gruzovyye aviainii) 16aug97; sold to Santa Cruz Imperial as EL-ASA (NOT EL-ASS1) 08oct97; canx 18sep97 from the Russian Register
	3D-ASG	An-12	Southern Cross		1998	not taken up ? reported in register and exported as, see below
	EL-ASS	An-12	Aeroflot c/s, n/t	SHJ	11oct97	l/n SHJ 17nov97 being repainted; according to Liberian register c/n was rgd 14dec97 as EL-ASA !; see An-24 c/n 87304504 !
	EL-ASS	An-12	Santa Cruz Imp.	SHJ	06dec97	l/n JNB 19jun98; c/n checked
	EY-ASS	An-12	Santa Cruz Imp.	rgd	27jul98	f/n JNB 09aug98; leased to Savanair; crashed on the outskirts of Luanda (Cazenga township) 02feb99, 14 killed in aircraft plus 13 on the ground, registration for this crash also reported as being EL-ASA, in Russian crash reports see remark two lines up !; possibly this aircraft officially always was registered EL-ASA !
3 34 09 10	"16" red	An-12BP	Soviet Air Force	Spr	31may94	opb 186 osap at Levashovo
3 34 10 01	CCCP-11139	An-12BP	Sov. Navy/AFL c/s	LAD	26nov76	
	RA-11139	An-12BP	Russ. Navy/AFL c/s	Rzd	03sep93	l/n Ostafyevo 21aug99; seen Ostafyevo 09jul00/22aug01 c/n painted out being broken up
3 34 10 03	CCCP-11816	An-12A	Soviet Air Force	mfd	28feb63	rgd 23jan66
	CCCP-11816	An-12A	AFL/Krasnoyarsk	rgd	06jun85	f/n TAS 24apr89; l/n LED 17apr92, in 'polar' colours
	RA-11816	An-12A	Aeroflot	SVO	27aug93	trf to Norilsk AVIA 22dec95; stored at NSK probably at least since may95, seen apr05/apr06 engineless; seen sep06 being worked upon, reportedly to be made airworthy again; l/n NSK 19jul11, still stored out of service since 2002 and stored at Gorna Orechovitsa, Bulgaria l/n derelict 30sep06 and b/u before 16nov06
3 34 10 04	LZ-ITA	An-12BP	Inter Trans Air	ABZ	19may97	seen in Aeroflot c/s PRG 28jul89; see c/n 8900608
3 34 10 05	CCCP-11528(2)	An-12AD	MAP Zaporozhye PO	rgd	24feb86	
	UR-11528(2)	An-12BP	Aeroflot c/s, n/t	AMS	07dec94	
	UR-11528(2)	An-12BP	Motor Sich	SHJ	06nov95	l/n SHJ 14feb98; not in 2000 fleet list, fate unknown
3 34 10 06	CCCP-11125(2)	An-12AP	MAP Kom-na-Amu APO	mfd	18mar96	version confirmed; rgd 07jul88; in Aeroflot c/s; f/n DME 09jun92; see c/n 02348108
	RA-11125(2)	An-12AP	not reported	FJR	18mar96	
	RA-11125(2)	An-12AP	Atlant-Soyuz	rgd	13oct97	
	RA-11125(2)	An-12AP	KnAAPO	rgd	17feb00	last overhaul completed 15oct03; registered again 13feb04; in white/light grey c/s with blue cheatline and fin, carried just a small 'KnAAPO' logo on the nose; f/n DME 20jul06; offered for sale 14apr08 with t/t 17,497 hours and 8,815 cycles, but not sold; l/n Komsomolsk-na-Amure-Dzyomgi 24aug08
	RA-11125(2)	An-12AP	Avis-Amur	GDZ	17feb11	wet-leased from KnAAPO from 2010; in white/light grey c/s with blue cheatline and fin, small titles on nose only; w/o 09aug11 on the leg from Magadan to Keperveyem of a cargo flight from Komsomolsk-na-Amure to Keperveyem when engine # 4 started to leak fuel and the crew decided to return to Magadan, but the engine caught fire and the aircraft crashed at a height of some 1,000 metres into the gentle slope of a hill 82 km south-west of Omsukchan (N61.183 E154.917) and exploded, all 9 crew and 2 passengers killed; wreck found one day later; t/t 18,709 hours and 9,172 cycles; this An-12 was the oldest aircraft in commercial service in Russia at the time (48 years and 7 months)
3 34 10 07	"20" red	An-12BP	Soviet Air Force	Lev	22may99	
3 34 10 08	CCCP-11833	An-12AP	Sov AF/AFL titles	ADD	mar85	carried code "16" behind windows; based at Milovice in 1989/92
	CCCP-11833	An-12AP	MAP Kharkov APO	rgd	10feb91	
	UR-11833	An-12AP	KhGAPP	HRK	15jul93	in all-grey c/s, no titles
	UR-11833	An-12AP	United Nations	LAD	05jan94	in all-white c/s with 'UN-WFP' titles
	UR-11833	An-12AP	Katran	KGO	21sep94	based at Kharkiv-Sokolniki; in all-white c/s, no titles; sat wfu at Kharkiv-Sokolniki (N50.026535 E36.275607) without engines, l/n 12sep96/08sep09; canx 13aug08
3 34 10 09	"17" red	An-12B	Russian Air Force		photo	from Russian sources
3 34 10 10	CCCP-11934	An-12BP	Sov AF/AFL titles	Kbe	10sep88	code '17' behind windows, was based at Milovice; seen wfu/derelict Irkutsk 06jul92/11may95 and broken up summer 2001
3 34 11 01	"36" yellow	An-12BP	Soviet Navy	Osf	24aug95	l/n Ostafyevo aug99/aug02 wfu in storage area
3 34 11 02	"93" red	An-12BP	Soviet Air Force	i/s	25mar63	l/n Sperenberg 06sep94 when departed to Kubinka
3 34 11 03	CCCP-11037	An-12AP	Soviet AF/AFL c/s	mfd	mar63	rgd only 24jul73; version in Soviet register given as 'TA'; f/n ADD feb78; l/n KGD 04jul94
	RA-11037	An-12AP	Rus. Navy/AFL c/s	KGD	12aug96	opb 398 otae at Khrabrovo; l/n KGD 20aug96; canx but date unknown; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98/may04; sold jun04
3 34 11 04	"09" yellow	An-12BP	Soviet Air Force	IKT	05jul92	l/n IKT 11may95
3 34 11 05	CCCP-11274	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	c/n not checked; rgd 02jul75
3 34 11 06	CCCP-11970	An-12B	Soviet Air Force	rgd	25jul73	f/n VVO 19apr97 with no titles derelict; version in Soviet register given as 'TB'; canx but date unknown
3 34 11 07	CCCP-10232	An-12B	Sov Navy/AFL c/s	rgd	17dec74	opb 145 OPLAE Riga-Skulte; f/n CAI 23jun77; military call-sign painted on as registration; reported crashed Nawabshah, Pakistan 04aug84, en-route ADE-KHI-TAS; canx but date unknown
3 34 11 08	CCCP-11047	An-12B	Sov AF/AFL titles	mfd	23may63	rgd only 24mar73; f/n Kacha, Ukraine 1971; still not canx from the Russian Register mar03, version given as 'TB'
	RA-11047	An-12B	Russian AF/AFL	rgd	14sep95	no reported sighting as such; still on Russian register feb98/feb04 but see next line
	UR-UAF	An-12BP	Ukr Air Alliance	BUD	12dec97	c/n from Moldovan register; subtype 'BP' painted on nose; no titles, logo only; l/n STR 11sep98
	ER-ACP	An-12BP	Aeroflot c/s, n/t	rgd	12feb99	canx 01apr99
	D2-FBS	An-12BP	Aeroflot c/s, n/t	LAD	19aug99	c/n confirmed in Moldovan register
	ER-ACP	An-12BP	Aeroflot c/s, n/t	rgd	28mar01	c/n from JP-02; subtype 'BP' painted on nose; opb Aerocom; very small serial; 'July Morning' painted on nose; f/n SHJ 15sep01; l/n DXB 08dec01; canx 26nov02 as sold to Rwanda
	9XR-MK	An-12BP	Aeroflot c/s, n/t	BUX	17jul03	c/n not confirmed; subtype 'BP' painted on nose; very small serial; l/n BUX 06aug03
	9XR-MK	An-12BP	Vega Avia	LOS	28aug04	c/n not confirmed; with additional 'Dasab Airlines' titles
	4L-SAS	An-12BP	Galaxy Kavatsi Av	GOM	08jun07	c/n confirmed; owned by TransAviaService and opb Galaxy with a CoFA which had expired 31mar07; l/n FIH 16jul07; w/o 07sep07 on a flight from Kisangani to Goma when landed long and failed to go around, slid into a petrified lava flow on the runway (expelled from nearby Mt. Nyiragongo when it erupted 17jan02), exploded on impact and was destroyed completely, all 5 crew and 6 passengers killed
3 34 11 09	CCCP-11972	An-12B	Soviet Air Force	rgd	25jul73	present on Russian register feb98, version given as 'TB'; canx but date unknown
3 34 11 10	CCCP-11010(1)	An-12B	Sov. Navy/AFL c/s	mfd	may63	opb 46 otap at Ostafyevo; rgd only 03jul73; version in Soviet register given as 'TB'; offered for sale by Russian privatisation agency 30nov98 (version given in offer as An-12B); f/n Ostafyevo 16may99; seen Ostafyevo jul00/aug01, wfu in storage area, c/n painted out; canx 13dec01 as sold to Sao Tomé; see next line
	RA-11010(1)	An-12B	Aeroflot c/s, n/t	SHJ	17jan02	c/n not checked; l/n SHJ 02dec02
	EK-11010(1)	An-12B	Juba Air Cargo	SHJ	19mar03	c/n not checked; l/n SHJ 08feb04; see UN-11010 with unknown c/n
	ST-JUA	An-12B	Juba Air Cargo	SHJ	07feb05	c/n from JP-05 and CAA; l/n KRT 03jul07; w/o 08nov07 on a flight from Khartoum to Juba when had to return shortly after take-off because of engine problems (due to bird-strike), crash-landed and veered off the runway into the adjacent air base, rammed 3 armoured vehicles and caught fire, all 4 crew escaped unhurt, but 2 soldiers and 2 airport workers on the ground killed
3 34 12 01	"11" blue	An-12BP	Soviet Air Force	mfd	08may63	f/n ROV 19sep94
	"20" red	An-12BP	Soviet Air Force	Lev	10aug96	c/n not 100 % sure
	UN-11367(2)	An-12BP	Kazakh Air Force	ALA	04jun97	l/n ALA 08jun01; c/n checked; with 'Kazakstan' titles; also see c/ns 402901 and 8345607; l/n ALA 29aug02/20feb08 in grave yard complete but without titles but c/n confirmed in register

3 34 12 02	UP-AN202 "70" red	An-12BP An-12BP	SCAT Russian Air Force	rgd mfd	29feb08 1964	f/n CIT 12feb10; l/n CIT 18jun11 opb 128 osae at SVX; f/n SVX 20apr93; l/n SVX 23jun95; offered for sale by Russian privatisation agency 10nov00/09aug01; l/n SVX 14aug01 but c/n not checked this date l/n Spenberg 22aug94 when departed to Kubinka
3 34 12 03	"92" red	An-12BP	Soviet Air Force	i/s	27sep63	see c/n 2400503; ex Soviet Air Force crashed on approach Baku, 14mar95 when opb Penza Air Enterprise; canx 07apr95
3 34 12 04	CCCP-11337(2) RA-11337(2)	An-12B An-12B	AFL/Privolzhsk Aeroflot	rgd no	10dec90 reports	see c/n 2400503; ex Soviet Air Force crashed on approach Baku, 14mar95 when opb Penza Air Enterprise; canx 07apr95
3 34 12 05	CCCP-11507 "17" blue	An-12BP An-12BP	Soviet Air Force Soviet Air Force	no Spr	reports 24dec93	opb 81 vtap at Ivanovo was Spenberg based, departed to Rostov-na-Donu Tsentralny 30jul94
3 34 12 06	CCCP-11831 CCCP-11831 RA-11831 RA-11831 3D-ASC EL-ASC	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s MAP Kom-na-Amu APO MAP Kom-na-Amu APO Aeroflot c/s, n/t Southern Cross Santa Cruz Imp.	CAI rgd SHJ AMS rgd	21oct73 19jul89 04mar93 12jan94 1997 18sep97	c/n not checked seen VKO 16jul93 in Aeroflot in 'polar' colours; c/n checked in Aeroflot c/s; CoFR No.2459 issued on 12feb93 shows as follows; owner The Lenin Komsomol Factory trf 17may93 to Amuraviatrans; canx 18sep97 not taken up; reported in register and exported as, see below f/n SHJ 09nov97; l/n LAD 29apr98
3 34 12 07	"90" red	An-12BP	Soviet Air Force	i/s	06jun63	l/n Spenberg 29aug94 when departed to Kubinka; l/n Kubinka 21aug99 stored/wfu
3 34 12 09	CCCP-11408 CCCP-11408	An-12B An-12B	Soviet AF/AFL c/s MAP Omsk APO	no rgd	reports 15nov91	c/n not confirmed !; opb 1 ae 50 osap at Kabul; damaged 25sep86 on a four-minute training flight at Kabul when the crew forgot under stress to lower the landing gear and the aircraft made a belly-landing c/n confirmed; in Aeroflot c/s; f/n OMS 19aug91; l/n OMS 29aug93; trf to Aviaobshchemash 12nov93; version in Russian register given as 'TB'
	RA-11408 RA-11408 RA-11408 RA-11408 RA-11408 4K-AZ56 UR-CAF	An-12B An-12B An-12B An-12B An-12B An-12B An-12B	Skycabs Aeroflot c/s, n/t Aeroflight Al Avial Aeroflight Al Silk Way Shovkoviy Shlyah	FJR Uue rgd OST STR NCL SAW	12nov95 20apr97 09apr98 20nov03 17mar04 20oct04 23sep06	l/n CKL 05aug00, opb Aeroflight Airlines f/n DME 03sep00; l/n DME 21sep03 photo proof; l/n BTS 23dec03 canx 16jul04 as sold to Azerbaijan l/n GYD 21mar06 Shovkoviy Shlyah is Ukraine for Silk Way; in light grey/blue c/s, no titles, type painted on as 'An-12B'; noted LUX 21feb08 with titles; l/n SCO 11sep10
3 34 13 01	not known "78" red	An-12B An-12B	Soviet Air Force Ukraine Air Force	mfd Sai	31jul63 08may98	last overhaul completed 27may87; version given as 'TB' seen Saky-4-Novofedorovka 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 6,818 hours and 5,058 cycles; l/n Saky-4-Novofedorovka 28aug10 l/n Kubinka 17may99 stored/wfu; was based Legnica offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time
3 34 13 02	"15" blue	An-12BP	Soviet Air Force	Leg	17aug92	in all-grey c/s with Red Stars; preserved in the base museum at Ukrainka (N51.159471 E128.43373) f/n 11apr06
3 34 13 03	not known	An-12	Russian Air Force	mfd	1963	l/n Ivanovo-Severny 26may99; was Riga based until 1993 based at Riga until 1993
3 34 13 04	"08" yellow "08" yellow	An-12BP An-12BP	Soviet Air Force Russian Air Force	IKT IKT	05jul92 11may94	possibly Russian Navy; f/n Ostafyevo 27aug95 opb 128 osae at SVX; offered for sale by Russian privatisation agency 10nov00/09aug01 opb 229 vtap at Ivanovo opb 398 otae at KGD; in all-grey c/s with Russian flag behind the cockpit; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98; sat wfu at KGD, seen apr05/aug10 opb 46 otae at Ostafyevo; in basic Aeroflot c/s, no titles; f/n Ostafyevo 24aug95; offered for sale by Russian privatisation agency 30nov98; seen Ostafyevo jul00/aug03, wfu in storage area in fleet list; still in fleet list 24nov04, not in fleet list 30dec05 no reg/serial reported, just the c/n !; l/n as such 02jul06 serial blocked out; l/n Ostafyevo 15jul08 white/grey c/s; l/n MCT 01dec09/15jan10; c/n confirmed by Georgian CAA; reportedly opb Transaviasevice; cancelled between 13aug10 and 23mar11 photos with two RR8311-100 sampling pods; NBC reconnaissance aircraft rgd 29mar99; f/n ODS 01may99; l/n SHJ 28dec01; canx 26oct99 as sold to Angola ex Soviet Air Force; f/n LED 05sep92 l/n Yevpatoriya 24aug97; trf 25jul94 to North-East Cargo; canx 23aug97 based at Almaty all markings apart from c/n painted out, l/n SHJ 16dec98 c/n not confirmed; in grey c/s with blue/white cheatline and 'shark's mouth' nose-art c/n not confirmed; l/n SHJ 02feb00 named 'Akula' (shark) on left-hand side; reported for British Gulf International in 2003; stored engineless at SHJ, seen may04/apr05, c/n checked; being worked upon by mid may05; l/n SHJ 26oct05, titles and colours not reported c/n confirmed; in full c/s, no titles; named 'Akula'; l/n DXB 14feb07; version confirmed in fleet list no titles; named 'Akula'; f/n Afghanistan summer 2007; damaged SHJ in landing incident which led to all An-12s being banned from UAE airspace and given short notice to leave their airports; l/n SHJ 12mar09; reported SHJ 01jul09/18aug09 wfu
3 34 13 05	"09" red	An-12BP	Soviet Air Force	RIX	28aug93	
3 34 13 06	"12" red "12" red "08" yellow "33" red "39" red "36" blue	An-12BP An-12BP An-12BP An-12BP An-12B An-12B	Soviet Air Force Soviet Air Force Russian Air Force Russian Air Force Soviet Air Force Russian Navy	RIX Iva mfd SVX mfd KGD	28aug93 28aug93 15jun99 1963 15aug99 aug63 12aug96	
3 34 14 02	"70" black LZ-MNQ -- "70" 4L-PAS	An-12B An-12BP An-12BP An-12BP	Soviet Navy Scorpion Air Russian Navy no titles	mfd Osf Osf MCT	aug63 28nov03 14aug05 may07 09oct09	
3 34 14 04	"21" red	An-12RR	Soviet Air Force	Lev	10aug96	
3 34 14 05	ER-ACT	An-12BP	Tiramavia, n/t	mfd	22aug63	
3 34 14 06	CCCP-11242 RA-11242	An-12BP An-12BP	AFL/Magadan Aeroflot c/s, n/t	rgd HLA	21dec84 21nov92	
3 34 14 08	"10" red -- TN-AFT D2-FRT S9-CAQ	An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet Air Force ex Soviet AF c/s Heliier Internat. Savan Airlines all white, n/t	ALA SHJ SHJ SHJ SHJ	22apr93 13aug98 ca.1999 20jan00 03nov01	
	EX-162 S9-SAM	An-12BP An-12BP	British Gulf Int. British Gulf Int.	SHJ DXB	21nov05 aug07	
3 34 14 10	"33" red	An-12BP	Soviet Air Force	Akt	29jul97	
3 34 15 01	"33" red UN-11374(2) UN-11374(2)	An-12PPS An-12BP An-12BP	Russian Air Force Kazakh Air Force Ak-Kanat, n/t	Akt ALA ALA	21sep05 04jun97 30jun99	c/n not confirmed c/n checked; with 'Kazakhstan' titles; see c/ns 402010 and 402404; l/n PWQ 06feb98 l/n TSE 21mar05; c/n not checked; with 'Kazakhstan' titles ! opb 610 TsBPIPLS VTA at Ivanovo-Severny; broken up at Ivanovo-Severny by 2006
3 34 15 02	not known	An-12	Russian Air Force	Kub	sep93	
3 34 15 03	"08" red "08" red	An-12 An-12	Soviet Air Force Russian Air Force	Kub Kub	16apr97 03mar87	in all grey c/s with Russian flag on tail; l/n Kubinka 17may99 stored/wfu f/n LED 28aug89 probably also grey c/s; seen grey c/s n/t VKO 27feb92 and l/n SVX 20apr93, no c/n painted on l/n VKO 07sep93; grey c/s, n/t and no c/n painted on l/n SHJ 03apr98; c/n now painted on !; on Russian register feb98/sep01 as rgd 20jul95 to Barguzin; still present on Russian register sep01/mar03 ! leased to Sky Cabs l/n DXB 12mar00 and reported 15mar00 again no titles ! l/n DRS 21feb01; no titles; out of service since 2002 and stored at Gorna Orechovitsa; l/n Gorna Orechovitsa derelict 30sep06; believed scrapped by nov06 as not visible on Google Earth
3 34 15 05	RA-12174 RA-12174 4R-SKL 4R-SKL LZ-ITS	An-12BP An-12BP An-12BP An-12BP An-12BP	MAP Ulan-Ude APO Aeroflot c/s, n/t Aeroflot c/s, n/t Sky Cabs Air Cargo Inter Trans Air	LED Uue SHJ SHJ CMB	16jun93 20apr97 may98 feb99 10aug00	
3 34 15 06	not known CCCP-11338(2) ST-ANL RA-11338(2) RA-11338(2) D2-FRC	An-12B An-12B An-12B An-12B An-12B An-12B	Soviet Air Force AFL/Privolzhsk not known Aeroflot Aeroflot c/s, n/t Aeroflot c/s, n/t	mfd rgd Tag SVO PEZ LAD	oct63 10dec90 1990/92 16jul93 18aug99 15mar01	see c/n 2400504 'ST-ANL' still visible under wing AMS 22dec95 reported for Penza Air; canx 17may00 as to Angola c/n checked; life-time expired 30mar01; not to 9U-BHN (1) as this was seen 4 days prior to D2-FRC being seen and checked ! based at JNB; f/n JNB 05jun02; declared as being not airworthy in a letter sent by ANTK to the Ugandan CAA 09dec02; see c/n 8345503 in basic Aeroflot c/s; declared as being not airworthy in a letter sent by ANTK to the South African CAA 21jul03; seen FKI 19nov04 with 'Air Vittoria' titles
	9U-BHN (2)	An-12B	Aeroflot c/s, n/t	rgd	2002	
	9U-BHN (2)	An-12B	KM Airlines	BUX	27jul03	
	9U-BHN (2)	An-12B	Aeroflot c/s, n/t	EBB	13dec04	
	9U-BHN (2)	An-12B	Mango Airlines	GOM	early05	
	9Q-CVT	An-12B	Mango Airlines	GOM	20mar06	with titles as such, still in basic Aeroflot c/s with white tail; l/n GOM 30dec05 registration reportedly applied this date; rgd 31may06; in basic Aeroflot c/s with white tail; l/n FKI 13jun06; w/o 07jul06 on a cargo flight from Goma to Kisangani when the aircraft suffered problems with one engine and the pilot decided to return to Goma, crashed into a hill 20 km from Goma while attempting a forced landing, broke up and caught fire, all 5 crew killed; papers in the wreck showed '9U-BHN', as such confirming its ID
3 34 15 07	"98" red	An-12BP	Soviet Air Force	i/s	10oct63	l/n Spenberg 06sep94 when departed to Kubinka; seen Kubinka 21aug99/sep05 wfu and slowly being dismantled
3 34 15 08	not known	An-12	Russ. Space Forces	no	reports	opb ? osap (mil. unit 32177) at Plesetsk; some parts sold as scrap metal 26aug08
3 34 15 09	CCCP-12162(2) RA-12162(2) RA-12162(2)	An-12 An-12 An-12	MAP Irkutsk APO Aeroflot c/s, n/t Irkut	rgd Tag rgd	06may89 08sep93 05nov02	f/n LED 14mar92 in Aeroflot c/s; see c/n 9346702 l/n DME 06jul98; c/n checked; trf 28dec93 to IAP0 Irkutsk; f/n IKT nov03; l/n GOJ 13mar08; in full c/s with additional 'Gromov Air' titles; leased to LII im. Gromova since 08oct02 l/n IKT 29aug09 still with Irkut titles without prefix f/n and based Legnica 17aug91, l/n Legnica 25apr92 was Spenberg based, departed to Rostov-na-Donu Tsentralny aug93 based Rostov-na-Donu Tsentralny using call-sign '08658', still Rostov-na-Donu Tsentralny based
3 34 16 01	12162(2) "16" blue "85" red "35" red "35" blue	An-12 An-12BP An-12BP An-12BP An-12BP	Irkut Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force	Zuk i/s Spr Wit Spr	08aug11 19nov63 feb93 09feb94 10may94	
3 34 16 02	"50" red	An-12	Russian Air Force	Kln	20aug01	
3 34 16 04	"21" red	An-12BP	Soviet Air Force	PKC	08jul94	c/n not 100 % sure, read off from taxiing airplane canx but date unknown
3 34 16 05	CCCP-12142 CCCP-11145 LZ-SFG LZ-SFG LZ-SFG LZ-SFG LZ-SFG LZ-SFG LZ-SFG LZ-SFG	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Soviet AF/AFL c/s Air Sofia Air Sofia Air Sofia Air Afrique all white, n/t Air Sofia Air Sofia Air Mark	rgd ADD trf JIB j MST MST SHJ SIN	apr89 16jun92 24oct92 jun94 29sep94 24nov94 09apr95 05apr97	

	LZ-SFG	An-12BP	all white, n/t	OST	08nov97	l/n EMA 18dec97 titles not reported
	LZ-SFG	An-12BP	Air Sofia	RTM	27dec97	in special colours with many musical instruments painted on the rear fuselage; crashed on take-off Lajes 04feb98; canx ordered 30jan07
3 34 16 06	CCCP-11328 RA-11328 ER-ADN	An-12BP	MAP NovosibirskAPO	mfd	20nov63	rgd 15nov91; ex Soviet Air Force
		An-12BP	NAP0/Aviatrans	rgd	30mar93	canx 23sep99 as to Moldova
		An-12BP	Tiramavia	rgd	01oct99	in Moldovan register as version Bp; f/n ODS 30aug01 with titles ?; seen DEB 05jun02 and BUD 16nov02 all white n/t; seen OST 12/13feb02 with 'Total' stickers; l/n BUD 05apr03
	ER-ADN	An-12BP	DHL	DXB	26jun03	l/n BAH 19nov03; l/n DXB 01jan04 titles not reported; canx 01jun04
	LZ-SFI	An-12BP	Air Sofia	rgd	02jun04	f/n ADD 27oct04 a/w n/t; seen ADD 21apr05 opf Ethiopian Airlines; l/n ADD 26nov06; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07
	EX-151	An-12BP	all white, n/t	SOF	15mar08	reported for S Group Aviation; ferried SOF-FJR 22mar08; l/n FJR 30may10/06aug11, stored; c/n confirmed by Kyrgyz CAA
3 34 16 10	"75" "69" red	An-12B	Soviet Air Force	mfd	23nov63	last overhaul completed 28jul86
		An-12B	Ukraine Air Force	Sai	05may98	l/n Saky-4-Novofedorovka 29apr99; offered for sale by Ukrainian privatisation agency in 2005 with t/t 6,458 hours and 4,388 cycles; l/n Saky-4-Novofedorovka 28aug10 with "75" showing through
3 34 17 01	CCCP-12165	An-12BP	Soviet AF/AFL c/s	rgd	28mar80	opb 194 vtap at Fergana; canx but date unknown
	12165	An-12BP	Uzbek AF/AFL c/s	ph.	30apr05	preserved near the 'Dom ofitserov' (Officers' Mess) at Fergana, l/n 15mar09
3 34 17 03	CCCP-12184	An-12BP	Soviet Air Force	rgd	28mar80	canx but date unknown
4 34 17 05	UN-11002(2)	An-12B		FJR	19aug00	l/n SHJ 08dec01 not seen anywhere aug00/nov01; see c/n 5343703
	UN-11002(2)	An-12B	GST Aero	SHJ	28dec01	l/n VCE 09oct05, with titles; at FJR mar06 titles not reported; Antonov reg'd this aircraft as no longer airworthy from 15mar01, last operated by Trans Air Congo; believed re-registered, see next line
	UN-11004(2)	An-12B	not reported	FJR	19jan07	all white, Kazakh flag on nose; poor condition; see c/n 6343906; at FJR 15nov07 all white, grey undersides; no flag or titles; l/n DXB 17may08 still as such;
	UP-AN206	An-12B	East Wing	FJR	08oct08	reported to be ex UN-11004(2); l/n NDJ 14aug09; ex UN-11004(2); l/n stored EBB dec09/sep11 all white with titles
4 34 17 07	"82" red CCCP-13332 UR-13332 UR-13332	An-12B	Soviet Air Force	no reports		only seen as, see next line, but ex code was visible
		An-12B	MAP Zaporozhye PO	RGD	21jul92	
		An-12B	grey c/s, n/t	SHJ	13nov95	l/n DXB feb98
		An-12B	Motor-Sich	IST	22apr98	version given as An-12B on Ukrainian register; not in fleet list nov04; l/n OZH aug08/may11 stored; was canx 01oct08
4 34 17 08	"96" red	An-12BP	Soviet Air Force	i/s	30jan64	l/n Spenberg 06sep94 when departed to Severny; was the last German based aircraft to return to Russia; l/n Kubinka 21aug99/03jun01 wfu and in process of being broken up
4 34 17 09	CCCP-93912 RA-93912 RA-93912	An-12BP	MAP KB 'Raduga'	mfd	31jan64	rgd 01apr88; in Aeroflot c/s; f/n DME 12apr91; l/n DME 07feb94
		An-12BP	Aviatrans	Mya	24may94	c/n checked; trf to Atran 24may94; l/n DME 21may96
		An-12BP	Atran	LUX	29may97	seen DME 11oct04 with additional 'operated for Miras Air' sticker; l/n DME 28jul07; CofA valid until 13nov07; w/o 29jul07 on a flight from DME via Omsk to Komsomolsk-na-Amure when struck a flock of birds one minute after take-off, engines # 3 and 4 failed and the aircraft crashed in a wooded area near Semivragl (4 km behind DME's runway threshold) one minute later, all 7 crew killed
4 34 17 10	"61" blue UR-UDD	An-12B	Ukraine Air Force	mfd	30jan64	l/n Yevpatoriya 08may97; l/n Yevpatoriya 30apr99
4 34 18 01	CCCP-12166	An-12BP	Soviet Air Force	Krn	19feb04	l/n VIE 15nov06; in fleet list dated 01mar07; canx 31dec08 but l/n NLV 23sep09/28jul11
		An-12BP	Ukraine Air Force	rgd	01feb82	canx but date unknown; c/n only mentioned in documents, sold at auction 14jan01, was opb mil. unit 95846 at Orenburg at the time
	9L-LCR	An-12BP	no titles	SHJ	20feb02	l/n SHJ 11may03; ex reg '166' stencilled on lower cockpit; dbr when overran on landing Goma 27may03, opb Showa Air and seen Goma sep03/dec04 derelict; completely broken up by mar05 fuselage seen on a trailer near Lake Givu 15km W of Goma dec05 and still there oct08 where the hull was inspected and several (part) plates read 3341801, with 1963 manufacture dates; c/n 4341801 re-confirmed by the Antonov Design Bureau and the Sierra Leone CAA; also see 9Q-CGQ with unknown c/n !
4 34 18 02	CCCP-12172	An-12BP	Soviet Air Force	rgd	01feb82	canx as destroyed prior to 1994 but date unknown
4 34 18 03	UN-11003(2)	An-12	Kazakh Air Force	no reports		ex Soviet Air Force; opb mil. unit 27834 in 1995; technical accompaniment by ANTK im. Antonova ended in 1995; see c/ns 5343704 and 5343004
	3C-QQL	An-12	grey/white, n/t	trf	2000	c/n from JP-02; owned by Yevgeni Zakharov; f/n JNB 05mar00; l/n DLA 19jun02, using a Trans Air Congo call-sign
	9L-LEC	An-12	Skylink	SHJ	18jan04	checked ex 3C-QQL; seen SHJ 13mar04 with also UN-11003 readable on the fuselage; took part in shooting of movie "Lord of War" in spring 2004; l/n FIH 08aug04 without titles; had to leave the 9L-register as the local authorities were informed by ANTK im. Antonova in summer 2004 that the aircraft was not airworthy; this was confirmed in the ICAO/Antonov document jul06 which stated that the aircraft had been considered no longer airworthy from feb99; the reg 9L-LEA was quoted in this document, almost certainly a typing error as 9L-LEA is c/n 5343408 and also on the list
	9Q-CIH	An-12	Service Air	CPT	04sep04	c/n confirmed in Amnesty International report; no titles; owned by Aerolift and leased to Uhuru Airlines; w/o 08jan05 on a flight from Entebbe to Kinshasa, aircraft was loaded outside the weight and balance safety envelope, one engine failed shortly after take-off (possibly due to bird strike) crashed into a forest near Bukalaza (11 km short of the runway) while trying to return and burnt out completely, all six crew killed; not on 2008 DRC register
4 34 18 04	"22" blue	An-12BP	Soviet Air Force	Spr	20aug93	was Spenberg based, departed to Rostov-na-Donu Tsentralny 09nov93; l/n Spenberg (again) 05aug94
4 34 18 07	"64" ??	An-12BP	Soviet Air Force			photo evidence
4 34 19 01	CCCP-11511	An-12BP	Soviet AF/AFL c/s	mfd	31mar64	c/n shown as 4341901 in Russian cancelled register, but 2341901 in old Soviet register; rgd 28mar80; f/n ADD 17nov88; l/n on Russian register feb98 !; canx but date unknown
	LZ-SFK	An-12BP	Air Sofia	trf	16jun92	rgd 26jun92; initially in basic Aeroflot c/s; f/n SOF 06jul92; seen SHJ 03jun93 in all-white c/s with 'Cargo' titles
	LZ-SFK	An-12BP	Turkish	ZRH	30aug93	leased to THY
	LZ-SFK	An-12BP	Air Afrique	BRZ	07jan94	
	LZ-SFK	An-12BP	all white	DUS	sep94	carried only 'Cargo' titles
	LZ-SFK	An-12BP	Air Sofia	SHJ	03mar95	l/n SHJ feb96
	LZ-SFK	An-12BP	Air Mark	SIN	14mar97	
	LZ-SFK	An-12BP	Air Sofia	ORY	13may97	in special colours with many animals painted on the rear fuselage; seen with additional 'Air Afrique' titles 07apr/21sep00;
	LZ-SFK	An-12BP	all white, n/t	OST	26jun01	damaged 10jul01 on landing at Exeter, but repaired; l/n OST 12sep01
	LZ-SFK	An-12BP	Sri Lankan AI	MLE	11oct01	in all-white c/s with small titles; l/n MLE 14feb05
	LZ-SFK	An-12BP	all white, n/t	KDH	10sep05	opf DHL; l/n BUD 25apr06; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07
	YU-UIC	An-12BP	United Internat.AI	SOF	07sep07	in all-white c/s with 'UIA' badge and small titles; seen LIS 18oct07 with additional 'Dyname Aviation' titles on fin; l/n SOF 20jan08; c/n confirmed by Serbian CAA
	EX-153	An-12BP	L A Colombe Cargo	FJR	nov08	reported arrived FJR 24oct08; all white with titles; opb S Group Aviation; l/n FJR 30may10/14nov11, stored; c/n confirmed by Kyrgyz CAA
4 34 19 02	CCCP-11513 11513	An-12	Soviet AF/AFL c/s	rgd	26oct78	f/n ADD 17nov88; canx but date unknown
		An-12	Uzbek Air Force	FEg	29apr98	c/n not checked; in basic Aeroflot c/s with small 'Uz Air Force' titles; preserved without engines at an unknown Uzbek airfield (presumably Fergana), f/n 11mar07
4 34 19 05	CCCP-11537 "84" red	An-12	Soviet AF/AFL c/s	i/s	29feb64	l/n Spenberg 23aug94 when departed to Kubinka
4 34 19 06	not known	An-12BP	Soviet Air Force	Spr	1990	c/n only mentioned in documents, sold at auction 14jan01, was opb mil. unit 95846 at Orenburg at the time, version given as such
	EK-12148(2)	An-12BP	all white n/t	Erb	23mar02	not sure it is the same aircraft as CCCP-12148 seen OMS 07sep89; version given as 'BK' in Armenian register
	EK-12148(2)	An-12BP	Natalco Air Lines	NBO	06jun03	l/n NBO 08jun03 active
	EK-12148(2)	An-12BP	Phoenix Avia	NBO	07oct03	c/n confirmed; l/n SHJ 20feb05; named 'Albatros'; carried additional 'e-mail: aircargo@arminco.com' titles
	EK-12148(2)	An-12BP	all white n/t	SHJ	22nov05	reg'd as un-airworthy in Antonov list nov06 and banned from flying in Kenya; noted SHJ 31jan07 with 'Vasilii Prokhorenko' on nose; seen SHJ 17oct09; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd, opb Phoenix Avia; still registered 01jan09; l/n Yerevan-Erebuni 08mar11
4 34 19 08	CCCP-11515	An-12BP	Soviet AF/AFL c/s	rgd	20jul79	f/n ADD 17nov88; canx but date unknown
4 34 19 09	CCCP-11516 RA-11516 RA-11516 RA-11516 RA-11516 RA-11516	An-12B	Soviet Air Force	rgd	08oct85	
		An-12B	Aeroflot	AMS	15sep96	according Russian register feb98 rgd 14oct96; was trf 01jan86 to Yermolino Test Centre; l/n mar98
		An-12B	Aeroflot c/s, n/t	IST	20aug98	confirmation as such welcome; CofA re-activated 21feb00
		An-12B	ELIIP	DME	22nov01	
		An-12B	Yermolino Airlines	OST	27mar02	l/n OST 22jun02; seen Yermolino 02sep02 titles not reported
		An-12B	Antex Polus, n/t	OST	21dec02	l/n ABZ 15jun03; leased 31jul02/31dec03; l/n Yermolino 25aug04 titles not reported
4 34 19 10	UR-11351(3)	An-12BP	Ukraine Air Force	VIN	19sep96	c/n not confirmed; see c/ns 401809 and 402606
	EK-11351(3)	An-12BP	Dvin Air	SHJ	12apr97	c/n confirmed; l/n SHJ 03apr98
	EK-11351(3)	An-12BP	Ararat Avia	SHJ	sep98	l/n SHJ 14feb99; additional Dvin Concern sticker
	EK-11351(3)	An-12BP	Panac Cargo	SSG	19may04	c/n not checked this date; additional Dvin Concern sticker; was opb Tiga Air in Eq. Guinea and impounded 11mar04; but l/n SHJ 26oct05; was canx 15jun07; seen SSG (N3.752684 E8.7140285) nov07/jun08 wfu in a tatty condition but complete; c/n checked and later confirmed by Armenian CAA
4 34 20 01	"17" blue "17" blue "10" red	An-12BP	Soviet Air Force	Leg	17aug92	based Legnica, white c/s
		An-12BP	Soviet Air Force	Kub	sep93	white c/s, small 'Rossiya' titles under tail flag
(4 34)20 02	1506	An-12BP	Russian Air Force	Sty	06aug96	opb 186 osap at Levashovo; l/n Levashovo 22may99
		An-12	Ethiopian AF	ph.	WAPJ	destroyed by guerrilla fighters Tesenni 15jan84; ex Soviet Air Force; c/n possibly 4342006 as export a/c only had last four painted on and the cargo door is not a factory # 40 type door
4 34 20 06	CCCP-11229	An-12BP	Sov AF/AFL titles	Hrc	21aug68	in fact Air Defence Forces (PVO), not Air Force; opb 978 otap at Klin; in grey c/s; w/o 12oct89 whilst being parked and refuelled at Kirovabad at night when was hit by a Su-24 which was taking off from a taxiway by mistake, both aircraft burnt out, 4 out of 7 crew of the An-12, 1 out of 2 crew of the Su-24 and two soldiers on the ground killed
4 34 20 07	"77" red	An-12B	Ukraine Air Force	Sai	08may98	seen Saky-4-Novofedorovka 29apr99; was coded "70" before; advertised for sale on web for \$200,000, requires repairs following unspecified damage during flight in 1995, t/t 5,564 hours; l/n Saky-4-Novofedorovka 28aug10, engineless

4 34 20 08	CCCP-11419	An-12BP	Sov AF/AFL titles	OMS	may92	version confirmed as BP; registration not on Soviet register !; was equipped with seats from Khrushchov's Il-18 in the compartment for accompanying personnel; based at Zavtinsk, later opb mil. unit 13786 (? osae) at Borispol; in grey c/s with old-style flag on fin; carried Soviet songwriter Alexander Rozenbaum on a tour through Afghanistan in the 1980s; still active in Siberia may92 although Ukraine was independent by then; ferried to Taganrog for rework in 1992 but hastily returned to Ukraine when Russia wanted to include it into its own Air Force; stored at Mariupol without engines from 1992 for several years until sold to a private company
(4 34)20 09	CCCP-11419 1503	An-12BP An-12	grey c/s, n/t Ethiopian AF	Sai JIB	08may98 may82	still with 'CCCP-' prefix; l/n Saky-4-Novofedorovka 29apr99 l/n ASM 12aug93, ex Soviet Air Force; c/n possibly 4342009 as export aircraft only had last four painted on and the cargo door; photo on the internet shows a different, but barely readable, c/n 2104 ?; seen QHR feb05 operational in old Soviet grey c/s with red star; based at Minsk-Machulishchi all grey c/s, code painted over and no marks apart from the c/n see c/ns 8346006 and 402310; crashed 80 km from Luanda 26aug98 after problems with two engines f/n ADE 21jan88; see c/n 8346006; canx but date unknown
4 34 20 10	"07" yellow no code	An-12BP	Belarus Air Force	Mma	09sep94	
4 34 21 01	EW-11368(2) CCCP-11521(2) LZ-SFL LZ-SFL LZ-SFL LZ-SFL LZ-SFL LZ-SFL LZ-SFL LZ-SFL LZ-SFL LZ-SFL	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Techviaservice Soviet AF/AFL c/s Air Sofia Air Afrique all white Air Sofia Avioimpex Air Sofia Cargoair NZ Mandala white c/s, n/t	Mma Mma JNB rgd trf COO ORY MST OST rgd CHC MEB SHJ	12may96 29jun98 27jul84 16jun92 01nov92 28oct93 19dec94 13jun95 18mar96 17aug97 29mar98 14oct98	wearing 'Cargo' titles, l/n LGW jul94 l/n BUD 11jul96 f/n STN 18sep96; l/n MST 23sep96 l/n HLZ 07oct97; was leased from Air Sofia until 05dec97, all white with titles on base of tail white; with Mandala and 'Cargo' titles; l/n SIN 07may98 l/n OST 11mar03; with additional 'Kangaroo' motif on tail and nose and 'Cargo' titles when leased to PAE/Transpac, nov99-jun00; with additional large 'YACCO' titles and 'Moto' sticker during support of the Paris-Dakar rally jan02, l/n OST 16jan02, as such; used again for Paris-Dakar rally jan03, with additional 'Moto' sticker on rear fuselage, l/n OST 22feb03, as such l/n BAH 18nov03 and SOF 29feb04, operating for Air Sofia; l/n BAH 09jan05, operating for DHL small 'operating on behalf of Sri Lankan Government' titles; in Sri Lankan AI fleet list jan06; l/n BOM 10sep06, as such; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07 c/n confirmed by Serbian CAA small titles; all white, blue props and spinners; canx 01feb08 reported arrived FJR 21aug08 opb Galad Air Cargo; reported on ground FJR 01nov08; l/n FJR 30may10/14nov11, stored; c/n confirmed by Kyrgyz CAA rgd 08oct85; f/n DME 24apr89; in Aeroflot c/s; ex Soviet Air Force in Aeroflot c/s l/n DME 16jul94; trf 14jun94 to Atran; Soviet Air Force Red Star still visible under paint l/n SVO 25aug05; has additional 'operated for Miras Air' sticker; c/n painted on as 4132103 in error in basic Atrans c/s with white tail; l/n OST 21aug06 f/n PDV 27oct06 no titles; l/n RWN 04jul07; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07 rgd to a Sharjah company, PO Box 8851; f/n TAS 15mar09 white and blue c/s; also see c/ns 5343005 and 5363006; offered for sale/lease by SRX Aero of Uzbekistan dec09; l/n OPF 13nov11 mfd 10feb64 or 10mar64; ex Soviet Air Force; f/n 1980 last flight 26may96; stored at Kbely, l/n sep97 f/n Kbely 01oct97; d/d to Sofia 08oct97, still in basic Czech AF c/s; l/n OST aug99 in all white c/s, n/t l/sf Air Sofia; in all-white c/s, no titles; photos exists SHJ with Mandala titles; w/o 29sep99 on landing at Pekanbaru-Simpang Tiga when touched down 1,300 m short of the runway and broke into two parts, all 7 crew escaped unhurt; canx only 30jan07 l/n Saky-4-Novofedorovka 29apr99 l/n CKL 04jun92 in old Soviet grey c/s with red star; based at Minsk-Machulishchi all grey c/s, code painted over and no marks apart from the c/n l/n OST 15jan99 additional 'Lukoil' titles; not in 2001 fleet list; see c/ns 402401 and 00347406 opb VVAUSh; in all-grey c/s l/n Saky-4-Novofedorovka 29apr99 based at Lviv based at Kiev; in basic Aeroflot c/s; l/n BUD mar00; canx 30apr09 but see next line f/n OST may00; l/n OST 06sep01; seen engineless IEV may04/dec05; with titles at Yevpatoriya, Ukraine; white with blue cheatline; engineless; l/n 28aug10
4 34 21 03	CCCP-93915 RA-93915 RA-93915 RA-93915 UR-CZX LZ-BRI	An-12B An-12B An-12B An-12B An-12B An-12B	MAP Moscow OAO MAP Moscow OAO Aviatrans Atran Aerovis, n/t Bright Av Serv	mfd LUX LUX IST BGY rgd	25may64 07apr93 08dec93 23sep97 18dec05 20oct06	
4 34 21 05	UK-12005(2) 2105 2105 LZ-SFJ LZ-SFJ	An-12B An-12BP An-12BP An-12BP	SRX Avia Czechoslovak AF Czech Air Force Air Sofia, n/t Mandala Airlines	rgd Kbe trf trf SHJ	07jan08 30apr82 01jan93 10sep97 19sep99	
4 34 21 06	"79" red	An-12	Ukraine Air Force	Sai	08may98	
4 34 21 07	CCCP-11674	An-12	Soviet AF/AFL c/s	Ola	may92	
4 34 21 08	"08" yellow no code	An-12BP	Belarus Air Force	Mma	09sep94	
4 34 21 10	EW-11371(2) not known "83" red	An-12BP An-12	Techviaservice Soviet Air Force Ukraine Air Force	Mma BRQ ph. Sai	12may96 26mar97 1983 08may98	
4 34 22 02	"84" blue UR-11332 T9-CAD T9-CAD UR-11332	An-12BP An-12BP An-12BP An-12BP An-12BP	Ukraine Air Force Khors Air Bio Air Comp, n/t Bio Air no titles	LWO LUX rgd KBP ph.	05jul94 13feb97 20nov99 07jun06 05jul10	
4 34 22 03	CCCP-12182 "91" red	An-12B An-12B	Sov AF/AFL titles Soviet Air Force	i/s Spr	23jun64 04aug90	
4 34 22 04	CCCP-11426 RA-11426 2204	An-12 An-12 An-12	Sov AF/AFL titles all grey, n/t Afghan Air Force	VKO VKO KBL	02sep93 22apr97 jan04	
4 34 22 05	RA-11756 RA-11756	An-12BP An-12BP	Afghan Air Force Afghan Air Force	KBL	13feb89	wreck dumped; c/n not confirmed but the reported number is quite possibly the c/n; also see c/n 4342205 c/n on tail as 2205; an An-12 serial 2205 was reported as a wreck at KBL mar02/jun06, probably the same aircraft last overhaul completed 29jul87 offered for sale by Ukrainian privatisation agency in 2005 with t/t 7,586 hours and 4,845 cycles seen in Aeroflot c/s SVO 19jul88; reported in old Soviet register and Russian register until 2001 with c/n 4341709 which was also on the same registers as CCCP-93912 ! l/n DME 23apr97; trf 12nov93 to Aviaobshchemash; c/n 4342208 checked DME 21may96 ! c/n 4342208 finally on Russian register mar03; leased to Azerbaijan AI at some stage, as photo exists jun05 with 'AHY' clearly visible under paint on rear fuselage; seen DME 04sep10; was reported in SAT Airlines fleet list mar07 as leased from Aviast but never seen as such; seen DME 13jun11 stored on the grass area; wfu? l/n DME 17jun11/aug11 ex Soviet Air Force; f/n 1981; l/n Kbely 15sep90 l/n PZY jul97; Antonov regard this aircraft as no longer airworthy from 29jan98; reportedly sold to Ukraine may98 f/n LAD 19aug99; l/n ATH 19oct01; white/grey c/s with blue cheatline, with three blue stripes on the tail; canx 27feb02 as to Angola reported in Namibian FIR mar03 using call-sign D2-MBH; photo exists, prior to jun05, in all white colours, black rear fuselage with yellow/red stripes and an 'Orca' below the cockpit c/n and serial/reg tie up confirmed; flew KRT-NLV 26jul05; reported LAD 22jul06 as T-309; flight RAK-KIV planned 20dec06; l/n KIV 02jul07 after overhaul; reportedly flew KIV-SEB 22aug07; reported as T-309 LAD 08mar08 f/n CAI 21oct83 f/n DME 30aug88 in Aeroflot c/s and LED 30sep93, grey c/s, blue cheatline & small 'Aeroflot' titles; l/n Gostomel 22sep94; trf 12nov93 to Aviaobshchemash
4 34 22 07	not known	An-12BP	Soviet Air Force	mfd	19jan64	
4 34 22 08	not known CCCP-11756	An-12BP An-12BP	Ukraine Air Force MAP Kuibyshev APO	no reports rgd	no reports 11apr88	
4 34 22 09	2209 2209 ER-ACH T-309 D2-MBH	An-12BP An-12BP An-12BP An-12BP An-12BP	Czechoslovak AF Slovak Air Force Tiramavia, n/t Angolan Air Force Angolan Air Force	mfd trf rgd LAD rgd	29jul64 01jan93 05jun98 23apr03 26jul05	
4 34 22 10	CCCP-11830 CCCP-11830 RA-11830 RA-11830 EK-11830 EX-073 EX-073 EK-11830 EW-284TI 3X-GEQ (1)	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Sov AF/AFL titles MOM Omsk MOM Omsk Aviaobshchemash no titles no titles Click Airways South Airlines all white, n/t all white, n/t	mfd rgd Krn OVB SHJ SHJ SHJ OVB ROV	11jul64 24jun86 14jul93 07jun01 03dec06 12dec06 31jan07 15aug07 11jul09 03mar10	
4 34 23 04	UR-11313	An-12BP	all white, n/t	PMI	feb97	version painted on as just 'An-12'; reportedly opb Supreme Aviation; in white/light grey c/s; l/n KBL 17jun10; dbr 28jul10 on landing at Forward Operation Base Dwyer (near Garmser in the Helmand Province of Afghanistan) when overshoot the runway, crashed through the safety berm and broke its back, all 6 crew escaped unhurt or with minor injuries; torn apart with bulldozers the same day by US Navy Seabees from NMCCB 5 who did not see another way to clear the runway; see c/n 5343506 seen BOG 25nov97 and still present there 03may02, in white colours with blue/red/blue cheatlines, blue propellers; according to legal documents arrived BOG 26may97 and was imported by Lineas Aéreas del Norte Ltda and seized by Customs over importation irregularities, with legal proceedings still on-going in 2008; had RA- marks before code visible under paint l/n SHJ 05apr99 l/n SHJ 13nov99/20feb01 titles removed l/n SHJ 03nov01 white with small titles suffered from bird strike on short final Heglig, Sudan, 30apr02 and ran off runway breaking off the landing gear, dbr ?; canx before jan07 c/n checked VIN 19aug97; l/n VIN 28jun99; offered for sale by Ukrainian privatisation agency 18apr01 with t/t 6,163 hours and 4,643 cycles canx but date unknown l/n Gostomel 03oct10
4 34 23 05	"14" TN-AFW TN-AGC TN-AGC ST-AQP ST-AQP	An-12 An-12 An-12 An-12 An-12 An-12	Russian Air Force ex Russian AF c/s Air Atlantis bare metal Juba Air Cargo Aerovista	no reports SHJ SHJ SHJ SHJ	reports 14feb99 17oct99 17mar01 feb02	
4 34 23 06	"50" red	An-12BSh	Ukraine Air Force	mfd	03aug64	
4 34 23 07	RA-11315 UR-11315	An-12BP An-12BP	unknown Antonov Des. Bur.	rgd Gos	05oct92 28aug93	

4 34 23 08	"72" "61" red UR-PLV	An-12B An-12B An-12B	Soviet Air Force Ukraine Air Force Veteran	no Sai LOS	reports 08may98 30apr04	l/n Saky-4-Novofedorovka 29apr99 in fleet list aug02/may03 as working for Das Air, Lagos; l/n as such FJR 27nov05; still in Veteran fleet list 27jun06; seen Dzhankoi 31jul06 with 'WFP' logo; seen Dzhankoi 03aug07 with large 'WFP' titles on tail and 'Humanitarian Air Service' titles; seen FIH 17oct08 in all-white c/s without any markings apart from the reg; dbr 10nov08 on a flight to Pointe Noire when a fire broke out in the cargo bay 80 km from the airport, the aircraft managed to land safely but the fire burnt through the fuselage; was no longer present PNR 23aug09, broken up ?
4 34 24 04	CCCP-11760 not known RA-11760 7P-ANB EL-ANB	An-12BP An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Uzbek Air Force Aviakomp. Pilot Aeroflot c/s, n/t Santa Cruz Imp.	rgd no trf LAD JNB	16aug84 reports 13jul95 15apr98 14dec98	f/n ADD 18nov88, c/n not checked sold by MoD 13jul95, but money never received f/n SHJ 05feb96; l/n HLA sep97; canx 18aug97 reported for Anton Air and impounded upon arrival; c/n not confirmed but 99 % sure ex 7P-ANB; not on the Liberian register 13jul01
	3C-QQC TN-AGH EX-11760 9Q-CVG	An-12BP An-12BP An-12BP An-12BP	Anton Air Trans Air Congo Intertransavia Victoria Air	JNB SHJ rgd	09mar00 02dec02 15dec03	c/n confirmed in Air-Britain; l/n JNB 16mar01 was leased until 05jun02 c/n not checked l/n GOM 01mar04 n/t; l/n FKI 19nov04; thought to have crashed on take-off from Goma 25may05; c/n reported in Ukraine documents as crashed this date but no reg given but this seems the only slot
4 34 24 05	not known "79" red	An-12BP An-12BP	Soviet Air Force Ukraine Air Force	mfd ph.	30sep64 06jul10	at Saki-Novofedorovka; was already offered for sale by Ukrainian privatisation agency in 2005 with t/t 6,611 hours and 4,937 cycles; l/n 28aug10
4 34 24 07	"99" red	An-12BP	Soviet Air Force	i/s	22sep64	left Sperenberg for Kubinka 30aug94; l/n Kubinka 21aug99/03jun01 wfu and in process of being broken up
4 34 24 09	RA-11320	An-12BP	Polet	rgd	20dec90	ex Soviet Air Force; carried 'Rossiskaya Aviakompaniya Polyot' titles; f/n SHJ 16aug93; l/n SHJ 14feb99; canx 14jan99 as to United Arab Emirates
	TN-AGE UR-SVG UR-SVG UR-SVG	An-12BP An-12BP An-12BP An-12BP	Hellier Intl Volare East Line Volare, no titles	SHJ SHJ DME SHJ	19sep99 26oct99 10jul00 12oct01	'RA-11320' under wings; l/n SHJ 17oct99 'RA-11320' under wings; l/n SHJ 17nov99 in basic Volare c/s; l/n RTM 21sep01 l/n NLV 26may02; still in fleet list 30sep04; canx 31dec08
4 34 24 10	"95" red "95" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	i/s Sms	02oct64 18jun00	l/n ALP early73 c/n not checked; in incident report ASB 06mar87 using call sign CCCP-08952 this date damaged Gyumri 27feb93 in landing accident but repairable; t/t 14,606 hours and 8,341 cycles as of this date; on Russian register feb98 as rgd 26oct87 !; canx but date unknown
4 34 25 01	CCCP-11399 CCCP-11399	An-12BP An-12BP	Soviet AF/AFL c/s MOM/Omsk "Polyot"	mfd mfd	28oct64 26nov87	c/n not checked; according to Soviet register rgd 18jan73; seen CAI 10oct73 possibly the same aircraft c/n not checked; canx but date unknown
4 34 25 03	CCCP-11433	An-12	Sov AF/AFL titles	KAN	18aug67	c/n not checked; according to Soviet register rgd 18jan73; canx but date unknown
4 34 25 04	CCCP-11435	An-12	Soviet AF/AFL c/s	CAI	21oct73	grey c/s
4 34 25 05	"18" red UN-11008(2) UP-AN208	An-12 An-12 An-12B	Kazakh Air Force Aircomp. GST Aero East Wing	ALA LOS NDJ	27aug99 19dec04 08oct08	l/n NDJ (N12.131254 E15.035051) 26oct11, titles and registration still readable, with fuselage damaged above the landing gear and bent propellers on the starboard side; accident reported to have occurred in late 2008; c/n from CAA who report that it has been cancelled probably opb 181 osae at Irkutsk-1; f/n IKT 05jul92; l/n IKT 11may95; sat wfu (without engines) at IKT, l/n jul09
4 34 25 07	"10" yellow	An-12BP	Russian Air Force	mfd	31oct64	based at Irkutsk; f/n IKT 05jul92
4 34 25 09	"14" yellow	An-12BP	Soviet Air Force	mfd	30nov64	probably opb 181 osae at Irkutsk-1; l/n IKT 11may95; wfu before 2011
4 34 25 10	"11" yellow UR-11319	An-12BP An-12BP	Russian Air Force Khors Air	IKT rgd	06jul94 30dec92	in Russian register !; f/n KBP 22sep94; l/n LAD 15apr98; w/o 14dec98 while delivering humanitarian supplies when was shot down by UNITA rebels near Kuito (Angolan province of Bié), all 5 crew and 5 passengers killed
4 34 26 01	RA-11310	An-12	Soviet AF/AFL c/s	ROV	19sep04	l/n ROV 14may96; was officially registered to Yugavia 07aug92 but never seen as such; canx 23jan01; seen Yermolino 02sep02 titles not reported
	RA-11310	An-12	Irkut	rgd	14nov02	f/n IKT 16aug03; l/n BKA 11jul05; in full c/s with additional 'Gromov Air' titles; leased to LII im. Gromova since 08oct02; l/n Zhukovski 25may11
4 34 26 02	not known	An-12BP	Russian Navy	mfd	nov64	opb 355 osae at Mongokhto; offered for sale by Russian privatisation agency 30nov98
4 34 26 04	"11" red	An-12RR	Soviet Air Force	Spr	21may94	opb 186 osae at Levashov; l/n Levashovo 22may01; a derelict An-12 with this code was seen Levashovo (N60.089548 E30.209740) 02oct08, 28apr10 and 26apr11
4 34 26 06	not known	An-12	Russ. Space Forces	no	reports	opb ? osap (mil. unit 32177) at Plesetsk; some parts sold as scrap metal 26aug08
4 34 26 09	CCCP-93913 RA-93913 RA-93913 RA-93913	An-12BP An-12BP An-12BP An-12BP	MAP Moscow OAO MAP Moscow OAO Aviatrans Atran	mfd LUX DME DME	11dec64 22apr93 23sep94 07jul98	rgd 08oct85; f/n DME 24sep87 in Aeroflot c/s l/n DME 16jul94 in Aeroflot c/s l/n LUX 07jun97; trf 14jun94 to Atran c/n painted on as '3442609' in error; reported as An-12B; l/n PEE nov11
4 34 26 10	"86" blue ER-ADL D2-FBD ER-ADL	An-12AP An-12AP An-12AP An-12AP	Ukraine Air Force Tiramavia, n/t	mfd rgd no rgd	29feb64 26nov96 reports 04jul00	f/n LWO 05jul94; l/n LWO 26may96, based Lviv f/n Melitopol 06may98; canx 02nov98 c/n confirmed in Moldovan register f/n FIH 15mar01; canx by Moldovan CAA 07jun01 but crashed on approach Monrovia 15feb02 when trying to perform an emergency landing; was op illegally by Inter Transport Congo and owned by Mr H H Orlov according to UN papers
4 34 27 02	CCCP-11247	An-12	Sov AF/AFL titles	ph.	oct77	opb 226 osap at Sperenberg; l/n Sperenberg may92; left for Russia 1993
4 34 27 03	"86" red "19" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	Spr Lev	1989 10aug96	c/n checked; probably opb 186 osap at Levashovo; c/n checked again Levashovo 22may01; l/n Pushkin 02jun07, c/n not checked
5 34 27 05	CCCP-11397	An-12	Sov AF/AFL titles	KAN	18aug67	and on TV 1976 as TsAGI test aircraft c/n not checked but c/n with this registration on Russian register feb98 as rgd 17jan73; canx but date unknown
5 34 27 06	CCCP-11258	An-12	Soviet AF/AFL c/s	rgd	17jan73	f/n IST nov80; l/n Staraya Russa may99/sep02; wfu 1999; canx 16oct01
5 34 27 08	CCCP-11230 LZ-SFE LZ-SFE LZ-BFA RA-11230 RA-11230	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	MAP Kom-na-Amu APO Air Sofia Air Sofia Bulg. Flying Cargo Aeroflot c/s, n/t KnAAPO	rgd rgd SOF JER HAM ROV rgd	16sep85 06jul92 oct92 22apr93 13may96 06jun96	full colour scheme additional 'Air Cargo Maldives' titles l/n ROV 14jul94 with titles c/n checked this date in basic Aeroflot c/s with dark blue tail, with badge only but no titles; f/n DME 22jul00; l/n Komsomolsk na Amure Dzyomiy 15sep07; offered for sale in 2008
5 34 28 01	RA-11325	An-12BP	Polet	YKS	08jul94	ex Soviet Air Force; carried 'Rossiskaya Aviakompaniya Polyot' titles; seen SHJ 19jan98 without titles, l/n as such SHJ 01feb98
	EL-ALC	An-12BP	SCA Flying Dolphin	rgd	22feb96	according to Liberian register; regarding the sightings of An-8 EL-ALC and of RA-11325/YA-DAB above and below there are strong doubts that EL-ALC was used on an An-12 !
5 34 28 02	YA-DAB CCCP-11905 UN-11005(3) -- UN-11005(3) UN-11005(3) ER-ADK	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	no titles Soviet AF/AFL c/s Varty Pacific Al Varty Pacific Al Varty Pacific Al white grey, n/t TepAviaTrans, n/t	SHJ mfd SHJ SHJ SHJ SHJ rgd	06feb98 28jan65 01oct00 02dec02 25sep03 11nov03 12nov03	in basic Polet c/s; l/n SHJ 14feb98 rgd 19jan73; f/n ADD 15feb78 c/n not checked; canx but date unknown l/n SHJ 24sep02; see c/n 6343907 and c/n 9346408! l/n SHJ 23jan03 white c/s, registration not applied these dates l/n SHJ 28feb04 f/n SHJ 12aug04; l/n EBB 28oct07; reportedly now owned by Varty Pacific Al; canx as to Georgia 02oct07 but see date of l/n !; version as such in Moldovan register
	4L-ELE	An-12BP	Air Victory, n/t	rgd	17may08	reported in Operators Certificate as An-12BK which is impossible for this c/n !; leased from Varty Pacific Al; seen (impounded according court documents) at EBB 05jul08; f/n ACC 18sep08, light/dark blue, grey and white c/s without titles; offered for sale on the web 01sep09 for \$ 900,000, t/t 9,246 hours and 6,235 cycles, last overhaul 05oct89; still in Air Victory fleet list, according Georgian Government website dec09; l/n EBB 13aug10/ 13jun11, wfu
5 34 28 03	not known CCCP-11505	An-12BP An-12BP	Soviet Air Force Soviet AF/AFL c/s	ph. rgd	1968 15mar79	f/n ADE 05may79
5 34 28 04	CCCP-12118	An-12	Soviet Air Force	rgd	17jan73	present on Russian register feb98; canx but date unknown
5 34 28 05	CCCP-13391 RA-13391	An-12 An-12	MAP Irkutsk APO Aeroflot	rgd DME	06mar91 07jul93	f/n VKO 08jul92 in Aeroflot c/s trf 28dec93 to IAPO Irkutsk; canx 07may97; l/n Irkutsk-Vostochny 06jun01 derelict
5 34 28 06	CCCP-11998 "16" blue	An-12BP An-12BP	Sov AF/AFL titles Soviet Air Force	LAD Spr	15nov75 mar94	based Rostov-na-Donu Tsentralny
5 34 28 08	CCCP-12111 RA-12111	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd no	1965 reports	rgd 17jan73; f/n DAR 14oct74 canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time
5 34 28 09	"18" red	An-12BP	Soviet Air Force	UCK	aug89	l/n SVX 20apr93, based Yekaterinburg
5 34 28 10	"17" red	An-12	Soviet Air Force	Kub	sep93	l/n Kubinka 21aug99/03jun01 wfu and in process of being broken up
5 34 29 02	"79" red	An-12	Kazakh Air Force	ALA	24sep99	
5 34 29 03	CCCP-11772 EK-11772	An-12BP An-12BP	Soviet AF/AFL c/s Aeroflot c/s, n/t	rgd SHJ	15mar79 20dec04	f/n ADD apr89; canx but date unknown c/n confirmed by Armenian CAA mar08; version confirmed; repainted in white/grey c/s with dark blue cheatline; carried large 'Cargo' titles going up the side of the rear ramp doors; l/n SHJ 20jan07; sole report of EX-11772 of ACI Air DXB 05jun06 is likely to be a mis-pole for this aircraft
	EK-11772	An-12BP	Miapet Avia	no	reports	this c/n offered for wet lease 22jan07; reg not mentioned; f/n BZV 23sep08 blue cheatline only wearing with 'Cargo' titles; l/n DXB 24dec07
	EK-12129(2)	An-12BP	Taron Avia, n/t	SHJ	23dec07	c/n confirmed by Armenian CAA mar08; in white c/s, grey undersides with thin cheatline and small 'TA' badge behind cockpit; l/n HEA 17jun10; see c/n 7344906
5 34 29 05	CCCP-11773	An-12BP	Soviet AF/AFL c/s	rgd	25sep78	f/n LAD 13dec79; l/n FEG 29apr98; c/n was checked ADD dec84 as being 2342908, misread ?; canx but date unknown
	ST-SAA	An-12BP	Sarit Airlines	no	reports	crashed on landing Wau 17nov03

5 34 29 07	1505	An-12BP	Ethiopian AF	QHR	feb86	ex Soviet Air Force
5 34 29 08	CCCP-11810	An-12BP	Soviet AF/AFL c/s	rgd	29aug85	f/n NBO 19nov88 c/n not checked; canx but date unknown
	UR-11810	An-12BP	not reported	Yev	24jun01	c/n not checked; same aircraft as previous line ?
	EK-11810	An-12BP	Air Armenia Cargo	SHJ	12nov07	full c/s; l/n TII 18jan10; c/n confirmed; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE and opb Air Armenia; photos show the registration without the dash after the prefix
5 34 30 01	CCCP-11431	An-12	Sov AF/AFL titles	KAN	18aug67	c/n not checked; rgd 17jan73; seen DAM 26sep74 c/n checked
	RA-11431	An-12	Russian AF/AFL c/s	Uue	20apr97	c/n not checked but current on Russian register sep98; wfu 1998; canx 16oct01
5 34 30 02	CCCP-11432	An-12BP	Sov AF/AFL titles	KAN	18aug67	rgd 02jul75; seen LAD 15nov75
	RA-11432	An-12BP	Russian AF/AFL c/s	KLD	05may94	wfu 1996; canx 16oct01
5 34 30 04	CCCP-69314	An-12BP	Aeroflot	DME	20apr78	
	CCCP-69314	An-12BP	MAP Ulyanovsk APK	rgd	30jan87	
	RA-69314	An-12BP	MAP Ulyanovsk APK	DXB	08jul93	in Aeroflot c/s
	RA-69314	An-12BP	Aviastar	trf	02nov93	f/n OST 18dec96
	RA-69314	An-12BP	Aviast	trf	apr02	f/n MST 05dec02; l/n BUD 19mar04
	RA-69314	An-12BP	Avial	OST	05jun04	l/n SVO 27aug04
	UN-11003(3)	An-12BP	no titles	SHJ	07feb05	
	UN-11003(3)	An-12BP	ATMA	SHJ	12feb05	l/n SHJ 15mar05 dbr on landing Kabul 25apr05 when swerved off runway and burst tyre on landing; see also c/n 4341803 and 5343704
5 34 30 05	"17" yellow	An-12BP	Soviet Air Force	mfd	30apr65	old code visible under paint in mid 1990
	"29" blue	An-12BP	Soviet Air Force			photo proof but it is not known if the aircraft had this code before or after it was coded "17" yellow
	"20"	An-12BP	Soviet Air Force	SQQ	1990	on overhaul; c/n in listing as 3005
	CCCP-98102	An-12BP	MAP Arsenyev APO	rgd	05jul85	f/n DME 22may91 in Aeroflot c/s; version in Russian register given as such
	RA-98102	An-12BP	Balkan	MST	07apr93	leased from Progress
	LZ-BFD	An-12BP	Bulg. Flying Cargo	ORY	13dec95	l/n BTS 10dec99; had no titles until oct99
	RA-98102	An-12BP	Gromov Air	rgd	18oct00	f/n Zhukovski 17aug01; l/n Staraya Russa 24aug02; canx 28nov02 as to Kazakhstan
	UN-98102	An-12BP	Almaty Aviation	ALA	04jan03	l/n SHJ 23nov04
	XU-U4C	An-12BP	PMT Air	SIN	12nov06	
	XU-U4C	An-12BP	Bismillah Airlines	DAC	21feb07	with titles and PMT titles too; l/n BKK 02aug08 op for UN WFP; l/n PNH 18oct08; de-registered by Cambodian CAA 30oct08
	EK-12005(3)	An-12BP	all white n/t	DXB	30nov08	advertised for sale late 2009 for \$650,000; 18817 hours, 7982 cycles; see c/ns 4342103 and 5343006
5 34 30 06	EK-12005(3)	An-12BP	Taron Avia	KDH	16jan11	in all white c/s with titl; l/n Yerevan-Erebuni 08mar11
	CCCP-11430	An-12B	Sov AF/AFL titles	mfd	30apr65	rgd 17jan73; opb 339 vtap at Vitebsk; f/n LIM 07sep70; l/n HAN mar79; canx but date unknown
	4K-AZ32	An-12B	AZAL Aviacargo	BAK	24jul03	current on Azerbaijan register 20nov03; l/n BAK 22nov03; offered for sale on the internet feb04 with 5,701 cycles
	4K-AZ32	An-12B	red/white/grey c/s	DXB	24jan05	no titles; opf AZH; l/n KDH 14jun05, opf Sky Wind Airlines; canx 05jul05
	4L-12005(1)	An-12B	red c/l, n/t	KDH	06sep05	c/n not confirmed, ex 4K-AZ32 ?; l/n DXB 06sep05; see c/ns 4342103 & 5343005
	EX-086 (1)	An-12B	red c/l, n/t	SHJ	26oct05	c/n not confirmed, ex reg '4....05' visible under new paint; photo proof this is a different aircraft to EX-086(2) c/n 00347102
	EX-092	An-12B	red c/l, n/t	KBL	03dec05	c/n confirmed in Antonov list nov06; ex reg '4....05' visible under new paint; l/n NBO 22aug06; regarded as un-airworthy and banned from flying in Kenya
	S9-PSM	An-12BP	Styron Trading	rgd	14jun07	f/n OUA 02sep07, no titles, with tail turret in white top & grey belly; l/n NBO 15jun08/24oct08; believed stored for sale on the internet aug08, t/t 9,387 hours and 6,050 cycles
	S9-PSM	An-12BP	Styron Trading	no	reports	according to UN report nov09 flew NBO-FKI 11nov08, owned by Anatoly L(i)ovin; flew on to Simi-Simi and began operating for the DRC Air Force; de-registered by Sao Tome 03jul09
	9T-TCI	An-12BP	DR Congo Air Force	FKI	feb09	c/n confirmed by UN and photos show it has exactly the same white top & grey belly c/s pattern as S9-PSM belly; also reported owned by Nikolai Mayak; l/n FKI 05aug10; Antonov regard this aircraft as no longer airworthy as its service life has expired; seen derelict FKI 18jul11
5 34 30 07	not known	An-12BP	Soviet Air Force	mfd	30apr65	trf to Aeroflot before 1987
	CCCP-11962	An-12BP	Aeroflot	SVX	20apr93	c/n from Russian register feb98; last overhaul completed 30jun90
	RA-11962	An-12BP	Trans Aero Samara	KUF	28may97	l/n KUF 29nov97
	RA-11962	An-12BP	TAS c/s, n/t	AMS	07jun99	in Trans Aero Samara c/s; l/n Zhukovski 21aug99
	RA-11962	An-12BP	Aviast	rgd	21oct99	f/n RTM 14dec99; rgd 20feb03 to Gala Trans Karga and Ist Aviast 28sep99/31dec05; seen DME 21aug05; offered for sale on internet by Arsenal in 2005 with t/t 8,804 hours and 5,120 cycles; l/n Taganrog Central 30jun11 with no tail, outer wings or engines, possibly undergoing overhaul
5 34 30 10	"31" yellow	An-12BP	Russian Navy	mfd	26may65	f/n Ostafeyev 24aug95; carried a small Russian flag on the right-hand side; preserved in the air base museum at Tambov- Military (N52.706602 E41.380205); seen may06/may08
5 34 31 01	L2170	An-12B	Indian Air Force	DEL	1987	wfu early 1993, for sale dec93 t/t 6,758 hours, coded 'J'; fate unknown according to Indian Air Force
5 34 31 03	CCCP-11768(2)	An-12BP	MRP NPO 'Vzlyot'	rgd	21aug89	in Aeroflot c/s; f/n LED oct89; l/n SVO 09sep92; see c/n 402408
	RA-11768(2)	An-12BP	not reported	IST	09apr96	trf to Yermolino Flight Test Research Enterprise 29aug95
	RA-11768(2)	An-12BP	ELIIP	AMS	22may98	Yermolino Flight Test Research Enterprise; l/n DME 08oct02
	RA-11768(2)	An-12BP	Southern Cargo Al	BRQ	15mar04	l/n Yermolino 25aug04, titles not reported; canx 03sep04 as sold to Sudan
	4L-12008	An-12BP	Southern Cargo Al	SHJ	15may05	opb Global Georgian Airways; trf to Styron Trading Inc. 03mar06; in white/grey c/s with orange cheatline; f/n without titles KBL 18may05; Antonov regard this aircraft as no longer airworthy from 18feb06 but initially quoted c/n 5343108, a list dated 01feb07 shows the c/n as 5343103; l/n EBB 10may07
	4L-12008	An-12BP	no titles	EBB	29mar08	in white/grey c/s with blue cheatline and fin
	S9-GAW	An-12BP	Styron Trading	rgd	04jul08	reg, owner and c/n from UN report nov09; arrived FKI from EBB 26sep08; flew to Simi-Simi 26oct08 and began operating for DRC Air Force; de-registered by Sao Tome 03jul09 ex 4L-12008
	9T-TCH (1)	An-12BP	DR Congo Air Force	FKI	15jan09	c/n confirmed by UN; same c/s as 4L-12008, white/grey c/s with blue cheatline and fin; owned by Nikolai Mayak; no titles; also reported owned by Anatoly L(i)ovin; Antonov regard this aircraft as no longer airworthy as its service life has expired; see 9T-TCH (2) with c/n 8345807
5 34 31 08	"15" red	An-12	Soviet Air Force	Kub	sep93	l/n Kubinka 17may99 stored/wfu
5 34 31 09	"09" yellow ?	An-12BP	Belarus Air Force	Mma	09sep94	in old Soviet grey c/s with red star; based at Minsk-Machulishchi
	EW-11365(2)	An-12BP	Techviaservice	IST	12apr97	l/n OST 07oct98; has additional 'Lukoil' titles; not in 2001 fleet list, fate unknown; see c/n 402806
	S9-PSO	An-12BP	Goliath Air	TMS	13jan08	sen NDJ 14nov08; c/n checked; l/n TMS 20may11 parked on the grass, complete
5 34 32 02	"01" unknown	An-12BP	Soviet Air Force	ph.	in 1966	
	CCCP-11711	An-12BP	Sov Navy/AF/L titl.	KEF	06aug70	c/n not checked; rgd 18jan73; still current on Russian register feb98; canx but date unknown
	UK-12001(2)	An-12BP	Avialeasing	no	reports	opb SRX Transcontinental, based at Fergana; see c/n 401801
5 34 32 03	CCCP-11357(2)	An-12B	Aeroflot	OST	14oct92	also seen c/n 402802
	UR-11357(2)	An-12B	Pollysaviatrans			
	UR-11357(2)	An-12B	Atlant	VIN	13may97	l/n VIN 10may98 but c/n not checked !
	UR-11357(2)	An-12B	no titles	VIN	28jun99	
	4L-BKN	An-12B	not reported	Gos	09aug08	seen Gostomel 04oct09, all white, no titles; rep. opb Air West; c/n confirmed by Georgian CAA; l/n Gostomel 03oct10; reportedly cancelled between 13aug10 and 23mar11
5 34 32 04	CCCP-12130	An-12BP	Soviet AF/AFL c/s	mfd	30jun65	c/n from Russian register feb98; rgd 20jul79; f/n ADD mar85; canx but date unknown
	UK-11372(2)	An-12BP	Uzbekistan Airways	rgd	21jan97	f/n EVN 22jun97; l/n SHJ 18mar01; l/n TAS 10apr02, titles not reported; in fleet list jan03 as stored; see c/ns 401912 and 402402
	ER-ACO	An-12BP	Tiramavia	rgd	07jul05	f/n GVA 11oct05; l/n as such SHJ 16nov06; seen KIV 07jul07 in new glossy all-black c/s with white 'wave' cheatline, no titles; canx 10jan08 as to Afghanistan; l/n FJR 23jan08
	YA-KAC	An-12BP	Kabul Air	rgd	14jan08	f/n DXB 09feb08 in glossy all-black c/s with white 'wave' cheatline, no titles; noted KDH 23mar08; seen KTV jul08, green tail with red flash under wing and with titles; l/n Bagram 06sep10; CoFA expired 14jan11 and BPM 24feb11; l/n KIV 05aug11, being repainted; reported for GR Avia; c/n from www.russianplanes.net
	3X-GFT	An-12BP	all white, n/t	KDH	18jan11	not yet confirmed as a factory # 84 aircraft
... 32 06	1512	An-12BP	Ethiopian AF	QHR	feb86	l/n Sperenberg 26aug94 when departed to Kubinka
5 34 32 07	"97" red	An-12BP	Soviet Air Force	i/s	24jun65	
5 34 32 08	CCCP-11661	An-12BP	Sov AF/AFL c/s	mfd	31jul65	
	"661" black	An-12BP	Soviet Air Force	Kln	16aug96	still with Red Star; c/n only mentioned in documents, sold at auction 11jul03, was opb mil. unit 45157 at Klin; l/n Klin-5 a5airbase 20aug03
	ER-AXH	An-12BP	Valan ICC	rgd	03dec03	l/n SDA 30nov05; current on register 21dec06
	ER-AXH	An-12BP	Skylink Arabia	DXB	16dec06	leased from Valan ICC; based at Baghdad around 2005/06; in all-white c/s with 'Skylink' titles; l/n DXB 16feb07
	ER-AXH	An-12BP	Expo Airlines	DXB	03may07	in Valan fleet list 15oct07; reportedly flew SDA-KIV 18dec07 using Valan callsign; current on register 06may08
5 34 32 09	D2-MBV	An-12BP	Angola Air Charter	KIV	03jul08	delivered KIV-SEB 03jul08
	CCCP-11660	An-12BP	Soviet AF/AFL c/s	rgd	26oct78	f/n Ethiopia 1984 in Aeroflot c/s on relief flights; l/n TNR 1986
	RA-11660	An-12BP	Russian AF/AFL c/s	Uue	20apr97	current on Russian register sep98; canx but date unknown; c/n only mentioned in documents, sold at auction 08jun00, was opb mil. unit 95846 at Orenburg at the time
	EK-11660	An-12BP	Cargo titles only	EVN	29aug00	c/n from JP-01; in Veteran fleet list 12jan04
	EK-11660	An-12BP	Dvin Air	DLA	apr01	small sticker only
	EK-11660	An-12BP	Air Gabon	SSG	10feb04	l/n DXB 20dec06
	EK-11660	An-12BP	all white, n/t	LBV	24nov04	with titles and 'MA' logo behind cockpit; reportedly delivered to Miapet Avia in late 2007; dbr 25jan08 at Pointe Noire (Congo) when the brakes failed as it taxied to the apron, the An-12 could not be stopped and ran into parked Boeing 727-247 9L-LEF, both aircraft sustained considerable damage, 2 crew injured; still listed in ICAO/BV document jun08 as owned by Highnesses Airlines International and opb Miapet Avia; the aircraft was not seen on several visits at Pointe Noire in 2009 so presumably broken up; most recent photos show the registration without the dash after the prefix, but earlier photos with the dash
	EK-11660	An-12BP	Aéro-Service	LBV	feb07	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; c/n only mentioned in documents, sold at auction 08jun00, was opb mil. unit 95846 at Orenburg at the time coded 'K', wfu 1993, for sale dec93 t/t 7,760 hours; fate unknown according to Indian Air Force
5 34 33 01	CCCP-11412	An-12BP	Soviet AF/AFL c/s	rgd	05mar79	f/n VKO 16mar92; c/n from Soviet register, see next line !
	RA-11412	An-12BP	Russian AF/AFL c/s	Uue	20apr97	
5 34 33 02	L2171	An-12B	Indian Air Force	ORY	27sep79	
5 34 33 05	CCCP-11667	An-12BP	Soviet AF/AFL c/s	rgd	02jul75	

	RA-12192 XU-345 XU-345 D2-FDT S9-BOT S9-BOT S9-BOT EX-161	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	MAP NovosibirskAPO Yana Airlines President Airlines President Airlines Sarit Airlines white fuselage Air West British Gulf Int.	rgd DMK DMK SHJ SHJ SHJ SHJ SHJ	03feb97 03apr00 25apr00 09dec00 08dec01 28dec01 20mar02 04dec02	c/n from Russian register feb98; canx 16nov99 as to Cambodia confirmation on titles welcome; c/n from JP-02 l/n SHJ may00; small titles behind cockpit l/n SHJ 26may01; c/n from JP-02; confirmed ex XU-345; small titles behind cockpit c/n from JP-02 l/n SHJ 17jan02; blue tail, no titles c/n from JP-03 & checked as ex S...T; named 'Fatima'; version as such from fleet list; l/n with titles DXB 26nov04; seen without titles SHJ 30nov04; l/n SHJ 03may07, still no titles l/n Afghanistan summer 2007; l/n SHJ 25nov08 named 'Fatima'; MVQ 13feb09
5 34 33 06	S9-SAP EW-292TI EK-12335 CCCP-11932 "16" yellow	An-12BP An-12BP An-12BP An-12BP	British Gulf Int. Trans Avia Export Air Highness Soviet AF/AFL c/s Russian Air Force	DXB rgd mfd IKT	29jul07 no reports 15apr10 31aug65 10may95	f/n PNR 23jan11 l/n IKT 05jul92 c/n not confirmed on this date; probably opb 181 osae at Irkutsk-1 (disbanded dec09); in rework plant by early 2011
5 34 33 07	CCCP-11132 ST-SAD EK-11132 EK-11132 EK-11112(3)	An-12BP An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Sarit Airlines red c/l, no titles Miapet Avia South Airlines n/t	rgd no reports SHJ no reports DXB	15mar79 no reports 13feb05 no reports 13nov07	f/n ADE 05may79; canx but date unknown photo date unknown, red cheatline with titles and tail emblem; damaged on landing Khartoum 19oct04 c/n not checked l; l/n KBL 11mar06 this c/n offered for wet lease 22jan07; reg not mentioned with tail-turret; in white/grey c/s with dark blue cheatline; carries large 'Cargo' titles going up the side of the rear ramp doors; l/n SHJ 04mar08; see c/n 01347907 and CCCP-11112 with unknown c/n c/n confirmed; l/n SHJ 07aug08; small 'TA' badge behind cockpit; l/n SHJ 12mar09; still registered 01jan09
5 34 33 10	EK-12307 CCCP-11946 "34" red	An-12BP An-12 An-12	Canair Congo Soviet Air Force Russian Air Force	PNR rgd Osf	jun09 19jan73 16may99	l/n PNR 08sep09 canx but date unknown l/n Ostafyeyev aug99/aug01 wfu in storage area; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; reserved to become a restaurant first An-12 with wider cargo door; coded 'L'; fate unknown according to Indian Air Force
5 34 34 01 5 34 34 02	L2172 CCCP-11401	An-12BP An-12BP	Indian Air Force Sov Navy/AFL titl.	DEL mfd	02dec78 sep65	f/n KAN 18aug67, c/n not checked; rgd only 17jan73; l/n HEL 08nov73 c/n checked, in all grey c/s with small Aeroflot titles by nose opb 398 otae at Khrabrovo; l/n KGD 12aug96, c/n not checked these dates; offered for sale by Russian privatisation agency 30nov98/apr04; sold to ZAO 'Aviatsionnyye kompyuternyye tekhnologii' 21may04 at SHJ 15mar07 white fuselage/grey tail c/s; l/n SHJ 16may08 as such; opb South Airlines; mentioned in ICAO/BV document jun08 as owned by Windline LLC and opb South Airlines; photos show the registration without the dash after the prefix canx before 01jan09; l/n BVZ 05jan09
	RA-11401 EK-11779	An-12BP An-12BP	Rus Navy/AFL titl. grey ex mil c/s	KGD SHJ	20aug94 20jan07	c/n not confirmed but same c/s as EK-11779; seen PNR 29nov09; reported ferried Sebha - Migalovo opb Galex Guinee 04dec09; l/n Tver 18apr11 with engines removed delivered to vtap at Dzhanok; trf to NII Parashyutostroeniya (Parachute Research Institute) at Kirzhach in 1967; with black grid (for filming tests) on the rear still with Red Stars; last flight 1996; still in good condition ten years later (could be made airworthy again); c/n checked; l/n Kirzhach (N56.162525 E38.830540) 03jan10/16jul11 c/n checked; l/n Yermolino 16apr97, c/n not checked in full (not grey) AFL c/s; chartered by Yermolino Flight Test Organisation; dbr 11dec97 on landing at Naryan-Mar when failed to go around (because of a misunderstanding) and ran into Mi-8T RA-24247 which had landed 2 minutes earlier but not yet cleared the runway, all 7 crew and 2 passengers survived, but two crew members lost their legs rgd 29mar91
5 34 34 03	EK-11779 EY-404 "42" red "42" red	An-12BP An-12BP An-12	Mani Air Freight Mani Air Frêt Soviet Air Force Russian Air Force	PNR PNR toc Kiz	26oct08 07jun09 25oct65 15jan06	canx before 01jan09; l/n BVZ 05jan09 c/n not confirmed but same c/s as EK-11779; seen PNR 29nov09; reported ferried Sebha - Migalovo opb Galex Guinee 04dec09; l/n Tver 18apr11 with engines removed delivered to vtap at Dzhanok; trf to NII Parashyutostroeniya (Parachute Research Institute) at Kirzhach in 1967; with black grid (for filming tests) on the rear still with Red Stars; last flight 1996; still in good condition ten years later (could be made airworthy again); c/n checked; l/n Kirzhach (N56.162525 E38.830540) 03jan10/16jul11 c/n checked; l/n Yermolino 16apr97, c/n not checked in full (not grey) AFL c/s; chartered by Yermolino Flight Test Organisation; dbr 11dec97 on landing at Naryan-Mar when failed to go around (because of a misunderstanding) and ran into Mi-8T RA-24247 which had landed 2 minutes earlier but not yet cleared the runway, all 7 crew and 2 passengers survived, but two crew members lost their legs rgd 29mar91
5 34 34 04	CCCP-12105 RA-12105	An-12BP An-12BP	Sov AF/AFL titles Russian AF/AFL c/s	HEL Erm	08nov73 01sep97	canx 18jan00; version as such in Moldovan register; reported BUJ 17jun98 as an An-26 ! reported in Namibian FIR feb02/jun04 using call-sign D2-MAZ; see next line in white c/s with grey undersides; version painted as such, c/n not painted on aircraft; l/n ODS 02may06, stored; Antonov regard this aircraft as no longer airworthy from 20jan97; reported as D2-MAZ of Angola Air Charter in Antonov list dated 01feb07 (still regarded as no longer airworthy; flew ODS-KIV 03apr07, presumably on re-delivery after overhaul; l/n LAD 06aug07
5 34 34 05	CCCP-12388 RA-12388 ER-ADM T-301 D2-MAZ	An-12BP An-12BP An-12BP An-12BP An-12BP	MAP NovosibirskAPO Aeroflot Tiramavia Angolan Air Force Angolan Air Force	mfd OVV rgd LAD ODS	09sep65 23jun94 01oct99 15mar01 30aug01	canx 18jan00; version as such in Moldovan register; reported BUJ 17jun98 as an An-26 ! reported in Namibian FIR feb02/jun04 using call-sign D2-MAZ; see next line in white c/s with grey undersides; version painted as such, c/n not painted on aircraft; l/n ODS 02may06, stored; Antonov regard this aircraft as no longer airworthy from 20jan97; reported as D2-MAZ of Angola Air Charter in Antonov list dated 01feb07 (still regarded as no longer airworthy; flew ODS-KIV 03apr07, presumably on re-delivery after overhaul; l/n LAD 06aug07
5 34 34 06	CCCP-12115 RA-12115	An-12BP An-12BP	Soviet Air Force Russian AF/AFL c/s	rgd Uue	17jan73 20apr97	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; wfu 1998; canx 16oct01 l/n Smolensk-Severny 14aug01 and oct06, c/n checked c/n confirmed; Antonov regard this aircraft as no longer airworthy from 22dec96; l/n SHJ 07dec99; see c/ns 5343702, 5344104 and 8346107 l/n SHJ 14feb00 l/n RKT 20sep00 l/n SHJ 02dec02 canx 06feb03 c/n from JP-05; l/n TIP 14aug04 c/n not confirmed and no c/n on outside; with turret; reportedly opb Equatorial Express Airlines; l/n COO 04nov05 c/n confirmed from JP-06; reportedly based at Goma; in white c/s with grey undersides, reg without dash; l/n FBM may08 c/n from CAA; made an emergency landing at Shymkent 20sep08 after problems with one of its engines, on a flight from Fujairah, owner given as East Wing RK (UAE) all white, with titles; seen NDJ 07oct09; seen NDJ 18jun11 and 07aug11, possibly inactive
5 34 34 07 5 34 34 08	"81" red UN-11001(2) UN-11001(2) UN-11001(2) EX-002 9L-LEA 3C-MIR UN-11009	An-12BP An-12 An-12 An-12 An-12 An-12 An-12	Soviet Air Force all grey, n/t Daallo Airlines all grey, n/t Avia Pusk not reported all white, n/t white/grey, n/t GST Aero	KLD SHJ KLD SHJ DXB rgd FJR SSG	05may94 19sep99 17jan00 05mar00 14oct00 unknown 13oct03 23mar05 early06	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 34 09	UP-AN209 CCCP-11945 RA-11945	An-12 An-12BP An-12BP	East Wing Soviet Air Force Russian AF/AFL c/s	BUD rgd Uue	29oct08 11jul75 20apr97	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 34 10	CCCP-11404 4K-AZ30 4K-AZ30 4K-AZ30 EX-083 CCCP-11233 CCCP-11424	An-12BP An-12BP An-12BP An-12BP An-12 An-12BP	Soviet AF/AFL c/s African Aviation Sarit Airlines red cheatline n/t not reported Sov AF/AFL titles Soviet AF/AFL c/s	rgd NBO SHJ SHJ rgd CAI rgd	14jan74 14mar03 23nov04 06mar05 unknown 21oct73 17jan73	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 35 01 5 34 35 02	ST-SAT	An-12BP	Sarit Airlines	SHJ	11nov02	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 35 04	RA-12574	An-12BP	Russian AF/AFL c/s	Sms	23aug95	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 35 05	"72" red	An-12BK	Ukraine Air Force	mfd	31oct66	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 35 06	CCCP-11995 RA-11995	An-12BP An-12BP	Soviet Air Force Russian AF/AFL c/s	rgd Sms	11jul75 18jun00	not possible to see if carried titles !; c/n not checked but current on Russian register sep98; canx but date unknown; l/n Orenburg-Southwest 27aug03 and 29aug04 c/n not checked opb 339 vtap at Vitebsk; f/n LAD 29nov75; l/n ADD mar85; present on Russian register feb98; canx but date unknown leased from Silk Way; l/n SHJ 20feb04, active l/n SHJ 30dec04 l/n SHJ 05apr05; not on Azerbaijan register 22nov05 canx 15may06 c/n checked HEL 08nov73; rgd 14jan74 ! opb mil. unit 95846 at Orenburg-Southwest; f/n ADE 06apr78; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 2,266,000; canx but date unknown '424' on nose navigator window 'RA-11...' still visible under paint, ex RA-11424 ?; was destroyed at Wau 26jun04 when hit a flock of birds on take off causing engines 3 and 4 to lose power, the directional control was lost and the aircraft veered off the side of the runway, after leaving the runway the aircraft reportedly struck and injured a child and came to rest beside the runway where a fire, which had apparently broken out in the grass beneath it, eventually spread and destroyed the aircraft l/n Klin-5 airbase 20aug01; opb 978 vtap; c/n checked on photo; documents released for auction 31oct03, was opb mil. unit 45157 at Klin at the time last overhaul completed 31jan88; reportedly wfu 1992; f/n ODS 02apr06, stored, markings faded; offered for sale by SkyBirdHeli 27may06 with t/t 5,947 hours and 4,742 cycles; l/n ODS 27aug10/ 29jul11 present on Russian register feb98; canx but date unknown c/n not checked this date; c/n only mentioned in documents, sold at auction 21nov03, was opb mil. unit 15401 at Smolensk at the time mentioned on www.fcd.ras.eu.org website with this c/n jul06 sitting on its tail; made a test flight RWN-RWN 08feb08 using Click Airways flight number; seen FJR 10feb08, port side all white with yellow motif on forward fuselage with aircargo@arminco.com titles; see also c/ns 6343909 and 9346509; reported arrived FJR 23apr08 opb Click Airways; l/n FJR 17may08; mentioned in ICAO/BV document jun08 as owned by Phoenix Avia Gulf Ltd opb Phoenix Avia; still reported on ground FJR 01nov08; canx before 01jan09 named 'Viktoria'; apparently stored or wfu; was offered for sale on the internet by Vikavia of Rostov na Donu on 27jan10 for \$350,000 with t/t 9.325 hours and 6.460 cycles; see c/n 4242210 f/n CAI 21oct73 c/n not checked; l/n ADD 17nov85 c/n not checked canx but date unknown; l/n Orenburg-Southwest 27aug03, c/n not checked; sold by Russian privatisation agency to Antei-2 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time opb South Airlines; mentioned in ICAO/BV document jun08; see c/n 402002 and 9346203; canx after CofA expired 10jan08 reported arrived this date; l/n RKT 04feb09; c/n not confirmed but "786" in cockpit window; l/n PNR 14feb10, all white reportedly re-registered 05mar10; l/n FKI 27may10 reported in some documents
5 34 35 07	EK-12122(3)	An-12				

	UR-CGX	An-12BP	Shovkoviy Shlyah	ABZ	28aug08	Shovkoviy Shlyah is Ukraine for Silk Way; suffered damage at CWC 06feb11 when it ran off the runway during a rejected take off and reportedly crashed through a fence and some concrete blocks; l/n CWC 08feb11; repaired; l/n MLA 05sep11
5 34 36 03	CCCP-11658(1)	An-12	Soviet Air Force	rgd	18jan73	see c/n 9346608
5 34 36 04	CCCP-11835 RA-11835	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Uue	14jan74 20apr97	f/n ADD 02feb78; l/n ADD 17nov85; present on Russian register feb98, with version given as such not possible to see whether titles were carried l; wfu 1998; canx 16oct01
5 34 36 05	CCCP-11676 "38" yellow	An-12 An-12	Sov AF/AFL titles Russian Air Force	KEF Tbv	06aug70 2003	and ARN 13nov73; rgd 14jan74 ! l/n Tambov-Military 29may04
5 34 36 06	CCCP-06105	An-12B	MRP Kamen.-Uralski	mfd	03dec65	rgd 12mar87; MRP/Kamenno-Uralski Radiotechnical Plant (a division of NPO "Vzlyot"), in Aeroflot c/s; damaged Tashkent- Vostochny 02apr87 but repaired; canx 01jun00
	CIS-06105 UK-06105 UK-06105	An-12B An-12B An-12B	Mathur Avia Uzbekistan Airways Uzbekistan Airways	DEL MST	11aug92 15jul93 jan94	Mathur Avia c/s with 'Uzbekistan' titles only l/n SHJ 18nov97; in 'new' c/s, also 'Simurg' titles; not in fleet list 30oct00, see next line; canx but date unknown
	EX-001 EX-001 EX-001	An-12B An-12B An-12B	InterTransAvia/ Sun Light TCS	rgd DXB KBL	28aug02 26feb04 aug05	f/n SHJ 20sep02 no titles; confirmed ex UK-06105; l/n SHJ 23nov03 c/n not checked; opb Aerovista Airlines; in white/blue c/s; l/n SHJ 06mar05 c/n not checked; in full c/s with additional Star Air Aviation titles on nose, DXB 15sep05; canx from register 26jun06 with a last operator reported as being Sunlight
	EX-001	An-12B	Congo Pres. Flight	trf	jun06	c/n not checked; in ex TCS c/s, white fuselage with red tail, no titles; f/n GOM 28jun06; seen FIH 04nov11, now all white, no titles; l/n BUX 18nov11
5 34 36 07	CCCP-11809	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	c/n not checked; rgd 09jul75
5 34 36 09	CCCP-11747	An-12BP	Soviet AF/AFL c/s	rgd	06feb76	f/n KHI 20nov77; opb 369 vtap at Dzhankoi and detached to Luanda (Angola); w/o 25nov85 on a flight from Cuito Cunavale to Menongue when was shot down by a South African special forces team with a war-booty "Strela-1" SAM on BRDM-2 chassis, the missile hit engine # 2 and the wing came off 47 seconds later, the aircraft crashed into a forest near Luassingua (43 km east of Menongue), all 8 crew and 15 passengers (Soviet military advisors and Angolan officers) killed rgd 02feb66; opb 75 LO; carried a reindeer and 'Komi' titles on the fin; w/o 22jan71 on a flight from Omsk to Surgut when the de-icing system of the wing failed (a valve was not completely opened) on approach to Surgut, the wing was subject to heavy icing and the aircraft stalled at a height of some 400 metres, spiralled down, crashed in a forest 18 km north-east of the airport and burnt out, all 6 crew and 8 passengers (among them a reserve crew) killed; t/t 5,626 hours and 2,578 cycles; canx 19mar71; after the crashes of CCCP-11000 and CCCP-12996 within 10 days the de-icing system of the An-12 was improved and the flight manual amended
5 34 36 10	CCCP-11000	An-12B	AFL/Komi-SCW	mfd	03dec65	rgd 09feb66; first reported as such Lensk 14aug87 in incident report; f/n GDX 08jul94; l/n GDX 12may95; trf 20may93 to Magadan Avia Leasing; canx 08dec98; see c/ns 5343408, 5344104 and 8346107 rgd 09feb66; f/n DME 03oct72; last reported Anadyr 03nov87 in incident report; see c/n 4341705 l/n GDX 12may95; trf 20may93 to Magadan Avia Leasing; canx 18oct02 as to Kyrgyzstan c/n checked; named 'Alex' named 'Alex', Royal Airlines Cargo titles with BGI tail logo; l/n DXB 29may03 c/n not checked; l/n DXB 12oct03 named 'Alex', Royal Airlines Cargo titles with BGI tail logo; c/n checked DXB 30dec03; reported DXB 26feb04 as BGI 1 and DXB 27feb04 titles not noted; reported as British Gulf SHJ 21apr04 named 'Alex'; no name carried since aug05; l/n SHJ 15mar07 c/n not confirmed; no titles; reported in Afghanistan; l/n PNR 14feb10 British Gulf International logo on tail; reg previously used on An-26 c/n 14101; seen PNR 14aug10; l/n MVQ 24apr11; c/n from www.russianplanes.net see c/n 4341803 and c/n 5343004 f/n VKO 06apr72 in Aeroflot c/s; MOM/Kuibyshev Engine Production Association named after M.V. Frunze c/n checked, operated for SP Air l/n FJR 18jan96 l/n SHJ 30mar98; rgd to Flight Air Company 16aug96; canx as sold to United Arab Emirates but date unknown
5 34 37 02	CCCP-11001(1)	An-12B	AFL/Magadan-GDX	mfd	30dec65	l/n SHJ 22jan99; c/n checked titles removed this date; canx before jan07
5 34 37 03	CCCP-11002(1) RA-11002(1) EX-164 EX-164 EX-164 EX-164	An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Magadan-GDX Aeroflot British Gulf Int. Royal Airlines all white, n/t Royal Airlines	mfd GDX SHJ SHJ LHE SHJ	30dec65 08jul94 02dec02 jan03 27jun03 02nov03	l/n VKO 06apr72 in Aeroflot c/s; MOM/Kuibyshev Engine Production Association named after M.V. Frunze c/n checked, operated for SP Air l/n FJR 18jan96 l/n SHJ 30mar98; rgd to Flight Air Company 16aug96; canx as sold to United Arab Emirates but date unknown
	EX-164 S9-SAH 3X-GEV	An-12B An-12B An-12B	British Gulf Int. British Gulf Int. no titles	SHJ sum07 PNR	21apr04 sum07 04apr10	l/n SHJ 22jan99; c/n checked titles removed this date; canx before jan07 saw action in the Afghan War, equipped with ASO-2 flare dispensers seen engineless/wfu in grey c/s with 'Atlant' titles/logo and reg (partly) scrubbed out but readable, c/n checked; see c/n 8346004
5 34 37 04	CCCP-11003(1) CCCP-11003(1) RA-11003(1) RA-11003(1) RA-11003(1)	An-12B An-12B An-12B An-12B An-12B	AFL/Magadan MAP Kuibyshev MSZ Aeroflot c/s, n/t SP Air SP Air c/s, n/t	rgd trf SHJ SHJ ASF	09feb66 05mar69 29oct93 16dec93 18may96	l/n SHJ 22jan99; c/n checked titles removed this date; canx before jan07 saw action in the Afghan War, equipped with ASO-2 flare dispensers seen engineless/wfu in grey c/s with 'Atlant' titles/logo and reg (partly) scrubbed out but readable, c/n checked; see c/n 8346004
	ST-AWM ST-AWM not known UR-11302(2)	An-12B An-12B An-12BP An-12BP	Air West no titles Soviet Air Force Atlant	SHJ SHJ Ksv	15dec98 04feb99 15sep02	to Resail and to Aero Vis 03sep04; Shovkoviy Shlyah is Ukraine for Silk Way; f/n LUX 23feb03; l/n BUD 05sep03 l/n MLA 06dec11 h/o to Parachute Systems Research Institute 01mar95 l/n OSR 27nov98 f/n HRK 27apr99; l/n STR 12dec03; operated by Aerocom; 'July Morning' painted on the nose; current on register mar04; rgd to Jet Line 10dec04 l/n MRS 09mar07; seen MAD 04apr07 with a red cheatline; canx 22jun07 as to Ukraine c/n confirmed; white top, red cheatline, grey belly; l/n MLA 31dec09 no titles; seen SXF 09feb10 with small UN-WFP sticker; l/n ROV 25aug11 rgd date given as 19aug83; l/n SOF 16aug03; sold nov03 in basic Balkan c/s with titles; l/n HAJ 05jul05
	UR-CBG	An-12BP	Shovkoviy Shlyah	rgd	24jan03	l/n HAJ 05jul05
6 34 37 07	UR-CBG not known UR-PWH ER-ACI	An-12BP An-12BP An-12BP An-12BP	Aerovis Airlines Ukraine Air Force Independ. Carrier Aeronord Grup, n/t	RTM mfd OST rgd	27nov03 30jan66 02aug98 08apr99	l/n HAJ 05jul05
	ER-ACI UR-CAK	An-12BP An-12BP	all white, n/t Meridian, n/t	BUD RWN	07mar05 04jul07	l/n HAJ 05jul05
6 34 37 08	LZ-BAC LZ-CBE LZ-CBE LZ-CBE 4L-HUS	An-12B An-12B An-12B An-12B An-12B	Balkan Heli Air United Nations Heli Air Air Victory	AMS SOF late TFS rgd	30jul80 dec03 2005 19feb06 29jan08	in all-white c/s with just 'CARGO' titles; canx 27mar07; l/n SOF 07sep07 in all-white c/s with just 'CARGO' titles; d/d SOF-FJR 08feb08; l/n SOF 08feb08; reported in Operators Certificate 17may08 as An-12BK; l/n TBS 02jun11; reportedly cancelled between 13aug10 and 23mar11 c/n not checked; rgd 11jul75; CoFA canx 26feb88 last flight 21aug91; for sale dec93 t/t 4,432 hours was opb 81 vtap at Ivanovo canx but date unknown l/n Tver-Migalovo 22aug02; offered for sale by Russian privatisation agency nov05, was with military unit 21879 at Tver at that time l/n HEL 23dec11 large parts remain on dumps inside and outside the airfield; Afghan roundel carried and c/n checked see c/n 402107 opb 610 TSBPIPLS VTA at Ivanovo-Severny; l/n Ivanovo-Severny 23apr97; wfu 1998; canx 16oct01; photo VTA Calendar 2001/2002 with RA- prefix and old Soviet flag; broken up at Ivanovo-Severny by 2006 lost in accident c/n from Russian register feb98; rgd 26jul79; f/n LAD jan89 canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time f/n apr84; current on Russian register feb98; canx but date unknown l/n Tver-Migalovo 13aug06, with additional 'crane on sun disk' badge behind cockpit; stored
6 34 37 09	CCCP-11988	An-12BP	Soviet AF/AFL c/s	CAI	23oct73	opb 610 TSBPIPLS VTA at Ivanovo-Severny; wfu 1998; l/n Iva 15jun99, derelict/wfu; canx 16oct01; broken up at Ivanovo-Severny by 2006
6 34 37 10	L2173	An-12B	Indian Air Force	EMA	25oct06	rgd 19jan73; f/n HEL 13nov73, c/n not checked; canx but date unknown rgd only 14oct97; l/n DXB 26nov00; still in fleet list jan03; see c/ns 402311 and 00346909
6 34 38 01	"01"	An-12BP	Soviet Air Force	no	reports	initially in ex Uzbekistan Airlines c/s, no titles, part of ex registration '369' visible under paint; f/n SHJ 07jun05, seen with titles GRO 19apr06; carried an 'Avialeasing' logo on fin since aug06; l/n KIV 02jul07; canx 10jan08 as to Afghanistan
6 34 38 02	CCCP-11714 "02" red	An-12BP An-12BP	Soviet Air Force Russian Air Force	rgd KLD	17jan73 24jun02	l/n Tver-Migalovo 13aug06, with additional 'crane on sun disk' badge behind cockpit; stored opb 610 TSBPIPLS VTA at Ivanovo-Severny; wfu 1998; l/n Iva 15jun99, derelict/wfu; canx 16oct01; broken up at Ivanovo-Severny by 2006
6 34 38 04	UR-CFB	An-12BP	Aerovis	EMA	25oct06	l/n HEL 23dec11
6 34 38 05	-- CCCP-11265(2) RA-11265(2)	An-12 An-12BP An-12BP	Afghan Air Force Soviet AF/AFL c/s Russian AF/AFL c/s	KDH rgd KLD	2011 26oct78 05may94	large parts remain on dumps inside and outside the airfield; Afghan roundel carried and c/n checked see c/n 402107 opb 610 TSBPIPLS VTA at Ivanovo-Severny; l/n Ivanovo-Severny 23apr97; wfu 1998; canx 16oct01; photo VTA Calendar 2001/2002 with RA- prefix and old Soviet flag; broken up at Ivanovo-Severny by 2006 lost in accident c/n from Russian register feb98; rgd 26jul79; f/n LAD jan89 canx but date unknown; offered for sale by Russian privatisation agency dec07, was at the FMZ at Fergana at that time f/n apr84; current on Russian register feb98; canx but date unknown l/n Tver-Migalovo 13aug06, with additional 'crane on sun disk' badge behind cockpit; stored opb 610 TSBPIPLS VTA at Ivanovo-Severny; wfu 1998; l/n Iva 15jun99, derelict/wfu; canx 16oct01; broken up at Ivanovo-Severny by 2006
6 34 38 06	L2174	An-12B	Indian Air Force	EMA	25oct06	l/n HEL 23dec11
6 34 38 07	CCCP-11287 RA-11287	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	mfd Errm	1966 01sep97	l/n HEL 23dec11
6 34 38 08	CCCP-11755 RA-11755	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd KLD	06dec83 22aug02	l/n HEL 23dec11
6 34 38 09	CCCP-11286 RA-11286	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Iva	26jul79 26aug95	l/n HEL 23dec11
6 34 38 10	CCCP-11818 UK-11369(3) ER-ACR	An-12B An-12B An-12B	Soviet AF/AFL c/s Uzbekistan Airways Tiramavia	mfd TAS rgd	28feb66 05oct97 24jan05	l/n HEL 23dec11
	YA-KAD	An-12B	Kabul Air, n/t	rgd	14jan08	l/n HEL 23dec11
	3X-GFU	An-12B	ex Kabul Air c/s	KDH	13mar11	l/n HEL 23dec11
6 34 39 01	"85" red	An-12BK	Soviet Air Force	Spr	1990	de-converted An-12BK-PP with ogival tail cone; based at Sperenberg and later at Rostov-na-Donu Tsentralny 1992/1994 opb 610 TSBPIPLS VTA at Ivanovo-Severny; canx 16oct01; broken up at Ivanovo-Severny by 2006
6 34 39 02	CCCP-10228	An-12	Soviet Air Force	rgd	26jul79	l/n HEL 23dec11
6 34 39 03	CCCP-11665 CCCP-11665 RA-11665 RA-11665	An-12 An-12 An-12 An-12	Soviet AF/AFL c/s MAP Omsk MPO Aeroflot Aeroflot c/s, n/t	ASM rgd OMS OMS	1978 04may90 29aug93 12jun94	l/n HEL 23dec11
6 34 39 05	CCCP-11789 LZ-BFB LZ-BFB RA-11789	An-12BP An-12BP An-12BP An-12BP	MAP Kom-na-Amu APO Bulg. Flying Cargo Bulg. Flying Cargo KnaAPO	mfd SOF SHJ rgd	30apr66 26jun93 24oct93 19jun97	l/n HEL 23dec11
	RA-11789 11789	An-12BP An-12BP	KnaAPO KnaAPO	Zuk OVb	01apr09 13nov09	l/n HEL 23dec11
6 34 39 06	CCCP-11004(1)	An-12B	AFL/Ukraine	rgd	20may66	l/n HEL 23dec11
6 34 39 07	CCCP-11005(1)	An-12B	AFL/Yakutiya-YKS	mfd	25mar66	l/n HEL 23dec11

	CCCP-11064	An-12B	Aeroflot	no	reports	be repaired by the ARZ at Fergana, but was wfu as the damage turned out to be too substantial; see c/ns 5342802 and 9346408
6 34 39 08	CCCP-11006(1)	An-12B	AFL/East Siberia	rgd	27may66	received the F-3 (rear fuselage) section of An-12TB CCCP-12964, the new 'registration' on the left-hand side consisting of 'CCCP-110' on the F-2 section of CCCP-11005 and '64' on the F-3 section of CCCP-12964 (the right-hand side kept 'CCCP-11005'); was preserved at Fergana as a children's cinema; probably broken up
6 34 39 09	CCCP-11007(1)	An-12B	AFL/Polar-SVO	mfd	26mar66	f/n TAS 20aug75; canx 1977; see c/n 9346602 and UN-11006(3) c/n 01347909 rgd 22apr66; opb 247 LO; w/o 06mar67 on a cargo flight from Salekhard to Tarko-Sale when took off with retracted flaps (the crew had forgotten to extend them) and crashed in wooded hilly terrain on the banks of the river Ob' 1.8 km behind the runway threshold some 60-70 seconds after lift-off, 5 out of 6 crew killed; t/t 973 hours; canx 13apr67; see c/ns 5343506 and 9346909
6 34 39 10	CCCP-11012(1)	An-12B	AFL/East Siberia	rgd	10jun66	f/n IKT late77; canx 1978; see c/n 401810
6 34 40 01	CCCP-11897	An-12B	Soviet Air Force	rgd	17jan73	canx but date unknown
	LZ-BAD	An-12B	Balkan	ORY	30mar84	crashed Addis Ababa 24aug84, c/n confirmed 1
6 34 40 02	CCCP-11013	An-12B	AFL/Polar	mfd	12apr66	rgd 07jun66; f/n SVO 27mar68; featured in the Soviet movie 'Lyotnoye proisshestiye' shot in 1983
	CCCP-11013	An-12B	MOM Orenburg MSZ	rgd	19sep84	f/n KBP 07sep92
	RA-11013	An-12B	Kit Air	trf	17jun94	f/n SVO 06may95; f/n LAD 16jan96; MOM/Strela Production Association, Orenburg (was operated by the airline Kit); sold to Antares Air (Russia); overpainted Kit whale logo still visible on tail; canx 14aug96 as leased to Angola
	S9-CAN	An-12B	Aeroflot c/s, n/t	rgd	13oct97	f/n LAD 29apr98; dbr when ran off runway Lukapa (S8.4429361 E20.732158) Angola, 20jan99, c/n from accident report and photos at the crash site ; f/n dumped aug03
6 34 40 04	CCCP-11014(1)	An-12B	AFL/Polar	mfd	30apr66	with tail turret; rgd 07jun66; f/n SVO 27mar68; trf to AFL/Yakutiya 12aug71 (not 31aug83 as given in Soviet register); see c/n 6344308
	RA-11014(1)	An-12B	Sakha-Avia	YKS	08jul94	wfu; still in full Aeroflot c/s; canx 28jul94; f/n YKS 13may95, derelict, c/n checked
6 34 40 05	"15" blue	An-12BP	Soviet Air Force	Grs	may92	seen Sperenberg 16jul93; f/n Taganrog Central 30jun11
6 34 40 06	CCCP-11015(1)	An-12B	AFL/Yakutiya-YKS	mfd	20mar66	rgd 28jan68; dbr 29jan68 in a hard landing at Magan; canx 1968; also see c/n 2341901
6 34 40 07	CCCP-11016(1)	An-12B	AFL/Yakutiya-YKS	rgd	28jun66	f/n CAI 25dec68; dbr at Batagai, reportedly in the early 1970s; canx 1978; see also UN-11016 with unknown c/n
6 34 40 08	CCCP-11017(1)	An-12B	AFL/Urals	rgd	30jul66	f/n LED 11jul70; version in Russian register given as 'TB'; see c/n 02348207
	RA-11017(1)	An-12B	Aeroflot	SVX	20apr93	c/n checked
	RA-11017(1)	An-12B	Ural Airlines	trf	25jul94	f/n SVX 23aug95; canx 29aug98; not in 1999 fleet list; see c/n 02348207; original cockpit seen SVX 08jul08 as training simulator
6 34 40 09	CCCP-11819	An-12LL	GosNII GA ?		photo	flying laboratory with a 'Pinocchio' nose, a tail-cone and a fairing under the fuselage, purpose unknown; in Aeroflot c/s
	CCCP-11819	An-12BP	MAP Kharkov APO	rgd	23dec91	re-converted to standard transport; in Aeroflot c/s
	UR-11819	An-12BP	Vitair, no titles	RTM	11aug95	in basic Aeroflot c/s with small 'Hell Union' titles
	UR-11819	An-12BP	Aeroflot c/s, n/t	AMS	16feb96	f/n OST 09may98, still no titles; stored Kharkiv-Sokolniki 21jun99
	UR-11819	An-12BP	Vitair, n/t	SHJ	07oct00	leased to ICAR; f/n SHJ 15jan01, c/n checked
	UR-11819	An-12BP	Motor Sich, n/t	ATH	24jun04	logo only; f/n OZH 06aug08; seen PDV 20mar09 now with titles; f/n TLV 13dec11
6 34 41 02	"34" red	An-12BP	Russian Air Force	Iva	08jun96	opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; f/n Ivanovo-Severnoy 24apr97, c/n checked; broken up at Ivanovo-Severnoy by 2006
6 34 41 03	CCCP-11025	An-12B	MAP Moscow	rgd	21nov66	trf to MOM Vnukovo 'Energia' 22apr71; f/n in Aeroflot c/s VKO 23apr89; f/n VKO 02sep93; version in Russian register given as 'TB'
	RA-11025	An-12B	MOM Vnukovo	VKO	02sep93	and MSE 12aug95 with 'Aeroflot' titles and additional 'Westrac Cargo' titles
	RA-11025	An-12B	Aeroflot c/s, n/t	MST	11sep96	trf 20jul95 to Kosmos; f/n DME 19sep99
	RA-11025	An-12B	Kosmos	OST	02apr00	initially without titles; carried titles since jun03; f/n HNN 27sep11 with 'Energia' titles and small logo on the front right of the fuselage
6 34 41 04	EX-11001(3)	An-12B	Motul	SHJ	29may99	c/n stated as 5344104 in JP-01 but batch suggests 1966 and not 1965 built; see c/ns 5343408 & 8346107
	UN-11016(2)	An-12B	Motul	FJR	08jan08	f/n basic ex Aeroflot c/s with very small titles under cheatline in red; reported arrived FJR 05jan08 opb East Wing; f/n FJR 17apr09; see also c/n 6344007
	UP-AN210	An-12B	Aeroflot c/s, n/t	FJR	01jul09	c/n confirmed by CAA as 6344104; f/n FJR 16jul09
	UP-AN210	An-12B	East Wing	FJR	10oct09	seen FJR 12dec09; f/n CIT 17jun11
.. 41 07	1233/SU-ARC	An-12BP	Egyptian Air Force		dec69	f/n SVX 23aug95; canx 29aug98; not in 1999 fleet list; see c/n 02348207; original cockpit seen SVX 08jul08 as training simulator
6 34 41 08	1234/SU-AOR	An-12BP	Egyptian Air Force	SXF	02nov67	in white/grey c/s
	1234/SU-APX	An-12BP	Egyptian Air Force		nov69	and AMS 19jul74, CAI 14aug75, CAI 28nov81 & oct93; reported broken up by 1994
6 34 41 09	CCCP-11529(2)	An-12B	MAP Ulyanovsk APK	mfd	30jun66	rgd 22nov84; seen DME 22may91 in Aeroflot c/s; see c/n 9900708
	RA-11529(2)	An-12B	MAP Ulyanovsk APK	Ule	11sep93	in Aeroflot c/s, c/n checked
	RA-11529(2)	An-12B	Aviastar	trf	02nov93	f/n SHJ 06nov95; f/n DME 05jun02; not in feb02 fleet list
	RA-11529(2)	An-12B	Aeroflight	DME	28aug02	f/n HEL 17dec02
	RA-11529(2)	An-12B	VIM Airlines	Sty	21aug03	f/n SVO 25oct03
	RA-11529(2)	An-12B	Avial	BUD	15mar04	f/n IST 29aug04; leased from VIM Airlines 09jan04/31dec04
	RA-11529(2)	An-12B	Airstars	BTS	07dec04	f/n HEL 13apr07
	11529(2)	An-12B	RSK MiG	LBG	16jun07	in white/grey c/s with blue and red trim, no titles; carried exhibition code '373'
	RA-11529(2)	An-12B	Airstars	BUD	18jul07	f/n Zhukovski 23aug07
	11529(2)	An-12B	RSK Mig	PDV	11oct08	no prefix and MiG logo on forward fuselage; f/n Zhukovski 06sep11 still with AN12 logo on tail
6 34 42 01	CCCP-11018(1)	An-12B	AFL/Polar-SVO	mfd	26jun66	rgd 03jun67; opb 247 LO; f/n KAN 24nov68; w/o 12aug69 on a cargo flight from Tiksi to Novosibirsk when suffered engine problems (# 4 engine failed to develop take-off power and flamed out later, on approach all 3 remaining engines lost power and ran idle), the crew tried to force-land the aircraft but it crashed into a forest 13 km short of Novosibirsk- Tolmachovo airport, 4 out of 6 crew killed and the other 2 severely injured, the investigation showed that the fuel had been contaminated with sea water; t/t 3,172 hours and 1,202 cycles; canx 1970; see c/n 1340106
	CCCP-11019(1)	An-12B	AFL/Urals	rgd	12aug66	see c/n 01347710; version in Soviet register given as 'TB'
	RA-11019(1)	An-12B	Aeroflot	BKA	01mar93	f/n BKA 08apr93
	RA-11019(1)	An-12B	Ural Airlines	trf	25jul94	f/n SVX 23aug95; f/n BTS 16dec97; c/n checked; canx 26nov98 as to Liberia; not in 1999 fleet list
	D2-FRK	An-12B	Ural c/s, n/t	JNB	10aug99	f/n LAD 19aug99; c/n not confirmed but photo comparison suggests it is this aircraft; seen derelict at Lukapa (S8.4381255 E20.731761) probably 08oct03 or before; wreck still present in 2009
6 34 42 03	CCCP-11020(1)	An-12B	AFL/Urals	rgd	12aug66	canx 14aug72; see also UN-11020 c/n 9346508 ?
6 34 42 04	"85" red	An-12BP	Ukraine Air Force	Ksv	14sep02	engineless/wfu, Red Star scrubbed out; still present 25sep09 very poor condition, resting on its tail (N50.472572 E30.385095)
.. 42 05	L645	An-12B	Indian Air Force		26jan68	flypast over Delhi and at Athens 17jun71 coded 'H'
	L645	An-12B	Indian Air Force	ORY	15feb79	coded 'S'; call-sign VU-PPA; f/n Leh Air Force Station 05aug93 possibly in open storage; fate unknown according to Indian Air Force records
.. 42 06	L646	An-12B	Indian Air Force		26jan69	flypast over Delhi
	L646	An-12B	Indian Air Force		sep70	at RAF Muharraa (now Bahrain IAP) coded 'J'; f/n LBG 12jun76; call-sign VU-PGB
	L646	An-12B	Indian Air Force	ORY	26apr79	coded 'W'
	L646	An-12B	Indian Air Force	LGW	16jan82	coded 'G'; f/n LCA 20sep82, as such; fate unknown according to Indian Air Force records
.. 42 07	L647	An-12B	Indian Air Force	DEL	26jan68	flypast over Delhi, seen CGN 24jun74 and MLA 20aug74 coded 'K', later 'Q'
	L647	An-12B	Indian Air Force	DEL	27sep83	coded 'X'; f/n Dubai 26dec85; scrapped
.. 42 08	L648	An-12B	Indian Air Force	DEL	21jan68	and BZZ 01jan77 and ORY 15oct81 coded 'B'; scrapped
.. 42 09	L649	An-12B	Indian Air Force		26jan68	flypast over Delhi, coded 'X'
	L649	An-12B	Indian Air Force	CAI	sep75	coded 'J'; f/n LYE apr76
	L649	An-12B	Indian Air Force	ORY	10feb79	coded 'Q'; f/n ORY 24oct81; scrapped
.. 42 10	L650	An-12B	Indian Air Force		26jan68	flypast over Delhi
	L650	An-12B	Indian Air Force	LYE	30sep73	coded 'M', f/n CAI aug75; no record available according to Indian Air Force !
6 34 43 01	"04" red	An-12	Ukraine Air Force	Kik	may96	
6 34 43 02	"11" red	An-12BP	Soviet Air Force	Iva	24apr97	c/n not checked; opb 610 TSBPIPLS VTA at Ivanovo-Severnoy; broken up at Ivanovo-Severnoy by 2006
	"11" red	An-12BP	Russian Air Force	Iva	26may99	f/n ADD feb78; f/n Ivanovo-Severnoy 24apr97 wfu/derelict, was opb 81 vtap at Ivanovo; canx 16oct01
6 34 43 03	CCCP-11920	An-12BP	Soviet AF/AFL c/s	rgd	11jul75	f/n in Aeroflot c/s DME 24mar86; f/n DME 26sep91
6 34 43 04	CCCP-98118	An-12BP	MAP Moscow OAO	rgd	17may84	f/n UUS jun99; trf 24may94 to Atran
	RA-98118	An-12BP	Aviatrans	Mya	04jul95	f/n DME 28jun03; operated by Atran and carries 'Sakhalin' titles; f/n DME 16nov03 titles not noted
	RA-98118	An-12BP	Sachaviatrans	IST	17dec99	f/n DME 10sep05; sold dec05 to Advance Aviation Support Ltd, UAE
	RA-98118	An-12BP	Atran	DME	30jun04	f/n KID 03oct06; c/n from AL476; f/n MLA 20dec11
	UR-CEZ	An-12BP	Aerovis Al, n/t	BUD	03jun06	opb 23 Sqn
6 34 43 05	685	An-12B	Iraqi Air Force	no	reports	still in service feb76
	YI-AES	An-12B	IrAF/Iraqi Aw c/s	KHI	18dec74	c/n not confirmed
	351	An-12B	Jordanian AF	HKG	jun83	c/n confirmed; version as such in Russian register; see c/n 9901006
	CCCP-11650(2)	An-12B	MAP Arsenyev APO	rgd	16feb90	in basic ex Aeroflot 'polar' colours; f/n LUX 05sep93; f/n BRU 19jan96
	RA-11650(2)	An-12B	Balkan	rgd	12jul93	still in basic ex Aeroflot 'polar' colours; f/n OST 23jul97
	LZ-BAG	An-12B	Balkan	MST	18apr96	no titles; still in basic ex Aeroflot 'polar' colours; f/n PDV 01jun99
	LZ-BFG	An-12B	Bulg. Flying Cargo	AGP	15aug97	f/n RMI jun00; f/n DME 08oct02; canx 28nov02 as to Kazakhstan
	RA-11650(2)	An-12B	Gromov Air	rgd	04feb00	c/n confirmed; f/n ALA 08feb03
	11650(2)	An-12B	Aeroflot c/s, n/t	ALA	04jan03	f/n PER nov04
	UN-11650(2)	An-12B	Almaty Aviation	ALA	25feb03	in PMT Air fleet list feb05; f/n DMK 06may06
	UN-11650(2)	An-12B	Almaty Avia Cargo	SIN	21nov04	small titles under cockpit; f/n SGN 12jan08
	UN-11650(2)	An-12B	Bismillah Airlines	SIN	10jun06	f/n SIN 15oct08 sitting on its tail; noted SIN 21dec08 flying f/n PNH 19dec09
	UN-11650(2)	An-12B	Air Mark	SIN	27oct06	opb 23 Sqn; f/n BRU 17may72
	UP-AN215	An-12B	Air Mark	rgd	08	
.. 43 06	686	An-12BP	Iraqi Air Force	AMS	1969	c/n not confirmed; f/n AMM dec84
	YI-AGD	An-12BP	IrAF/Iraqi Aw c/s	ABD	08mar76	c/n not confirmed; destroyed by bombing raid and dumped at Samarra, f/n may03
	352	An-12BP	Jordanian AF	ph.	30oct84	photo exists, c/n painted as '4307' on tail
	352	An-12BP	Iraqi Airways			
6 34 43 07	50	An-12B	Polish Air Force	d/d	29sep66	

	SP-LZA SP-LZA	An-12B An-12B	Polish AF/LOT c/s Polish AF/LOT c/s	rgd rgd	08jun67 27sep72	canx 17jul67; returned to Air Force as 50 ? f/n LHR 31dec72, in basic Air Force c/s, white/grey, c/s with red cheatline and LOT emblem on tail; crashed 8km SE of Beirut 13may77 on a flight from Warsaw via Varna, reportedly hit power cables and trees during the approach in bad visibility; canx 02dec77
6 34 43 08	51 SP-LZB SP-LZB SP-LZB	An-12B An-12B An-12B An-12B	Polish Air Force Polish AF/LOT c/s Polish AF/LOT c/s Polish AF/LOT c/s	d/d rgd rgd rgd	1966 08jun67 29may68 09oct72	photo shows that it carried both SP-LZB and code '51' red ! canx 17jul67; returned to Air Force as '51' ? f/n MAN 30may68; canx 24jul72; returned to Air Force as '51' ? photo DUS 1980 (year probably incorrect, see below), in basic Air Force c/s, white/grey, c/s with red cheatline and LOT emblem on tail, with turret, c/n 4308 painted on tail photo, in basic LOT c/s with blue fin and additional 'Cargo' titles, with turret and red spinners; photo GVA date unknown in full LOT c/s still with turret in full LOT c/s with additional 'Cargo' titles, logo on tail, turret filled in; at PRG apr86, in full 'new' LOT c/s with 'Cargo' titles, turret filled in; photos with designation painted as An-12B, 1990/1991 in full LOT c/s; last flight 02jul93, stored at KRK; l/n KRK 21feb95
	SP-LZB SP-LZB	An-12B An-12B	LOT LOT	SXF LHR	unknown 20dec77	c/n checked as 5344308; f/n, LJU 30mar95; l/n RTM feb98 with just 'Cargo' titles, l/n OST 26jun00 operated for Sri Lankan Airlines in all white c/s, 'Cargo' titles only; f/n CMB feb01; damaged in cross-fire Colombo 24jul01
	LZ-SFS LZ-SFS LZ-SFS	An-12B An-12B An-12B	Air Sofia Air Sofia, n/t Sri Lankan AI	rgd OST	10feb95 17apr98 sep00	repaired; l/n BNE 13nov01 small titles on nose only; l/n BAH 14oct03 still operating for DHL this date, l/n BAH 22jan04 as such; at OST 26apr05, all white n/t l/n BOM 24oct06, all white, opf Sri Lankan Government and small titles as such; in Sri Lankan Airlines fleet list jan06
	LZ-SFS LZ-SFS LZ-SFS LZ-SFS	An-12B An-12B An-12B An-12B	Air Sofia, n/t DHL Air Sofia, n/t Sri Lankan AI	CPH DXB OSM CMB	27sep01 27dec02 04dec03 13nov05	operating Air Sofia flights; l/n MRS 25dec06 with 'cargo@dynamia-aviation.com' titles; l/n OPO 26jan07 in all white c/s, with titles; l/n MRS 03aug07; see c/n 6344004 c/n confirmed by Serbian CAA; l/n MRS 23oct07; canx 01feb08
	LZ-SFS LZ-SFS UN-11014(2) YU-UIB EX-155	An-12B An-12B An-12B An-12B An-12B	Air Sofia, n/t Dynamia Aviation ATMA United Internat.AI all white, n/t	AMS MRS LIS MRS FJR	28nov06 16jan07 04may07 20sep07 14sep08	reported arrived FJR 08mar08 opb S Group Aviation but also reported ferried SOF-FJR 13mar08; has no chin radar; reported as Click Airways SHJ 16nov08; photo FJR 04may09 all white no titles, l/n FJR 01jun10/14nov11, stored; c/n confirmed by Kyrgyz CAA and LAD 15may75 probably the same aircraft, rgd 02jul75 c/n not checked but current on Russian register sep98; not possible to see whether titles were carried !; wfu 1998; canx 16oct01
6 34 43 09	CCCP-11393 RA-11393	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	KAN Uue	27apr68 20apr97	rgd 10dec90; f/n SVO 30jun92; l/n SVO 19mar93; see c/n 2400505; ex Soviet AF l/n MSE 22sep94; trf 31dec93 to Avial seen somewhere in South Africa and LAD aug95 l/n ATH 15jun00; was reported for Penza Air l/n DME 03dec01; had additional 'East Line' titles mar01; DB-65U turret in place but gunner's station glazing overpainted l/n VKO 29mar02; l/n IST 08aug02 titles not reported l/n OST 26nov04; has 'Avial NV' titles f/n Agaba may05 still in Avia/Pochta Rossii colours and titles; with additional 'Avial NV' titles at JNB 15oct05; l/n GOM 15oct06, repainted in same c/s but without titles; current on register 06may08; while landing in Kisangani 01nov07 it executed a sharp left turn while taxiing to the parking area and hit the right wing of the plane against the ground, during the taxiing to the parking area damaging an engine on the right wing and buckling the right side main undercarriage (photo available FKI 08jan08 right gear torn off and nose gear, fuselage and right wing damaged; seen again FKI 04mar08 condition unknown) the local DRG authorities examined the damage and pronounced the plane not airworthy, in fact, the DRG Aviation Authorities suggested that they cut it up for scrap metal, the owners were undeterred and changed the engine, patched the wing and reinforced the undercarriage, they then said it was airworthy and it continued to fly with a new ID, seen next line
6 34 43 10	CCCP-11339(2) RA-11339(2) RA-11339(2) RA-11339(2) RA-11339(2)	An-12B An-12B An-12B An-12B An-12B	AFL/Privolzhsk Aeroflot Southern AirGroupe Aeroflot c/s, n/t Avial NV	mfd SVO may95 RKT DME	31aug66 10aug93 18jan96 10jul00	confirmed ex ER-AXI; crashed shortly after take off from Luxor 20feb09 when being ferried (without cargo) from Kisangani, via a stop in Entebbe en route to Mykolajiv, Ukraine modified for aerial survey and mine-detection purposes; undertook tests as such over Tibet nov69-apr70; black and white photo exists, probably in all grey c/s, no cheatline with CAAC badge and titles with additional 'Long Live Great Leader Chairman Mao' inscription on forward fuselage f/n PEK 15may80; with probe under turret; trf to China General Aviation in oct84, but still operated in full CAAC c/s; l/n SHA 22mar86 in full CAAC c/s; l/n PEK 02oct88, with B-201 visible under paint; still with tail probe under turret; later de-converted and probe removed; wfu in 1992 at TSN and seen as such in 1994; broken up at TSN 1995 c/n not checked; rgd only 09jul76 c/n not checked c/n not checked, but current on Russian register by sep98; opb 150 vtap at Ulan-Ude Vostochny; reported already feb93; wfu 1996; without tail by apr97, it was not possible to see whether titles were carried; canx 16oct01
	RA-11339(2) RA-11339(2) ER-AXI	An-12B An-12B An-12B	Eurasia Airlines Pochta Rossii Aeriantur-M	SVG SVO rgd	26mar02 29dec03 10feb05	c/n checked; rgd only 14jan74; opb mil. unit 95846 at Orenburg-Southwest; offered for sale by Russian privatisation agency 27aug99; sold at auction 18nov99 for Ç 3,399,000; canx but date unknown dbr 03nov03 when landed 13 km s short of the runway at Geneina (N13.484427 E22.466561); wreck l/n 14mar07
	S9-SVN	An-12	Aerolift	LXR	20feb09	rgd only 06feb76; l/n ADD 02nov78, c/n not checked present on Russian register sep98; canx but date unknown; sat wfu (without engines) at Uvsklyi-Uprun, l/n nov09
6 34 44 02	201 B-201 B-3151	An-12BP An-12BP An-12BP	Civ Avn Adm China Civ Avn Adm China China General Avn	rgd rgd PEK	1966 jul74 03aug87	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 44 05	CCCP-11902	An-12	Soviet AF/AFL c/s	rgd	14jan74	f/n SXF 31jul77; wfu 1998; canx 16oct01 rgd 23mar81; see c/n 00347605 c/n not checked but current on Russian register sep98 c/n checked several times; seen CKL 25aug03, missing propellers, carried a Russian coat-of-arms behind the cockpit; l/n Taganrog Central 30jun11, c/n painted on forward fuselage, possibly awaiting overhaul
6 34 44 06	CCCP-11740 CCCP-11740 RA-11740	An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Volga-Dnepr Russian AF/AFL c/s	LAD Ule Uue	15nov75 25aug92 20apr97	f/n ADD dec84 opb Volga-Dnepr; l/n HAM 09jan92 full c/s, c/n checked; l/n DUS jun93 (as CCCP- in error?), still opb Volga-Dnepr; present on Russian register feb98; canx but date unknown ex Soviet Air Force; initially in all-grey c/s, no titles; l/n as such spring 1992; later repainted in standard Aeroflot c/s; w/o 08feb94 on landing at Anadyr when crashed off the runway in heavy snowfall, the crew and the cargo of vodka did practically not suffer; canx 16mar96; nose section sits on the scrap-yard at Anadyr, l/n 12jul02; see c/n 401701
6 34 44 07	CCCP-11997 EK-11997	An-12BP An-12BP	Soviet AF/AFL c/s Sarit Airlines	HEL no	08nov73 reports	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 44 08	CCCP-11878 RA-11878	An-12BP An-12BP	Soviet AF/AFI c/s Russian AF/AFI c/s	LBG ph.	01jul72 28nov09	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 44 09	CCCP-11912	An-12	Soviet AF/AFL c/s	rgd	14jan74	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 44 10	CCCP-12137(1) RA-12137(1) RA-12137(1)	An-12BP An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd Uue CKL	31oct66 20apr97 29may99	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 45 01	CCCP-11908 CCCP-11908 CCCP-11908 RA-11908	An-12 An-12 An-12 An-12	Soviet AF/AFL c/s AFL/Krasnoyarsk Aeroflot Aeroflot	rgd rgd STN AMS	14jan74 06sep83 02nov91 18feb93	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 45 02	CCCP-11340(2)	An-12B	AFL/Privolzhsk	rgd	10dec90	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 45 03	CCCP-11911 CCCP-11530 RA-11530	An-12BP An-12BPTs An-12BP	Sov AF/AFL titles GosNII GA GosNII GA	rgd rgd SVO	17jan73 17jan78 19apr93	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 45 04	CCCP-11904 RA-11904	An-12BP An-12BP	Soviet AF/AFL c/s Russian Air Force	mfd ph.	1966 2006	rgd 17jan73 rgd 17jan78 SVO 19apr93
6 34 45 05	CCCP-11930 CCCP-11736 RA-11736	An-12BP An-12BP An-12BP	Sov AF/AFL titles Sov AF/AFL titles Russian Air Force	mfd rgd no	1966 16nov84 reports	rgd 17jan73; f/n HEL 08nov73, c/n not checked; canx but date unknown last overhaul completed 28jun93; canx but date unknown; offered for sale by Russian privatisation agency 14aug07 with t/t 7,663 hours and 5,361 cycles, was at 325 ARZ at Taganrog at that time; sold to GazTehnoEksport 14sep07
6 34 45 06	UP-AN214 CCCP-11531 RA-11531 RA-11531 RA-11531 RA-11531 RA-11531 RA-11531 RA-11531 D2-FVG (1) CCCP-11949 CCCP-11924	An-12BP An-12BPT An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12 An-12	not reported GosNII GA GosNII GA Loex Air Cargo GosNII GA Air Nacioa Aeroflot c/s, n/t Air Nacioa Soviet AF/AFL c/s Soviet AF/AFL c/s	no rgd SVO HLA SVO SVO JNB SHJ CAI HEL	reports 20may76 02sep93 oct93 17jun94 04jun94 21aug96 08nov96 10oct73 08nov73	reportedly flew Moscow - Sharjah 25may09 f/n SVO 01aug80; Aeroflot c/s, 'Tsiklon' weather control aircraft; l/n SVO 16aug92 all extras removed; in Aeroflot c/s photo, location not 100%; leased from GosNII GA; l/n HLA 29nov93 in Aeroflot c/s; RA-11531 used ATC call-sign RA-10861 at one time leased from GosNII GA, l/n SVO 24sep94 leased from GosNII GA; canx 08jan97 as leased to Angola destroyed when landed beside runway Lukapa, Angola, 12mar97 c/n not checked; rgd 14jan74; canx 21oct81 rgd 14jan74; damaged in Angola 12dec84 when hit by a missile just after the exhaust of engine number four, opb 369 vtap at Dzhanok and detached to Luanda; present on Russian register feb98; l/n Kubinka sep93 c/n not checked
6 34 45 09	RA-11924 CCCP-11931 RA-11931	An-12 An-12BP An-12BP	Russian AF/AFL c/s Sov AF/AFL titles Russian AF/AFL c/s	YKS HEL SVX	08jul94 08nov73 15aug99	l/n Kubinka aug02/aug03 stored/wfu; c/n checked several times; canx but date unknown c/n not checked; rgd 14jan74; had an old type cargo ramp ! l/n SVX 09jul08/14mar10 stored; Aeroflot c/s n/t; canx but date unknown; version as such in Soviet register
6 34 45 10	CCCP-48974	An-12BK	MAP Kiev MSZ	rgd	05may78	ex Soviet Air Force, in all-grey c/s; opb Gromov Flight Research Institute since ca. 1981 for de-icing systems tests, deploying a sprinkler grid on a 47 metre hose in the manner of hose-and-droque refuelling tankers to spray water in front of another aircraft undergoing tests; converted to a de-icing systems test-bed with dorsally-mounted airfoil aft of wings (test article with de-icing system) and fixed sprinkler system around 1987

	"10" red	An-12BK	Soviet Air Force	Zuk	1991	opb Gromov Flight Research Institute, identical in appearance to the second configuration of CCCP-48974, so must be the same aircraft !
	CCCP-13331	An-12BK	LI Zhukovski	rgd	20dec91	
	13331	An-12BK	grey c/s, n/t	DME	26feb92	l/n Zhukovski 15aug92
	RA-13331	An-12BK	grey c/s, n/t	Zuk	15may93	l/n Zhukovski 12may94, still Air Force; re-equipped with ROZ-1 radar in small radome after sale to Start but retained the observation blisters!
	RA-13331	An-12BK	Start	trf	25jul94	in basic Aeroflot c/s with 'START' titles; f/n ROV 14jul94; seen Zhukovski aug95 with additional 'Interaviatrans' titles; l/n as such Zhukovski 26jan02, stored; registration reported seen Zhukovski (N55.570783 E38.143478) aug07, aug07/mar10, derelict but still with titles
6 34 46 01	CCCP-11719(1) RA-11719(1)	An-12BP An-12BP	Soviet AF/AFI c/s Russian AF/AFI c/s	LHR Kub	26jul70 21aug95	rgd 09jul75; l/n Kubinka 01sep93 c/n checked; see c/n 02348110 c/n not checked; l/n CKL 15aug99, engines and other parts missing, c/n checked this date as 4601; wfu 1999; canx 16oct01
6 34 46 02	"14" yellow	An-12PS	Russian Navy		photo	red side flash; photo, in the 1990 with a blue side flash, opb Russian Navy(North Fleet), 912 otap at Korzunovo
6 34 46 03	"89" blue	An-12BK	Ukraine Air Force	mfd	30nov66	last overhaul completed 04dec89; f/n LWO 17aug97, code not noted; offered for sale by SkyBirdHeli 27may06 with t/t 6,841 hours and 5,250 cycles; seen LWO 31oct08, code not noted; c/n and code checked LWO 01sep09; l/n LWO 01may10 c/n not checked; rgd 09jul75
6 34 46 04	CCCP-11725	An-12BP	Soviet AF/AFI c/s	CAI	19oct73	
6 34 46 05	"73" blue	An-12BK	Ukraine Air Force	LWO	17aug97	
	UR-LMI	An-12BK	Volare	OST	25mar01	
6 34 46 07	"86" red	An-12BK	Ukraine Air Force	mfd	25dec66	already in fleet list 30sep00; l/n NLV 03sep09/28jul11; canx 20jul10 in all-grey c/s; last overhaul completed 01feb89; c/n checked ODS 01may99; sat wfu with faded code at Odesa-Tsentralny, seen may02/may06; offered for sale by SkyBirdHeli 27may06 with t/t 6,692 hours and 4,836 cycles
	TN-AIA	An-12BK	Aéro-Frêt Business	PNR	26oct08	in white/blue c/s with logo behind cockpit; l/n BVZ 17mar09; w/o 26aug09 on a cargo flight from Pointe Noire to Brazzaville, carrying 7.5 tonnes of nitrate fertilizer and 4 cars, when exploded in mid-air on approach to Brazzaville-Maya Maya Airport and came down at the cemetery of Nganga Lingolo (11 km south-west of the airport), all 4 crew and the sole passenger killed, probably the nitrate fertilizer had ignited
6 34 46 08	"15" yellow	An-12PS	Russian Navy		photo	opb 403 osap at Safonovo (Severomorsk-1); in grey c/s with faded yellow or red 'lightning-bolt' cheatline; offered for sale by the Russian privatisation agency may04 and sold jun04
	EX-096	An-12	Reem Air	SHJ	31dec05	modified to transport version; still in its former military c/s; initially without titles, l/n as such SHJ 14jan06; seen KBL 05mar06 with titles
	EW-245TI	An-12	Gomelavia	GME	22jul06	c/n confirmed by CAA; in white/grey c/s; l/n without additional titles MRS 07mar09; seen MUC 19apr09 with additional 'Dynamil' and 'cargo@dynamil-aviation.com' titles; l/n GVA 18may09
6 34 46 09	"18" red	An-12BK	Kazakh Air Force	ph.	05sep11	at Taganrog Central; serial and c/n from www.russianplanes.net; l/n Rostov-na-Donu Tsentralny 28oct11
6 34 46 10	CCCP-93920 UK-93920 UK-93920 LZ-VEC	An-12B An-12B An-12B An-12BP	MAP Tashkent APO Aeroflot c/s, n/t bare metal Vega	mfd DME ROV rgd	30dec66 06may94 11aug99 23mar00	rgd 14feb67; f/n VKO 03jun71; l/n BAK 10dec92; Aeroflot c/s; canx but date unknown reported for Uzbekistan Airways reported for Tashkent Aircraft Production Association l/n OST 15jun00; named 'Tsar Simeon Veliki'; damaged on landing Baghdad 09mar05, right wing and engine #4 hit runway on landing, repaired and f/n AMS 20aug05; l/n SOF 07sep07; version confirmed in official Bulgarian documents; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07
	EW-266TI	An-12BP	Ruby Star	PDV	10jan08	c/n confirmed; in dark blue c/s with red cheatline; l/n AMS 16feb08; confirmed canx from Belarus register
6 34 47 01	UR-CGV not known	An-12BP An-12BP	Meridian Antonov OKB	STN	10apr08	c/n confirmed; blue ex Vega c/s; photographed at TSN 24nov11 now with An-12BK titles; l/n MAD 06dec11 in grey c/s with Soviet flag, used for testing of para-dropping systems, with black grid (for filming tests) on the rear of fuselage
	UR-UAA	An-12BP	Antonov Airtrack	MST	23jul96	l/n BUD 04jul98, titles removed 05jul98
	UR-UAA	An-12BP	Khors Air	BUD	06jul98	titles applied this date; l/n OST 08aug98
	UR-TSI	An-12BP	Khors Air	MST	18jan99	l/n LUX 03oct05; had additional 'WFP' titles; seen SIN nov05 with additional 'Air Mark' titles; l/n RWN 04jul07 without tail but flew RWN-KBP 31oct07 and seen SSG 21nov07
	UR-TSI	An-12BP	Africa West Cargo	SSG	05dec07	leased from Aviatrans K; with 'Khors Air' emblem on tail; damaged FNA 31dec07 when ran off runway on landing; undercarriage torn off; l/n FNA 17jan08 in same position but later repaired
7 34 47 02	S9-PSA "16" yellow "16" yellow	An-12BP An-12PS An-12PS	Africa West Cargo Soviet Navy Russian Navy	FNA	14jul09 photo aug99	l/n TMS 29may11, at least one engine missing opb 24 oslap at Severomorsk-1; in grey c/s with red 'lightning-bolt' cheatline opb 403 osap at Safonovo (Severomorsk-1); in grey c/s with blue 'lightning-bolt' cheatline, Red Star on fin, carried 'polar bear' nose-art; seen AAQ 17jul07; tender for repair published 31may08; l/n Ostafyevo 21jun11 operational
7 34 47 03	"17" yellow	An-12PS	Russian Navy	Sai	mid00	c/n confirmed from photo; in grey c/s with 'lightning-bolt' cheatline; l/n SVX 01nov10, still with Red Stars
7 34 47 04	"04" blue	An-12PS	Russian Navy		photo	in "Aviation Week and Space Technology" October 1993, code not visible; opb 71 ovtae at VVO; in grey c/s with faded red 'lightning-bolt' cheatline; sat wfu at VVO, seen apr11/may11
7 34 47 05	CCCP-11418(2) UK-11418(2) UK-11418(2) ER-AXB 3C-QRN 3C-QRN 3C-QRN 3C-QRN 3C-QRN EX-022 EX-022 EX-022 EX-022 EX-166 EK-11418(2)	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	MRP Tashkent RaZav Uzbekistan Airways Uzbekistan Airways Sud Aerocargo blue c/s, n/t Air People Intl Imtrec Avn Cambod. blue c/s, n/t blue c/s, n/t Sasco Airlines blue c/s, n/t Sunlight Airlines Click Airways Click Airways, n/t	mfd TAS DXB rgd SHJ KTM PNH DXB SHJ SHJ SHJ DXB SHJ SHJ EBL	31jan67 01may94 12dec99 08may01 19feb02 10jan03 05feb03 05may03 09feb04 15sep04 21nov04 13oct06 29dec06 29jul07	seen SHJ nov97 with additional 'Simurg' titles l/n OST 24jun00; additional 'Avialeasing/Azalavia' titles; not in fleet list 30oct00 f/n DMK 11jun01; l/n PNH 04aug01; canx 22jan02 l/n DMK 24sep02; opf Imtrec Aviation; former Uzbekistan c/s and DMK jan03 with titles ! with titles ! l/n DXB 39dec03 l/n SHJ 20feb04; checked ex 3C-QRN l/n SHJ 26oct04 titles not reported; reported SHJ 18nov04 as Silk Ways Airlines l/n KBL 13mar06 with titles and www.suncargo.aero and "charter us" titles blue/white c/s; in Click Airways fleet 31dec06; l/n SHJ 31jan07 blue/white c/s; owner listed in ICAO/BV document jun08 as Global Aviation Services, opb Click Airways; still registered 01jan09; l/n SHJ 03oct09 opb 71 ovtae at VVO; in grey c/s with red (faded to brown) 'lightning-bolt' cheatline, Red Stars, Russian flag below cockpit, small black '706' and Russian Navy flag on fin; sat wfu with faded code at VVO, seen apr11/may11
7 34 47 06	"06" blue	An-12PS	Russian Navy	VVO	22apr11	opb 71 ovtae at VVO; in grey c/s with red (faded to brown) 'lightning-bolt' cheatline, Red Stars, Russian flag below cockpit, small black '706' and Russian Navy flag on fin; sat wfu with faded code at VVO, seen apr11/may11
7 34 47 07	"02" blue	An-12PS	Russian Navy	VVO	01oct10	opb 71 ovtae at VVO; in grey c/s with blue 'lightning-bolt' cheatline and Red Stars, Russian coat-of-arms behind cockpit; sat wfu at VVO, seen apr11/may11
7 34 47 08	"08" blue	An-12PS	Russian Navy	VVO	01oct10	opb 71 ovtae at VVO; in grey c/s with red 'lightning-bolt' cheatline and Russian flag on fin; sat wfu at VVO, seen apr11/may11
7 34 48 01	CCCP-98119(2) RA-98119(2) RA-98119(2) RA-98119(2) 3C-AAG	An-12B An-12BK An-12BK An-12BK An-12BK	MOM Voronezh MSZ Aeroflot c/s, n/t Special Cargo Al Aeroflot c/s, n/t Navette Airlines	rgd SHJ IST SHJ SHJ	07dec87 31mar98 21jan00 08apr00 13jul00	l/n IST 18dec99; c/n checked; see c/n 0901301 l/n IST 23jan00; seen FJR 01apr00 titles not reported l/n SHJ 11may00; reported for CNG Transavia; canx 07jul00 as to Guinea for KNG Transavia in basic Aeroflot c/s, no titles; l/n as such SHJ 12jan04; Antonov regard this aircraft as no longer airworthy from 28mar03; seen EBB 31aug06 in white/dark blue c/s, no titles reported Pevek 13feb82 in official Russian document (mentioned as taking off from an icy runway, fortunately without incident!); canx 1987; see UN-11021 00347408
7 34 48 06	CCCP-11021(1)	An-12B	AFL/Magadan	rgd	27apr67	in 'polar' c/s; canx 1987
7 34 48 07	CCCP-11022	An-12B	AFL/Magadan	rgd	27apr67	with tail turret; probably based at YKS; canx 1978
7 34 48 08	CCCP-11023	An-12B	AFL/Yakutiya	rgd	05may67	dbt 25may71 on landing at Batagai; canx 1971
7 34 48 09	CCCP-11024	An-12B	AFL/Yakutiya-YKS	rgd	05may67	reported Lensk 23jul88 in incident report; f/n SVO 26sep91 but reported as CCCP-11086 this date, misread ?
7 34 48 10	CCCP-11036	An-12B	AFL/Urals-SVX	rgd	28apr67	
	RA-11036	An-12B	Aeroflot	SHJ	feb93	c/n checked as 7345310 and 7348810, both misreads !
	RA-11036	An-12B	Ural Airlines	trf	25jul94	f/n DUS 27jan96; l/n BTS 12dec97; c/n checked; canx 20dec98 as to United Arab Emirates; version painted as An-12B
7 34 49 01	CCCP-11026	An-12B	AFL/Polar	rgd	28apr67	f/n SVO 27mar68; trf to AFL/Moscow 14jul72; trf to AFL/East Siberia 10apr78; canx 1987
7 34 49 05	CCCP-12127	An-12BP	Soviet AF/AFI c/s	mfd	31may67	rgd only 25dec73; f/n Spenberg 16oct77; flew Kubinka-Kuopio- Rissala 01aug78, in support of a visit of 6 MiG-23s; still on Russian register feb98, see next line; canx but date unknown
	"17" yellow	An-12BP	Soviet Air Force	IKT	05jul92	initially probably opb 181 osae at Irkutsk-1 (disbanded dec09); seen IKT 30jul09 with a 'Seal and Globe' badge behind the cockpit; opb 6953 AB at Byelaya from jan10; l/n active nov11 probably at Taganrog-Tsentralny
	"17" yellow	An-12BP	Russian Air Force	IKT	01dec06	c/n not checked; f/n Spenberg 29sep77; present on Russian register feb98 c/n checked; l/n Ostafyevo 21aug99; seen Ostafyevo jul00/aug02, wfu in storage area, c/n painted out; see c/n 5342903
7 34 49 06	CCCP-12129(1) RA-12129(1)	An-12BP An-12BP	Soviet AF/AFI c/s Russ. Navy/AFI c/s	rgd Osf	25dec73 16may99	f/n apr69; canx 1977; see c/n 7345310
7 34 49 07	CCCP-11028(1)	An-12B	AFL/East Siberia	rgd	29aug67	f/n VKO 03aug90
7 34 49 08	CCCP-11029	An-12B	AFL/Privolzhsk	rgd	15jun67	
	RA-11029	An-12B	Aeroflot	KUF	26apr93	l/n EVN 15may96/21jun97 with damaged tail; canx 05dec96
	EK-11029	An-12B	Dvin Air	PRG	23jul98	l/n DLA apr01 with additional 'Afrique Chart' titles
	EK-11029	An-12B	Veteran, a/w, n/t	Erb	02feb02	l/n DXB 07jul02; still in Aviakompany Veteran fleet list 12jan04 mentioned in ICAO/BV document jun08 as owned by Adien Inc, operator not listed
	EK-12908	An-12B	Air Highnesses	rgd	03jul08	l/n Yerevan-Erebuni 23jul08; c/n confirmed; still registered 01jan09; seen PNR 07jun09; l/n LBV 26may11; photos show the registration without the dash after the prefix at Aktyubinsk; l/n 2011 grey c/s with shark's teeth motif; semi-derelict; serial scrubbed, original colour not discernible
7 34 49 09	"35"	An-12BK	Russian Air Force	ph.	1993	
7 34 50 01	3X-GBC	An-12B	Air Guinée	MOW	15mar79	
7 34 50 02	CCCP-11030(1)	An-12B	AFL/East Siberia	mfd	29jul67	rgd 26sep67; trf to AFL/Krasnoyarsk-KJA, date unknown, opb 1-y Krasnoyarski OAO; w/o 18oct74 on the leg from Kamensk-Uralski to Krasnoyarsk of a flight from Sverdlovsk to Krasnoyarsk when was diverted to Yeniseisk because of bad weather, on finals to Yeniseisk the crew became disorientated in poor visibility

7 34 50 03	CCCP-11031	An-12B	AFL/International	mfd	10jul67	(ground fog), the aircraft dropped below the glide path, the nose gear hit the ground 1,933 metres before the runway threshold, the aircraft bounced and came to rest 1,321 metres from the runway threshold, breaking up in the process, 1 out of 6 crew (the navigator) killed and the other 5 and all 6 passengers injured; used ATC call-sign CCCP-12423 at the time of the accident; t/t 11,124 hours and 4,629 cycles; see c/n 9346208
7 34 50 04	CCCP-11032 RA-11032 RA-11032	An-12B An-12B An-12B	Aeroflot/Polar Aeroflot Aerocom	mfd IKT IKT	10jul67 06jul94 13jul01	rgd 15aug67; f/n LHR 10nov67; trf to AFL/Tyumen-TJM, date unknown; opb 259 LO 2 Tyumenskogo OAO; w/o 01oct70 on a positioning flight from Mys Kamenny (Tyumen region) to Tyumen when engines # 1 and 2 failed (the reason could not be established, but probably the fuel filters were clogged by ice) and the pilot decided to return to Mys Kamenny, on finals at night in difficult weather conditions the aircraft lost height and crashed into an ice-covered swampy lake 2.2 km from the runway threshold, all 7 crew and the sole passenger killed; t/t 3,637 hours and 1,768 cycles; canx 1970 rgd 17aug67; f/n SVO 06apr70; trf to AFL/East Siberia-IKT 20apr85 trf to Baikal Airlines 30jun92; l/n IKT 11may95 stored; in Aeroflot c/s, no titles; lst IvAioobshchemash from 27jun01; lst Novosibirsk APO from 27jun03; l/n DME 22aug09
7 34 50 05	11032 EK-11032 UR-BXK CCCP-11922 CCCP-11922	An-12B An-12BP An-12BP An-12BP An-12BP	AFL c/s, n/t Tenir Airlines Aero Charter, n/t Sov AF/AFL titles Aeroflot	DME rgd LUX SKD rgd	05nov09 06nov09 13feb11 23aug75 15nov91	f/n DME 09dec09 in Aeroflot c/s, n/t; l/n Yevpatoriya 22sep10 blue/white c/s; c/n from operator; l/n KBP 23oct11 rgd 05mar79 ! f/n HAM 15jan92, in ex military grey c/s with small Aeroflot titles on the nose opb Volga-Dnepr; l/n as such DUS 28oct92, still opb Volga-Dnepr; wfu 1998; canx 16oct01 f/n ADD 29nov99; ELINT aircraft; crashed 08jul89 at Cam Ranh, South Vietnam, a video of this accident was shown on Russian TV apr00; canx 30jan90 f/n ADE 11may79; seen ADD mar85 c/n checked and CGN 29jan92, c/n confirmed; l/n SVO 21mar93; in full c/s canx but date unknown; c/n offered for sale by Russian privatisation agency dec07, was opb mil. unit 18374 at Akhtubinsk; photographed at unknown location early 2011, first report as RA-; no engines f/n ADD 17nov88 f/n DUS 20feb92; in full Aeroflot c/s and titles; l/n DUS 22apr92; canx but date unknown f/n SVO 27mar68; trf to AFL/Yakutiya 12aug71; canx 1977 f/n Targovlya 06aug68; trf to AFL/East Siberia 16oct78; trf 30jun92 to Baikal Airlines l/n PEK 05nov93; in basic Aeroflot c/s, with additional large 'CARGO' titles; photo proof at PNH as such, with tail turret opb Baikal Airlines
7 34 50 06	RA-11922 CCCP-11875	An-12BP An-12	Volga-Dnepr ?? Soviet AF/AFL c/s	DUS rgd	feb93 26oct78	f/n ADD 29nov99; ELINT aircraft; crashed 08jul89 at Cam Ranh, South Vietnam, a video of this accident was shown on Russian TV apr00; canx 30jan90 f/n ADE 11may79; seen ADD mar85 c/n checked and CGN 29jan92, c/n confirmed; l/n SVO 21mar93; in full c/s canx but date unknown; c/n offered for sale by Russian privatisation agency dec07, was opb mil. unit 18374 at Akhtubinsk; photographed at unknown location early 2011, first report as RA-; no engines f/n ADD 17nov88 f/n DUS 20feb92; in full Aeroflot c/s and titles; l/n DUS 22apr92; canx but date unknown f/n SVO 27mar68; trf to AFL/Yakutiya 12aug71; canx 1977 f/n Targovlya 06aug68; trf to AFL/East Siberia 16oct78; trf 30jun92 to Baikal Airlines l/n PEK 05nov93; in basic Aeroflot c/s, with additional large 'CARGO' titles; photo proof at PNH as such, with tail turret opb Baikal Airlines
7 34 50 07	CCCP-11746 CCCP-11746 RA-11746	An-12BP An-12BP An-12BK	Sov AF/AFL titles Volga-Dnepr Volga Dnepr	rgd MUC no	25sep78 oct91 reports	leased to China Southern Air, in Aeroflot c/s, n/t; l/n CAN 22mar98; not in 2000 fleet list; canx 18feb00 and sold to Lesotho in a non-airworthy condition dbp on landing at Asmara or Massawa (Eritrea), date unknown; f/n ASM 30apr94, derelict; canx but date unknown; used as a restaurant at the central bus-station in Massawa (N15.608444 E39.445133); f/n jun06; l/n 30dec09, standing on concrete blocks, no engines; paint faded but reg still readable c/n on Soviet register given as 7373102 which is wrong factory number and wrong year for 31st batch !; f/n ADD dec84; l/n ADD 17nov85, c/n checked opb 610 TsBPPLS VTA at Ivanovo-Severnoy; l/n Ivanovo-Severnoy 06aug99, derelict/wfu, c/n not checked; canx but date unknown; broken up at Ivanovo-Severnoy by 2006
7 34 50 08	CCCP-11814 CCCP-11814	An-12BP An-12BP	Sov AF/AFL titles Volga-Dnepr	rgd rgd	25sep78 15nov91	c/n not checked but current on Russian register sep98 and not possible to see whether titles were carried!; wfu 1998; canx 16oct01
7 34 50 09	CCCP-11033	An-12B	AFL/Polar	rgd	26jul67	c/n not confirmed ! l/n OVB 16aug94; c/n confirmed; seen in the Lushan Aviation Museum mar08; photos 28feb09, fuselage being towed away by a tractor, having supposedly been sold as scrap, but reported to become a 'house' version confirmed in Moldovan register; ex Uzbek Air Force; rgd 25jul02; f/n SHJ 27jan03; seen SHJ 03nov04, 27nov04, 20dec04 and 22nov05 with 'UN' titles on fin; canx 27oct05 as for sale; seen SHJ 14jan06 without registration c/n checked; in all-white c/s, no titles; l/n DXB 04may07; flew BEN-ORN 03sep07 c/n checked; in all-white c/s, no titles; l/n FJR 29apr08; mentioned in ICAO/BV document jun08 as owned by BG Concord Ltd and opb Vertir Airlines; canx before 01jan09 reported arrived FJR 01aug08 opb TransAviaService; seen FJR 15nov08, very dusty condition; l/n FJR 17mar10; c/n from Georgian CAA not on Russian register; opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with Red Stars; l/n UUS 04dec07; tender for additional work to be performed during 5th overhaul published 29jun09; l/n Khabarovsk-Bolshoi 01jul10 opb 257 osap at Khabarovsk-Bolshoi; last overhaul completed in 1991; photo in 1995; seen with 'tiger' nose-art in 1997; offered for sale by Russian privatisation agency sep06 with t/t 8,503 hours and 5,651 cycles; stored at DME, still with the 'tiger' nose-art, seen 19may07/16oct07 l/n VIN 29oct11 opb 71 ovtae at VVO; in all-grey c/s, with Red Stars; seen Ostafyevo 16jun10 with an unknown badge below the cockpit; l/n VVO 01oct10 l/n SVO 14apr97; ex Soviet Air Force; see c/n 402801 l/n DME 17oct02; rgd 28nov96 to Yermolino Airlines; l/n Erm 15aug05 titles not reported
7 34 50 10	CCCP-11034 RA-11034	An-12B An-12B	AFL/Urals Kampuchea AI	rgd DMK	23sep67 03aug93	
	RA-11034 RA-11034 RA-11034 RA-11034	An-12B An-12B An-12B An-12B	Aeroflot c/s, n/t United Nations Aeroflot c/s, n/t Baikal Airlines	IKT NBO SHJ CAN	06jul94 25nov94 04mar95 05oct97	
7 34 51 01	CCCP-11815	An-12BP	Soviet AF/AFL c/s	rgd	25sep78	
7 34 51 02	CCCP-11780 RA-11780	An-12BP An-12BP	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Iva	26oct78 26aug95	
7 34 51 03	CCCP-11877 RA-11877	An-12 An-12	Soviet AF/AFL c/s Russian AF/AFL c/s	rgd Uue	26oct78 20apr97	
7 34 51 04	"34" red	An-12	Russian Air Force	Sty	24aug02	
7 34 51 07	51056 B-1056	An-12 An-12	Chinese Air Force Civ Avn Adm China	NAY ROV	1986 14jul94	
7 34 52 01	ER-AXE	An-12BK	Air Bridge Group	mfd	31aug67	
	EK-12201 EK-12221	An-12BK An-12BK	Air Armenia ? Vertir Airlines	FJR SHJ	03dec06 14nov07	
	4L-VAS	An-12BK	all white, n/t	FJR	14sep08	
7 34 52 02	RA-12330 "15" red	An-12BK An-12BK	Rus AF/AFL titles Russian Air Force	Khb CKL	12may95 oct06	
7 34 52 03	"09" red	An-12BK	Russian Air Force	mfd	1967	
7 34 52 05	UR-CGU "22" blue	An-12BK An-12BK	Aerovis Russian Navy	RWN Osf	25jan09 apr07	
7 34 52 06	RA-11356(2) RA-11356(2)	An-12BK An-12BK	SP Air SP Air c/s, n/t	SXF AMS	07dec94 31jul97	
7 34 52 08	"84" "21" yellow "21" blue UR-11348(2)	An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Soviet Air Force Ukraine Air Force Busol Airline	KBP LYE AMS	08sep92 27sep93 24nov94	
7 34 52 09	UR-SMA ER-AXC ST-DAS	An-12BK An-12BK An-12BK	Volare AZZA AZZA	OST mfd SHJ	01sep00 30sep67 09nov02	
7 34 52 10	"10" yellow D2-FRI	An-12BP An-12BP	Belarus Air Force all white n/t	Mma LAD	09sep94 22mar01	
8 34 53 03	203 B-203 B-3152 B-3152	An-12BP An-12BP An-12BP An-12BP	Civ Avn Adm China Civ Avn Adm China China General Avn Air China Cargo	rgd rgd trf trf	1968 jul74 oct84 apr94	f/n SHA 06may80 f/n PEK may87; l/n PEK 02oct88; operated in full CAAC c/s f/n TSN may94 in full c/s after overhaul in Russia; wfu in Tianjin Technical School (N39.111356 E117.34953) oct98/nov10 at Khabarovsk Central; all grey c/s; c/n from spotters.ua photosite opb 257 osap at Khabarovsk-Bolshoi; last overhaul completed 22mar89; offered for sale by Russian privatisation agency sep/nov06 with t/t 6,763 hours and 5,642 cycles still in full Russian Air Force c/s with code "27" blue; at RKT 19aug08, with tail repainted white; l/n RKT 15sep08 as such carries SKA motif on tail, otherwise appears all white; c/n from Georgian CAA; according Georgian CAA opb Sakaviaservice dec09, reportedly cancelled between 13aug10 and 23mar11
7 34 53 04	"10" red	An-12BK	Russian Air Force	ph.	14aug11	
7 34 53 05	"27" blue	An-12BK	Russian Air Force	mfd	1967	
	EX-130	An-12BK	no titles	FRU	23feb08	
	4L-GLT	An-12BK	Skylink Arabia	BSR	apr09	
7 34 53 07	1059 B-1059	An-12 An-12	Chinese Air Force Civ Avn Adm China	ROV	1988 14jul94	seen preserved in the China Aviation Museum at Shahezhen AFB (N40.185807 E116.36078 Changping) oct98/14nov10 c/n confirmed; preserved at the China Aviation Museum at Shahezhen AFB (N40.183154 E116.36077 Changping), f/n oct98, l/n 23jan10 opb 117 ovtae at Orenburg-Southwest; last overhaul completed 08jun89; offered for sale by Russian privatisation agency 04jul06 with t/t 5,462 hours and 3,871 cycles; sold to V.I. Panchenko see c/n 402407 and CCCP-11377 with unknown c/n on overhaul; c/n in listing as 5310, only factory # 84 possible; c/n only mentioned in documents, sold at auction 08jun00, was opb mil. unit 95846 at Orenburg at the time and version given as such c/n confirmed; seen apr01 with additional 'Afrique Chart' titles; l/n with 'Dvin Air' titles DXB mar02; seen DLA and LBV may02 only with 'Cargo' titles; in Veteran fleet list 12jan04; see c/n 7344907 Antonov regard this aircraft as no longer airworthy from 30mar06; mentioned in ICAO/Antonov document jul06; not on register jan07; l/n KRT 31mar09; l/n KRT 05nov11 titles not reported last overhaul completed 04sep90; in all-grey c/s with green radar; offered for sale by Russian privatisation agency sep06 with t/t 7,369 hours and 4,348 cycles; stored at Khabarovsk-Bolshoi, l/n 2007 at Khabarovsk-Bolshoi, exact date unknown; l/n 02aug11, location withheld in Aeroflot c/s; rgd 29oct85; f/n SVO 11sep92 titles not reported; canx 31mar00 and sold to Ukraine in non-airworthy condition f/n LOS 21apr01; canx 07jun01
7 34 54 01	"26" blue	An-12BK	Russian Air Force	mfd	1967	
7 34 54 02	"14" red	An-12BK	Russian Air Force	ph.	2010	
7 34 54 03	CCCP-93922 RA-93922 ER-ACZ TN-AGZ TN-AGZ	An-12BK An-12BK An-12BK An-12BK An-12BK	MAP Kazan APO MAP Kazan APO Tiramavia, n/t Trans Air Congo Aéro-Frêt Business	mfd Kzp rgd PNR BZV	23nov67 21may97 11may00 10oct04 dec05	
7 34 54 04	EX-124 (2)	An-12BK	Aéro-Frêt Business	Dzh	31jul06	c/n confirmed from photo; with small 'AFB' logo; in UN report on ICAO website as damaged at Mbuji Mayi on 26feb06 when ran off runway and caught fire; probably repaired, see next line c/n checked; c/n as TN-AGZ in ICAO/Antonov document jul06 regards this aircraft as no longer airworthy from sep95; see previous line; later Antonov list dated 01feb07 quotes EX-124 as the reg; see c/n 02348107; l/n Dzhankoi 03aug07

7 34 54 06	not known	An-12BK	Russian Air Force	mfd	1967	opb 257 osap at Khabarovsk-Bolshoi; last overhaul completed 12jul91; offered for sale by Russian privatisation agency sep/nov06 with t/t 6,255 hours and 4,846 cycles
8 34 54 07	CCCP-13320	An-12BP	MRP NPO "Vzlyot"	mfd	30apr68	rgd 20dec90; f/n SVO 26aug91 in Aeroflot c/s, opb Special Cargo Airlines; ran out of fuel 5-6 km from the runway threshold Khatanga 23sep91, touched down 1,450 metre short, hit the brick building of the inner marker beacon 640 m (2,100 ft) further forward and broke up, one passenger killed, t/t 3,872 hours 45 minutes and 2,150 cycles; canx but date unknown
8 34 54 08	CCCP-46741	An-12BK	MOM Kirov APO	rgd	14apr87	MOM/Kirov Engine Production Association named after the 20th Communist Party Congress; first reported 06may88 in incident report, used ATC call-sign CCCP-09370 this date; version in Soviet register given as 'TBK'
	RA-46741 EK-46741 EK-46741 EK-46741 EK-46741 EK-46741 EK-46741	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Aviatek Armenian Airlines all white Phoenix Avia not readable Astral Phoenix Avia	trf DXB SHJ SHJ NBO SHJ NBO	12apr94 aug98 19sep00 15aug01 29mar02 11may03 07oct03	canx 16aug98 as to Armenia c/n checked; named 'White Bird'; l/n ROV 13aug01 c/n checked; named 'White Bird'; l/n NBO 21oct01 c/n not checked; l/n NBO 13mar03 c/n checked; with 'Phoenix' titles on port side; l/n SHJ 12dec03 with 'Phoenix' titles on port side, l/n as such SHJ 15may05; l/n KBL 27feb06; w/o 28mar06 on a flight from Payam to Sharjah when three of four engines failed shortly after take-off (probably due to bird-strike), crash-landed 5 km from Payam Airport, broke up and caught fire, all 12 crew and reserve crew safe; canx 29mar06
8 34 54 10	"11" yellow 9Q-CEN T-311	An-12BK An-12BK An-12BK	Belarus Air Force Adala Airways Angolan Air Force	Mma rgd LAD	09sep94 22oct01 02jun05	in old Soviet grey c/s with red star; based at Minsk-Machulishchi; l/n Minsk-Machulishchi 18aug97 c/n quoted as '83454100' in register; f/n KND 28dec03; canx 18nov05 in dark grey c/s; l/n LAD 02may06; used call-sign D2-MBI for flight KIV-KRT 19nov06, opb Angola Air Charter; was dbr at LAD 29sep08 when its right undercarriage collapsed as it turned on to runway 23 and towed off the runway by force using bulldozers; l/n LAD 28mar09 with tail removed
8 34 55 01	CCCP-12950	An-12B	AFL/Krasnoyarsk-KJA	mfd	28feb68	rgd 08may68; opb 214 LO 1-go Krasnoyarskogo OAO; w/o 01may74 on a flight to evacuate base # 1 of the drifting polar station SP-22, the ice of the runway started to crack, leaving only 900 metres of useable runway length, so that part of the cargo had to be off-loaded again, immediately after take-off the left main gear hit an ice hummock which had emerged during the take-off run and the aircraft crashed onto the ice runway behind the crater, engines # 1 & 4, both outer wings and the remaining landing gear broke off and the aircraft caught fire, 1 out of 7 crew killed while the other 6 and all 9 passengers escaped with minor injuries; t/t 9,381 hours and 3,637 cycles; canx 18jun74
8 34 55 02	CCCP-12951 RA-12951 RA-12951 TN-AFR	An-12B An-12B An-12B An-12B	AFL/Magadan Aeroflot Savanair Aeroflot c/s, n/t	rgd GDY trf SHJ	06may68 08jul94 29jun99 may99	f/n SIP aug88 l/n SHJ 15oct98; rgd 04oct94 to North-East Cargo was canx 29jun99 as to Congo suffered an in-flight fire of engines and the wing while over the region of Capenda (Lunda Sul) on 30jun99, the crew made an emergency landing and was captured by UNITA rgd 02apr68; f/n LBG 05apr68; trf to AFL/Ural 07nov70 f/n DUS 21jul95; l/n SVX 19aug99; canx 23sep99 as to Moldova opb Sud Aerocargo and repainted in different blue/white c/s; f/n HLA 30sep99; l/n JNB 12mar00; canx 21sep01; see c/n 2340604
8 34 55 03	CCCP-12952 RA-12952 ER-ACK (1)	An-12B An-12B An-12B	AFL/International Ural Airlines Ural AI c/s, n/t	mfd trf rgd	01mar68 25jul94 24sep90	owned by Volga Atlantic Airlines according to official documents detailing CofA concerns; impounded at George (South Africa), duration unknown; photo at NBO mar01 without tail turret, see c/n 3341506 which has a tail turret; l/n NBO 11may01 c/n checked; still owned by Volga Atlantic Airlines until at least feb04; was parked at JNB for many months; l/n JNB 03dec03 in blue/white c/s; l/n GOM 20dec05 registration reportedly applied this date; rgd 03nov06 !; in blue/white c/s; l/n GOM 05mar08; in Antonov list dated 01feb07; Antonov regard this aircraft as no longer airworthy from 28may02 rgd 27may68; f/n AMS 16aug68; trf to AFL/Moscow 14jul72; trf to AFL/Yakutiya-YKS, date unknown in 'polar' colours
	9U-BHN (1)	An-12B	blue/white c/s	JNB	feb01	
	9U-BHO	An-12B	blue/white c/s	JNB	18feb02	
	9U-BHO 9Q-CVM	An-12B An-12B	Mango Airlines Mango Airlines	GOM GOM	02jan05 20mar06	in basic Aeroflot 'polar' c/s, no titles; f/n SHJ 08nov97; arrested and stored at SHJ, l/n 1998/apr99; canx 19feb99 as to United Arab Emirates l/n SHJ 22nov99, without registration and 'NA' logo reported for Trans Atlantic Sudan; l/n SHJ 07dec99 c/n from ICAO/Antonov document; in nice yellow/red/blue 'wave' c/s; Antonov regard this aircraft as no longer airworthy from 30jun04; but noted PNR 10may05, active; l/n RWN 23oct08 being worked on c/n not confirmed; version painted as such and serial painted as 'TN-WHT'; l/n PNR 07aug11; rgd 04jun68; f/n AMS 28jun68; trf to AFL/Moscow 14jul72; trf to AFL/Privolzhsk-KUF 10feb79
8 34 55 04	CCCP-12953 RA-12953 RA-12953	An-12B An-12B An-12B	AFL/International Aeroflot Sakha Avia	mfd YKS trf	31mar68 08jul94 20jul95	in basic Aeroflot 'polar' c/s, no titles; f/n SHJ 08nov97; arrested and stored at SHJ, l/n 1998/apr99; canx 19feb99 as to United Arab Emirates l/n SHJ 22nov99, without registration and 'NA' logo reported for Trans Atlantic Sudan; l/n SHJ 07dec99 c/n from ICAO/Antonov document; in nice yellow/red/blue 'wave' c/s; Antonov regard this aircraft as no longer airworthy from 30jun04; but noted PNR 10may05, active; l/n RWN 23oct08 being worked on c/n not confirmed; version painted as such and serial painted as 'TN-WHT'; l/n PNR 07aug11; rgd 04jun68; f/n AMS 28jun68; trf to AFL/Moscow 14jul72; trf to AFL/Privolzhsk-KUF 10feb79
	ST-AQF ST-AQF TN-AHD	An-12B An-12B An-12B	Coptrade Air Trp Natalco Air Lines Natalco Air Lines	SHJ SHJ PNR	07oct99 26nov99 19oct03	
	TN-WHT TN-AID	An-12BK An-12BK	Natalco Air Lines Natalco Air Lines	RWN BZV	25jan09 17mar09	
8 34 55 05	CCCP-12954 RA-12954 RA-12954 RA-12954 RA-12954 UR-LAI UR-LAI UR-LAI	An-12B An-12B An-12B An-12B An-12B An-12BP An-12BP An-12BP	AFL/International Aeroflot Samara not reported Volare East Line Volare	mfd KUF trf Gos OST OST HEL	31mar68 26apr93 24nov94 26jun99 11jul99 04oct99 19oct00	version painted as such and same c/s as TN-WHT; l/n PNR 07aug11; f/n KUF 19may96; wfu dec96 and offered for sale; l/n KUF 16sep97 canx 28may99 as to Volare in basic Aeroflot c/s; l/n FRA 01oct99 sighting correct ? based at Kiev; in white/blue c/s; initially without titles, l/n as such ARN 25may01; f/n with titles HEL 09feb03; l/n LEJ 08jun07; canx 02oct09 rgd 21may68; f/n AMS 21jun68; trf to AFL/Moscow 14jul72; trf to AFL/Yakutiya 01aug83; l/n YKS 03jul92, in 'polar' colours trf to Sakha Avia 20jul95 and to Vilyui jun97; w/o 11nov98 when crashed shortly after take-off from Krasnoyarsk, all 6 crew killed; canx 03dec99 f/n KAN 29oct68; trf to AFL/Moscow 14jul72; trf to AFL/Ural 27dec78
8 34 55 06	CCCP-12955 RA-12955	An-12B An-12B	AFL/International Aeroflot	mfd SVO	31mar68 09oct94	
8 34 55 07	CCCP-12956 RA-12956 RA-12956 -- 4R-EXC 4R-EXC 4R-EXC 4R-EXC TN-AHZ UP-AN217	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Polar Aeroflot Samara Airlines Aeroflot c/s, n/t Expo Aviation, n/t AZZA all white, n/t Expo Air Brazza Airways ATMA, n/t	rgd KUN trf CMB rgd ph. SHJ SHJ PNR SIP	23may68 03jul94 24nov94 13jan99 03feb99 may03 20feb04 09nov04 26oct08 28jul09	f/n IST 01sep95; l/n SHJ 15dec98; canx 24dec98 as to Sri Lanka f/n CMB 23apr99; damaged in cross-fire Colombo 24jul01, 39 bullet holes, repaired; l/n SHJ 02dec02 date not sure and probably at SHJ; l/n CMB 15oct03 titles not reported but still in Expo fleet list 31dec03 l/n MLE 16mar04 l/n FJR 10feb08 l/n FJR 04feb09; c/n not confirmed, but same distinctive ex Expo Air c/s c/n confirmed by CAA; flew Shimkent-Simferopol-Yevpatoriya this date; l/n CMB 11feb11, still in ex Expo Air c/s and logo, no titles; reported CMB `18aug11 as ATMA but confirmation of titles welcome rgd 29may68; f/n KAN 24oct68; trf to AFL/Moscow 14jul72; trf to AFL/Krasnoyarsk-NSK, date unknown; damaged 12may81 at Anadyr, but repaired; l/n AAE oct88; last overhaul completed 18mar92; damaged 18dec92 in an aborted take-off at Norilsk, but repaired in basic Aeroflot c/s, no titles; f/n DXB 19jan98, c/n not checked f/n VKO 21aug01, still without titles and tail only half painted; f/n in fcs OST 29sep01; l/n VKO 21apr08 in white/grey c/s with red cheatline and blue fin, no titles; f/n LED 23may08; w/o 26may08 on a flight from Chelyabinsk to Perm when smoke filled the cargo bay immediately after take-off (due to a short circuit in the electric system), the aircraft tried to return to Chelyabinsk but engines # 1 and 2 as well as several systems began to fail due to extensive heat of burning electric wires during the approach, the aircraft crashed near Roshchino (11 km from the airport) 9 minutes after take-off, all 7 crew and 2 passengers killed; t/t 42,790 hours and 14,919 cycles, CofA was to expire 31aug08; MAK report blamed broken control linkage to ailerons caused by excessive heat from burning wires
8 34 55 08	CCCP-12957 RA-12957 RA-12957 RA-12957	An-12B An-12B An-12BP An-12BP	AFL/Polar Norilsk Avia Kosmos Moskovia	mfd trf rgd trf	31mar68 22dec95 09aug01 apr08	
8 34 55 09	CCCP-12958	An-12B	AFL/Tyumen	rgd	02jul68	f/n 02feb69; canx 1978
8 34 55 10	CCCP-12959 RA-12959 RA-12959 EL-ALE D2-FBY D2-FBY ER-ACW LZ-BRC LZ-BRC ER-ADY 4L-VPI 4L-VPI	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Polar Aeroflot Komiavia Santa Cruz, n/t Heliier Int, n/t Savan Airlines Savan c/s, n/t Savan c/s, n/t Bright Avn Service Heli Air all white, n/t Air Victory, n/t Go Cargo	mfd YKS Zuk SHJ SHJ SHJ rgd rgd YYT KIV rgd JIB	31mar68 13may95 18sep96 22jan99 09dec99 21jan00 05mar00 16aug00 09jun02 15oct05 02jul07 14nov07 29sep08	rgd 29may68; trf to AFL/Yakutiya 03jul68 (not 15aug83 as given in Soviet register); f/n dec70; l/n YKS 13jul92, in 'polar' c/s trf to Eco Trands 20jul95; reportedly sold by Sakha Avia 01mar96 canx 18may98 as to Angola l/n SHJ 16feb99; rgd 01apr99 leased from Special Cargo Airline; no tail turret, but was 100 % sure EL-ALE read under paint; c/n not checked but reported by operator in fleet list l/n SHJ 13feb00; c/n confirmed in Moldovan register l/n SHJ 12nov00 f/n SHJ 13nov00; canx 02nov01; l/n SHJ 19mar02 f/n IST 30jul02; checked ex ER-ACW; l/n EIN 28oct05 all white, blue titles; l/n VGO 21dec05; seen SXF 16may06 a/w, n/t and l/n as such KIV 16may07; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07 blue engines; l/n KIV 06sep07; canx as to Georgia 02oct07 f/n DXB 18dec07; l/n FJR 04mar08; reported in CofA in error as an An-12BK all white with blue engines and small sticker on base of tail; l/n stored EBB aug10/sep11; l/n 20jul11 without titles and no sticker
8 34 56 01	CCCP-13357 RA-13357 RA-13357	An-12 An-12 An-12	MAP Kaluga MPO Aeroflot Skycabs	rgd OST OST	22oct91 14oct92 oct95	c/n checked in error as 9345604 CGN 19aug94; ex Soviet Air Force c/s; trf 18mar93 to Impulse seen at Aircraft and Aerospace Exhibition, where ?; canx 27nov96 as leased to Zaire
8 34 56 02	"25" blue	An-12BK	Russian Air Force	mfd	1968	opb 257 osap at Khabarovsk-Bolshoi; last overhaul completed 20apr89; wfu 1997; offered for sale by Russian privatisation agency sep/nov06 with t/t 7,198 hours and 5,598 cycles, but could not be sold; sat wfu at Khabarovsk-Bolshoi, l/n jan09; scrapped at Khabarovsk-Bolshoi jul10 opb 368 osae at Nalchik; offered for sale by Russian privatisation agency dec07
8 34 56 03	not known "87"	An-12BK An-12BK	Russian Air Force Ukraine Air Force	mfd mfd	1968 15may68	
8 34 56 04	UR-11314 UR-11314	An-12BK An-12BK	Avialini. Ukrayiny no titles	LWO MST	09sep96 24sep00	c/n checked; owned by Lviv Airlines; in all-grey c/s; former code "87" still visible under paint; l/n SHJ 15dec98 owned by Lviv Airlines; in all-grey c/s; l/n LWO 11jun01

	UR-11314 UR-11314 ER-AXX UR-CAH	An-12BK An-12BK An-12BK An-12BK	Avialini. Ukrayiny no titles no titles no titles	LWO LWO rgd RWN	18oct02 30may03 12dec06 04jul07	owned by Lviv Airlines; in all-grey c/s with light blue titles owned by Lviv Airlines; l/n HEL 06jun05; sold to Asterias Commercial S.A. 29jun06 with red cheatline; f/n POR 04jan07; l/n ZRH 20apr07; canx 19jun07 as to Ukraine opb Meridian; in white/grey c/s with red cheatline, l/n DAR 20aug11; painted in spurious USAF marks as '60026' with AFMC MG McGuire and 305th AW titles for filming at Dunsfold, noted there 19sep/03oct11; departed back to Ukraine 03oct11; l/n SYD 02dec11
8 34 56 05	CCCP-11715 11715 4K-AZ23	An-12BK An-12BK An-12BK	Soviet AF/AF c/s grey c/s, n/t Silk Way Airlines	rgd VIN SHJ	25apr89 07jul94 14sep02	was already seen BHK 24apr89 canx but date unknown l/n GYD 16dec11; was first painted as 4KAZ-23 tender for repair published 28aug08; l/n Chkalovski 27aug11
8 34 56 06	"12" red	An-12BK	Soviet Air Force	Lev	22may99	rgd 14jan98; f/n SHJ 17mar98; l/n SHJ 11may00; c/n checked; see c/ns 3341201 and 402901
8 34 56 07	RA-11367(3) RA-11367(3) XU-395 (1)	An-12BP An-12BK An-12BP	Antey all white, n/t all white, n/t	mfd ROV SHJ	30apr68 13aug01 14sep02	in rework plant; c/n not checked but as such on Russian register sep01; canx 14jun02 as not airworthy l/n SHJ 04dec02; c/n confirmed SHJ apr04 when this reg was read under paint; see also XU-395 with c/n 01347803 seen 07nov05
	RDPL-34142 EK-12555 EK-12555 EK-12555	An-12BP An-12BP An-12BP An-12BP	United Nations WFP all white, n/t Daallo Airlines	no reports SHJ SHJ SHJ	15may03 19nov03 21apr04	c/n confirmed; reg visible under EK-12555 SHJ 20apr04 l/n SHJ 18may03 l/n DXB 04mar04, opb Daallo Airlines in all white c/s with titles and small emblem on tail; seen SHJ 15may04 and KBL jun04 with just 'Airlines' titles
	EX-029	An-12BP	Expo Airlines, n/t	SHJ	sep04	c/n confirmed; all white c/s just 'Airlines' titles; XU-395, EK-12555 still visible under paint; l/n BAH 06sep05 as such; seen all white, no titles SHJ 23nov05; l/n SHJ 12dec06
	EX-029 EY-401 EY-401 EY-401	An-12BP An-12BP An-12BK An-12BK	Click Airways Click Airways Asia Airways Russian Air Force	SHJ SHJ BOM SVX	27dec06 14nov07 25jun09 08oct10	photo all white with titles this date; l/n SHJ 31jan07 c/n confirmed; white/grey c/s, with titles; l/n TTH 28dec08 believed opb Asia Airways with titles; l/n KBL 09jun10
8 34 56 08	"99" red	An-12BK	Russian Air Force	rgd	25apr89	c/n from www.russianplanes.net; initially based at Chita, based at SVX since 2010; in all-grey c/s canx but date unknown
8 34 56 09	CCCP-11843 4K-AZ21	An-12BK An-12BK	Soviet Air Force Silk Way Airlines	rgd rgd	24may02	f/n SHJ 05aug02; registration painted on as 4KAZ-21 !; dbr Kome, Chad, 07nov02, when overran on landing; photos of crash in Scramble 285 page 60; reg current on Azerbaijan register dec02, nov03 and nov05 !; broken up Spring 2004
8 34 56 10	"19" red	An-12BK	Russian Air Force	mfd	1968	An-12BK(RKR); opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with Red Stars; stored at Khabarovsk- Bolshoi, l/n 2007
8 34 57 02	"94" red "54" red UR-11346(2)	An-12BK An-12BK An-12BK	Soviet Air Force Ukraine Air Force Avialini. Ukrayiny no titles	mfd LWO AMS	31may68 27jun95 28dec96	owned by Lviv Airlines; l/n LW0 11jun01; sold to Asterias Commercial S.A. 29jun06; see c/n 401802 with filled-in tail turret; in basic 'polar' Aeroflot c/s; f/n BZY 04apr09
8 34 57 06	ER-ADP CCCP-11781 RA-11781	An-12BK An-12BK An-12BK	Soviet Air Force Russian Air Force Russian MVD/VV	rgd photo Khb	25apr89 13aug06	wfu 1998; canx 16oct01 c/n not checked; opb 930vtap converted from an An-12BK-PPS during rework in 1996, retaining the distinctive tail; opb 70 osap on at Yermolino
8 34 57 07	"07" yellow	An-12BK	Russian MVD/VV	Erm	06may10	opb 70 osap on at Yermolino; last overhaul completed in 2010; in white c/s with dark blue undersides and 'Russian flag' cheatline, paint of very bad quality; l/n Rostov-na-Donu-Tsentralny 04mar11
8 34 57 08	CCCP-12504 "21" red	An-12BK An-12BK	Sov AF/AF c/s Russian Air Force	Khb Khb	1991 13aug06	opb 257 osap at Khabarovsk-Bolshoi opb 257 osap at Khabarovsk-Bolshoi; in grey c/s with turquoise trim around cockpit, still with Red Stars; l/n UUS 15dec07
8 34 57 09	"07" red	An-12BK	Russian Air Force	Khb	oct00	fitted with RR8311-100 air sampling pods like an An-12RR, but lacking the sensor pod of the An-12RR; opb 257 osap at Khabarovsk-Bolshoi; l/n in Russia 09jun10
8 34 57 10	not known	An-12BK		Ksv	15sep02	wfu/stored and no titles and tactical code painted out and Red Star insignia scrubbed out; c/n checked this date; was reported before to be made operational for Antonov Airtrack
	UR-CBH UR-CBH LZ-MNP (2)	An-12BK An-12BK An-12BK	grey c/s, n/t Aero Vis Airlines Scorpion Air	rgd BUD rgd	18jun03 01nov03 12jul05	to Aviaoptim; f/n Kiev-Svyatoshino 02aug03 thin turquoise cheatline; c/n checked seen BUD 07mar05 with additional 'elf' and 'MOTO 2' stickers; l/n AMS 12jul05 f/n BUD 29jul05 n/t; carries small 'CARGO' sign on rear of fuselage; l/n SOF 24jan07; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; see c/n 9346309; seen SOF 20jul07, no titles
8 34 58 01	UR-DWG "51" red	An-12BK An-12BK	Aero-Charter Russian Air Force	ph. CKL	27oct07 13oct05	on their web-site; l/n LUX 30oct07; in white/light blue/dark blue c/s; l/n KBP 18apr10 initially based at Chita, based at SVX since 2010; with coat-of-arms on nose, 'VVS Rossii' titles on starboard side and 'VVS Chita' on port side in 2005; photo still as such in 2011 most probably at Taganrog Central
8 34 58 02	"53" red LZ-MNK	An-12BK An-12BK	Ukraine Air Force Scorpion Air, n/t	Ksv rgd	15sep02 12nov03	wfu/stored; c/n checked this date; was reported before to be made operational for Antonov Airtrack reported in fleet list nov03; f/n BUD 24may04; at SOF 12mar05 with large 'DHL' titles, but removed by 22apr05; not in fleet list 30dec05 !; l/n SOF 22feb07; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07
8 34 58 04	UR-DWF UR-DWF ST-AWU 3C-AWU	An-12BK An-12BK An-12BK An-12BK	Aero Charter, n/t Meridian, n/t Air West	KBP LUX SHJ	may07 12sep10 29sep00	left Sofia on delivery to Ukraine 17may07; at LUX 31jul07 with titles blue, ex Aero Charter c/s; l/n ODS 19dec11 operated by Air West since jan00; type painted as just 'An-12'; seen SHJ 12nov00 still undergoing maintenance; l/n FAO dec00, exact date not known ; canx before jan07
8 34 58 05	CCCP-12153 ER-AXQ	An-12BK An-12BK	Soviet Air Force bare metal	mfd SHJ	01jul68 12dec03	somewhere in Africa; c/n not confirmed but exact same c/s as ST-AWU and type painted as just 'An-12'; in white c/s with dark blue fin; originally an An-26 with this registration and owned by Ahmed Ould was reported to have burnt out 10apr01, after attempting an emergency landing on a beach shortly after take off from Nouadhibou, Mauritania, however, contemporary Mauritanian reports in the state newspaper confirm the aircraft involved as a four engine An-12
	UN-11376(2) UN-11376(2) UN-11376(2) UN-11376(2)	An-12BK An-12BK An-12BK An-12BK	all white, n/t Africa West Cargo Fab Air all white, n/t	SHJ SHJ SHJ KBL	20sep04 01may05 22oct05 07apr06	rgd 26apr89; canx but date unknown former tactical codes "96" and "17" red ? visible under paint but order unknown; l/n SHJ 15may04; canx 18jun04
8 34 58 06	UN-11376(2) UN-11376(2) CCCP-11803 RA-11803	An-12BK An-12BK An-12BK An-12BK	Africa West all white, n/t Soviet Air Force Russian Air Force	OUA RWN rgd Iva	05sep07 25jan09 25apr89 26may99	owned by V.I. Panchenko; l/n SHJ 27sep04; see c/ns 402406 and 02348206 in all-white c/s with small titles on tail only; l/n SHJ 14jun05 l/n LFW 01may06, operating for Africa West; ICAO/Antonov document jul06 regards this aircraft as no longer airworthy owing to service not extended according to civil aviation documentation since 01jul03 titles not visible on photo; seen all white, no titles, RWN looking cannibalized but might be just on overhaul; l/n RWN 01sep09 in all-grey c/s; f/n UUD 11jun93 and OMS 11jun93, same date c/n checked; in all-grey c/s; has got a non-standard flare dispenser in the starboard main-gear nacelle; based at Orenburg-Southwest and transferred to Tver only for a short period; l/n Taganrog Central 05sep11
8 34 58 07	CCCP-11846 4K-AZ36	An-12BK An-12BK	Soviet Air Force AFL c/s, n/t	rgd BUD	25apr89 01may04	canx but date unknown opf Silk Way Airlines; already reported on the Azerbaijan register by 20nov03; canx from Azerbaijan register 07mar05
	EX-084 S9-PSK	An-12BK An-12BK	red c/l, n/t red c/l n/t	SHJ GOM	22nov05 25oct06	red cheatline; l/n PED 21jan06; opb Aero Trans service according to website ex EX-084 readable under wings at GOM jan07; opf Mango Airlines; officially rgd in Sao Tome 18apr08 to Styron Trading
	S9-PSK S9-PSK	An-12BK An-12BK	Mango Airlines Styron Trading	NBO no reports	25jul08	l/n FJR 23jan09 c/n, owner and reg from UN report nov09; reported owned by Anatoliy L(i)ovin and lsd to DRC Air Force; aircraft arrived Simi Simi 12feb09 and had initial technical problems; de-registered by the Sao Tome CAA 03jul09 and believed to have become, see next line
	9T-TCH (2)	An-12BK	DR Congo Air Force	FKI	19apr09	same white top, red cheatline and grey belly like EX-084 & S9-PSK had; see 9T-TCH(1) c/n 5343103; Antonov regard this aircraft as no longer airworthy on account of the expired time between overhauls; l/n FKI 05aug10
8 34 58 08	"15" red	An-12BK	Russian Air Force	Lev	22may01	noted with horned owl badge; seen Levashovo jul11 and oct11, location withheld
8 34 58 09	ER-AXL 4L-ROM	An-12BP An-12BP	TepAviaTrans, n/t Air Victory, n/t	mfd	30jun69 17may08	late mfd !; large tail fairing, converted PP/PPS; rgd 09jun04; f/n SHJ 30nov04; white grey, n/t; l/n SHJ 31aug06; reported by feb07 owned as by Varty Pacific; l/n FIH 16jul07; canx as to Georgia 14nov07 reported in Operators Certificate as An-12BK; f/n EBB jun08 light and dark blue, grey and white c/s with stylised V on tail; reported arrived FJR 12sep08; reported on ground FJR 01nov08; l/n FJR 13mar10/14nov11, stored
8 34 58 10	"37" red	An-12BK	Russian Air Force	Akt	29jul97	version from technical passport; opb 929 GLITs at Akhtubinsk c/n confirmed at CKL jun09; opb 929 GLITs at Akhtubinsk; in all grey c/s, still with Red Stars; l/n CKL 05may10
8 34 59 02	"43" red	An-12BK	Soviet Air Force	Zuk	16aug92	l/n Zhukovski (N55.570905 E38.142543) 31mar10; was an ejection seat trials aircraft; also used as a test- bed for the VD-100M APU by replacing the ejection seat module with an Il-114 tailcone and was first seen as such Zhukovski 12may94
8 34 59 05	"05" red "29" blue RF-95425	An-12BP An-12BP An-12BP	Russian Air Force Russian Air Force Russian Air Force	Sty Chh Roc	06aug96 29apr10 01jun11	l/n PEE jul08 l/n Rostov-na-Donu Tsentralny 27jun11 also carries "29" blue; Rostov-na-donu Tsentralny 26sep11
8 34 59 07	"48" red	An-12BK	Russian Air Force	Sms	14jun99	seen Smolensk-Severnny 14aug01, CKL 26aug02, Tver-Migalovo 26aug03 c/n checked
8 34 59 08	807 YI-AER 988	An-12BP An-12BP An-12BP	Iraqi Air Force Iraqi/Iraqi Aw c/a Sudanese Air Force	AMS SXF WUU	20apr69 jun73 2001	c/n also reported in Air as 5806; opb 23 Sqn still seen 1987/88 during Iran-Iraq war photo derelict (N7.7260608 E27.987709) after a mishap and towed to its resting place using a tank; ex YI- AER readable and c/n 5908 on nose; l/n apr07
8 34 59 09	805 YI-AEP ST-ALV (1)	An-12BP An-12BP An-12BP	Iraqi Air Force Iraqi/Iraqi Aw c/s Sudanese Air Force	LYE	13apr69 1970 1992	opb 23 Sqn seen MXP 23oct81; still seen 1987/88 during Iran-Iraq war still on Sudanese register April 1995; reg later a Y8
8 34 59 10	806 YI-AFJ LZ-BAA	An-12BP An-12BP An-12B	Iraqi Air Force Iraqi/Iraqi Aw c/s Balair	BRU SXF LHR	17jun71 29apr73 23jan69	opb 23 Sqn l/n HEL 20jan86; still seen 1987/88 during Iran-Iraq war; destroyed by bombing at Suwera 27feb91 l/n ORY 03jun71

	LZ-BAA	An-12B	Balkan	trf	early72	photo LBG jun73; w/o Kufrah, Libya dec75 when it overran on landing; photos shows severe damage to undersides, undercarriage and port wing snapped in half
8 34 60 02	LZ-BAB LZ-BAB	An-12B An-12B	Bulair Balkan	FCO LBG	22dec68 jul71	l/n BMA 15jun70 wfu BOJ 06jun89; preserved in Burgas museum (N42.567838 E27.521123) oct98/jul06; and now painted all white no markings; l/n 25mar11
8 34 60 03	RA-11260	An-12BP	Russian AF/AFL c/s	CKL	29sep05	seen again SVX 23jun06 but c/n not checked this time; seen KGF 20oct08 c/n checked; l/n Taganrog Central aug11
8 34 60 04	RA-11260 RA-11302(1)	An-12BP An-12BK	Russian Air Force Antey	CKL mfd	03oct07 21dec68	in basic Aeroflot c/s, no titles; l/n aug11, location withheld rgd 26jun96; f/n FJR 02jul97; rgd 22oct99 to Elbrus Avia; l/n CMB 24feb00; opb Sky Cabs of Sri Lanka by spring 2000; w/o 24mar00 on landing at Colombo when had to go around twice because of poor visibility but ran out of fuel, during the final approach all four engines stopped one by one and the aircraft crashed into the village of Kadirana, destroying two houses, 6 out of 8 crew plus 4 people on the ground killed; the official report showed that the Certificate of registration had been cancelled by the Russians on 21oct99 and Antey's AOC had been cancelled on 20mar00; Skycabs permission to operate the aircraft had been obtained by presenting forged documentation to the Sri Lankan CAA and they had withdrawn Skycabs' permission to operate the aircraft on 07mar00; see c/n 5343705
8 34 60 06	CCCP-11521(1) "75" red RA-11368(3) RA-11368(3)	An-12B An-12B An-12B An-12B	Soviet AF/AFL c/s Soviet Air Force Georgian Express Antey c/s, n/t	Spr ROV rgd	25dec76 13may96 24jan97	c/n not confirmed as not checked; see c/n 4342101 ex CCCP-11521 readable on wings and fuselage, same aircraft as the line above ? c/n from JP-98; see c/ns 4342010 and 402310 f/n FJR 10oct97; l/n FJR 07apr99 c/n checked; exact version not mentioned on Russian register; canx 28dec99 as to Bulgaria l/n OST 22dec00; sold jun01
8 34 60 08	EY-402 "28" blue	An-12BP An-12BK	Asia Airways Russian Air Force	SHJ ROV	19jun09 27mar09	version confirmed from plate inside aircraft mar02; l/n OST 17aug03 l/n SHJ 15may04; no titles; c/n checked l/n SHJ 05jan06; no titles; c/n checked c/n checked again; l/n SHJ 31jan07 reported in Afghanistan; l/n SHJ 02nov08, white/grey c/s with titles; c/n checked in log book in the UAE mar08 and reported there as flying for South Airways l/n MLV 05apr11 in colours similar to Aeroflot, with c/n worn below cheatline on the forward fuselage; based Rostov-na-Donu Tsentralny; photos suggest this has worn another tactical code in the past; l/n Rostov-na-Donu Tsentralny 29mar11
8 34 60 10	RF-95430 RA-11329 EL-AKY RA-11329 EL-ALF D2-FBZ 3C-QRD EK-11011(2)	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Russian Air Force Special Cargo Al Flying Dolphin Special Cargo c/s Santa Cruz Imp. Special Cargo c/s Special Cargo c/s Urutru Air	Roc mfd rgd IST rgd SHJ SHJ MLA	12apr11 30nov68 22feb96 21sep97 09apr99 19sep99 13nov01 01jan04	same c/s as above; still carries "28" blue; marked as An-12; l/n Rostov-na-donu Tsentralny 17oct11 rgd 22sep92; ex Soviet Air Force; f/n late92; l/n AMS nov96 no sightings reported, probably not used as c/n was current in Russia throughout this time no titles; l/n IST may98; canx 11nov99 as to Angola f/n SHJ 27mar99; l/n SHJ 05apr99; ex Special Cargo Airlines colours no titles; l/n SHJ 15sep01; leased to Hellier Inter no titles; repainted into white/blue colours, no titles late 2002; l/n SHJ 27jan03; checked ex D2-FBZ c/n confirmed in CoFA; opb Afriqay Cargo; in all-white c/s, no titles; see c/n 2400406 and UN-11011(3) with unknown c/n
8 34 61 01	CCCP-11420(1) RA-11420(2)	An-12BK An-12BK	Russian Air Force Russian Air Force	mfd IKT	03nov68 07oct04	l/n SHJ 09nov04; c/n confirmed by Sudanese CAA with titles; l/n KRT 24jun08; w/o 27jun08 on a flight from Khartoum to Juba after encountering a thunderstorm and was hit by lightning twice, crashed north of Malakal, all 5 crew and 2 out of 3 passengers killed, with one survivor reported as an An-12PP; seen Ostafeyev 16apr97, c/n not checked; see RA-11420 (1) with unknown c/n c/n confirmed; opb 24 otae (renamed 199 AB in 2009) at Tiksi; in grey c/s with Russian flag on fin, carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; l/n Tiksi apr10, flying c/n not checked; rgd with this c/n 25apr89; canx but date unknown opb 257 osap at Khabarovsk-Bolshoi; in grey c/s with Red Stars; l/n Khabarovsk-Bolshoi 08mar10 c/n not confirmed, see next line c/n not 100 %, read off as '8346.03'; in all-grey c/s; previous registration partially visible under code, looks like CCCP-12134; used as ground instructional airframe by the Technical School at Balashov (N51.532973 E43.185949) l/n jan09
8 34 61 02	CCCP-11504 "22" red	An-12BK	Soviet AF/AFL c/s Russian Air Force	Spr Khb	25jan72 15aug04	f/n KBL 13feb89 c/n not checked; canx but date unknown all white c/s with "charter us" titles; c/n 99% certain with www.suncargo.aero and "charter us" titles, see also CCCP-12104 with unknown c/n l/n DXB 16feb07
8 34 61 03	CCCP-12134 "72" red	An-12	Sov AF/AFL titles Russian Air Force	MZR Bls	1980 28aug07	c/n confirmed by Armenian CAA mar08; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE and opb Air Armenia; still registered 01jan09; l/n PRG 23dec11, recent photos show the registration without the dash after the prefix, but earlier photos exist with the dash f/n KBP 22sep94; l/n KBP 15may98; c/n checked KBP 19mar97; see c/n 401803 canx 15sep05 as to Sudan f/n LWO 05jul94; l/n LWO 09sep96
8 34 61 04	CCCP-12110 EX-334 EK-12104(2) EK-12104(2) EK-12104(2)	An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet AF/AFL c/s Sunlight Airlines all white all white n/t Air Armenia Cargo	rgd SHJ SHJ SHJ DXB	26apr89 10nov06 15dec06 27dec06 26mar07	l/n confirmed by Armenian CAA mar08; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE and opb Air Armenia; still registered 01jan09; l/n PRG 23dec11, recent photos show the registration without the dash after the prefix, but earlier photos exist with the dash f/n KBP 22sep94; l/n KBP 15may98; c/n checked KBP 19mar97; see c/n 401803 canx 15sep05 as to Sudan f/n LWO 05jul94; l/n LWO 09sep96
8 34 61 05	UR-11347(2) ER-ADO "03" blue	An-12BP An-12BK	Busol Airline Ukraine Air Force	mfd rgd mfd	31dec68 10nov04 31dec68	l/n RMI 08may07; no titles previously had ACS logo on tail; canx as to Ukraine 22jun07 opb Meridian; in white/light grey c/s with red cheatline; seen BEG 16dec08; l/n MLA 06nov11 canx but date unknown
8 34 61 06	ER-AXZ ER-AXZ UR-CAJ	An-12BK An-12BK An-12BK	Aeronord Grup Airline Transp Inc no titles	rgd HEL RWN	08aug03 28feb04 04jul07	canx but date unknown l/n SHJ 12jan04; see c/ns 8343408, 8343702 and 8344104 c/n checked ! RTM 28may04; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE, opb Air Armenia; l/n BHX 24apr10; more recent photos show the registration without the dash after the prefix, but earlier photos exist with the dash f/n KBP 22sep94; l/n KBP 15may98; c/n checked KBP 19mar97; see c/n 401803 canx 15sep05 as to Sudan f/n LWO 05jul94; l/n LWO 09sep96
8 34 61 07	CCCP-11244 EK-11001(4) EK-11001(4)	An-12BK An-12BK An-12BK	Soviet Air Force all white, n/t Air Armenia Cargo	rgd SHJ SHJ	25apr89 28dec03 29jan04	l/n confirmed by Armenian CAA mar08; mentioned in ICAO/BV document jun08 as owned by Roland Aviation FZE, opb Air Armenia; l/n BHX 24apr10; more recent photos show the registration without the dash after the prefix, but earlier photos exist with the dash f/n KBP 22sep94; l/n KBP 15may98; c/n checked KBP 19mar97; see c/n 401803 canx 15sep05 as to Sudan f/n LWO 05jul94; l/n LWO 09sep96
8 34 61 09	CCCP-11049 RA-11049 RA-11049 RA-11049	An-12B An-12B An-12B An-12B	Soviet AF/AFL c/s SP Air SP Air c/s, n/t Minenta Labell	Spr SVX SVO OST	02oct71 23aug95 20aug97 20mar02	l/n IST 13feb02; trf 09aug95 to Yermolino Airlines ! faded 'Minenta Labell Guinée' titles; l/n Yermolino aug02/aug04 titles not reported f/n Sperenberg 06sep75 and Ronneby 10aug81; present on Russian register feb98, version given as 'TB' l/n Staraya Russa 24aug02; reported for Krechet; canx but date unknown; l/n Yermolino 17aug03, but only c/n read this date at Khabarovsk-Bolshoi; military unit badge on cockpit; not confirmed as the same aircraft as above; l/n Khabarovsk-Bolshoi 23mar10 rgd 25apr89; canx but date unknown type painted on nose as An-12BP; f/n KBP 19oct03; current on Azerbaijan register 20nov03; l/n STN 08may04; officially canx 01apr05 but l/n DXB 04apr05, opb Silk Way, still n/t opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06 MCT 12jul06; c/n from Sao Tomé CAA; f/n is before l/n as 4K-AZ33; l/n EBB 10may07; photo exists overran Bunia, DRC date unknown and substantial damage, might be dbr; l/n Bunia 10apr10 in very dirty condition
8 34 61 10	CCCP-12968 12968	An-12B An-12B	Soviet AF/AFL c/s Aeroflot c/s, n/t	rgd OMS	25dec73 12jun94	l/n IST 13feb02; trf 09aug95 to Yermolino Airlines ! faded 'Minenta Labell Guinée' titles; l/n Yermolino aug02/aug04 titles not reported f/n Sperenberg 06sep75 and Ronneby 10aug81; present on Russian register feb98, version given as 'TB' l/n Staraya Russa 24aug02; reported for Krechet; canx but date unknown; l/n Yermolino 17aug03, but only c/n read this date at Khabarovsk-Bolshoi; military unit badge on cockpit; not confirmed as the same aircraft as above; l/n Khabarovsk-Bolshoi 23mar10 rgd 25apr89; canx but date unknown type painted on nose as An-12BP; f/n KBP 19oct03; current on Azerbaijan register 20nov03; l/n STN 08may04; officially canx 01apr05 but l/n DXB 04apr05, opb Silk Way, still n/t opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06 MCT 12jul06; c/n from Sao Tomé CAA; f/n is before l/n as 4K-AZ33; l/n EBB 10may07; photo exists overran Bunia, DRC date unknown and substantial damage, might be dbr; l/n Bunia 10apr10 in very dirty condition
8 34 62 01	CCCP-11267 4K-AZ33 4L-12003 S9 -DBP An-1	An-12BK An-12BP An-12BP	Soviet Air Force Aeroflot c/s, n/t blue c/l, n/t flot c/s, n/t rgd	mfd rgd DXB	04feb69 05aug03 28apr05 11ja n06 f/n	l/n IST 13feb02; trf 09aug95 to Yermolino Airlines ! faded 'Minenta Labell Guinée' titles; l/n Yermolino aug02/aug04 titles not reported f/n Sperenberg 06sep75 and Ronneby 10aug81; present on Russian register feb98, version given as 'TB' l/n Staraya Russa 24aug02; reported for Krechet; canx but date unknown; l/n Yermolino 17aug03, but only c/n read this date at Khabarovsk-Bolshoi; military unit badge on cockpit; not confirmed as the same aircraft as above; l/n Khabarovsk-Bolshoi 23mar10 rgd 25apr89; canx but date unknown type painted on nose as An-12BP; f/n KBP 19oct03; current on Azerbaijan register 20nov03; l/n STN 08may04; officially canx 01apr05 but l/n DXB 04apr05, opb Silk Way, still n/t opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06 MCT 12jul06; c/n from Sao Tomé CAA; f/n is before l/n as 4K-AZ33; l/n EBB 10may07; photo exists overran Bunia, DRC date unknown and substantial damage, might be dbr; l/n Bunia 10apr10 in very dirty condition
8 34 62 02	CCCP-12147 RA-12191 EL-AKW YA-PAB EL-ALJ EL-ALJ EL-ALJ EL-ALJ	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Special Cargo Al Air Cess Pamir Air ex Pamir Air, n/t Santa Cruz Imp. ex Santa Cruz c/s	rgd rgd rgd SHJ SHJ SHJ SHJ	26apr89 26apr94 18dec95 27jul96 03apr97 08nov97 19may01	l/n DXB 16jan95; l/n SHJ 22nov95; c/n confirmed in fleet list and the Russian Register; canx as to United Arab Emirates but date unknown f/n SHJ 12jan96; ex Special Cargo Airlines c/s, no titles; de-registered by operator in a letter to the Liberian CAA dated 10apr96 l/n SHJ 14mar97 rgd 14feb96 to Santa Cruz Imperial l/n SHJ 09may01 l/n SHJ 14jan06 wfu, derelict by nov07/mar08; no titles but with logo
8 34 62 03	not known RA-12122(2)	An-12BK An-12BK	Soviet Air Force Russian AF/AFL c/s	mfd Kln	28feb69 20aug01	last overhaul completed 14jan94 see c/ns 402002 and 5343507; sold by Russian privatisation agency 28oct05, was with military unit 45157 at Klin at the time; still present Klin-5 airbase 08feb06; l/n Staraya Russa 16dec10 or Ukraine Air Force ?; code only visible after paint had been stripped in 2006 in basic Aeroflot c/s; l/n Dzhankoi 29apr99; not in 2000 fleet list c/n not checked; arrived from Vinnitsa apr06; photo shows Veteran titles, code "77" blue and Aeroflot blue cheatline visible under paint with tail painted dark grey; large radar, wearing no registration; reportedly this was registered EX-076 but there is no evidence this registration was painted as such and also this registration was used on a B-737-200 from 14jun06 onwards c/n not checked; in dark grey c/s with light grey undersides; l/n ODS 08aug07 and 24mar08; now with small chin mounted radar; colours suggest, may be destined for Angola in long line of An-12s, date and location not known, c/n visible
9 34 62 05	"77" blue UR-11306 UR-11306	An-12BK An-12BK An-12BK	Soviet Air Force? Veteran	no reports NCL ODS	05mar97 02may06	l/n IST 13feb02; trf 09aug95 to Yermolino Airlines ! faded 'Minenta Labell Guinée' titles; l/n Yermolino aug02/aug04 titles not reported f/n Sperenberg 06sep75 and Ronneby 10aug81; present on Russian register feb98, version given as 'TB' l/n Staraya Russa 24aug02; reported for Krechet; canx but date unknown; l/n Yermolino 17aug03, but only c/n read this date at Khabarovsk-Bolshoi; military unit badge on cockpit; not confirmed as the same aircraft as above; l/n Khabarovsk-Bolshoi 23mar10 rgd 25apr89; canx but date unknown type painted on nose as An-12BP; f/n KBP 19oct03; current on Azerbaijan register 20nov03; l/n STN 08may04; officially canx 01apr05 but l/n DXB 04apr05, opb Silk Way, still n/t opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06 MCT 12jul06; c/n from Sao Tomé CAA; f/n is before l/n as 4K-AZ33; l/n EBB 10may07; photo exists overran Bunia, DRC date unknown and substantial damage, might be dbr; l/n Bunia 10apr10 in very dirty condition
9 34 62 06	not known "33" blue "22" yellow "22" blue EK-11030(2)	An-12 An-12BK An-12BP An-12BK An-12BP	Soviet Air Force Soviet Air Force Soviet Air Force Ukraine Air Force Dvin Air	photo ph. KBP KBP	07apr70 07sep92 18mar97	l/n IST 13feb02; trf 09aug95 to Yermolino Airlines ! faded 'Minenta Labell Guinée' titles; l/n Yermolino aug02/aug04 titles not reported f/n Sperenberg 06sep75 and Ronneby 10aug81; present on Russian register feb98, version given as 'TB' l/n Staraya Russa 24aug02; reported for Krechet; canx but date unknown; l/n Yermolino 17aug03, but only c/n read this date at Khabarovsk-Bolshoi; military unit badge on cockpit; not confirmed as the same aircraft as above; l/n Khabarovsk-Bolshoi 23mar10 rgd 25apr89; canx but date unknown type painted on nose as An-12BP; f/n KBP 19oct03; current on Azerbaijan register 20nov03; l/n STN 08may04; officially canx 01apr05 but l/n DXB 04apr05, opb Silk Way, still n/t opb Global Georgian Airways and returned to Stryon 03jan06; l/n KBL jan06 MCT 12jul06; c/n from Sao Tomé CAA; f/n is before l/n as 4K-AZ33; l/n EBB 10may07; photo exists overran Bunia, DRC date unknown and substantial damage, might be dbr; l/n Bunia 10apr10 in very dirty condition
9 34 62 09	"98" "95" red "34" red	An-12BK An-12 An-12BK	Soviet Air Force Russian Air Force Russian Air Force	i/s KLD Akt	19mar69 22aug02 nov10	was on overhaul at Siauliai during 1990 with the given code; version given as 'TBK' version not given and c/n checked as 6209 opb 929 GLITs at Akhtubinsk; equipped with a nitrogen generator for rain-making; in all-grey c/s, still with Red Stars
9 34 63 02	UR-11349(2) UR-YMR	An-12BK An-12BK	Busol Airline Veteran	KBP LOS	29jun95 28jan03	l/n Yevpatoriya 30apr99; c/n checked !; see c/n 401805 was already reported by sep00 as operated in Congo; in fleet list 21nov01 with c/n 9346304 but later with given c/n 1; f/n COO 12apr02; in Veteran fleet list 27jun06 as opb Gorliza

	UR-YMR	An-12BK	United Nations	MBA	dec06	photo and still operating as such from MBA jan07; regarded as un-airworthy in Antonov list nov06 and banned from flying in Kenya; seen JUB 09may07, c/n checked, titles not reported; opb Veteran
	UR-YMR	An-12BK	Veteran, n/t	SHJ	07jul07	l/n RKT 23dec08, all white, no titles with 'UN' marks visible under paint
	S9-KHE	An-12BK	Transluz Aviation	FJR	02mar09	seen FJR 04may09, all white, no titles with 'UN' marks visible under paint and ex registration visible; l/n VIN 30sep10, in primer with tail removed
9 34 63 03	"68" red	An-12BK	Russian Air Force	CKL	jul05	in technical passport as an An-12BP, but has got all features of the An-12BK (and the BP was out of production by 1969); has got many aerals on top of the fuselage which is unusual for the transport versions; opb 929 GLITs at Akhtubinsk; in all-grey c/s with Red Stars; used for weather control; code on right- hand side faded to yellow by 2010; l/n Chkalovski 10jun11
9 34 63 04	"69"	An-12PPS	Soviet Air Force	mfd	03dec69	i/s 15dec69; was on overhaul at Siauliai with that code during 1990; reported as an An-12TBK, but the tail was clearly that of an An-12PPS; converted to a standard transport aircraft later
	"19 red"	An-12BK	Russian Air Force	ph.	2005	in unit document as an An-12BK; opb 24 otae (renamed 199 AB in 2009) at Tiksi; in all-grey c/s; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; l/n YKS 26feb07; active by early 2011 l/n Taganrog Central 30jun11
9 34 63 05	"76"	An-12BK	Soviet Air Force	mfd	26dec69	was on overhaul at Siauliai with that code during 1990, version given as 'TBK'
	"26" red	An-12BK	Russian Air Force	Osf	17aug01	c/n checked; in unit document as an An-12BK; opb 24 otae (renamed 199 AB in 2009) at Tiksi; carried the badge of 24 otae, a woolly mammoth with the 'plough constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; f/n as such YKS 22sep09; l/n Vorkuta-Sovjetsky 22sep11
9 34 63 06	"46" red	An-12BK-I	Soviet Air Force	i/s	23jan70	was on overhaul at Siauliai during 1990 with that code; l/n YKS 03jul92; version reported as 'TBK-I'
	"46" red	An-12BK-I	Russian Air Force	Iva	26may99	l/n Ivanovo-Severnij 02, c/n checked
9 34 63 07	"16"	An-12BK-I	Soviet Air Force	i/s	26mar69	was on overhaul at Siauliai during 1990 with the given code; version reported as 'TBK-I'
	"26" blue	An-12BK-I	Russian Air Force	Roc	15aug09	c/n from www.RussianPlanes.net; l/n Rostov-na-Donu Tsentralny may11
9 34 63 08	RF-95682	An-12BK-I	Russian Air Force	Roc	11apr11	also carries "26" blue; c/n not 100%; l/n Rostov-na-Donu Tsentralny 20aug11
	CCCP-12108(2)	An-12BK	Soviet AF/AFL c/s	post	'87	in Soviet Air Force 'polar' c/s; version in Soviet register given as 'TBK'; see c/n 401908
	CCCP-12108(2)	An-12BK	MAP Arsenyev APO	rgd	13jan88	f/n LED aug90 in AFL white c/s
	RA-12108(2)	An-12BK	Russian AF/AFL c/s	post	'93	in Russian Air Force 'polar' c/s
	RA-12108(2)	An-12BK	Balkan	MST	30jan93	basic Aeroflot c/s, 'Balkan' titles; CofA checked
	RA-12108(2)	An-12BK	Air Sofia	SHJ	08may94	basic Aeroflot c/s
	RA-12108(2)	An-12BK	Aeroflot c/s, n/t	VKO	30aug95	rgd 05sep95 to Progress
	LZ-BFE	An-12BK	Bulg. Flying Cargo	SOF	may99	l/n OST 17jan00; small titles on nose; operated by Balkan
	RA-12108(2)	An-12BK	Gromov Air	VKO	04oct00	l/n OST 10dec00; c/n checked; canx 31jul01 as to Azerbaijan
	4K-AZ18	An-12BK	Azerbaij. Al Cargo	DXB	09sep01	l/n BUD 30aug02; current on register 02dec02
	4K-AZ18	An-12BK	Silk Way Airlines	SHJ	09feb03	l/n CDG 23sep03; not current on Azerbaijan register 20nov03
	UR-CBU	An-12BK	all white, n/t	LUX	14dec03	c/n checked
	UR-CBU	An-12BK	Shovkoviy Shlyah	LUX	02feb04	Shovkoviy Shlyah is Ukraine for Silk Way; l/n DXB 13aug06
	4K-AZ63	An-12BK	Silk Way AL	LUX	21nov06	seen RWN 23oct08 stored/awaiting maintenance; l/n GYD 21aug11
9 34 63 09	CCCP-12113	An-12BK	Soviet AF/AFL c/s	CAI	19oct73	c/n not checked, see next lines
	CCCP-12113	An-12BK	Aeroflot	Ksv	14sep02	wfu/stored; small 'Aeroflot' titles along with the Ukrainian shield-and-trident insignia still visible when seen with the new code "68" red; was intended before to be made operational for Antonov Alirack; still as such derelict now at Kiev-Svyatoshino (N50.471284 E30.386412) 03oct08/30dec09 and not likely to be made operational
	LZ-MNP (1)	An-12BK	Scorpion Air	no	reports	in fleet list 28nov03 & 24nov04, but not in fleet list 30dec05; not taken up; see c/n 8345710 and previous line
9 34 63 10	CCCP-11868	An-12BK	Soviet AF/AFL c/s	mfd	31may69	f/n ADD apr85; l/n DME 13nov89 probably not Air Force by that time; version in Soviet register given as 'TBK'
	CCCP-11868	An-12BK	MAP Moscow OAO	rgd	05mar90	
	CCCP-11868	An-12BK	Peruana	LIM	01feb91	still in basic Aeroflot c/s
	OB-1448	An-12BK	C de A Peruana	LIM	24aug91	
	CCCP-11868	An-12BK	Aeroflot	DME	15aug92	
	RA-11868	An-12BK	Aeroflot	SVO	16may93	and AMS 04dec93 without c/n painted on
	RA-11868	An-12BK	Aviatrans	LUX	08feb94	
	RA-11868	An-12BK	Atran	trf	14jun94	reported as An-12B; f/n DME 16aug97; l/n VKO 27oct11
9 34 64 03	"11" red	An-12BK	Russian Air Force	KHV	02apr08	opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s, still with Red Stars; l/n KHV 07apr08
9 34 64 04	"26" red	An-12PPS	Russian Air Force	Akt	29sep97	l/n mar11, location withheld; grey c/s
9 34 64 05	"24" blue	An-12BK	Ukraine Air Force	KBP	18mar97	named 'Spirit of Cornwall'; l/n SHJ 26oct99
	UR-LIP	An-12BK	Volare	KBP	02may98	
	UR-LIP	An-12BK	East Line	IST	22jan00	l/n IST 26jan00
	UR-LIP	An-12BK	Volare	OST	05jul00	in white/blue c/s with logo only, no titles; seen DME 01apr01 with titles; l/n MLA 29aug01; w/o 07feb02 on a flight from Agadir to Algiers when crashed into a mountain (at 9,900 feet) in the Atlas mountain range 80 km from Agadir, all 8 crew killed; canx 31dec08
9 34 64 06	CCCP-12962	An-12B	AFL/Krasnoyarsk.-NSK	mfd	23may69	rgd 01aug69; damaged when undershot on landing at Ledovaya Baza ("Ice Base", an ad hoc ice airfield 53 km north of Graham Bell Island, Franz-Joseph-Land) 03may86 but found repairable and prepared for recovery, on 13may86, as the stripped-down aircraft was being towed towards terra firma for repairs, a crack opened in the ice and the aircraft sank !; t/t 26,140 hours 09 minutes and 9,696 cycles; canx 1986; version given as 'TB' on Soviet register
9 34 64 07	CCCP-12963	An-12B	AFL/Krasnoyarsk.-NSK	mfd	23may69	rgd 01aug69; crashed 18 km from Yeniseisk 23aug79 en route from Norilsk to Krasnoyarsk when all four engines flamed out at 7,800 m due to fuel contamination 2 hours 18 min after take-off, all six crew and five out of ten passengers killed, t/t 18,235 hours and 7,006 cycles; canx 1979; version given as 'TB' on Soviet register
9 34 64 08	CCCP-12964	An-12B	AFL/Yakutiya-YKS	rgd	01aug69	c/n in official documents also given as 8346408; version given as 'TB' in Soviet register; severely damaged 1976 in a hard landing at Yakutsk; canx 1976; F-3 (rear fuselage section used to repair An-12B CCCP-11005(1) in 1978
	CCCP-11005(2)	An-12B	AFL/Yakutiya-YKS	no	reports	rebuilt by the ARZ at Fergana in 1978 from the F-1 (forward fuselage) and F-2 (centre-wing) sections of An-12TB CCCP-12964, the F-3 (rear fuselage) section of An-12B CCCP-11005(1) and parts from a third An-12; should therefore have retained the c/n 9346408 and the registration CCCP-12964 but was registered CCCP-11005 instead ! (possibly for sentimental reasons as CCCP-11005 was the first An-12 of the Yakutsk directorate); canx 1984
9 34 64 09	CCCP-12965	An-12B	AFL/N Kavkaz-ROV	mfd	30jun69	rgd 12aug69; f/n in (former) East Germany 16may74; leased to Air Malta 19may/19jun92; version given as 'TB' in Soviet register
	RA-12965	An-12B	Aeroflot	DUS	21dec92	trf 25nov93 to Donavia
	RA-12965	An-12B	Donavia	ROV	13may96	l/n IST 20jan00; rgd to Rusavia 12jul99; l/n LOS jun00 titles not reported; canx 18dec00 as leased to Nigeria; l/n LOS 24apr01 being repainted to 5N-
	5N-BCN	An-12B	Fresh Air Cargo	MLA	06may01	l/n LOS 28nov02; basic Donavia c/s; canx date unknown but not on Nigerian register jun06
	3X-GDR	An-12B	Don Avia c/s, n/t	SHJ	aug04	c/n not confirmed; basic Donavia c/s; but photos suggest this is likely to be ex 5N-BCN; DXB 14oct04
9 34 64 10	CCCP-48978	An-12BK	MAP Kom-na-Amu APO	rgd	12jul82	titles painted on as such this date; l/n Zhukovski 19aug09 stored
	RA-48978	An-12BK	MAP Kom-na-Amu APO	SVO	14may93	with ogival tail fairing, de-converted An-12BK-PP
	RA-48978	An-12BK	KnAAPO	trf	20jul93	in basic Aeroflot c/s
9 34 65 01	CCCP-12966	An-12B	AFL/N. Kavkaz-ROV	rgd	12aug69	photos exist with a large 'Initsiativa' radar, has subsequently been replaced with small chin-mounted radar; in basic Aeroflot c/s with badge, but no titles; f/n DME 01sep93; l/n DME 01apr09 still in basic Aeroflot c/s with KnAAPO badge but no titles
9 34 65 02	CCCP-12967	An-12B	AFL/Yakutiya-YKS	rgd	14aug69	dbr after heavy landing Beryozovo 26feb70 when the pilots flared out prematurely, misjudging the altitude on a misty day; canx 1970
9 34 65 03	CCCP-12971(1)	An-12B	AFL/Magadan-GDX	mfd	30jun69	f/n TAS 12jun71; w/o 02oct73 while making a go-around at Magadan-Sokol when strayed off the intended course and hit a hillside 13.7 km from the runway threshold and 5.6 km to the right of the extended runway centreline; all eight crew and both passengers killed; canx 1973
9 34 65 04	CCCP-12972	An-12B	AFL/Komi	mfd	30jun69	rgd 20aug69; f/n SKD 18sep83; reported Omsk 07sep87 in incident report and possibly was dbr as reg was canx 20jan88; see c/n 2340606
	12972	An-12B	United Nations	LAD	28may93	rgd 15aug69; f/n SVO 08apr91
	RA-12972	An-12B	United Nations	ASM	29aug93	with 'PAM UN - World Food' titles
	RA-12972	An-12B	Aeroflot	SVO	03sep93	with 'PAM UN - World Food' titles
	D2-FCT	An-12B	no titles	SHJ	12may00	ex United Nations c/s; l/n KLF 17aug99; reported for Special Cargo Airlines; was trf 24apr95 to Komiavia; canx 10dec99 as to Angola
	TN-AGK (1)	An-12B	no titles	SHJ	19aug00	c/n from JP-01 and not checked as hard to read
	D2-FCT	An-12B	white/blue c/s	SHJ	11jan01	c/n from JP-01; confirmed ex D2-FCT; l/n SHJ 19sep00/25sep00 with registration only under wings; see c/n 402006
	ER-ACG	An-12B	white/blue c/s	rgd	27apr01	l/n SHJ 18may01
	ST-AQQ	An-12B	Former Airlines	SHJ	mar02	f/n SHJ 25may01; canx 30oct01; l/n SHJ 03nov01; D2-FCT under wings and 12972 on covers
	ST-AQQ	An-12B	Sudanese State Avn	SHJ	20dec03	l/n SHJ 19aug02; additional 'S.S.A.' (Sudanese State Aviation) titles; still white/blue c/s; D2-FCT still readable under paint
	ST-AQQ	An-12B	El Magal Aviation	KRT	31mar09	named 'Farahnaz'; seen parked SHJ may04/31jan07 in white/blue c/s faded titles and 'S.S.A.'; according to Antonov this aircraft was regarded as no longer airworthy from 30dec03; not on jan07 register, but it was receiving technical attention at SHJ 03may07; seen again KRT 22feb08 which suggest report as ER-ACG of Tiramavia KIV 28jun07 is doubtful; ferried 25sep08 KRT-NLV; l/n NLV 03sep09
9 34 65 05	CCCP-12973	An-12B	AFL/Tyumen	rgd	12aug69	still in blue/white c/s, with a small logo and 'M.G.L.' on tail
	RA-12973	An-12B	Aeroflot	TJM	14may95	f/n in (former) East Germany 15may74
	RA-12973	An-12B	Tyumen Airlines	trf	21may93	
9 34 65 06	CCCP-12974	An-12B	AFL/Belarus	mfd	30jun69	f/n ROV 13may96; l/n LAD 29apr98; dbr 11may98 on landing at Luanda when undershot the runway; canx 29dec99
	RA-12974	An-12B	Aeroflot	FRA	20nov92	rgd 25aug69; f/n in East Germany 07may74; trf to AFL/North Kavkaz-ROV 18mar87; l/n VIE 02oct92
	RA-12974	An-12B	Donavia	trf	26jan95	f/n mar95; rgd to Aeroflot Don 27apr00; l/n ROV 08aug01, see rgd below

	RA-12974 RA-12974	An-12B An-12B	Aerofreight Avial NV	rgd DME	03jul01 17nov05	f/n OST 14nov01; l/n ROV 13nov04 c/n checked; in full c/s, initially without titles; f/n with titles GOJ mar06; l/n operational BOM 09nov09; CoFA expired 23nov09; t/t 41,482 hours and 15,596 cycles by 01jan10; stored at Tver-Migalovo, l/n 17apr11; arrested 11apr11 because of debts and auctioned by Rosimushchestvo (State Property Agency) 25may11
9 34 65 07	RA-11414	An-12BK	Russian Air Force	mfd	11jun69	opb 24 otae (renamed 199 AB in 2009) at Tiksi; in all-grey c/s, carried the badge of 24 otae, a woolly mammoth with the 'plover constellation' (7 yellow stars) on the nose plus the 'Northern Star' behind the cockpit windows; f/n Staraya Russa 07aug99; l/n Engels jun11
9 34 65 08	"31" blue EX-128 ER-ADZ UN-11020(2)	An-12BK An-12BK An-12BK	Russian Air Force white c/s, n/t	no reports rgd SHJ	30jun69 15may07 08dec07	opb 257 osap at Khabarovsk-Bolshoi; last overhaul completed 29sep92; offered for sale by Russian privatisation agency sep06 with t/t 6,837 hours and 5,447 cycles; seen Khabarovsk-Bolshoi 13aug06 quoted by Moldovan CAA as ex reg for ER-ADZ c/n 27jul07 as to Belarus; f/n RKT aug07 being repainted c/n not confirmed; with grey undersides, blue props and with small chin-mounted radar; opb Eastern Express; l/n DXB 20may08; see also c/n 6344203
	UP-AN203	An-12BK	Skylink Arabia	DXB	30jul08	titles as such, all white c/s grey undersides and blue props with small chin-mounted radar; c/n from CAA; l/n SHJ 02nov08
9 34 65 09	CCCP-12975 CCCP-12975 CCCP-12975 RA-12975 3C-OOZ UN-11007(2) UN-11007(2)	An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Magadan Aeroflot c/s, n/t Balkan Ural Airlines Ural Al c/s, n/t white, grey belly RPS Air Freight Co	mfd AMS FRA trf SHJ DXB	31jul69 02may91 23jun92 25jul94 26apr00 20sep02	rgd 29aug69; f/n TAS 20aug75; trf to AFL/Urals-SVX 30nov79 operated for Metro Cargo basic Aeroflot c/s, was damaged Norilsk 18dec92 but repaired f/n FJR 27mar95; l/n SVX 19aug99; canx 12apr00 as to United Arab Emirates l/n SHJ 14aug02; repainted in white c/s, grey belly by mar01; c/n checked l/n SHJ 16mar05; see c/n 6343909; c/n from Coicbat; no titles dbr 31mar05 on take off RIY when aborted take off for Dubai, overran and caught fire; photo evidence suggests dbr; see also c/n 5343506
9 34 65 10	CCCP-12976 RA-12976 RA-12976 RA-12976 RA-12976 RA-12976 EX-025 4L-IRA	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/Tyumen-TJM United Nations all white, n/t Tyumen Airlines no titles Air Victory Air Victory Air Victory	mfd LAD SHJ Sty SHJ SHJ DXB SHJ	19jul69 28may93 26oct93 24aug02 12oct03 03may04 27may04 06mar05	rgd 27aug69; f/n TBS 1980 with 'PAM UN - World Food' titles l/n TJM 14may95; trf 31aug94 to Tyumen Airlines l/n Staraya Russa 22feb03; canx 09dec03 as sold to Moldova, see next line l/n SHJ 21apr04; c/n not checked; white top, grey belly and single blue cheatline l/n SHJ 15may04; c/n not checked l/n SHJ 12feb05; in basic Aeroflot colours in basic Aeroflot colours; repainted all white with red cheatline, n/t, seen SHJ 06dec07 as such; leased to Air Eagle, Pakistan by early 2009; l/n EBB 12dec09; still in Air Victory fleet list, Georgian Government website dec09; reportedly cancelled between 13aug10 and 23mar11 rgd 02oct69; f/n 1976; mentioned in incident report at Neryungui 23dec87 trf to Sakha Avia 20jul95; canx 21feb96 rgd 03oct69; f/n VIE 24jun91 trf 25nov93 to Donavia l/n ROV 10aug99; canx 12mar01 as to Kazakhstan l/n ROV 13aug01; c/n checked; see c/n 6343908 and UN-11006(3) c/n 01347909 l/n SHJ 27jan03; c/n checked f/n SHJ 09feb03; checked ex EX-12960; l/n DXB 10may03; dbr 11may03 on landing Asmara when overran with brake problems; canx 12sep03; according to Antonov this aircraft had been regarded as no longer airworthy since 1999 opb 317 osap at PKC; in all-grey c/s with light blue trim and dolphin badge below cockpit; l/n Ostafeyvo 04jun11
9 34 66 01	CCCP-12977 RA-12977	An-12B An-12B	AFL/Yakutiya-YKS Aeroflot	mfd SVO	17jul69 31may93	
9 34 66 02	CCCP-12960 RA-12960 RA-12960 UN-11006(2) EX-12960 ER-AXD	An-12B An-12B An-12B An-12B An-12B An-12B	AFL/North Kavkaz Aeroflot Donavia Varty Pacific Intertransavia Intertransavia	mfd FRA ROV ROV SHJ rgd	16jul69 22nov92 14jul94 21jul01 03nov01 19dec02	trf to Sakha Avia 20jul95; canx 21feb96 rgd 03oct69; f/n VIE 24jun91 trf 25nov93 to Donavia l/n ROV 10aug99; canx 12mar01 as to Kazakhstan l/n ROV 13aug01; c/n checked; see c/n 6343908 and UN-11006(3) c/n 01347909 l/n SHJ 27jan03; c/n checked f/n SHJ 09feb03; checked ex EX-12960; l/n DXB 10may03; dbr 11may03 on landing Asmara when overran with brake problems; canx 12sep03; according to Antonov this aircraft had been regarded as no longer airworthy since 1999
9 34 66 04	"21" red	An-12BK	Russian Navy	PKC	2005	opb 317 osap at PKC; in all-grey c/s with light blue trim and dolphin badge below cockpit; l/n Ostafeyvo 04jun11
9 34 66 05	"90" red not known	An-12PPS An-12	Russian Air Force Strat.Rocket Forc.	Sty no reports	nov96	An-12BK-PP(S); l/n Orenburg-Southwest 27aug02, c/n not checked but probably the same aircraft; tender for conversion into a standard transport aircraft published 20dec06 tender for installation of additional fuel tanks after conversion into a standard transport aircraft published 08feb08; version still given as An-12BK-PPS in tender aug08 rgd 25apr89; photo WAPJ later as An-12PS, same aircraft ?; see CCCP-11398 with unknown c/n; canx but date unknown
9 34 66 07	CCCP-11398(2)	An-12BK	Sov AF/AFL titles	mfd	aug69	c/n reported checked; see dates in the previous lines ! trf 20oct94 to Aviakompania Pilot; impounded at Grootfontein, Namibia in feb96 after operating a number of flights between South Africa and Angola via Namibia, without clearances or permissions; operator given as Yurand Air in documents, crew and aircraft eventually released after payment of fines; l/n HRE 09jul97; c/n checked; canx 18aug97; see c/n 5343603
9 34 66 08	"86" red RA-11658(2)	An-12BK An-12BK	Ukraine Air Force Aeroflot c/s, n/t	Sai HLA	early99 29dec95	l/n LAD 15apr98; reported for Anton Air converted from an An-12PPS, still with the distinctive tail; opb 70 osap on at Yermolino; l/n Yermolino 03aug06; tenders for maintenance published 19jul07 and 09aug07 opb 70 osap on at Yermolino; in all-grey c/s; l/n ROV 24oct10, operational opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with Red Stars; l/n Khabarovsk-Bolshoi 08mar10 d/d 20aug69 to 7 vtad/16 vtap at Kryvyi Rih; possibly was CCCP-12162(1) but more likely had military markings when damaged 26jan81, circumstances unknown; repaired and returned to service 18apr82 rgd 03mar83; crashed Komsomolsk na Amure/Dzemgi (KnAAPO factory airfield) 19oct87 when taking off from snow-covered runway in 12 kt tailwind at night, overran, ploughed through airfield vehicle garage and exploded; all 7 crew and 2 passengers killed, t/t 7,411 hours 16 minutes and 3,162 cycles; see c/n 3341509; canx 01dec87
9 34 67 01	7P-ANC "08" yellow	An-12BK An-12BK	Aeroflot c/s, n/t Russian MVD/VV	HLA Erm	nov97 25aug04	l/n LAD 15apr98; reported for Anton Air converted from an An-12PPS, still with the distinctive tail; opb 70 osap on at Yermolino; l/n Yermolino 03aug06; tenders for maintenance published 19jul07 and 09aug07 opb 70 osap on at Yermolino; in all-grey c/s; l/n ROV 24oct10, operational opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with Red Stars; l/n Khabarovsk-Bolshoi 08mar10 d/d 20aug69 to 7 vtad/16 vtap at Kryvyi Rih; possibly was CCCP-12162(1) but more likely had military markings when damaged 26jan81, circumstances unknown; repaired and returned to service 18apr82 rgd 03mar83; crashed Komsomolsk na Amure/Dzemgi (KnAAPO factory airfield) 19oct87 when taking off from snow-covered runway in 12 kt tailwind at night, overran, ploughed through airfield vehicle garage and exploded; all 7 crew and 2 passengers killed, t/t 7,411 hours 16 minutes and 3,162 cycles; see c/n 3341509; canx 01dec87
9 34 67 02	RF-12043 "06" red not known	An-12BK An-12BK An-12BK	Russian MVD/VV Russian Air Force Soviet Air Force	GOJ Khb mfd	aug08 06feb08 13aug69	opb 201 osae at Tököl in 1980s oct00 opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with winged 'DV' (probably meaning 'Dalni Vostok' - Far East) badge behind cockpit last overhaul completed 29nov93; offered for sale by Russian privatisation agency sep06 with t/t 6,899 hours and 4,487 cycles; sold to V.I. Panchenko 20oct06 still in Russian Air Force c/s (but with blue/white rudder), still carried code "28" blue; left Khabarovsk-Bolshoi sep07; seen RKT 14nov07, being re-sprayed; l/n RKT 09feb08 all white with black cheatline, An-12BP painted on nose; noted DXB 07dec08, rep opb Sakaviaservice; seen SHJ 24dec08/22jan09, n/t; l/n KWI 13oct09; reportedly cancelled between 13aug10 and 23mar11 canx but date unknown; photo taken apr88 at Bagram, Afghanistan but c/n not visible on photo and AMS 18jul74, CAI 19aug74; reportedly broken up and AMS 16jul74, CAI 19aug74; reportedly broken up former An-12BK-PPS, stripped of mission equipment and converted to a freighter; opb 535 osap at Rostov-na-Donu-Tsentralny; in all-grey c/s with Red Stars; l/n Rostov-na-Donu-Tsentralny 18feb11 carried also code "23" blue; in all-grey c/s, with 'VVS Rossii' titles and Russian stars and AMS 17jul74, CAI 19aug74; reportedly broken up and AMS 15jul74, CAI 19aug74; reportedly broken up grey c/s, small 'Aeroflot' titles/logo, equipped with chaff/flare dispensers and ECM gear (saw action in Afghanistan) a Novosti Press Agency photo in 1988; canx but date unknown, see below reported on Russian register feb98 as current, see above; f/n late92; l/n 09nov93, ex Soviet Air Force titles correct 7, see next line l/n SHJ 18jan96, registration removed 25jan96 f/n SHJ 13mar96; ex Special Cargo Airlines c/s; de-registered by operator in a letter to the Liberian CAA dated 26mar96, with rgd given as 16dec95 ex Special Cargo Airlines c/s; c/n not confirmed c/n not confirmed; noted KBL 04nov04 wearing YA-PAA as well; l/n KBL 16jun09 c/n not confirmed, factory # 84 aircraft with large radar; in grey c/s with Red Stars; f/n BPM 1988; l/n Ostafeyvo 07may94, c/n and version not checked; see c/n 401807 sighting probably not correct, see previous and next line c/n checked; in grey c/s with Russian flag; c/n checked again Smolensk-Severnoy 19aug03; opb 199 AB at Tiksi by 2010; l/n Tiksi 25jun10
9 34 67 03	"09" red	An-12BK	Uzbek Air Force	KIV	09oct09	
9 34 67 04	"28" blue "28" blue	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd OVb	1969 01jul92	opb 201 osae at Tököl in 1980s oct00 opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with winged 'DV' (probably meaning 'Dalni Vostok' - Far East) badge behind cockpit last overhaul completed 29nov93; offered for sale by Russian privatisation agency sep06 with t/t 6,899 hours and 4,487 cycles; sold to V.I. Panchenko 20oct06 still in Russian Air Force c/s (but with blue/white rudder), still carried code "28" blue; left Khabarovsk-Bolshoi sep07; seen RKT 14nov07, being re-sprayed; l/n RKT 09feb08 all white with black cheatline, An-12BP painted on nose; noted DXB 07dec08, rep opb Sakaviaservice; seen SHJ 24dec08/22jan09, n/t; l/n KWI 13oct09; reportedly cancelled between 13aug10 and 23mar11 canx but date unknown; photo taken apr88 at Bagram, Afghanistan but c/n not visible on photo and AMS 18jul74, CAI 19aug74; reportedly broken up and AMS 16jul74, CAI 19aug74; reportedly broken up former An-12BK-PPS, stripped of mission equipment and converted to a freighter; opb 535 osap at Rostov-na-Donu-Tsentralny; in all-grey c/s with Red Stars; l/n Rostov-na-Donu-Tsentralny 18feb11 carried also code "23" blue; in all-grey c/s, with 'VVS Rossii' titles and Russian stars and AMS 17jul74, CAI 19aug74; reportedly broken up and AMS 15jul74, CAI 19aug74; reportedly broken up grey c/s, small 'Aeroflot' titles/logo, equipped with chaff/flare dispensers and ECM gear (saw action in Afghanistan) a Novosti Press Agency photo in 1988; canx but date unknown, see below reported on Russian register feb98 as current, see above; f/n late92; l/n 09nov93, ex Soviet Air Force titles correct 7, see next line l/n SHJ 18jan96, registration removed 25jan96 f/n SHJ 13mar96; ex Special Cargo Airlines c/s; de-registered by operator in a letter to the Liberian CAA dated 26mar96, with rgd given as 16dec95 ex Special Cargo Airlines c/s; c/n not confirmed c/n not confirmed; noted KBL 04nov04 wearing YA-PAA as well; l/n KBL 16jun09 c/n not confirmed, factory # 84 aircraft with large radar; in grey c/s with Red Stars; f/n BPM 1988; l/n Ostafeyvo 07may94, c/n and version not checked; see c/n 401807 sighting probably not correct, see previous and next line c/n checked; in grey c/s with Russian flag; c/n checked again Smolensk-Severnoy 19aug03; opb 199 AB at Tiksi by 2010; l/n Tiksi 25jun10
	EX-131	An-12BK	no titles	Khb	12aug07	
	4L-GLN	An-12BK	no titles	KWI	jun08	
9 34 67 05	CCCP-11787 1240/SU-APY .. 67 06 .. 67 07 9 34 67 08	An-12BK An-12BP An-12BP An-12BK	Soviet Air Force Egyptian Air Force Egyptian Air Force Russian Air Force	rgd HAM CAI Roc	25apr89 23apr74 23apr70 09feb08	canx but date unknown; photo taken apr88 at Bagram, Afghanistan but c/n not visible on photo and AMS 18jul74, CAI 19aug74; reportedly broken up and AMS 16jul74, CAI 19aug74; reportedly broken up former An-12BK-PPS, stripped of mission equipment and converted to a freighter; opb 535 osap at Rostov-na-Donu-Tsentralny; in all-grey c/s with Red Stars; l/n Rostov-na-Donu-Tsentralny 18feb11 carried also code "23" blue; in all-grey c/s, with 'VVS Rossii' titles and Russian stars and AMS 17jul74, CAI 19aug74; reportedly broken up and AMS 15jul74, CAI 19aug74; reportedly broken up grey c/s, small 'Aeroflot' titles/logo, equipped with chaff/flare dispensers and ECM gear (saw action in Afghanistan) a Novosti Press Agency photo in 1988; canx but date unknown, see below reported on Russian register feb98 as current, see above; f/n late92; l/n 09nov93, ex Soviet Air Force titles correct 7, see next line l/n SHJ 18jan96, registration removed 25jan96 f/n SHJ 13mar96; ex Special Cargo Airlines c/s; de-registered by operator in a letter to the Liberian CAA dated 26mar96, with rgd given as 16dec95 ex Special Cargo Airlines c/s; c/n not confirmed c/n not confirmed; noted KBL 04nov04 wearing YA-PAA as well; l/n KBL 16jun09 c/n not confirmed, factory # 84 aircraft with large radar; in grey c/s with Red Stars; f/n BPM 1988; l/n Ostafeyvo 07may94, c/n and version not checked; see c/n 401807 sighting probably not correct, see previous and next line c/n checked; in grey c/s with Russian flag; c/n checked again Smolensk-Severnoy 19aug03; opb 199 AB at Tiksi by 2010; l/n Tiksi 25jun10
	RF-95683 .. 67 09 .. 67 10	An-12BK An-12BP An-12BP	Russian Air Force Egyptian Air Force Egyptian Air Force	Roc	20aug11 dec69 dec69	
9 34 68 01	CCCP-11724	An-12BK	Sov AF/AFL titles	rgd	25apr89	
	RA-11321 RA-11321 RA-11321 EL-AKR	An-12BK An-12BK An-12BK An-12BK	Special Cargo Al Avimi Air Special Cargo Al Air Cess, n/t	rgd SHJ DXB rgd	19oct92 16dec93 09may94 18dec95	
	YA-PAA 00406 CCCP-11425(2)	An-12BK An-12BK An-12BK	Pamir Air Special Cargo c/s Soviet Air Force	SHJ KBL mfd	aug96 07apr02 31oct69	
	not known RA-11425(2)	An-12BK An-12BK	Ukraine Air Force Russian Air Force	LWO Sms	09sep96 14aug01	
9 34 68 03	not known	An-12BK	Russian Air Force	mfd	29nov69	opb 257 osap at Khabarovsk-Bolshoi; last overhaul completed 14jul94; offered for sale by Russian privatisation agency sep06 with t/t 7,183 hours and 5,123 cycles; sold to AviaInvest 20oct06 canx 19apr07 as to Angola military grey c/s blue behind cockpit and blue props, red star on tail, n/t; reg painted as Ex-129; l/n SHJ 07jan08 at Tarin Kowt, date unknown with type designation painted as such; f/n SHJ 10feb08; l/n SHJ 02nov08 c/n confirmed by Georgian CAA; reportedly opb Sakhaviaservice; canx mar11 canx but date unknown
	ER-ACN EX-129	An-12BK An-12BK		rgd FRU	03jan07 21may07	
	EX-129 4L-GLU	An-12BP An-12BP	all white, n/t Skyway	rgd BGW	19jan00 15sep09	
9 34 68 04	CCCP-11800	An-12BK	Soviet Air Force	rgd	25apr89	
9 34 68 05	CCCP-12193 RA-12193	An-12BK An-12BK	MAP Novosib. NAPO NAPO/Aviatrans	trf Ovy	08jul72 2004	already reported on Russian register feb98/mar03; in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n BKA 08nov08 in same c/s as above, no titles; noted DME 23dec08 with very small titles; l/n as such BKA 21feb09; f/n in full colours PEE mar09; named 'Alexandr Pashkov' 16may09; l/n KJA apr11 ex Soviet Air Force; rgd 12jan93; f/n ROV 14jul94 mentioned in legal documents apr96/jul97, following court proceedings by ARZ-412 to recover unpaid repair costs during 1994/95, from owner Aeroconn; canx 24dec99 as to Bulgaria f/n RTM 17feb00; named 'River of Iskar'; l/n BTS 29sep02; sold nov03 named 'Melnik'; l/n EMA 14jul05; repainted all-white at ROV 03sep05 opb Heli Air Cargo; l/n SOF 19dec05 after lease to UN, titles being removed this date in all-white c/s; named 'Melnik'; l/n EMA 01dec06 photo of rear of aircraft; reported in Operators Certificate 17may08 as An-12BK; leased to Air Eagle, Pakistan by early 2009; seen LHE 03apr09, all white with red spinners, no titles; still in Air Victory fleet list,
9 34 68 07	RA-11317 RA-11317	An-12 An-12	Aeroflot Aeroflot c/s, n/t	mfd ROV	22aug69 13may96	
	LZ-BAH LZ-CBH LZ-CBH LZ-CBH LZ-CBH 4L-VAL	An-12 An-12 An-12 An-12 An-12 An-12	Balkan Heli Air Cargo United Nations Heli Air n/t Air Victory, n/t	rgd OST KRT LUX KHI	19jan00 27nov03 25oct05 06jan06 may08	

9 34 68 08	UR-CFC	An-12BK	Aerovis	LWO	21oct06	Georgian Government website dec09; reportedly cancelled between 13aug10 and 23mar11; l/n EBB 06may11 stored	
	-- ST-AZN	An-12BK An-12BK	all white, n/t AZZA Transport	Ksv Ksv	22jan09 30mar09	ex Soviet Air Force; flight planned out of LWO 21oct06; f/n Kiev-Svyatoshino 27nov07, stripped of all paint; seen in hangar 10 of the "Aviant" factory at Svyatoshino 21aug08/21oct08 under rework still stripped of all paint	
9 34 68 09	"87" red	An-12BK	Ukraine Air Force	mfd	29nov69	in "Aviant" factory; had a Sudanese flag behind the cockpit	
	D2-MBN	An-12BK	Angolan Air Force	KLD	18apr11	initially based at Chita; in 325 ARZ at Taganrog by 2010; to be based at SVX after overhaul	
9 34 68 10	RA-11316	An-12BK	bare metal	rgd	11nov92	operating for the Sudan Air Force still with Cargo titles and serial coded 956; seen KRT 12jun11, same c/s but serial reported confirmed as 955; seen KRT 06nov11, still coded 955 and with 'ST' crudely erased from the civil registration; l/n KRT dec11 with ST-AZN painted in full and the military serial partially erased	
	UR-11316 UR-11316	An-12BK An-12BK	blue c/l, n/t Motor Sich	MST SHJ	01dec96 19jan98	last overhaul completed 02jul86; seen LWO 09sep96 in all-metal c/s without nationality markings; later in all-grey c/s, 'lion' badge below cockpit; offered for sale on the internet in 2007 with t/t 6,426 hours and 5,047 cycles, for \$ 590,000; version given as 'TBK'	
9 34 69 01	"67" red "17" red	An-12BP An-12BP	Russian Air Force Russian Air Force	OVB ph.	02jul03 30jun11	in dark grey c/s with light grey undersides; reportedly flew Minsk (MSQ) - Sebha 16oct08 as AGO9302 and from Luanda - Tiberias 24sep09 l/n Tver 18apr11	
9 34 69 02	"15" red "63" red	An-12BP An-12BK	Russian Air Force Russian Air Force	ph. Pne	oct11 sep93	f/n ROV 14may96; no c/n painted on; c/n from Russian register feb98; RA- only used for overhaul ?; canx but date unknown	
9 34 69 04	CCCP-13341 RA-13341 RA-13341 LZ-SAA LZ-SFT LZ-SFT ER-AXY	An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK An-12BK	MSM Kom-na-Amure Russian AF/AFL c/s United Nations Amuraviatrans Solis Aviation Air Sofia, n/t Air Mark blue c/s, n/t Aeronord Grup, n/t	mfd VKO MSE DME OST LGG SHJ rgd DXB	25dec69 08jun93 24jul94 10mar01 04jul01 14feb02 26may02 12may04 30sep04	c/n checked, operated by Motor Sich, l/n Gostomel 03jan09	
	UR-CAG 11304(1) UR-UCK	An-12BK An-12BK An-12BK	Meridian n/t Veteran Ukraine Cargo Aw	RWN Dzh Dzh	04jul07 22aug97 06may98	l/n OZH may11	
00 34 69 05	UR-CAG 11304(1) UR-UCK	An-12BK An-12BK An-12BK	Meridian n/t Veteran Ukraine Cargo Aw	RWN Dzh Dzh	04jul07 22aug97 06may98	initially based at Chita; in 325 ARZ at Taganrog by 2010; to be based at SVX after overhaul	
00 34 69 06	CCCP-11804(2)	An-12BK	Aeroflot	rgd	25apr89	at Taganrog Central under heavy maintenance; serial and c/n from www.russianplanes.net;	
00 34 69 07	"05" red ST-AZM ST-AZM ST-AZM	An-12BK An-12BK An-12BK An-12BK	Ukraine Air Force Kata Transportat. KATA KATA	Mtp SHJ KRT KRT	06may98 18dec03 25oct06 21nov07	location withheld; grey c/s, serial repainted on a cream patch	
00 34 69 08	not known "42" red	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd Iva	31jan70 25may99	c/n checked several times; in all-grey c/s; seen again Ulyanovsk-Vostochny 17aug99; carried a Russian coat-of-arms behind the cockpit and an additional large Russian flag behind the code, f/n as such Tver-Migalovo 24jun02; l/n Tver-Migalovo 22aug02	
	EX-165 S9-SAO	An-12BK An-12BK	British Gulf Int. British Gulf Int.	DXB AQJ	19aug06 13nov07	trf 17may93 to Amuraviatrans	
00 34 69 09	RA-11369(2)	An-12BP	Antey	rgd	14jan98	with 'UNHCR' titles	
	LZ-ITC "65"	An-12BP An-12BK-I	PT.Camar Nuansa As Soviet Air Force	SHJ mfd	19jul00 30jan70	canx 14may01 as leased to Bulgaria	
00 34 69 10	CCCP-11807 UK-11807 UK-11807	An-12B An-12B An-12B	MAP Fergana MSZ TAS a/c Prod Corp TAPC Aviatrans	rgd rgd no	07jun89 03feb95 reports	l/n CWL 22jul01; l/n PDV 19sep01 but now without titles	
00 34 70 02	CCCP-12135 RA-12135	An-12B An-12B	Soviet AF/AFL c/s Russian AF/AFL c/s	ADD Kub	16dec78 22apr97	l/n BTS 16feb02; blue/white c/s	
00 34 70 03	CCCP-98103 RA-98103	An-12BK An-12BK	MOM Voronezh MZ Aeroflot c/s, n/t	mfd VOZ	05feb70 18sep94	l/n DXB jul92; c/n checked	
	3C-AAL 3C-AAL 3C-AAL	An-12BK An-12BK An-12BK	KNG Transavia Trans Air Congo Groupe Rubuye, n/t	SHJ PNR GOM	19aug00 10oct04 early06	f/n DXB 05aug02, and still present there 26apr04, stored ?	
	9Q-CZB	An-12BK	KNG Transavia	FKI	19jul07	f/n UHE 23apr07; red cheatline, white tail; n/t but web address on fuselage and 'ACS' on tail; according to Antonov this aircraft has been regarded as no longer airworthy from 31may01, but they quoted c/n 9346909 and the reg ER-AXY; Moldovan CAA confirms the c/n as 9346904 and says aircraft is flying on the basis of a D check performed in Tashkent; details not included on subsequent Antonov list dated 01feb07; canx as to Ukraine 19jun07	
00 34 70 04	"20" yellow "20" blue UR-BWM UR-BWM	An-12BK An-12BK An-12BK An-12BK	Soviet Air Force Ukraine Air Force Ukraine Air Force Volare	KBP KBP KBP ph.	07sep92 29aug93 02may98 oct98	white top, red cheatline, grey belly; l/n WAW 29nov11	
	UR-BWM UR-BWM ER-AXK	An-12BK An-12BK An-12BK	East Line Volare Aeronord Grup, n/t	DME JNB mfd	10jul00 13sep02 27feb70	see c/n 0901304	
00 34 70 05	3X-GEM "57" blue UR-CFD ST-AZH	An-12BK An-12BK An-12BK An-12BK	Exim Trading Ukraine Air Force Tekhaviaeksim AZZA	KIV VIN no	04jun08 19aug97 reports	with additional 'ACS' logo and 'www.aircharter.co.uk' on tail, OST sep02-nov02; l/n VIE 13jan08, still with titles; AOC suspended early 2008; l/n KBP 02oct10/25dec11, stored on military ramp; canx 03feb10	
00 34 70 07	not known "18" red	An-12BK An-12BK	Soviet Air Force Russian Air Force	mfd CKL	17mar70 15aug99	f/n DME 16aug92 in Aeroflot c/s	
00 34 70 08	RA-11379(2)	An-12BK	Russian Air Force	no	reports	f/n RKT 20mar97; l/n DME 24dec05	
00 34 70 09	"17" red	An-12BK	Russian Air Force	KLD	24jun02	formed out of liquidated Tapo-Avia; in nov06 fleet list; l/n BOM 03may08 still with large Tashkent Aircraft Production Corp titles	
00 34 70 10	"15" red	An-12BK	Russian Air Force	PKV	oct04	rgd 10apr79; l/n Kubinka sep93 and may94; c/n checked	
00 34 71 02	ER-ACA 4K-AZ3	An-12BK An-12BK	Tiramavia no titles	mfd Ksv	31aug71 03aug03	c/n checked this date; seen again Kubinka 17may99; crashed 80/100 km south of Tver, 22may01, all 7 on board (all crewmembers) were killed in crash, the plane was based at Kubinka	
	4L-AIR	An-12BK	Tbiliasvisheni AI	BUD	18dec04	or 25feb70; ex Soviet Air Force; version in Soviet register given as 'TBK'; rgd 05jul85; in Aeroflot c/s; f/n DME 24sep87	
	EX-086 (2)	An-12BK	no titles	G	OM	11apr06	last overhaul completed 01mar93; canx 17jun94 as to KNG Transavia; c/n checked 18sep94 and 16feb00; l/n SHJ 15mar00
	S9-DBQ	An-12BK	Styron Trading	NBO	10may07	in basic Aeroflot c/s, no titles; c/n checked SHJ 21nov03; current in oct04 fleet list	
00 34 71 03	CCCP-12980	An-12B	AFL/Polar	rgd	28may70	leased from KNG Transavia; l/n PNR 13nov04, c/n not checked	
						c/n confirmed in ICAO/Antonov document jul06; leased from KNG Transavia; Antonov regard this aircraft as no longer airworthy from 25may05; l/n GOM 02nov06	
						c/n confirmed; no titles; owned by Aviakrylo-SKh of Voronezh and Ist Business and Cargo Company; based at Goma; went missing 29sep07 on a flight from Kisangani to Goma, never seen since; sold by Aviakrylo-SKh to KNG Transavia (probably on paper) 11dec07; wreck not found by jul08, all 6 crew and (several) passengers deemed killed; however, it was rumoured as well the aircraft diverted to Khartoum, the Sudanese Ministry of Foreign Affairs did acknowledge in a verbal note to the DRC MoFA in October 2007 that the flight landed at Khartoum, refueled and then took off for Cairo, Syria and northeast Turkey, the verbal note gives the wrong date of 23sep07, however, it seems to give some credence to the families' claim that there is something sinister about the disappearance of the flight, and that it didn't simply crash somewhere in the equatorial forest	
						c/n not confirmed	
						c/n checked 18mar97; 99 % sure this is the same aircraft	
						c/n checked; in all-grey c/s, no titles	
						leased from Ukrainian MoD; seen oct98 with logo only, no titles; seen OST dec98 in full c/s including titles; l/n PRG 26may00, c/n checked	
						leased from Ukrainian MoD; in basic Volare c/s; l/n DME 22jul00	
						leased from Ukrainian MoD; in white/blue c/s; l/n BUD 05mar07; canx 30apr09	
						ex Soviet Air Force; rgd 07jun04; CofA only issued 30mar05 due to installation of avionics, SB/AD compliance and corrosion programs, repainting, all of which took considerable time; f/n TLL 10apr05 opb JetLine International; with cartoon bird and gun motif port side, named 'Big Bird' starboard side aug07; l/n KIV 29oct07; canx as to Sierra Leone 24mar08 but l/n KIV 16may08 still as ER-AXK, name removed	
						ferried KIV-OTP 04jun08	
						l/n VIN 10may98	
						based at Kiev; canx 01oct08	
						flew Gostomel-KRT 16apr09; seen KRT 12jun11, all white with 'Cargo' titles; c/n confirmed at UYL 27oct11; l/n KRT 06nov11, same c/s	
						last overhaul completed 14may87	
						c/n checked; opb 1338 ITs at Chkalovski; sat at Chkalovski with damaged nose, apparently struck by the wingtip of a taxiing aircraft, seen aug01/aug02; offered for sale by Russian privatisation agency oct05/jan07 with t/t 5,742 hours; sold to Peresvet-Avia 28feb07 and resold to V.I. Panchenko; l/n CKL 04aug08, code and Red Star faded; repair started in early 2008; ferried to 325 ARZ at Taganrog for rework 06aug08	
						see c/n 402609	
						c/n not checked; seen again Tver-Migalovo 18aug07 c/n checked in all grey c/s	
						opb 196 vtap at Tver-Migalovo; in all-grey c/s with Russian flag on fin; l/n KLD dec11	
						nose shot only, no serial visible, location not disclosed	
						rgd 21jul00; canx 12aug03; no sightings !	
						all-white c/s, carries 'An-12BK' nose titles; current on Azerbaijan register 20nov03; seen MLA oct03 with small 'Applex AAC Leasing Company'	
						l/n NBO 25oct05; Aeroflot colours, no titles; was reported as Global Georgian Aw at DXB 22may05 and also reported in a document dec04 as such (no photos as such available) and returned to Styron Trading 15dec05	
						in basic ex Aeroflot c/s and clearly ex 4L-AIR; photo proof this is a different aircraft to EX-086(1), see c/n 5343006	
						in basic ex Aeroflot c/s, n/t; seen again NBO 03jul07; w/o Berbera (N10.394949 E44.946271) Somalia, date unknown, and having attempted an initial landing at Bosaso; seen 10jan10 without engines and lying on belly; mentioned in official Ugandan Court documents with regards to engines having been allegedly stolen to be used on An-12 c/n 5342802	
						f/n SVO 28jan71; trf to AFL/Tyumen 13jun78; l/n SVO 21may91	

	RA-12980	An-12B	Aeroflot	rgd	15feb94	f/n MSE 07oct94; l/n BOG 07sep97; trf 31aug94 to Tyumen Airlines but not in their fleet list 27oct00
	RA-12980	An-12B	Aeroflot c/s, n/t	VVC	04sep99	l/n VVC may02/mar04; stored, was operated by Sadelca; canx as leased to Colombia 04aug97/04aug98; still present a/w, no markings apr07; l/n VVC (N4.1698420 W73.614609) mar08/mar11 stored not taken up, see previous line; seen VVC 18mar09 and 21may08, all white, no reg, reported opb Orion Cargo and being overhauled; l/n VVC 01nov11 reported on the Colombian register in 2011 as "suspendido" rgd 09jun70; f/n SVP sep75
	HK-4308X	An-12B		rgd	25sep03	
00 34 71 04	CCCP-12981	An-12B	AFL/Krasnoyarsk	mfd	19mar70	
	CCCP-12981	An-12B	Transair Mali	MLA	13oct92	
	RA-12981	An-12B	Aeroflot	SVO	31may93	still in full Aeroflot c/s; l/n NSK 13may95, in 'polar' colours
	RA-12981	An-12B	Norilsk Avia	trf	22dec95	no reports
	RA-12981	An-12B	Zapolyarye			leased 15jun02/31dec07; seriously damaged 11apr03 on a supply mission (VKO-SLY-Sredni island on the Severnaya zemlya archipelago) for the drifting polar station "Severnaya polyus-32" (North Pole 32) when landed at Sredni in a light snowstorm, touched down 650 m from the runway threshold and 150 m right of its extended center-line, undercarriage and # 4 engine damaged, all 9 crew and 5 passengers escaped unhurt, aircraft could not be repaired under the conditions at Sredni and was abandoned and cannibalised, l/n there apr07
00 34 71 05	CCCP-12982	An-12B	AFL/Polar	rgd	28may70	f/n SVO 10jul70; trf to AFL/Yakutiya 24feb78; canx 1978
00 34 71 06	CCCP-12983	An-12B	AFL/Northern	rgd	15jun70	f/n SVO 09jul70; l/n LED 05sep92, in 'polar' colours
	RA-12983	An-12B	Aeroflot	SHJ	dec92	with additional 'Oriental Air' titles
	RA-12983	An-12B	Aeroflot	MST	13sep93	l/n LED 08jan99; trf 22nov94 to Pulkovo Avia; canx 16jan98; broken up
00 34 71 07	"71" red	An-12BK	Ukraine Air Force	mfd	23apr70	f/n ROV 13may96; c/n checked !; ogival fairing, de-converted PP
	RA-11301	An-12BK	Antey	rgd	26jun96	f/n RKT aug96; l/n FJR 10feb98, c/n and version from Russian register feb98
	RA-11301	An-12BK	TASCO	DMK	16oct98	l/n FJR 16sep99; basic Antey c/s; c/n not checked
	RA-11301	An-12BK	President Airlines	DMK	09oct99	l/n SHJ 01apr00; small titles only; c/n checked; l/n SHJ 26apr00 ex Antey c/s, n/t; canx 04feb00 as to Bulgaria
	LZ-ITD	An-12BK	Antey c/s, n/t	SHJ	11may00	l/n OST 26jul00; c/n not checked but ex RA-11301 under wings
	XU-355	An-12BK	President Airlines	SHJ	19sep00	registration applied this date, ex LZ-ITD still visible; left SHJ 21sep00
	XU-355	An-12BK	white/red c/s	SHJ	23nov00	l/n SHJ 27jan02; n/t but PNH 01mar00 with very small (President Airlines ?) titles
	4R-AIA	An-12BK	white/red c/s	SHJ	19mar02	l/n SHJ 05aug02; confirmation ex XU-355; damaged when landed KHI 16aug02 with nose gear retracted
	EX-042	An-12BK	Click Airways	SHJ	08jul06	l/n SHJ 03may07 all white
	EY-403	An-12BK	Click Airways		summ'07	reported in Afghanistan; noted SHJ 14feb08 still with large tail fairing, operating Asia Airways 'ASW' flights; l/n SHJ 13sep08; c/n confirmed as four ex registrations were still visible under paint
00 34 71 08	EY-403	An-12BK	Asia Airways	SHJ	23dec08	l/n KDH 03jun10
	"14"	An-12BK-I	Soviet Air Force	mfd	22apr70	in-service date reported as 07apr70; was on overhaul at eiaulai with that code during 1990; version reported as 'TBK-I'
	"14" red	An-12BK	Russian Air Force	Tbv	27may07	opb 1449 AB at Tambov; photo at Tambov-Military 2003, but code not visible; l/n Tambov-Military 24may08; tender for repair published 28aug08, won by 325 ARZ; l/n Taganrog Central 30jun11, fuselage only
00 34 71 09	CCCP-12984	An-12B	AFL/Magadan-GDX	mfd	23may70	rgd 06jul70; f/n OVB 01jul92
	RA-12984	An-12B	Aeroflot	SHJ	27jan94	trf 20may93 to Magadan Cargo Airlines
	RA-12984	An-12B	The Atlantic Al	OST	06jun95	l/n OST 27jul95; in all white c/s
	RA-12984	An-12B	all white c/s	DXB	30nov95	reported opb Atlant Soyuz RMI 29jun98 and mentioned in incident report nov98 still as such; traces of scrubbed out 'The Atlantic Airlines' titles and carrying 'MAG Cargo Services' stickers; the Cyrillic letters 'MAG' stand for Magadanaerogruz, alias Magadan Cargo Airlines; rgd to Magadanavialeasing 03dec98; seen Zhukovski 16may99; l/n Zhukovski 23aug03; canx 10aug04 as leased to Moldova
	ER-ADG	An-12B	Grixona	rgd	08jun05	f/n Yermolino 15aug05 all white, n/t
	ER-ADG	An-12B	Kallat Elsaker Air	TIP	19sep05	l/n MLA 19dec05; Arabic titles on port side and English titles on starboard side
	ER-ADG	An-12B	Airline Transport	DXB	29may06	in all white c/s
	ER-ADG	An-12BP	Grixona	TSE	23jun06	titles on port side only; version painted as such by dec06 still in all white c/s; canx as to Sao Tomé 26sep07; see next line
	ER-ADG	An-12BP	Transliz Aviation	SHJ	13oct07	with blue cheatline/white top and grey undersides
	S9-KHF	An-12BP	Transliz Aviation	RKT	14nov07	with blue cheatline/white top and grey undersides; l/n PNR 14aug10
00 34 71 10	CCCP-12985	An-12B	AFL/East Sib.IKT	mfd	27may70	rgd 13jul70; collided with An-2 CCCP-49342 over Irkutsk airport 04dec74 during training flight and was dbr in the ensuing crash landing in the valley of Ushakovka River within the city limits; t/t 5,811 hours 43 minutes and 2,617 cycles; canx 1975
00 34 72 01	CCCP-12986	An-12B	AFL/Polar	mfd	06may70	rgd 24jun70; toc 06aug70; f/n LED 08jul70
	CCCP-12986	An-12B	AFL/International	trf	01nov70	based at SVO
	CCCP-12986	An-12B	AFL/Privolzhsk-KUF	trf	04nov72	(not 01feb79 as on Soviet register); opb 368 LO 1-go Kuibyshevskogo OAO; damaged at Kharkiv-Osnovnoi 06dec84 in a hard landing with tail strike; repaired
	RA-12986	An-12B	Aeroflot	SVO	19mar93	
	RA-12986	An-12B	Aero Trans Guinée	CKY	jun93	
	RA-12986	An-12B	Aeroflot c/s, n/t	SXF	01dec94	
	RA-12986	An-12B	Samara	trf	24nov94	f/n DXB 05nov95; l/n KUF 16sep97; canx 09sep99 as to Volare; seen Gostomel 10sep99 in all-white c/s, no titles
	UR-LTG	An-12BP	Volare	rgd	01sep99	version as such on Ukrainian register and also painted on; in white/light blue c/s; photo 1998 with additional 'ACS' logo and titles; f/n OST 07nov99, presence of additional titles not reported; l/n NDJ 14aug09; canx 08oct10
00 34 72 02	CCCP-12987	An-12B	AFL/N.Kavkaz-ROV	rgd	11may70	f/n LED 08jul70; trf to AFL/Yakutiya 17jan79 (not 11jul83 as given in register); l/n YKS 03jul92, in 'polar' colours
	RA-12987	An-12B	Aeroflot	MST	16oct93	l/n YKS 13may95
	RA-12987	An-12B	Chelyabinsk Avia	trf	20jul95	l/n DXB 26nov97; l/n SHJ 04feb98; canx 27jul98
	D2-FRG	An-12B	Alada	LAD	22mar01	c/n from JP-00; not in fleet list jan02; l/n PNR 19oct03, wfu; broken up by summer 2004
00 34 72 03	RA-12194	An-12BK	NAPO/Aviatrans	trf	25apr95	c/n checked LPK 11aug01; in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n UUS 15may08
	RA-12194	An-12BK	Moskoviya	BKA	08nov08	in same c/s as above, photo shows no titles; noted BKA 21feb09 now in full c/s with titles; l/n ROV 24dec10
00 34 72 04	"23" blue	An-12	Russian Air Force	ph.	sep05	former An-12PPS, stripped of mission equipment and converted to a standard freighter; initially opb 37 osae at OVB; in all- grey c/s with Russian flag on fin; based at SVX since 2010; l/n SVX 01oct10
00 34 72 05	"28"	An-12PPS	Soviet Air Force	i/s	26may70	was on overhaul at Siauliai during 1990 with that code
	"28" red	An-12	Russian Air Force	no	reports	stripped of mission equipment and converted to a standard freighter; initially based at Chita, based at SVX since 2010
00 34 72 06	CCCP-12988	An-12B	AFL/Privolzhsk	mfd	24jun70	rgd 23jul70; trf to AFL/East Siberia-IKT 01feb79; f/n IKT apr82; last overhaul completed 24apr92; trf to Baikal Airlines 30jun92; still 'CCCP-' 12apr93
	RA-12988	An-12B	Kampuchea Al Cargo	PNH	jan93	
	RA-12988	An-12B	Baikal Airlines	Ule	11sep93	still in full Aeroflot c/s
	RA-12988	An-12B	Aeroflot c/s, n/t	IKT	01jul94	l/n DMK 20jan99
	RA-12988	An-12B	El Magal Aviation			in fleet list oct99
	RA-12988	An-12B	Bismillah Airlines	DMK	20jan99	small titles only; l/n as such SHJ 31mar00; l/n SHJ 26apr00, titles not reported
	RA-12988	An-12B	Gazpromavia, n/t	SHJ	26apr00	opb Flayt; l/n DME 22jul00; mentioned in incident report at ROV 27jun02; offered for sale 19dec05 with t/t 34,404 hours and 14,476 cycles
	RA-12988	An-12B	Aviast Air	UUS	15apr06	leased to SakhalinAviaTrans and opf DHL; in grey c/s with blue cheatline, no titles
	RA-12988	An-12B	SAT Airlines	UUS	24aug07	in mar07 as "TB" series; lsd from Turbo Armcom; opf DHL; in grey c/s with blue cheatline; no titles; l/n UUS 01oct07; still in technical inspection document as Aviast 27mar08
	RA-12988	An-12B	Kosmos	MST	25jun08	in mainly white c/s with blue/red cheatline; version painted as 'An-12'; seen VKO 16aug10 without registration and in the process of being repainted in to full c/s, f/n DME 25sep10 as such; l/n SVO 22dec11
00 34 72 07	CCCP-12989	An-12B	AFL/International	rgd	30jul70	f/n ORY 29aug70; trf to AFL/Privolzhsk 19jul79; canx 1985
00 34 72 08	CCCP-11387	An-12BK	Sov. Navy/AFL c/s	mfd	jun70	rgd only 17apr73; f/n CAI sep75
	RA-11387	An-12BK	Russ. Navy/AFL c/s	OsF	07may94	c/n checked; opb 46 otap at Ostafyevo; seen Ostafyevo 24aug95; offered for sale by Russian privatisation agency in non-airworthy condition 30nov98, was at 335 ARZ at Taganrog at that time; canx but date unknown; l/n Taganrog-Tsentralny 31aug04, wfu, c/n not checked
00 34 72 09	"15" red	An-12BK	Russian Air Force	Mon	03jun06	performing fly-by this date
00 34 72 10	RA-13392	An-12BK	Kazan Avn Prod	mfd	30jun70	rgd 28may93; ex Soviet Air Force; f/n Kazan-Borisoglebskoye 21may97 titles not reported; l/n SVO 16jul00 all white; c/n from Russian register feb98
	RA-13392	An-12BK	KAPO im. Gorbunova	DME	22jul00	l/n PSR 21jun01; with additional small 'Airstars/Aerostars' titles 03sep00/01jun01
	RA-13392	An-12BK	Airstars	DME	13aug01	in fcs; l/n DUS 08dec06
	RA-13392	An-12BK	Kosmos	HEL	13jun07	l/n HEL 11mar08
	EW-275TI	An-12BK	Ruby Star	MSV	11may08	in white/grey c/s with blue cheatline and trim; l/n BSL 10nov11
00 34 73 01	"21" blue	An-12BK	Russian Air Force	OVB	2004	initially opb 37 osae at OVB; based at SVX from 2010; in all-grey c/s with Red Stars
00 34 73 02	"74"	An-12BK	Russian Air Force	OVB	21jul07	was on overhaul at Siauliai during 1990 with that code
	"22" blue	An-12BK-I	Russian Air Force	OVB	21jul07	converted to a standard transport; opb 37 osae at Novosibirsk; in all-grey c/s with Russian flag on fin; l/n OVB 13mar08; used call-sign '10925' mar08; damaged 21mar08 on a flight from Yeltsovka to Lensk when engine # 4 failed in-flight and the aircraft overran the runway on landing at Lensk, the nose-gear collapsed but all 6 crew and 4 passengers escaped unhurt repaired, see next line
00 34 73 03	"25" blue	An-12BK-I	Russian Air Force	SVX	22mar10	repaired and re-coded after mishap 21mar08; l/n SVX 01oct10
	"80"	An-12PPS	Soviet Air Force	i/s	31aug70	was on overhaul at Siauliai during 1990 with the given code
	"80" red	An-12PPS	Russian Air Force	Ors	21apr97	and 27aug03, c/n not checked but probably the same aircraft
00 34 73 04	CCCP-12990	An-12B	AFL/Polar	mfd	31jul70	rgd 09sep70; f/n GOA 27jan71; was quasi-civil at first, despite lacking a tail gunner's station; transferred to MOM Moscow OAO 15nov77; version given as 'TB' in Russian registers
	OB-1449	An-12B	C de A Peruana	LIM	22jun91	
	CCCP-12990	An-12B	Aeroflot	MLE	16mar92	
	RA-12990	An-12B	Aeroflot	SVO	16may93	trf 14jun94 to Aviatrans
	RA-12990	An-12B	Aviatrans	DME	23sep94	
	RA-12990	An-12B	Atran	LUX	30may97	l/n VKO 23nov11

00 34 73 05	CCCP-12991	An-12B	AFL/Polar	mfd	31jul70	rgd	09sep70; f/n ORY 27oct70; trf to AFL/Magadan-GDX 25jun79; reported Rostov-na-Donu 01apr87 in incident report
	RA-12991	An-12B	Aeroflot	GDX	08jul94		l/n DXB 20apr96; trf 20may93 to Magadan Cargo Airlines; canx as to United Arab Emirates but date unknown
	EL-ALA	An-12B	Aeroflot c/s, n/t	rgd	22feb96		f/n SHJ 05oct96 white tail dark blue circle, operated for Santa Cruz Imperial
	EL-ALA	An-12B	Santa Cruz Imp.	SHJ	01nov96		l/n SHJ 30mar98
	EL-ALA	An-12B	Lotus Airways	SHJ	06may98		l/n SHJ 27mar99
	3C-ZZD	An-12B	South Airways	SHJ	15sep99		l/n SHJ 11may03; c/n checked; had 'Mhamed Cargo' titles at some date, photo as such apr01
	EK-12777(2)	An-12B	South Airlines	SHJ	13oct03		l/n DXB 25feb04 with additional 'Bismillah' titles; l/n DXB 31mar04 as Daallo Airlines ?; see next line; see c/n 0901409
	ST-SAE	An-12B	Sarit Airlines	rgd	13apr04		l/n DXB 20apr04; l/n DXB 10may04; c/n confirmed by Sudanese CAA; photo proof ex EK-12777
	EK-12777(2)	An-12BP	South Airlines,n/t	SHJ	15may05		c/n confirmed; l/n SHJ 14jan06; sub-type painted as such
	EK-12305	An-12BP	all white n/t	SHJ	24mar06		c/n confirmed; l/n SHJ 20jun06; caught fire after landing at Bagram (Afghanistan) on 29jun06 and destroyed, canx 30jun06
00 34 73 06	CCCP-12992	An-12B	AFL/Tyumen	mfd	31jul70		rgd 01sep70; f/n VKO 19may91; in Russian documents with version as 'TB'
	RA-12992	An-12B	Aeroflot	TJM	14may95		
	RA-12992	An-12B	Aeroflot c/s, n/t	SVO	16aug99		l/n DME 20aug99; trf 31aug94 to Tyumen Airlines, then Avial and canx 05sep97 but restored 12aug00
	RA-12992	An-12B	East Line	DME	10jul00		
	RA-12992	An-12B	Southern Cargo Al	SHJ	20sep00		l/n SHJ 08dec01
	RA-12992	An-12B	Aeroflight	SHJ	14aug02		l/n DME 28jun03
	RA-12992	An-12B	VIM Airlines	DME	10aug03		leased from Kitran-12 14nov02/28mar05; l/n KHV 02jul04
	RA-12992	An-12B	SAT	lsd	30jul05		arrived UUS 02aug05; started scheduled flights 09aug05; l/n ROV 27jun06
	ER-ACY	An-12B	Grixona	rgd	04aug06		f/n SHJ 12dec06; l/n SHJ 03may07; in Moldovan register with version as 'TB'; canx as to Sao Tomé 26sep07
00 34 73 07	S9-KHC	An-12B	Transliz Aviation	DXB	02nov07		l/n SHJ 20dec08, basic Aeroflot c/s; seen KIV 19sep10, stored ?
	CCCP-12993	An-12B	AFL/International	rgd	09sep70		was f/n TRN 28aug70 !; undershot by 198 m when landing at Calcutta 29jul71 in torrential rain with reduced visibility and was dbr; canx 1971
00 34 73 08	"09" red	An-12BK	Russian Air Force	Spr	27apr93		based at Rostov-na-Donu-Tsentralny
	"27" red	An-12BK	Russian Air Force	CKL	24oct07		c/n checked; initially based at Chita, based at SVX since 2010; in all-grey c/s with Red Stars; l/n SVX 18dec11
00 34 73 09	"84"	An-12PPS	Soviet Air Force	i/s	30sep70		was on overhaul at Siauliai during 1990 with the given code
00 34 73 10	"62" red	An-12PPS	Soviet Air Force	i/s	25sep70		An-12BK-PP(S); opb 117 oae REB at Siauliai; was on overhaul at Siauliai during 1990 with that code
	"16" red	An-12BK-I	Russian Air Force	Khb	13aug06		opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with Red Stars; l/n Khabarovsk-Bolshoi oct07; code seen CKL jun09 probably this aircraft
00 34 74 01	CCCP-12994	An-12B	AFL/International	mfd	31jul70		rgd 09sep70; f/n SVO 24aug70
	RA-12994	An-12B	Aeroflot	SIN	15oct92		l/n DXB 18nov97; in Aeroflot colours with blue tail, 'Cargo' titles; trf 25nov93 to Donavia; seen DME 20aug99 titles not reported
	RA-12994	An-12B	Aeroflot c/s, n/t	SHJ	17feb00		l/n OST 07oct00; in Aeroflot colours with blue tail, 'Cargo' titles; rgd to Etele Air 12feb00
	RA-12994	An-12B	Aeroflight	rgd	20jun01		f/n DME 19aug01; in basic ex Aeroflot colours with blue tail; l/n OST 25jan03
	RA-12994	An-12B	VIM Airlines	rgd	30dec02		f/n MST 12may03; l/n HEL 16jul04; seen Yermolino 25aug04 titles not reported
	RA-12994	An-12B	Avial	OST	13feb05		l/n OST 09oct05
	ER-ACS	An-12BP	ICS Air	rgd	15mar06		f/n DXB 04jun06; l/n SHJ 27dec06 no titles; in Moldovan register with version as such
	ER-ACS	An-12BP	Grixona	SHJ	31jan07		l/n SHJ 03may07; canx as to Sao Tomé 26sep07
	S9-KHL	An-12BP	Transliz Aviation	SHJ	15nov07		basic Aeroflot c/s; l/n PNR 23jan11
00 34 74 02	CCCP-12995	An-12B	AFL/Northern-LED	mfd	31aug70		rgd 26oct70; f/n TRN 11sep70; l/n LED 06sep92, in 'polar' colours
	RA-12995	An-12B	Aeroflot	DME	07jul93		l/n LED 14apr99; trf 22nov94 to Pulkovo Avia and canx 17mar99; reports as seen OST 06jun99 n/t operated by East Line probably incorrect
00 34 74 03	CCCP-12996	An-12B	AFL/Tyumen-TJM	mfd	31aug70		rgd 12oct70; opb 259 LO 2 Tyumenskogo OAO; w/o 31jan71 on a flight from Tyumen to Surgut when the de-icing system of the wing failed (a valve was not completely opened) on approach to Surgut, the wing was subject to heavy icing and the aircraft stalled, crashed 13.6 km north of the airport and burnt out (the tail fell into an ice-covered lake), all 6 crew and the sole passenger killed; t/t 391 hours; canx 1971; after the crashes of CCCP-11000 and CCCP- 12996 within 10 days the de-icing system of the An-12 was improved and the flight manual amended; in Soviet register with version given as 'TB'
00 34 74 04	CCCP-12997	An-12B	AFL/Urals-SVX	mfd	31aug70		rgd 17nov70; first reported Lensk 05sep88 in incident report; crashed during emergency landing at Sverdlovsk-Koltsovo 13jan89 after returning with the Nos. 3 and 4 engines jammed at take-off power due to broken control runs, bounced, ground looped and burst into flames, crew OK but aircraft destroyed, t/t 24,967 hours 36 minutes and 10,249 cycles; canx 06apr89; in Soviet register with version given as 'TB'
00 34 74 05	"12" red	An-12	Russian Air Force	Kub	aug09		seen CKL 05may10; tender was issued 29jun09 asking for the repair of engines and electronic equipment; seen OVB 14may11, active; l/n jul11, location not disclosed
00 34 74 06	"22" red	An-12PPS	Soviet Air Force	i/s	20oct70		was on overhaul at Siauliai during 1990 with the given code; l/n Slainia apr93
	"22" red	An-12PPS	Russian Air Force	Ors	21apr97		c/n not checked but probably the same aircraft; c/n only mentioned in documents, sold at auction 13mar01, was opb mil. unit 95846 at Orenburg at the time and version given as 'BP'
	RA-11371(3)	An-12BP	KnAAPO	rgd	05mar03		An-12BP according to Russian register feb04 but still has the PPS tail cone; in basic Aeroflot c/s with blue/white/blue fin, no titles, only badge; f/n DME 05jul05; l/n DME 01dec06; see c/ns 402401 and 4342108; still as such in technical inspection document 07feb07
	11371(3)	An-12BP	KnAAPO	Kxy	28sep08		no titles just has a small badge on the forward fuselage; still has the An-12PPS tail cone; l/n ROV 21feb11
	RA-11371(3)	An-12BP	KnAAPO	SVX	11jun11		no titles, small badge as before; now with RA- prefix; l/n SVX 16jul11
00 34 74 07	"12" yellow	An-12BK	Soviet Air Force	mfd	15aug70		f/n Minsk-Machulishchi 09sep94; l/n Minsk-Machulishchi 18aug97; based Minsk-Machulishchi, Belarus
	ER-AXG	An-12BK	Tiramavia	rgd	29apr03		l/n KIV 26jul03; l/n BAH 14oct03
	ER-AXG	An-12BK	DHL	BAH	25nov03		full Tiramavia c/s n/t, with DHL sticker on forward fuselage; photo BAH 24jan04 shows without DHL sticker port side; l/n OST 02apr04, still reported as DHL ?
	ER-AXG	An-12BK	Pecotox Air	SDA	27jun04		l/n TLL 02nov04
	ER-AXG	An-12BK	Tiramavia				nose damaged 26jul05 whilst parked at Aqaba, blown by a storm into a drainage canal; repaired and seen again KIV 21oct05; according to Antonov this aircraft has been regarded as no longer airworthy from 2000; according to CAA it continues to fly on the basis of a D check performed at Tashkent; l/n EMA 15mar07; canx 21jun07; was l/n FJR 05mar08 but probably was a mis-pole for 4R-EXC with standard tail-turret; rgd only 12mar73; f/n Kubinka 01sep93, version confirmed as BK; l/n KGD 03jul94, identity not confirmed; see c/n 2340709
00 34 74 08	CCCP-11038(2)	An-12BK	Soviet AF/AFL c/s	mfd	30sep70		offered for sale by Russian privatisation agency in non-airworthy condition 30nov98/07feb01, was at 335 ARZ at Taganrog at that time
	RA-11038(2)	An-12BK	Russian AF/AFL c/s	no	reports		c/n checked SHJ feb04; looked as if underwent rework recently; was not a 'full' An-12BK by then (had got a small chin-mounted radar); with standard tail-turret; in all-white c/s, no titles; l/n SHJ 27feb06; see An-24B c/n 89901506
	4L-TAS	An-12BK	TransAviaService	SHJ	28dec03		c/n confirmed in Moldovan register; l/n SHJ 16nov06
	EX-119	An-12BK	not reported	SHJ	06sep06		c/n from CAA; version as BK in Moldovan register; f/n SHJ 01dec06; reportedly opb Tiramavia; l/n SHJ 03may07; canx 27jul07 as to Belarus but believed to, see below
	ER-ACV	An-12BK	not reported	rgd	28nov06		see c/n 7344806; l/n FJR 08jan08; c/n not confirmed but 99% certain and titles as such
	UN-11021(2)	An-12BK	Eastern Express	SHJ	15nov07		l/n DXB 14feb08; c/n not confirmed; titles as such, all white and operating 'LIS' Eastern Express flights; l/n departing DXB 13mar08 titles not reported
	UN-11021(2)	An-12BK	Skylink Arabia	DXB	09feb08		l/n RKT 14mar10/15nov11, stored all white; c/n from CAA; reported as cancelled by Kazakh CAA
00 34 74 09	UP-AN204	An-12BK	Skylink Arabia	SHJ	14sep08		leased from Russian Air Force; f/n DUS 19jun92; see c/n 401707
	CCCP-11344(2)	An-12BP	Volga-Dnepr	rgd	15nov91		leased from Russian Air Force; in all-grey c/s
	RA-11344(2)	An-12BP	Volga-Dnepr	DUS	16nov92		c/n checked; initially based at Chita, based at SVX since 2010; in all-grey c/s; l/n Domna 18sep11
	RA-11344(2)	An-12BP	Russian Air Force	CKL	28may09		f/n KRR 22may05; already reported in JP-99 and on Russian register mar03/feb04; in basic Aeroflot c/s with blue/white/blue fin, 'NAPO im. V.P. Chkalova' titles; l/n LED 01jul08
	RA-12195	An-12BK	NAPO/Aviatrans	mfd	30sep70		initially in the same c/s as above, no titles; l/n as such LED 27nov08; seen BKA 23jan09 in white/light blue c/s with titles l/n BKA 07feb09; named 'Anatoly Serezhkin' BKA jun09; l/n DME 29aug11
00 34 75 01	"34"	An-12PPS	Russian Air Force	mfd	1970		An-12BK-PPS; opb mil. unit 95846 at Orenburg-Southwest; offered for sale by Russian privatisation agency dec07; l/n Russia jul10; serial from Russian website
00 34 75 02	"94"	An-12PPS	Soviet Air Force	i/s	01jan71		was on overhaul at Siauliai during 1990 with that code; obviously converted to a standard transport aircraft later, see next line
	"24" blue	An-12BK	Russian Air Force	Roc	26may07		c/n painted on as being 01347502; version difficult to determine; opb 535 osap at Rostov-na-Donu Tsentralny; in all-grey c/s with blue trim, Red Star on fin; l/n Krasnodar-Tsentralny aug08; photo CKL 19feb09 all grey c/s with red star and code and c/n 01347502 painted on the nose and an An-12BK type ramp but with a normal turret; l/n Rostov-na-Donu Tsentralny 20aug11
00 34 75 03	CCCP-11343(2)	An-12BK	Soviet Air Force	rgd	22nov91		to Volga-Dnepr !; in full Soviet Air Force c/s, no titles; f/n HEL 02mar92; opf Camp Aviation Service when seen DUS 07jul92 & 16nov92; see c/n 401706
	RA-11343(2)	An-12BK	Russian Air Force	KLD	jun02		c/n and version checked Tver-Migalovo 13aug06; in grey c/s with Russian flag on fin; l/n Tver-Migalovo 18aug07
00 34 75 04	CCCP-11149	An-12	Soviet AF/AFL c/s	photo			opb 368 osae at Nalchik; severely damaged nov/dec89 on landing at Rostov-na-Donu Tsentralny in bad visibility when the crew mistook the YO beacon for the AS beacon, coming in too low, and the aircraft hit some poplars on finals, damaging the landing gear, # 3 engine, the wings' leading edges and flaps and the horizontal stabilizer (two thirds of the right side were ripped off), the aircraft went around but could not try again to land at Rostov-na-Donu Tsentralny as visibility was deteriorating further, so diverted to Taganrog where it landed with retracted nose-gear, all occupants (crew and 2 passengers) escaped unhurt; repaired by 325 ARZ at Taganrog
	CCCP-13340	An-12	MAP Kom-na-Amu APO	rgd	10feb92		in 'polar' Aeroflot c/s
	RA-13340	An-12	Amuraviatrans	trf	17may93		in basic 'polar' Aeroflot c/s, no titles but still with Aeroflot badge; f/n SHJ 26oct93; w/o 27mar95 on landing at Bunia (Zaire) when # 1 and # 2 engine caught fire during the landing-roll, the crew was not able to contain the fire with the on-board fire extinguishers and the aircraft burnt out, all 6 crew and 4 passengers escaped unhurt
00 34 75 05	CCCP-11363(2)	An-12BK	Soviet AF/AFL c/s	mfd	31oct70		rgd only 17apr73

	RA-11363(2)	An-12BK	Transaero Samara	IST	jul96	leased from Russian Air Force; was opb Norilsk Avia before Transaero Samara; last overhaul completed 04dec95; l/n KUF 13aug99
	RA-11363(2)	An-12BK	Russian Air Force	IKT	06jun01	based at Tver-Migalovo; in basic Transaero Samara c/s, no titles; leased to Zapolyarye 21jan03/31dec04; l/n NSK 07apr06; stored at NSK from summer 2006; overhauled and sold by Bilmer before 2010 with t/t 10,161 hours and 4,613 cycles
00 34 75 06	RA-11363(2) CCCP-11938 4K-AZ37	An-12BK An-12BK	Kosmos Soviet AF/AF c/s Aeroflot !!	ZAG rgd SCO	09jul10 25apr89 17jun04	full Kosmos colours; l/n SVO 06dec11 f/n CKL 04jun92 c/n not checked; canx but date unknown with titles l and Azerbaijan flag behind cockpit
00 34 75 07	4K-AZ37 "36" RA-12124(2)	An-12BK An-12BKPPS An-12BKPPS	no titles Soviet Air Force Russian Air Force	NBO i/s CKL	29sep04 09dec70 05aug00	l/n NBO 23mar05; not on Azerbaijan register 22nov05 was on overhaul at Siauliai during 1990 with that code c/n checked CKL 25aug03 and several other times; see c/n 402505; probably a standard transport aircraft now; in basic Aeroflot c/s, no titles; carried a Russian coat-of-arms behind the cockpit; l/n CKL 17aug09
00 34 75 08	"45" not known	An-12PPS An-12BK	Soviet Air Force Russian Air Force	i/s no	01dec70 reports	was on overhaul at Siauliai during 1990 with the given code tender issued 29jun09 asked for the repair of equipment
00 34 75 09	"45" red	An-12BK	Russian Air Force	ph.	26jun11	at Orenburg-2, operational; c/n from www.russianplanes.net
00 34 75 10	RA-11245 RA-11309 RA-11309	An-12BK An-12 An-12	Russian Air Force Irkutsk APO Irkut	SVX trf IKT	23jun06 26apr95 04jun01	in basic Aeroflot c/s, no titles, carried 'dragon' nose-art; l/n in GUW 22sep10 f/n IKT 11may95 when overflew Irkutsk into Irkutsk-Zapadny in Aeroflot c/s, n/t l/n DME 25dec05 and BKA 24nov07 in full c/s with additional 'Gromov Air' titles; leased to LII im. Gromova since 30jul02
00 34 76 01	11309 CCCP-11364 RA-11364	An-12 An-12BK An-12BK	Irkut Sov. Navy/AF c/s Russ. Navy/AF c/s	Zuk Spr Osf	07apr10 19may73 26aug95	rgd only 25jul73; seen Ostafeyevo 06sep93; l/n Ostafeyevo 07may94 l/n Ostafeyevo 09jul00/31mar01, c/n painted out and wfu; c/n only mentioned in documents, sold at auction 27feb01, was op mil. unit 42841 at Ostafeyevo at the time
	RA-11364	An-12BK	Aerodaks	rgd	25apr02	leased to Aviaobshchcmash from 02aug01 and to Novosibirsk APO from 27jun03; in basic Aeroflot c/s, no titles; l/n DME 29nov06
00 34 76 02	RA-11364 "02" red	An-12BK An-12BK	Sakhal. AviaTrassy Russian Air Force	UUS Khb	25nov07 oct00	in basic Aeroflot c/s, no titles; l/n UUS 10apr11 opb 257 osap at Khabarovsk-Bolshoi; in all-grey c/s with Russian flag on fin; l/n CKL 05aug11
00 34 76 03	"28"	An-12BKPPS	Russian Air Force	no	reports	sold by Russian privatisation agency to Peresvet-Avia 14may05, was with mil. unit 95846 at Orenburg-Southwest at that time
	EK-12603	An-12B	Natalco Air Lines		photo	at PNR, date unknown in yellow/blue 'wave' c/s with red 'wave' cheatline, small 'Natalco' titles on nose and large 'NAL' on tail; c/n from Armenian CAA; canx from Armenian register 31dec07; still has the An-12PPS tail cone; almost certainly became, see next line
	TN-AHY	An-12B	Natalco Air Lines	BZV	feb09	still has the An-12PPS tail cone; in yellow/blue 'wave' c/s with red 'wave' cheatline, small 'Natalco' titles on nose and large 'NAL' on tail; seen RWN 01sep09 undergoing maintenance and still present jun10/14jul11 complete but with faded paint; c/n from www.spotters.net.ua
00 34 76 04	UR-11303 UR-11303 UR-UCN UR-UCN	An-12BK An-12BK An-12BK An-12BK	not noted Veteran Veteran Airlines Ukraine Cargo Aw	Dzh Mtp OST FIH	22aug97 06may98 18mar99 jan07	still in fleet list 21nov01 but not in fleet list 24oct02 in fleet list dated 01mar07; noted RWN 04jul07, parts missing; on overhaul; l/n OZH 06oct10, wfu; canx 07jul11
00 34 76 05	"27" red RA-12137(2)	An-12BK An-12BK	Russian Air Force Russian Air Force	Sty CKL	06aug96 22aug05	l/n Staraya Russa 24aug02, c/n checked several times c/n checked; opb 223 LO at Chkalovski; in basic Rossiya c/s without titles, with '223 LO' badge; l/n Chkalovski 04sep11; see c/n 6344410
00 34 76 06	CCCP-11341(2)	An-12BP	Volga-Dnepr	rgd	25jul91	f/n STN 24dec92; see c/n 401702; ex Soviet Air Force; version given as such in Russian register; canx 03feb00; c/n only mentioned in documents, sold at auction 14jan01, was opb mil. unit 95846 at Orenburg at the time and version given as 'BK'
	EK-12222 EK-12222	An-12BK An-12BK	white blue c/s UN Humanitar. AS	SHJ AMM	09feb03 28apr03	l/n DXB 09may03; c/n not confirmed, reported in Air Britain; version painted as such l/n DXB 12oct03; c/n not confirmed; all white with large 'UN' in tail; l/n DXB 30nov03/28feb04 all white, no titles
	ST-SAF	An-12BK	Sarit Airlines	SHJ	20apr04	l/n SHJ 27sep04; c/n confirmed; crashed 05oct04 when made an emergency landing at Gajlij in bad weather
00 34 76 07	CCCP-11342(2)	An-12BK	Volga-Dnepr	mfd	26dec70	ex Soviet Air Force; rgd 25jul91; f/n DUS 04jun92; flew into Mt. Lisec 24 km south of Skopje airport 24jul92, strayed off course on the approach pattern, CFIT while trying to circumnavigate a thunderstorm with the DME inoperative, all six crew and two passengers killed, t/t 4,537 hours 51 minutes and 4,868 cycles; see c/n 401703; canx 16nov01
00 34 76 08	CCCP-11362(2)	An-12	Soviet Air Force	rgd	12mar73	see CCCP-11362(1) with unknown c/n; present on Russian register feb98; canx but date unknown
00 34 76 09	"27" red "27" blue "27" yellow	An-12BK An-12BK An-12BK	Russian Air Force Russian Air Force Russian Air Force	mfd Roc ph.	20dec70 15aug09 sep11	opb 1449 AB at Tambov; in all-grey c/s; f/n Tambov-Military 29may04; l/n Tambov-Military 26may08 opb 1449 AB at Tambov; under rework with 325 ARZ from 01oct09; l/n Belaya 21aug11 location withheld; grey colour scheme
01 34 76 10	CCCP-12998 RA-12998	An-12B An-12B	AFL/Tyumen Aeroflot	rgd TJM	18mar71 14may95	l/n DMK 14jan98; trf 31aug94 to Tyumen Airlines; canx 25jun97
01 34 77 01	CCCP-12999 12999 CCCP-12999 RA-12999 4K-12999 RA-12999 LZ-VEB LZ-VEB LZ-VEB	An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B An-12B	AFL/International Aeroflot/Balkan Aeroflot/Balkan Aeroflot Ural Airlines Ural Airlines Vega Scorpion Air Vega	mfd AMS LHR SHJ RKT MST rgd BGY PRG	29jan71 13oct90 03nov90 24mar93 03dec95 13sep96 30sep99 25may02 13mar03	rgd 18mar71; f/n SVO 05may71; trf to AFL/Urals 08may85 carried both titles 'CCCP-' prefix freshly applied, photo proof last overhaul completed 09aug93; trf to Xlines 25jul94 l/n BAK 17may96 l/n SVX 19aug99; canx 24sep99 as to Bulgaria f/n SNN 13nov99; l/n STR 22mar02 named 'Tsar Boris'; carried additional 'operated by DHL' titles aug02 named 'Tsar Boris'; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; l/n SOF 14apr07; offered for sale jul07 with t/t 40,269 hours and 13,274 cycles
01 34 77 02	UN-11019(2) UP-AN212 CCCP-11100 RA-11100 RA-11100	An-12B An-12B An-12B An-12B An-12B	ATMA ATMA AFL/Krasnoyarsk.-NSK Aeroflot Norilsk Avia	DXB DXB mfd SVO trf	21sep07 12jul08 25jan71 26apr93 22dec95	l/n SHJ 04mar08 l/n BOM 31dec10 rgd 15apr71; in 'polar' c/s; f/n AMS 15sep92 in 'polar' c/s; l/n AMS 18may94 in 'polar' c/s; canx 12apr99; fuselage (without outer wings and fin) used as a warehouse at Norilsk-Alykel, l/n jun06
01 34 77 03	CCCP-11101 RA-11101 RA-11101 RA-11101	An-12B An-12B An-12B An-12B	AFL/International GosNII GA ATO GosNII GA	rgd trf trf SVO	18mar71 25dec92 11dec93 17jun94	was already seen AMS 18feb71 !; trf to GosNII GA 1991 f/n SVO 15may93; Aeroflot c/s leased from GosNII GA
01 34 77 04	CCCP-11102(2)	An-12B	AFL/Magadan-GDX	mfd	26feb71	dbt 06oct96 on landing Lukapa, Angola, when runway lights failed and canx 16sep97 rgd 09apr71; first reported Anadyr 10apr87 in incident report; f/n SVO 22may91; see CCCP- with unknown c/n
	RA-11102(2) S9-BOS EX-163	An-12B An-12B An-12B	Aeroflot British Gulf Int. British Gulf Int.	GDX SHJ SHJ	08jul94 17dec00 02dec02	l/n GDX 12may95; trf 20may93 to Magadan Avia Leasing; canx 30nov00 as to Sao Tomé named 'Julia'; l/n SHJ 24sep02 with titles; named 'Julia'; seen without titles DXB 04feb05, c/n checked; l/n DXB 19oct06; still in fleet list 21nov06
	EK-11102(2)	An-12B	South Airlines n/t	KDH	27sep07	c/n confirmed; no tail-turret, in white/grey c/s with dark blue cheatline, large 'Cargo' titles on rear fuselage; l/n DXB 08jan08; offered for lease by Miapet Avia with t/t 38,375 hours; owner and operator confirmed in ICAO/BV document jun08
	EK-12704	An-12B	Taron Avia, n/t	rgd	04may08	c/n confirmed; f/n SHJ 07aug08, small 'TA' badge behind cockpit; seen UET 01sep10; photos show the registration without the dash after the prefix; l/n KBL 11dec11
01 34 77 05	CCCP-11103	An-12B	AFL/Northern	rgd	05may71	f/n LAD 28nov75; canx 1976
01 34 77 06	"82" "82" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Ors	28mar71 27aug03	An-12BK-PPS; was on overhaul at Siauliai during 1990 with that code opb mil. unit 95846 at Orenburg-Southwest; offered for sale by Russian privatisation agency dec07; l/n in Russia 2010
01 34 77 07	"32" "16" red	An-12PPS An-12BK	Soviet Air Force Soviet Air Force	i/s	29mar71 2000	was on overhaul at Siauliai during 1990 with the given code l/n Levashovo 22may01; converted to a standard freighter; a tender issued 06feb08 asked for the repair of the right wing and the floor of the cargo bay; l/n Levashovo jul09, active
01 34 77 08	"51" "70" red "25" blue	An-12PPS An-12PPS An-12BK	Soviet Air Force Russian Air Force Russian Air Force	i/s no Roc	28mar71 reports 25may07	was on overhaul at Siauliai during 1990 with that code opb 117 oap REB at Orenburg-Southwest converted to a standard freighter; opb 535 osap at Rostov-na-Donu Tsentralny; in all-grey c/s with Red Stars; seen Rostov-na-Donu Tsentralny 09may08; tender issued 29jun09 asked for the repair of engines and electronic equipment; l/n Rostov-na-Donu Tsentralny jul11 also carries "25" blue; l/n Rostov-na-Donu Tsentralny 20aug11
01 34 77 09	RF-95685 "70" RA-12709	An-12BK An-12PPS An-12PPS	Russian Air Force Soviet Air Force Russian Air Force	Roc i/s Lev	jul11 01jun71 22may01	was on overhaul at Siauliai during 1990 with that code basic Aeroflot c/s, no titles; c/n not confirmed but has the same non standard three windows only (emergency hatch) has been removed lay-out as the one next line; l/n Levashovo 19aug03 c/n confirmed; probably converted to a standard transport aircraft; opb 186 osap at Levashovo; in all-grey c/s again; l/n Levashovo 17feb11
01 34 77 10	CCCP-11104	An-12B	AFL/International	mfd	24mar71	rgd 28jun71; f/n SVO jun71; crashed into Mount Vapsi-Karnibaba 25 km from Kabul airport 28oct80 after descending below minimum safe altitude in poor weather on flight SU1531 (SOF-MRV-TAS-KBL), all six crew killed; t/t 19,130 hours and 6,217 cycles; canx 19nov80
01 34 78 01	CCCP-11105(2)	An-12B	AFL/International	mfd	30apr71	rgd 28jun71; f/n SVO 27may71; see CCCP-11105(1) with unknown c/n; trf to AFL/Leningrad-LED 04jan82; damaged when overran Khmelnytsky 09jun92 but repaired; in 'polar' colours
01 34 78 02	RA-11105(2) CCCP-11106	An-12B An-12B	Aeroflot AFL/Magadan-GDX	LED mfd	17jan93 30apr71	in 'polar' colours; l/n LED 09jul98; trf 22nov94 to Pulkovo Avia; canx 16jan98; broken up rgd 02jul71 but already f/n TAS 12jun71 damaged Pevck 26sep81, but repaired; l/n SVO 16aug92; version given as 'TB' in Russian register
	RA-11106	An-12B	Aeroflot	rgd	28may93	f/n OVB 12jul93; l/n GDX 12may95; trf 20may93 to Magadan Avia Leasing; canx as to United Arab Emirates but date unknown
	EL-ALD	An-12B	Santa Cruz Imp.	rgd	29may96	f/n CMB 07aug96; l/n SHJ 03apr97; canx date unknown; reg used on an Il-18 185008601 by jun98, see below

01 34 78 03	YA-DAA UR-11305	An-12B An-12BK	Ariana Veteran	SHJ mfd	28apr98 25may71	c/n not confirmed; l/n KDH 17oct00 in service; reported destroyed late 2001 by US bombing raids ex Soviet Air Force; last overhaul completed 24jan87; f/n Melitopol 06may98; l/n VIN 28jun99; not in 2000 fleet list
	XU-395 (2)	An-12BK	Imtrec	DMK	20oct05	c/n confirmed; carried additional 'Bismillah' titles and 'JetGo' badge on tail (removed by jan06); seen BKK jun06 with larger 'JetGo International' titles on tail; l/n KMG 18jun07; t/t 5,645 hours and 3,823 cycles by 01aug07; see also c/n 8345607
	XU-395 (2) EK-12803	An-12BK An-12BK	South Asian Al Air Highnesses	lsd rgd	20jan08 25jul08	until 19jan09; f/n PNH 03apr08; canx by Cambodian CAA 24jul08, in documents as An-12TBK c/n confirmed; in flight plan Erebuni-FJR with operator as Phoenix Avia 05aug08; f/n DXB 20aug08; seen SHJ 24dec08, An-12TBK painted on nose, badge and titles on tail as such; still registered 01jan09 as An-12TBK; l/n RWN 25oct10; photos show the registration without the dash after the prefix
01 34 78 04	"33" red	An-12BK	Russian Air Force	CKL	jul10	opb 929 GLITs at Akhtubinsk; in all-grey c/s with Russian stars, carried a large 'GLITs' (Gosudarstvenny lyotno-ispytatelny tsentr - State Flight Test Centre) badge on the nose; tender for repair of engines and electronic equipment published 29jun09; arrived in 123 ARZ at Staraya Russa 15nov10; l/n 24dec11, location withheld
01 34 78 05	"18" "14" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Lev	19aug71 22may01	was on overhaul at Siauliai during 1990 with the given code tender issued 29jun09 asked for the repair of engines and electronic equipment; l/n aug11, location withheld
01 34 78 06	"72" "72" red	An-12PPS An-12PPS	Soviet Air Force Russian Air Force	i/s Ors	29jun71 21apr97	was on overhaul at Siauliai during 1990 with the given code and 27aug03, c/n not checked but probably the same aircraft; l/n Russia jul10, active
01 34 78 07	"38" "38" red	An-12 An-12PPS	Soviet Air Force Russian Air Force	i/s Ors	mid1971 27aug03	was on overhaul at Siauliai during 1990 with the given code c/n not checked but probably the same aircraft; seen Lipetsk Air base sep09; l/n Orenburg 2 10jun11
01 34 78 08	"42" RF-12560	An-12PPS An-12BK	Soviet Air Force Russian Air Force	i/s Gmv	12aug71 03mar08	was on overhaul at Siauliai during 1990 with that code has got a standard tail turret; in basic Aeroflot c/s, no titles; l/n Vorkuta-Sovjetsky 22sep11
01 34 78 09	CCCP-11107	An-12B	AFL/International	mfd	25may71	rgd 23aug71; f/n ORY 27aug71; ran off the side of the runway Novy Urengoi-Yagelnoye 24apr82 due to the nosewheels not being locked neutral before take-off, hit elevated taxiway, shearing off the landing gear and rupturing fuel tanks, and destroyed by fire, crew OK, t/t 20.359 hours and 6,710 cycles; canx 1982 rgd 23aug71; f/n SVO oct71; see CCCP-11108 with unknown c/n; trf to AFL/Leningrad-LED 03jun81 l/n LHR 20oct90
01 34 78 10	CCCP-11108(2) CCCP-11108(2) LZ-PVK RA-11108(2) CCCP-11109(2)	An-12B An-12B An-12B An-12B An-12B	AFL/International Aerocomplex Aeroflot Global Air, n/t Aeroflot AFL/Northern-LED	mfd AMS LED LED LED rgd	20jun71 jun90 13mar92 06sep92 15jun93 01sep71	in basic ex Aeroflot colours trf 22nov94 to Pulkovo Avia; canx 11feb97; broken up f/n LED 26mar72; see c/n 01348005 and CCCP-11109 with unknown c/n; l/n LED 05sep92, in 'polar' colours
01 34 79 01	RA-11109(2) 11109(2) RA-11109(2) CCCP-11110(2)	An-12B An-12B An-12B An-12B	Aeroflot United Nations Aeroflot AFL/Tyumen-TJM	BRU ZAG LED mfd	25sep92 nov92 feb92 06jul71	trf 22nov94 to Pulkovo Avia; l/n MST 29sep95; canx 11feb97; broken up rgd 23aug71; damaged Kuibyshev-Kurumoch 26aug80, but repaired; rgd 28jul81 to MAP Kuibyshev aircraft factory # 18; see CCCP-11110(1) with unknown c/n rear end photo exists showing Aviakor badge on tail, date and location unknown crashed near to Al Fasher, Sudan 07aug93 whilst diverting due to bad weather and force landed after running low on fuel; operated by Aviakor
01 34 79 03	"54" "06" red "06" red	An-12 An-12BKPPS An-12BKPPS	Soviet Air Force Soviet Air Force Russian Air Force	i/s i/s Iva	mid1971 20sep71 24apr97	was on overhaul at Siauliai during 1990 with the given code was on overhaul at Siauliai during 1990 with the given code c/n checked; preserved in the VTA museum at Ivanovo-Severnoy, (N57.043793 E40.994918) c/n again checked, f/n jul02, l/n 2008
01 34 79 06	CCCP-11111(2)	An-12B	AFL/Magadan-GDX	mfd	01sep71	rgd 06oct71; damaged in landing accident Novy Urengoi-Yagelnoye 01mar80, but repaired; trf to Magadanaerogruz (Magadan Cargo Airlines) by 14jul92 but was still in full Aeroflot markings at the time of the crash; dbr when broke in two aft of the wings during off-field emergency landing when ran out of fuel near Irkutsk 14jul92, crew OK, t/t 32,700 hours and 12,972 cycles; canx but date unknown rgd 19oct71; c/n 5343307 see and CCCP-11112 with unknown c/n; version given as 'TB' in Russian register
01 34 79 07	CCCP-11112(2)	An-12B	AFL/Tyumen	mfd	31aug71	and ASM 29aug93 with 'PAM UN - World Food' titles l/n DME 17jun99; was trf 31aug94 to Tyumen Airlines; rgd to Translease Aero 23sep98 l/n VKO 29jul00; canx 12mar01 as to Bulgaria c/n not confirmed !, see rgd next line ! f/n BNE 02apr02; Aerocom Logo; l/n BNE may06/25may07 stored; was already canx 27oct05 as for sale departed this day on delivery to Imtrec taken at KMG late 2007; leased fro Imtrec Aviation 20oct07/14nov08 lessor reported as Lao Capricorn Air; l/n FJR 12dec09
01 34 79 08	EK-12112(2) EK-12112(2) CCCP-11113(2)	An-12B An-12B An-12B	Air Armenia Air Mark Aviation AFL/Magadan-GDX	rgd SIN mfd	06apr10 07dec10 27sep71	f/n SIN 19jun10; l/n SIN 05oct10 all white, no titles; registration painted without dash; see c/n 402110 in all white c/s, with small titles, registration painted without dash; l/n SIN 11sep11 rgd 09nov71; damaged 13feb82 on take-off from Pevek when was blown off the icy runway by strong cross-winds, two engines written off but aircraft repaired; f/n LED 01sep88; see CCCP-11113(1) with unknown c/n trf to Magadan Avia Leasing 20may93 seen in VARZ-400 aug01/jun03, in bad condition in basic Aeroflot c/s with flag on white fin; l/n DME 25jun06 f/n MJI 07dec06 in basic Aeroflot c/s, Grixona titles on port side only; l/n SHJ 29jul07; version from Moldovan register in basic Aeroflot c/s; reported arrived FJR 30aug08 opb Aerospace Consortium; l/n PNR 27feb10; seen KIV 19sep10, stored; l/n KIV 16sep11 after maintenance rgd 15nov71; f/n VKO 02oct72; l/n SVO 16may91
01 34 79 09	RA-11113(2) RA-11113(2) RA-11113(2) ER-ACQ S9-KHD	An-12B An-12B An-12B An-12BP An-12BP	Aeroflot Aeroflot c/s, n/t Avial NV Grixona Transliz Aviation	DME SVO OST rgd DXB	06sep93 06jul98 25sep05 07jul06 02nov07	in basic Aeroflot c/s; reported arrived FJR 30aug08 opb Aerospace Consortium; l/n PNR 27feb10; seen KIV 19sep10, stored; l/n KIV 16sep11 after maintenance rgd 15nov71; f/n VKO 02oct72; l/n SVO 16may91
01 34 79 10	UP-AN207 UP-AN207 "44"	An-12B An-12B An-12PPS	all white, n/t East Wing Soviet Air Force	FJR NDJ i/s	14sep08 14aug09 01nov71	c/n from CAA; reported arrived FJR 30jul08 opb East Wing; l/n FJR 31jan09 all white with titles; l/n stored EBB aug10/13sep11, still with titles was on overhaul at Siauliai during 1990 with the given code
01 34 80 02	CCCP-11118 CCCP-11118 CCCP-11118 RA-11118 RA-11118	An-12B An-12B An-12B An-12B An-12B	AFL/International Aerocomplex Aeroflot Aeroflot Aeroflot	rgd lsd LED BRU	30nov71 jul90 13mar92 19mar93	f/n AMS 16dec71; trf to AFL/Leningrad-LED 04jan82; in 'polar' colours in basic ex Aeroflot 'polar' colours; l/n MUC 19aug91 in 'polar' colours; l/n MLA 19mar92 opb Pulkovo; w/o 24feb94 when crashed on approach to Nalchik due to icing; canx 27jul94 rgd 30nov71; f/n nov72; see CCCP-11115(1) with unknown c/n; l/n MJZ 02jul92, in Aeroflot colours with blue tail; version given as 'TB' in Russian register
01 34 80 03	CCCP-11115(2) RA-11115(2) RA-11115(2) RA-11115(2) RA-11115(2) "08" red "08" red	An-12B An-12B An-12B An-12B An-12B An-12 An-12	AFL/N. Kavkaz-ROV Aeroflot Donavia Aeroflight Avial NV Soviet Air Force Russian Air Force	mfd SIN lsd DME i/s Tgr	23oct71 16oct92 25nov93 31nov00 19feb06 1971/72 04jun11	in basic ex Aeroflot 'polar' colours; l/n MUC 19aug91 in 'polar' colours; l/n MLA 19mar92 opb Pulkovo; w/o 24feb94 when crashed on approach to Nalchik due to icing; canx 27jul94 rgd 30nov71; f/n nov72; see CCCP-11115(1) with unknown c/n; l/n MJZ 02jul92, in Aeroflot colours with blue tail; version given as 'TB' in Russian register in Aeroflot colours with blue tail f/n TLV mid95; l/n ROV 29jul00; also had additional 'Tech Avia' titles; rgd 11apr00 to Aeroflot Don f/n SVO 25feb01; leased from Aeroflot Don until 30jun03; l/n ROV 13nov04/10jan05 in fcs with blue tail and white logo; l/n overflying Bochnia. Poland 25nov10 was on overhaul at Siauliai with that code during 1990 An-12RR ?, fitted with RR8311-100 air sampling pods; based at Orenburg; in light grey c/s with unit badge behind cockpit; l/n Taganrog-Tsentralny 16sep11
01 34 80 05	"10" UK-11109(3)	An-12 An-12BP	Soviet Air Force Uzbekistan Airways	i/s SHJ	"71"/72 08nov94	was on overhaul at Siauliai during 1990 with the given code l/n SHJ may98; reported for Simurg; see c/n 01347901 and CCCP-11109 with unknown c/n; not in fleet list 30oct00
01 34 80 06	XU-365 (1) XU-365 (1) XU-365 (1) EX-034 EX-034 EX-034 EX-034 EX-169	An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP An-12BP	Uzbekist. c/s, n/t Imtrec Aviation Imtrec c/s n/t unknown Sasco Airlines TCS Click Airways	DMK DMK SHJ SHJ SHJ DXB SHJ	26aug01 01sep01 21mar04 20dec04 30dec04 12jun05 28dec06	c/n confirmed by operator see c/n 402601 l/n DMK 26jan04; named 'Cinderella'; in basic Uzbekistan Airlines c/s l/n SHJ 09apr04 same c/s as XU-365(1) l/n SHJ 20feb05, named 'Cinderella'; seen SHJ 23mar05 without titles on starboard side l/n SHJ 16nov06 in TCS colours with small Star Air Aviation titles on nose; in Click Airways fleet list 31dec06; seen SHJ 20jan07, a/w n/t; seen SHJ 31jan07 with titles; seen Saki-Novofedorovka jul10/ 15sep10 on maintenance; rgd 21dec71; f/n CCU 06may75; trf to AFL/East Siberia-IKT 18may78; version given as 'TB' in Russian register l/n DME 03sep00; was trf 07feb95 to Baikal Airlines; seen SHJ late 1990s with additional small Chinese titles on the nose l/n IKT 05jun01/13jul01 wfu, no engines was reported Irkutsk 04may02 in an incident report

	RA-11116	An-12B	Tesis n/t	rgd	05feb03	seen DME 07apr03; l/n DME 28jun03; was still rgd to Tesis 11feb04
	RA-11116	An-12B	Sakhaviatrans			Isf from Tesis 20jan03/20jan04; canx 13may04 as sold to Bulgaria
	LZ-BRV	An-12B	Sakhaviatrans	rgd	06jun04	f/n DME 08jun04, with titles
	LZ-BRV	An-12B	Bright Aviation	CGN	30jul04	categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; l/n SOF 18apr07
	UR-CGR	An-12B	not known	no	reports	reg from Armenian CAA as being the ex reg for EK-12006, but UR-CGR was probably ntu as an An-12 as it became a Saab-340
	EK-12006	An-12B	Air Highnesses	rgd	13may08	c/n confirmed; still registered 01jan09
	EK-12006	An-12B	Congo Airways	PNR	apr09	l/n NLV 30jun10
	EK-12006	An-12B	Air Highnesses	XCR	10sep10	l/n AMS 16apr11; cancelled 30apr11
	UR-CJN	An-12B	Aero Charter n/t	PDV	23jul11	c/n not confirmed but ex Air Highness c/s and previous tail markings with windows layout makes it 99.9% certain
01 34 80 07	73311/YU-AIC	An-12BP	Yugoslav Air Force	mfd	28nov71	f/n ARN 04may72; l/n LHR 23nov89
	73311/YU-AIC	An-12BP	Aeron. Museum	BEG	22nov90	
	LZ-SGA	An-12BP	Sigi Air Cargo	rgd	08may91	f/n LGW 13may91; l/n BNE 11sep91
	LZ-SFA	An-12BP	Air Sofia	lsd	16mar92	from Belgrade Aeron. Museum; f/n LHR jun92; still in basic Sigi Air Cargo c/s with titles; l/n LUX 27aug93; no titles 04oct93
	LZ-SFA	An-12BP	Air Sofia, n/t	ORY	21sep94	white tail c/s with blue cheatline
	LZ-SFA	An-12BP	Air Sofia, n/t	SHJ	06nov95	all white with titles and logo; l/n OST 03aug97
	LZ-SFA	An-12BP	Mandala	SIN	oct97	l/n RTM 23dec97; leased from and returned to Air Sofia
	LZ-SFA	An-12BP	Air Sofia, n/t	SHJ	14oct98	all white; bought by Air Sofia 23feb98; l/n SHJ 01sep00
	LZ-SFA	An-12BP	Mandala	SIN	31aug01	l/n JHB 11feb04
	LZ-SFA	An-12BP	Air Mark	HKG	14mar04	with add 'TRI-MG' titles JHB 10aug04; l/n JHB 06mar05
	LZ-SFA	An-12BP	Air Sofia, n/t	BTS	01sep05	small 'Sri Lankan' titles by nose, having returned from lease mid 2005; l/n OST 03nov05
	LZ-SFA	An-12BP	Air Sofia, n/t	SOF	13jan06	all white without any titles; l/n ZRH 28jul06
	LZ-SFA	An-12BP	Dynami Aviation	ZRH	11aug06	all white with small Dynami badge on tail and forward fuselage, dynami-aviation.com email address by tail ramp and large (French) telephone number on forward fuselage; l/n OST 05dec06; categorised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07
	YU-UJA	An-12BP	United Internat.AI	OST	05aug07	in all-white c/s with 'UIA' badge and small titles; l/n OST 13nov07
	UP-AN201	An-12BP	all white	SOF	02mar08	small "operated for Miras Air" titles; l/n FJR 25nov08
	UP-AN201	An-12BP	Mach Cargo	FJR	12mar09	blue c/s, large titles; l/n FJR 13mar10/14nov11, stored on a remote ramp at far side of the airfield
02 34 80 08	3X-GBA	An-12BP	Guinea Air Force	CKY	oct72	in Air Guinée c/s; l/n DUS 30jul76
.. 80 09	3X-GBB	An-12BP	Guinea Air Force	CKY	oct72	in Air Guinée c/s
01 34 80 10	73312/YU-AID	An-12B	Yugoslav Air Force	mfd	19dec71	f/n ARN 05may72; deviated from the approach pattern at Yerevan-Zvartnots 12dec88 and crashed into a road bridge, all 7 crew killed; t/t 8,388 hours and 4,727 cycles
02 34 81 01 ?	CCCP-11119(1)	An-12B	Aeroflot	SVO	18may76	see c/n 402810; Kirovsk 09may97/07may98 c/n not checked; not on Soviet or Russian Federation register !
02 34 81 02	CCCP-11120	An-12B	AFL/International	mfd	17jan72	rgd 17mar72; f/n AMS 31mar72; seen CAI aug75; trf to AFL/Yakutiya date unknown; based at Lobito (Angola) in 1991; dbr 03oct91 on a flight from Lobito via Luena to Cazombo when the unpaved runway at Cazombo turned out to be too short and too narrow and the wings hit some bushes, when the crew learned that the airfield was mined they wanted to take-off again immediately, but while turning for the take-off run the right main gear got stuck in a pot-hole and broke, causing the propellers to touch the ground; the aircraft was to be repaired after some time (CCCP-11130 brought new engines, propellers and technicians) but had suffered from severe corrosion in the meantime and was hence abandoned (the more so as Cazombo was held by UNITA forces and new fighting erupted); photo dated 25mar93 shows not much remaining; canx 1995 (but not canx in Soviet/Rf register)
02 34 81 03	CCCP-11121(2)	An-12B	AFL/Komi	rgd	09mar72	f/n DYU 25aug75; l/n SXF 22apr92; canx 12feb93 as to Angola; shot down by Stinger SAM and dbr on landing in Angola 26apr93 but actual registration carried this date unknown, see canx date !; see CCCP-11121 with unknown c/n
02 34 81 04	CCCP-11122	An-12B	AFL/Far East	rgd	03apr72	f/n HND 01feb73; trf to AFL/East Siberia 13nov78
	RA-11122	An-12B	Aeroflot	IKT	06jul94	trf to Avia 30jun92; dbr 13apr97 on landing at Verkhnevilyuisk
02 34 81 05	CCCP-11123	An-12B	AFL/Northern-LED	mfd	12feb72	rgd 17apr72; f/n SXF nov77; l/n LED 06sep92
	RA-11123	An-12B	Aeroflot	BRU	13jan93	trf 22nov94 to Pulkovo Avia, canx 04oct95; broken up
02 34 81 06	CCCP-11124	An-12B	AFL/East Siberia	mfd	24feb72	rgd 29may72; f/n IKT 23sep86
	RA-11124	An-12B	Aeroflot	IKT	06jul94	trf to Baikal Airlines 30jun94; l/n IKT 10may95
	RA-11124	An-12B	Tesis	rgd	11apr01	no titles; f/n DME 01jun01; l/n DME 19aug02, see next line
	RA-11124	An-12B	Aerofreight	DME	09sep02	leased from Tesis 29mar01/29sep03; l/n DME 24aug03
	UR-CCY	An-12B	Veteran ?	SHJ	20jan04	in all-white c/s, no titles; arrived at SHJ 20jan04
	UR-CCY	An-12B	United Nations/WFP	SHJ	21jan04	in full all-white UN c/s with additional 'operated by WFP' titles; markings applied at SHJ 21jan04; l/n SHJ 15may04
	UR-CCY	An-12B	Aero Service	FJR	14sep08	owned by Aviation Communication of the UK, opb Veteran; in all-white c/s with 'Aero Service' titles; in Veteran fleet list by 27jun06; involved in contraband at Dzhankoi 11jun07, resulting in temporary confiscation (officially returned to owner by a court order dated 19jul10); f/n SHJ 10feb08, titles not reported; sat wfu at FJR, seen may10/jan11; canx 08oct10
02 34 81 07	"50" red	An-12BKPPS	Soviet Air Force	Iva	18apr72	c/n not checked; last overhaul completed 01jun90 (at Siauliai)
	"50" red	An-12BKPPS	Russian Air Force	Iva	24apr97	i/s 19apr72; c/n checked Ivanovo-Severnny jul02; stripped of mission equipment and converted to a freighter; opb 610 TSBPIPLS VTA at Ivanovo-Severnny; sold by Russian privatisation agency 28oct05
	EX-124 (1)	An-12BK	Kyrgyz Air Force	OsF	jun06	in all-grey c/s, no titles or markings apart from registration; sold in non-airworthy condition by Bilmer before 2010 with t/t 3,817 hours and 2,360 cycles; see c/n 7345403
02 34 81 08	CCCP-11125(1)	An-12BP	AFL/Yakutiya	rgd	26may72	probably based at YKS; suffered internal damage when a vessel with acid broke during loading; wfu by TAPO because of severe corrosion; canx 1978; see c/n 3341006
02 34 81 09	"52" red	An-12PPS	Soviet Air Force	i/s	19apr72	An-12BK-PPS; was on overhaul at Siauliai during 1990 with that code
	"52" red	An-12PPS	Russ. Space Forces	ph.	aug96	at Tver-Migalovo, with a 'crane' below the cockpit; c/n checked Ivanovo-Severnny 24apr97 & aug02; tender for rework and conversion to a standard freighter published 23sep08, won by 325 ARZ
02 34 81 10	RF-12556	An-12	Russian Air Force	i/s	26aug10	at Severomorsk-1 now in basic Aeroflot c/s; l/n 18aug11, location withheld
	"48" red	An-12	Soviet Air Force	CKL	1972	on overhaul Siauliai 1990 with the given code; l/n Zhukovskii 15aug92
	RA-11719(2)	An-12BK	Russian Air Force	CKL	26aug02	no titles; seen CKL 22aug05; l/n Aktyubinsk 2011; see c/n 6344601
02 34 82 01	CCCP-11126	An-12B	AFL/East Siberia	rgd	30may72	delivered to Aeroflot and went to the Air Force very soon
	CCCP-11126	An-12B	Soviet AF/AFL c/s	Spr	15nov72	last date mentioned in documents is 21feb73, canx ?
02 34 82 02	CCCP-11127	An-12B	AFL/International	rgd	30may72	f/n AMS 06jul72; trf to AFL/Leningrad but date unknown; l/n LED 31may92, in 'polar' colours
	LZ-PVL	An-12B	Global Air, n/t	LED	06sep92	in basic ex Aeroflot colours
	RA-11127	An-12B	Aeroflot	LGG	07jul93	l/n LED 14apr99 wfu/stored; trf 22nov94 to Pulkovo Avia; was badly damaged on landing Lukapa, Angola, 09may95, repaired and canx 17mar99
02 34 82 03	CCCP-11128(2)	An-12B	AFL/Tyumen-TJM	mfd	31may72	c/n painted as 02318203; rgd 20jun72; f/n HEL 29sep91; see CCCP-11128 with unknown c/n
	RA-11128(2)	An-12B	Aeroflot	ZRH	30jun93	
	RA-11128(2)	An-12B	all white	SHJ	01feb94	trf to Tyumen Airlines 31aug94; l/n MST 27sep97
	RA-11128(2)	An-12B	Avial NV	BTS	02sep99	leased from Tyumen Airlines 15aug01/31dec03; l/n SVO 29aug03
	RA-11128(2)	An-12B	Pochta Rossii	DME	21sep03	l/n OST 23mar04; l/n Yermolino 25aug04, titles not reported
	UR-CEN	An-12B	UN-WFP	SHJ	03nov04	opb Veteran; with additional 'operated by Veteran' titles; dbr 15sep07 when the TG-16 turbo generator caught fire on the ground at Pointe Noire (probably while starting up the engines), aircraft heavily damaged by the fire; wreck l/n PNR jan08
02 34 82 04	CCCP-11129	An-12B	AFL/International	mfd	25may72	f/n AMS 20jul72; rgd only 01aug72; trf to AFL/Yakutiya-YKS 11nov83
02 34 82 05	CCCP-11129	An-12B	Sigi Air Cargo	SOF	14dec90	dbr 08nov91 when overrun runway at Janina (Sudan); canx 05sep94
	CCCP-11130	An-12B	AFL/International	mfd	29may72	also given as 30jun72; f/n HND 27jul72; rgd only 08aug72; trf to AFL/Yakutiya-YKS 05jan79 (not 29apr86 as given in register); damaged 29jun90 while taxiing at Rostov-na-Donu, struck parked An-12A CCCP-11976, repaired
	CCCP-11130	An-12B	Penas Air Cargo	SIN	16may92	l/n SVO 16aug92
	RA-11130	An-12B	Aeroflot	SIN	sep93	l/n YKS 08jul94; trf to Sakha Avia 20jul95
	RA-11130	An-12B	SirAERO	YKS	14aug03	leased from Sakha Avia 08nov00/31jan04; l/n YKS 01jul04; trf from Polyarnnye avialinii to Yedinaya Sakha-Yakutskaya transportnaya kompaniya 24mar05
	RA-11130	An-12BP	Avial NV	lsd	jan06	f/n DME 22jul06; version confirmed as 'BP' in incident report in 2006; CoFA expired in spring 2007; seen YKS 14may07/aug10 wfu seen KLD 04jun11, one engine missing; l/n KLD dec11, all white, no titles, reportedly opb Yeltsovka
02 34 82 06	"02" red	An-12BKPPS	Soviet Air Force	mfd	31jul72	i/s given as 30jun72; completed overhaul at Siauliai 17dec90 with the given code
	"02" red	An-12BKPPS	Russian Air Force	Iva	24apr97	converted to a freighter; l/n Ivanovo-Severnny jul02, c/n checked; sold by Russian privatisation agency 28oct05, was with 610 TSBPIPLS VTA at Ivanovo-Severnny at that time
	RA-11376(3)	An-12BP	Sakhal. AviaTrassy	KHV	30sep07	version not confirmed; in basic Aeroflot c/s with blue/white/blue fin and large 'SAT' titles; l/n IKT mar08; lease ended in late 2008; see c/ns 402406 and 8345805
	RA-11376(3)	An-12BP	Khabarovsk Avia	ph.	21jul10	in basic Aeroflot c/s with blue/white/blue fin, no titles; dbr 21jul10 on take-off from Keperveyem (Chukotka) when veered off the runway for some 50-70 metres, lower fuselage, landing gear and # 4 prop damaged, all 8 crew escaped unhurt
02 34 82 07	CCCP-11526	An-12B	AFL/Moscow	mfd	31jul72	rgd 07sep72; f/n AMS 26oct72; trf to AFL/Komi 20may85
	CCCP-11526	An-12B	GAZ Airways	ATH	27jun91	l/n SXF aug91
	CCCP-11526	An-12B	United Nations	SVO	11sep92	l/n LAD 25sep92
	RA-11526	An-12B	United Nations	ASM	18aug93	last overhaul completed 31mar93
	RA-11526	An-12B	Aeroflot	SVO	03may94	opb Komiinteravia; seen MUC 01may96 with 'Victory Airlines' sticker
	RA-11526	An-12B	Aeroflot c/s, n/t	rgd	01jul99	to Special Cargo Airline; f/n MLE 07sep99; l/n SHJ 07dec99; canx 07feb00 as to Angola
	D2-FDB	An-12B	Aeroflot c/s, n/t	SHJ	29oct00	reportedly ex '-11926' under wings but probably this was misread (overpainted) for '-11526'; l/n SHJ 09dec00
	D2-FDB	An-12B	blue/white c/s	SHJ	21dec00	'-11526' on engine covers; l/n SHJ apr01
	3C-QQY	An-12B		no	reports	reported in African Air News

	LZ-VED	An-12B	Vega	rgd	26nov01	named 'Tsar Ivan Asen'; f/n OST 03feb02; l/n PDV 26jul07; cate- gised by Bulgarian CAA as 'Annex II/Regulation 1592/2002/EC' 28mar07; offered for sale jul07 with t/t 40,106 hours and 13,912 cycles, for \$ 1,400,000
02 34 82 08	UN-11017(2) UP-AN211 CCCP-11527 RA-11527	An-12B An-12B An-12B An-12B	ATMA ATMA AFL/Moscow Aeroflot	PDV RKT rgd HEL	01aug07 18aug08 07sep72 15dec92	l/n BKK 15jun08; see also c/n 6344008 c/n confirmed by CAA; l/n ALA 30aug11 was already f/n ORY 25aug72 !; trf to AFL/Leningrad 20dec82 l/n LED 06sep92 trf 22nov94 to Pulkovo Avia; l/n LAD 22aug94; canx 11feb97; broken up and AMS 17jul74, CAI 13dec76, CAI 28nov81, reportedly broken up and Bzn 17mar77, CAI 28nov81, CAI 21mar85, reportedly broken up was on overhaul at Siauliai during 1990 with that code; obviously converted to a standard transport aircraft later, see next line
.. 82 09 .. 82 10 02 34 83 01	1251/SU-ARY 1252/SU-AVA "40"	An-12BP An-12BP An-12PPS	Egyptian Air Force Egyptian Air Force Soviet Air Force	HAM AMS i/s	23apr74 15jul74 01sep72	opb 535 osap at Rostov-na-Donu Tsentralny; in all-grey c/s, still with Red Stars; had been named 'Rostov-na-Donu' and carried a unit badge, but the name and the badge were painted over when seen flying over Rostov-na-Donu 27may10; l/n Rostov-na-Donu Tsentralny 20aug11 and AMS 19jul74, LHR 20dec75, CAI oct93, reportedly broken up was on overhaul at Siauliai during 1990 with the given code c/n checked; l/n Ivanovo-Severnoy jul02 c/n checked; stripped of mission equipment and converted to freighter
	"27" blue	An-12BK	Russian Air Force	Roc	26may07	c/n checked; see c/ns 402002 and 402403 carried 'Kazakhstan' titles; l/n as such OST 15may02; l/n ALA 26may02, titles not reported c/n checked; l/n SHJ 04dec02 c/n checked; l/n as such ALA 10sep03; l/n MSE 24sep03, reportedly without titles c/n checked; in basic Aeroflot c/s with just 'Cargo' titles; l/n BRQ 20jun08 and NLV 08aug08 but this is doubtful
.. 83 02 02 34 83 03	1253/SU-ARZ "24" red "24" red	An-12BP An-12BKPPS An-12BKPPS	Egyptian Air Force Soviet Air Force Russian Air Force	HAM i/s Iva	26apr74 30sep72 18aug01	opb Kazaviaspas; in basic Aeroflot c/s with just 'Cargo' titles; l/n KWG 21dec11 and AMS 16jul74, CAI 13dec76, DHA 06sep76, CAI 28nov81, reportedly broken up reported delivered new from factory in 1972; c/n not confirmed; last flight 16aug90 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 4,378 hours based at Baikonor; in basic Aeroflot c/s with 'Baikonor' behind the cockpit; l/n CKL 07nov08 flying in ex Aeroflot c/s, n/t; c/n checked; still has RA-11808 under wings; l/n CKL 04sep11 reported delivered new from factory in 1972; c/n not confirmed; last flight 15dec88 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 4,184 hours
02 34 83 04	UN-11373(2) UN-11373(2) UN-11373(2) UN-11373(2) UN-11373(2)	An-12BP An-12BP An-12BP An-12BP An-12BP	Kazakh AF/AFL c/s Berkut Air Mark Itrasarana Berkut	ALA ALA SHJ ALA MSE	04jun97 08jun01 11nov02 25feb03 26nov03	BRQ 26aug08 CKL 22nov73 DEL jan87
.. 83 05 02 34 83 06 ?	UP-AN205 1254/SU-AVB L1471	An-12BP An-12BP An-12	Berkut Egyptian Air Force Indian Air Force	BRQ CKL DEL	26aug08 22nov73 jan87	02 34 83 07 02 34 83 08 ? 02 34 83 09
	RA-11808 RF-12561 L1472	An-12BK An-12BK An-12	Russian Air Force Russian Air Force Indian Air Force	CKL CKL DEL	12oct05 oct09 02dec78	02 34 83 09
	"39" red	An-12PPS	Russian Air Force	Akt	21aug05	An-12BK-PPS; still fully equipped as such by 2010; opb 929 GLITs at Akhtubinsk; in all-grey c/s, still with Red Stars; l/n Akhtubinsk sep10

An-12s with unknown c/ns include; (many CCCP- & RA- were never on the Soviet Union or Russian registers !)

---	CCCP-04341	An-12B	Polyarnaya Aviats.	LED	1966	possible mis-sighting as reg used on An-2 c/n 110547317 in 1958 or second use of reg
---	CCCP-04346	An-12B	Polyarnaya Aviats.	LED	27nov82	possible mis-sighting as reg used on Mi-4 c/n 0180 between dec59 and at least apr64, or second use of reg
---	08106	An-12	unknown		02jun00	flew URWH-UUAR this date, possibly was a call-sign only
---	CCCP-10212	An-12BP	Aeroflot	ADD	20feb78	military call-sign painted on as registration
---	CCCP-10222	An-12BP	Aeroflot	ADD	16feb78	military call-sign painted on as registration
---	UN-11010(2)	An-12B	not reported	FIH	17jul07	l/n FJR 08jan08; see also c/n 3341110
---	--	An-12B	East Wing	FJR	14feb08	all white c/s with version as such on nose, reg from ATC
---	UN-11010(2)	An-12B	East Wing	GOM	05mar08	l/n FJR 19aug08
---	UN-11011(3)	An-12B	East Wing	NDJ	15jul08	still present NDJ 25aug08; see also c/ns 2400406 and 8346010
---	CCCP-11046	An-12BP	Soviet AF/AFL c/s	Spr	11apr76	
---	CCCP-11083	An-12BP	Soviet AF/AFL c/s	KGD	03jul94	
---	CCCP-11102(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01347704 built in 1971 !
---	CCCP-11105(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01347801 built in 1971 !
---	CCCP-11108(1)	An-12BP	Soviet Air Force		photo	in military grey c/s; see c/n 01347810 which is a civil version without tail gunner's station !
---	CCCP-11109(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01347901 and 01348005 both 1971 built !
---	CCCP-11110(1)	An-12BP	Sov AF/AFL titles	ph.	1968	in Egypt in all grey c/s; seen LHR 26jul70 still in all grey c/s; see c/n 01347902 built in 1971 !
---	CCCP-11111(1)	An-12	Aeroflot	ATH	24jan69	see c/n 01347906 built in 1971; probably Air Force
---	CCCP-11112(1)	An-12BP	Soviet Air Force		photo	in military grey c/s; see c/n 5343307 and 01347907 which is a civil version with no tail gunner's station
---	CCCP-11113(1)	An-12AP ?	Sov AF/AFL titles	KAN	18aug67	in grey c/s; probably the following refers to this aircraft (only '13' is known of the registration); opb 339 vtap at Vitebsk, commander: CPT Vladimir Baibakov; dbr 10oct73 during an air raid by Israeli Air Force F-4s on Aleppo (Syria) when was damaged by the explosions of four missiles or bombs, two crew members injured; see c/n 01347908 built in 1971
---	CCCP-11115(1)	An-12	Sov AF/AFL titles	KAN	18aug67	see c/n 01348003 built in 1971 !
---	UN-11117(2)	An-12	not reported	KDH	17mar08	
---	CCCP-11121(1)	An-12	Soviet AF/AFL c/s	Hrc	21aug68	see c/n 02348103 which is a civil version with no tail gunner's station!
---	CCCP-11128(1)	An-12	Soviet AF/AFL c/s	Hrc	21aug68	see c/n 02348203 which is a civil version with no tail gunner's station!
---	CCCP-11154	An-12BP	Soviet AF/AFL c/s	VKO	20aug92	confirmation welcome as reg was as An-10 as well !
---	CCCP-11178	An-12BP	Sov AF/AFL titles	KBL	13feb89	l/n Ivanovo-Severnoy 02sep97 still flying with CCCP- !; grey c/s
---	RA-11178	An-12BP	Rus AF/AFL titles	Iva	26may99	l/n Ivanovo-Severnoy 06aug99
---	CCCP-11212	An-12BP	Soviet AF/AFL c/s	ADD	apr85	confirmation welcome as reg was an An-10 as well !
---	CCCP-11217	An-12	Sov AF/AFL titles	KAN	18aug67	confirmation welcome as reg was an An-10 as well !
---	CCCP-11222	An-12BP	Soviet AF/AFL c/s	CAI	sep75	confirmation welcome as reg was an An-10 as well !
---	CCCP-11228	An-12BP	Soviet AF/AFL c/s	Iva	24aug95	l/n Ivanovo-Severnoy 24apr97
---	CCCP-11231	An-12B	Sov AF/AFL titles	OSR	photo	in 'Aviatsiya i Kosmonavtika'
---	CCCP-11235	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	
---	CCCP-11248	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	
---	CCCP-11256	An-12	Soviet AF/AFL c/s	KAN	27apr68	
---	CCCP-11259	An-12	Soviet AF/AFL c/s	KAN	10jul68	
---	CCCP-11259	An-12RR	Sov AF/AFL titles	Leg	1970s	may be a different aircraft than the one below An-12RR(RKR) NBC reconnaissance aircraft with brackets/shackles for RR8311-100 air sampling pods; opb 245 tap at Legnica (Poland) in 1970s
	11259	An-12	Ukraine Air Force	ODS 1	1may97	may be a different aircraft than the one above; in basic Aeroflot c/s, no titles, Ukrainian flag on fin; l/n ODS 25may02, wfu and CAI 19oct73 probably the same aircraft with Ukraine flag; l/n Yevpatoriya 30apr99 olive green c/s standard Aeroflot c/s, not sure if this is the same aircraft
---	CCCP-11263	An-12BP	Soviet AF/AFL c/s	KAN	27apr68	
---	UR-11264	An-12	grey c/s, n/t	Yev	08may98	
---	CCCP-11266	An-12BP	Sov AF/AFL titles	CAI	09mar72	
---	RA-11266	An-12BP	Russian AF/AFL c/s	CKL	03jul95	
---	CCCP-11268	An-12BP	Soviet AF/AFL c/s	Spr	22sep80	
---	CCCP-11279	An-12A	Russian AF/AFL c/s	rgd	03jun76	f/n Staraya Russa 28sep02; on Russian register feb98 without c/n !; canx but date unknown
---	RA-11279	An-12A	Russian AF/AFL c/s	Sty	19aug03	see previous line !
---	RA-11290	An-12	Russian AF/AFL c/s	Sty	07aug99	
---	UR-11352(3)	An-12BK	Ukraine Air Force	VIN	19sep96	with fairings under cargo ramp; see c/ns 401810 and 402812
---	RA-11355(2)	An-12	not reported	Erm	15aug05	see c/n 402712
---	CCCP-11362(1)	An-12	Aeroflot	AMS	26dec68	see c/n 00347608 which was 1970 built !
---	CCCP-11363(1)	An-12	Soviet AF/AFL c/s	SVO	27mar68	see c/n 00347505 which was 1970 built !
---	CCCP-11377(2)	An-12	Kazakh Air Force	ALA	30jun99	basic Aeroflot c/s, n/t; see c/n 402407 and 7345309
---	CCCP-11394 ?	An-12BP	Sov AF/AFL titles		photo	only '394' visible on photo; in all-grey c/s with 'wavy' flag on
---	CCCP-11398(1)	An-12BK	Sov AF/AFL titles	KAN	27apr68	see c/n 9346607 which was 1969 built !
---	CCCP-11402	An-12	Soviet AF/AFL c/s	ASM	1978	
---	CCCP-11405	An-12BP	Sov AF/AFL titles	Spr	22jun71	opb 930 vtap at Zavitsinsk; photo taken in Afghanistan 1982; damaged 15oct84 while unloading cargo at Khost when was shot at by mujahedeem with a mortar and suffered some 150 hits by ricochets, 1 out of 8 crew killed and 4 injured, the crew managed to take off with the damaged aircraft from the taxiway (starting up 3 of the engines while already moving) and land safely at Kabul not possible to see if carried titles ! same aircraft as above ? in all-grey c/s with 'wavy' flag on fin
---	RA-11406	An-12	Rus AF/grey c/s	Uue	20apr97	
---	RA-11406	An-12	Russian AF/AFL c/s	Ore	27aug03	
---	CCCP-11409	An-12BP	Sov AF/AFL titles		photo	
---	CCCP-11413	An-12	Soviet AF/AFL c/s	BHK	18sep83	
---	RA-11413	An-12BK	not reported	Sty	21may99	same aircraft as above ?
---	CCCP-11416	An-12	Sov AF/AFL titles	KAN	18aug67	
---	CCCP-11417	An-12LL	Soviet AF/AFL c/s	ph.	1984	avionics test-bed with various antenna blisters, reported as an ECM-AFCT aircraft; had a small radome with an RBP-2 radar (not an 'Initsiativa-4-100') and a narrow cargo door obviously a different aircraft than RA-11420 (2) c/n 8346101 as that one was mfd only 03nov68 grey c/s opb 930 vtap at Zavitsinsk; w/o 18jan84 on a flight from Kandahar to Mazar-i-Sharif when encountered difficult weather conditions and was shot at by mujahedeem while flying low below the cloud cover approach to Mazar-i-Sharif (engines # 1 and 2 were hit), the crew tried to force-land the aircraft on the slope of a mountain 40 km south of Mazar-i-Sharif, but it broke up and burnt out, all 8 crew killed
---	CCCP-11420(1)	An-12	Sov AF/AFL titles	KAN	18aug67	
---	RA-11428	An-12BP	Russian Air Force	CKL	15aug99	
---	CCCP-11429	An-12	Sov AF/AFL titles	no	reports	
---	CCCP-11423	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	
---	CCCP-11434	An-12	Soviet AF/AFL c/s	photo		c/n only partially readable on photo, looks like "534024"
---	RA-11436	An-12BP	not reported			c/n 5343103 in fleet list summer 1994, see this c/n
---	11474	An-12	Ukr flag, n/t	Yev	08may97	and Yevpatoriya 24jul01 in basic ex Aeroflot c/s; l/n Yevpatoriya 18sep09/28aug10, engineless and in poor condition, 'CCCP-' prefix bleeding through wfu ?; l/n CKL 28may01 titles not reported; same aircraft ? photo of the rear of the aircraft only, in all grey c/s
---	CCCP-11503	An-12BP	Soviet AF/AFL c/s	OMS	11jul93	
---	CCCP-11509	An-12	Soviet Air Force	ph.	1970s	

---	CCCP-11514	An-12BP	Sov AF/AFL titles	KBL	sep88	seen derelict this date; still present feb06 at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul but no traceable c/n
---	CCCP-11517	An-12BP	Sov AF/AFL titles		photo	
---	CCCP-11518	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	in all-grey c/s with 'wavy' flag on fin
---	RA-11518	An-12	not reported	DXB	16jul99	
---	CCCP-11519	An-12BP	Soviet AF/AFL c/s	PRG	jul68	
---	CCCP-11522	An-12BP	Soviet AF/AFL c/s	Spr	24dec76	
---	CCCP-11525	An-12B	Aeroflot	LED	19jul85	c/n reported as being 02348206 but see this c/n; not on Soviet or Russian Federation register ! report AMS 27oct72 in error as CCCP-11526 was visiting this date; report at LED probably also was CCCP-11526 as this was Pulkovo based
---	CCCP-11535	An-12BP	Sov AF/AFL titles	MZR	1980	
---	CCCP-11538	An-12BP	Soviet AF/AFL c/s	IKT	23sep86	
---	CCCP-11538	An-12BP	Sov AF/AFL titles	CAI	19oct93	
---	CCCP-11595	An-12BP	Soviet AF/AFL c/s	ADD	18feb78	
---	CCCP-11601	An-12BP	Sov AF/AFL titles	ULN	jun79	
---	RA-11601	An-12BP	Aeroflot	OST	28oct94	ex Soviet Air Force
---	CCCP-11602	An-12BP	Soviet Air Force	PRG	ca.'92	
---	CCCP-11604	An-12BP	Soviet AF/AFL c/s	PRG	20aug68	was the first of 320 An-12s ! arriving 20 and 21aug68
---	CCCP-11644	An-12	Soviet AF/AFL c/s	no	reports	an LPM self-recording device from the MRSP 12-96 kit with this number on was seen Khabarovsk-Bolshoi jan09, but does this equipment number correspond to a registration of an aircraft ?
---	CCCP-11655	An-12BP	Sov AF/AFL titles	KAN	18aug67	and FEG 29apr98 probably NOT the same aircraft
---	11655	An-12	grey c/s, blue c/l	Eng	20aug00	probably NOT the same aircraft, might be Navy
---	CCCP-11657	An-12BP	not reported	Sty	06aug96	
---	CCCP-11659	An-12	Sov AF/AFL titles	KAN	18aug67	
---	CCCP-11663	An-12BP	Sov AF/AFL titles	Orb	18feb73	
---	RA-11666	An-12BK	Russian Air Force	FEG	29apr98	in basic Aeroflot c/s, no titles
---	RA-11666	An-12BK	Russian Air Force	Iva	18aug01	equipped with chaff/flare packs; in all-grey c/s, no titles; preserved in the VTA museum at Ivanovo-Severnoy (N57.044527 E40.995000) f/n aug01, l/n sep07
---	RA-11668	An-12BK	Russian Air Force	Iva	26may99	grey c/s, no titles, equipped with chaff/flare packs !; l/n Ivanovo-Severnoy jul02
---	CCCP-11672	An-12BP	Soviet AF/AFL c/s	CAI	18aug74	l/n OMS 11jul93, wfu ?
---	CCCP-11673	An-12BP	Soviet AF/AFL c/s	Orb	30sep76	
---	CCCP-11732	An-12BP	Sov AF/AFL titles	CPH	19sep70	
---	RA-11732	An-12BP	Rus AF/AFL titles	Kub	17may94	c/n quoted by Russian site as 2340508 but see this c/n
---	CCCP-11735	An-12	Soviet Air Force	no	reports	photographed complete in 1997 but seen broken up at OVB in 1998
---	RA-11742	An-12BP	Russian AF/AFL c/s	Kub	25aug97	opb 81 vtap at Ivanovo and received from the MAP; was Tashkent built
---	CCCP-11748	An-12BP	Soviet AF/AFL c/s	ADD	apr85	
---	CCCP-11758	An-12BP	Soviet AF/AFL c/s	SVO	10apr91	possibly based at Spereberg for some time
---	CCCP-11776	An-12BP	Soviet AF/AFL c/s	ASM	1978	
---	CCCP-11784	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	
---	RA-11844	An-12BP	Russian Air Force	Iva	24aug95	l/n SVX 15aug99, 14aug01 and 24aug03; grey c/s, no titles
---	CCCP-11845	An-12BP	Soviet AF/AFL c/s	CAI	21oct73	
---	CCCP-11847	An-12BP	Soviet AF/AFL c/s		29mar75	and somewhere in Rostov-Oktyabrskiy rayon 22jul92
---	CCCP-11852	An-12BP	Sov AF/AFL titles	MJZ	02jul92	not sure if still in Air Force service
---	RA-11861	An-12BP	Russian AF/AFL c/s	LUX	13sep93	not sure if still in Air Force service
---	CCCP-11869	An-12	Soviet AF/AFL c/s		aug99	in a housing estate at Minsk; last digit not 100 % sure
---	CCCP-11872	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	
---	CCCP-11900	An-12B	Sov AF/AFL titles		photo	in "Aviatsiya i Kosmonavtika"
---	CCCP-11903	An-12BP	Soviet AF/AFL c/s		22may77	location reported as MSAD, San Salvador ?
---	CCCP-11907	An-12BP	Soviet AF/AFL c/s	MUC	23jan92	not sure if still in Air Force service
---	CCCP-11913	An-12BP	Soviet AF/AFL c/s	Spr	24jul77	probably another aircraft than the one next line
---	RA-11913	An-12	Russian Air Force	SVX	23jun06	in basic Aeroflot c/s, n/t; probably another aircraft than the one previous line
---	CCCP-11928	An-12BP	Soviet AF/AFL c/s	Uue	20apr97	
---	CCCP-11935	An-12BP	Sov AF/AFL titles		photo	opb a VDV unit
---	RA-11943	An-12BK	Russian AF/AFL c/s	Kln	16may99	in fact Russian Space Forces, not Air Force; in basic Aeroflot c/s, no titles, but Space Forces badge behind cockpit; carried additional code "15" white on the cheatline in front of the escape hatch; photo on the Internet head on at Kubinka 08oct08 but reg NOT readable, see RF-12553 !
---	RA-11943	An-12BK	Russian Air Force	Kub	feb08	
---	CCCP-11951	An-12BP	Russian AF/AFL c/s	Kub	11apr92	
---	CCCP-11952	An-12BP	Soviet AF/AFL c/s	KAN	12oct68	same aircraft as at ORY 27aug73 ?
---	CCCP-11954	An-12BP	Soviet AF/AFL c/s		03jul76	location reported as MSAD, San Salvador ?
---	CCCP-11955	An-12BP	Soviet AF/AFL c/s	Spr	18jun76	
---	CCCP-11957	An-12BP	Soviet AF/AFL c/s		24jul76	
---	CCCP-11963	An-12BP	Soviet AF/AFL c/s	CAI	19oct73	seen again Milovice 1991
---	11963	An-12BP	white c/s, n/t	Mkk	18sep96	Ukrainian flag on tail
---	CCCP-11964	An-12BP	Soviet AF/AFL c/s	IST	1980	
---	RA-11969	An-12BP	Russian AF/AFL c/s	SVO	31may93	not sure if still in Air Force service
---	CCCP-11981	An-12BP	Soviet AF/AFL c/s	Tag	jan85	
---	CCCP-11982	An-12BP	Soviet AF/AFL c/s	Tag	08sep93	
---	CCCP-11984	An-12BP	Soviet AF/AFL c/s	YKS	03jul92	opb mil. unit 20108 at Yakutsk; carried 'eagle with sword' nose-art; wfu
---	CCCP-11987	An-12BP	Sov AF/AFL titles	no	reports	opb 930 vtap at Zavitinsk; damaged 27dec86 on a cargo flight from Bagram when was hit by a 'Stinger' SAM 68 km south of Kabul while climbing through 6,500 m, engine # 1 and the flap caught fire, the gunner bailed out on finals to Kabul and was killed as height was not sufficient, the aircraft landed safely and was repaired; dbr 23jan89 on a night flight from Kabul to Kandahar when was shot at by mujahedeen and crash-landed, the tail broke off and the aircraft veered off the runway, all crew escaped unhurt; wreck sat dumped at Kandahar, l/n jan02
---	CCCP-11994	An-12	Sov AF/AFL titles	ph.	oct08	hulk without engines on Hayes Island (Franz-Joseph Land archipelago), still present oct08
---	CCCP-12104(1)	An-12BP	Soviet AF/AFL c/s	LAD	03jan75	see c/n 8346104
---	CCCP-12109	An-12BP	Sov AF/AFL titles		photo	
---	CCCP-12128	An-12BP	Soviet AF/AFL c/s	Spr	10nov79	l/n CKL 05aug00, titles not reported
---	RA-12128	An-12BP	Russian AF/AFL c/s	CKL	05aug00	titles not reported
---	RA-12131	An-12BP	Russian AF/AFL c/s	EVN	19jun97	l/n Rostov-na-Donu Tsentralny 10aug99 titles not reported
---	RA-12132	An-12BP	Russian AF/AFL c/s	TBS	16may96	no titles; seen Rostov-na-Donu Tsentralny 10aug99 and Chkalovskiy 05aug00, titles not reported
---	CCCP-12133(1)	An-12BP	Soviet Air Force	KBL	31aug03	wreck and titles not reported
---	RA-12133(2)	An-12BP	Russian AF/AFL c/s	TBS	17aug97	
---	CCCP-12139	An-12BP	Soviet AF/AFL c/s	ADD	22feb78	
---	RA-12143	An-12BP	Russian AF/AFL c/s	CKL	29aug95	
---	CCCP-12148(1)	An-12BP	Soviet AF/AFL c/s	OMS	07sep89	not sure the same aircraft as c/n 4341906
---	CCCP-12159	An-12BK	Soviet AF/AFL c/s		photo	during the Afghan war in the 1980s; sub-type unconfirmed; l/n CKL 09apr91
---	CCCP-12185	An-12BP	Soviet AF/AFL c/s	IKT	23sep86	
---	CCCP-12189	An-12BP	Soviet AF/AFL c/s	IKT	23sep86	
---	RA-12341	An-12BP	Aeroflot	VKO	12jun93	not confirmed as An-12 !
---	RA-12359	An-12BP	not reported	SHJ	30apr98	doubtful sighting, misread for RA-12959 ??
---	CCCP-12368	An-12BP	Aeroflot	SVO	04aug76	doubtful sighting
---	CCCP-12380	An-12	MAP Novosibirsk			aircraft factory # 153 (NAPO), rep in Russian document
---	RF-12553	An-12	Russian Air Force	CKL	31jul08	l/n CKL dec08; identical colours, marks and code "15" painted at the cheatline in front of the escape hatch like RA-11943
---	CCCP-12863	An-12B	Soviet AF/AFL c/s	OZH	02dec82	blurred photo; reg from russianplanes.net
---	CCCP-12875	An-12	Aeroflot		photo	in standard blue c/s
---	CCCP-12899	An-12BP	Soviet AF/AFL c/s	SVO	04apr76	
---	CCCP-12900	An-12BP	Soviet AF/AFL c/s	SVO	04oct75	
---	CCCP-12934	An-12BP	Soviet AF/AFL c/s	SVO	29jul69	
---	EX-12961	An-12	bare metal, n/t	ALA	sep02	l/n ALA 06dec03, stored during this time; large tail fairing, converted An-12BK-PP(S)?; Red Star on tail visible under grey paint; also reported as EX-12991 but photo proof of given registration !
---	CCCP-12979	An-12BP	Soviet AF/AFL c/s	VVO	19apr97	l/n Staraya Russa 21may99; line for this regi left blank on Soviet register
---	CCCP-13402	An-12	Soviet AF/AFL c/s		photo	avionics test-bed with an "Uspekhi" search radar (for Kamov Ka-25Ts) in a chin position instead of the ROZ-1 radar
---	RA-13402	An-12	Russian Air Force	Tgr	31aug04	not sure this is the same aircraft, as above
---	CCCP-14531	An-12	Aeroflot	SVO	1976	photo proof
---	CCCP-19109	An-12	Aeroflot	DME	24mar86	doubtful as reg was a Ka-26 by that time !
---	CCCP-31120	An-12	Aeroflot	SVO	04oct75	possible misread for CCCP-11120 which was SVO based that time
---	CCCP-33688	An-12	all silver	ORY	jul60	photograph in Air Pictorial
---	CCCP-71966	An-12	Aeroflot	SVO	25sep87	reported this might be an An-26 ?
---	CCCP-75617	An-12A	Soviet Air Force		photo	in military, grey, c/s and without red star
---	CCCP-75625	An-12	Aeroflot			reported in Putnam book 1975
---	CCCP-75890	An-12	Soviet Air Force	SKP	1963	newspaper photo; undertaking disaster relief flight
---	CCCP-86721	An-12	Aeroflot	TAS	01apr68	
---	CCCP-93919	An-12	Aeroflot	DME	24mar86	misread for DME based CCCP-93912/93913/93915 ?
---	not known	An-12	all blue c/s n/t		01may99	seen preserved in Leninskiy Park near to Lugansk (N48.569203 E39.303482) having arrived there in 1979; repainted in to all yellow c/s with black trim of a local taxi operator, f/n feb10; l/n nov10
---	"07" red	An-12BP	Soviet Air Force	VVO	19apr97	"594" black visible on tail !
---	"36" blue	An-12BP	Soviet Air Force	KGD	20aug96	c/n reported as 5343103, see this c/n, ever checked ?
---	"77" blue	An-12BK	Ukraine Air Force	LWO	aug01	l/n UKS 29sep01; photos on Ukrainian site; see c/n 9346205

---	"93" red	An-12BK-I	Kazakh Air Force	ALA	09mar07	photo	no red Russian or yellow/red Kazakhstan star on; l/n ALA 12oct10; is a converted An-12BK-PPS
---	"96"	An-12BK	Soviet Air Force			photo	large code worn below cockpit; tested by GK NII VVS
---	not known	An-12BP	Russian Air Force	no	reports		opb 138 osap at Levashovo; w/o 17dec96 on a flight from Andreapol (Tver region) to Krasnodar, carrying among other persons and items the commander of the St. Petersburg military district, his private car and building material for his cottage under construction in the Krasnodar region, due to icing and pilot error an oscillation built up while the flaps were being retracted, the aircraft went out of control, crashed in a forest 8 km from the runway and burnt out, all 6 crew and 11 passengers killed
---	--	An-12	Uzbek AF/AFL c/s			photo	unidentified version with a pylon on the fuselage in front of the wing and a lump under the rear fuselage (cargo ramp removed); in basic Aeroflot c/s; was based at Tashkent-Vostochny; transported for preservation by road to Almalyk (Tashkent region) in 1999; preserved near a tea house in mikrorayon 5/2 at Almalyk
---	--	An-12	Uzbekistan			photo	the local authorities required the aircraft to be repainted in Uzbekistan Airways c/s in 2008; still preserved at Almalyk (N40.8665 E69.6028)
---	011	An-12	Mozambique AF				returned to Soviet Union
---	012	An-12	Mozambique AF				returned to Soviet Union
---	353	An-12	Jordanian AF	HKG	dec84		white top, silver belly engines and spinners; possibly c/n 402709, 402710 or 402711
---	380	An-12	Afghan Air Force	ISB	01jan00		in all-grey c/s; preserved in Pakistan Air Force museum at Karachi - Faisal Air Base (N24.869100 E67.095938); factory# 84 aircraft, c/n must be higher than 5343401; l/n 24mar10
---	381	An-12	Afghan Air Force	KBL	feb89		factory # 84 aircraft
---	382	An-12	Afghan Air Force	KBL	feb89		factory # 84 aircraft
---	384	An-12	Afghan Air Force	KBL	13feb89		
---	388	An-12	Afghan Air Force	KBL	13feb89		factory # 84 aircraft, c/n must be higher than 5343401
---	389	An-12	Afghan Air Force				wreck seen dumped at Kandahar 17oct00/nov05
---	390	An-12BK	Afghan Air Force	FBD	jun98		opb Dostum's forces in 1993 and later by Northern Alliance; damaged 10feb93 while evacuating more than 100 armed followers of General Dostum from Bagram to Mazar-i-Sharif, the flight got delayed so that the aircraft arrived above Mazar-i-Sharif in darkness and was not able to find the airport (ATC and lighting did not work), when fuel was low the crew decided to divert to Termez (Uzbekistan) but the aircraft ran out of fuel on approach and came down in a field near the airport, no casualties; although the aircraft sustained considerable damage it was repaired subsequently and returned to Afghanistan
---	393	An-12	Afghan Air Force	UND	12mar02		ex Aeroflot c/s and reg 121.. on top of wings but hard to read; reported at Kunduz jul93 was a wreck of a dumped An-12 serialled 383 but the photos this date shows it more looks like 393 and as such most probably this aircraft
---	397	An-12	Afghan Air Force				wreck seen dumped at Kabul IAP 25jul03 and later at the Pol-e-Charki scrapyard (N34.551675 E69.315417) Kabul, l/n 08jun06
---	398	An-12	Afghan Air Force	KBL	21aug02		rear fuselage and tail sections only; possibly ex "8. red"
---	399	An-12	Afghan Air Force				wreck without cockpit dumped at Kabul IAP, f/n 13jul03 l/n jun06
---	402	An-12	Afghan Air Force				dumped without wings at Shindand, f/n nov01
---	405	An-12	Afghan Air Force	BPM	31jul03		l/n Kabul-Bagram (N34.932261 E69.258269) mar06, wrecked and covered in graffiti
---	621	An-12	Yemen Air Force	ADE	09jan92		with small Alyemda titles and carried 70-ABM, previously reported as 821; l/n ADE 07aug93; registration also known for An-26 616/70-ABM
---	625	An-12	South Yemen AF	ADE	16nov85		l/n ADE 02apr90, also carried 70-ACJ this date
---	625	An-12	Yemen Air Force	trf	22may90		f/n ADE 07aug93, also carried 70-ACJ
---	626	An-12	South Yemen AF	ADE	16nov85		l/n ADE 02apr90, also carried 70-ACI this date
---	626	An-12	Yemen Air Force	trf	22may90		f/n ADE 07aug93, also carried 70-ACI
---	977	An-12	Sudanese Air Force	KRT	07aug08		all grey with black serial in Arabic numerals; serial previously used on an An-24 with unknown c/n
---	1052	An-12	Civ Avn Adm China	no	reports		opb 13th Division, participated in the transport of the first Hydrogen bomb, tests were conducted 08may67
---	1053	An-12	Civ Avn Adm China	no	reports		photo date unknown, factory # 84 aircraft, c/n higher than 5343401; fate unknown
---	1054	An-12	Civ Avn Adm China	ph.	dec87		fate unknown
---	1055	An-12	Civ Avn Adm China	no	reports		went to Pakistan 07mar88 to undertake airlift missions, carrying a total of 400.5 tons
---	1057	An-12	Civ Avn Adm China	Whh	nov91		fate unknown
---	1058	An-12	Civ Avn Adm China	NAY	08oct99		stored and later reportedly in a technical school (N39.793244 E116.39292) l/n 02nov10; factory # 84 aircraft, c/n higher than 5343401
---	1063	An-12	Chinese Air Force				fate unknown
---	1150	An-12	Civ Avn Adm China				stored at Lushan airfield in good condition; factory # 84 aircraft, c/n higher than 5343401; l/n 06oct09
---	1221/SU-AOZ	An-12BP	Egyptian Air Force	KAN	26apr68		and somewhere oct69; seen CAI dec76/oct89 dumped, reported broken up; only report as 1221 in oct89, doubtful ?; c/n also reported as c/n 402312, but this can not be correct, see this c/n
---	1501	An-12	Ethiopian AF				existence still to be proven
---	1504	An-12	Ethiopian AF				existence still to be proven
---	1507	An-12	Ethiopian AF	ADD	apr81		l/n QHR feb05 operational
---	1508	An-12	Ethiopian AF	ADD	11oct80		l/n ASM 28aug93 still operational
---	1509	An-12	Ethiopian AF		may84		derelect, w/o during hi-jack attempt prior to may84 still present end of runway Addis Ababa 06aug93
---	1510	An-12	Ethiopian AF	QHR	feb86		l/n BJR 28aug93 still operational
---	1511	An-12	Ethiopian AF	JIB	19jun91		l/n QHR feb05 operational
---	1513	An-12	Ethiopian AF	QHR	feb86		l/n ADD 12mar01 operational; l/n ADD may02
---	1514	An-12	Ethiopian AF				reportedly w/o near Asmara jan87
---	1515	An-12	Ethiopian AF	QHR	feb86		
---	1516	An-12	Ethiopian AF	QHR	feb86		factory # 84 aircraft
---	4101	An-12	Chinese Air Force			photo	seen preserved in the China Aviation Museum at Shahezhen AFB (Changping)
---	4311	An-12BP	Egyptian Air Force			photo	was operated by the Soviet Forces in Egypt during 1972
---	4371	An-12PPS	Egyptian Air Force			photo	was operated by the Soviet Forces in Egypt during 1972
---	4391	An-12BK	Egyptian Air Force			photo	was operated by the Soviet Forces in Egypt during 1972; version reported as 'TBK'
---	5812	An-12	Myanmar Air Force	RGN	jan03		confirmation welcome !
---	32042	An-12	Chinese Air Force	ph.	sep87		seen preserved in the China Aviation Museum at Shahezhen AFB (Changping)
---	32045	An-12	Chinese Air Force	LXA	aug87		
---	D2-EAC	An-12	Angolan Government				
---	D2-EAD	An-12	Angolan Government				reported crashed 19sep84, date to be confirmed
---	D2-EAE	An-12	Angolan Government				
---	D2-EAF	An-12	Alada	LAD	29apr98		not in fleet list jan02
---	D2-FAO	An-12	Alada	LAD	19aug99		l/n LAD 16mar01; so not ex ER-ACE c/n 402812 !; not in fleet list jan02; seen derelect LAD jun03
---	D2-FAY	An-12	Alada	LAD	16mar01		c/n reported as 8345810 in JP-00, but see this c/n; not in fleet list jan02; l/n LAD 22jul06
---	D2-FAZ	An-12	Alada	LAD	15apr98		l/n LAD 29apr98; dbr on landing Saurimo, 11aug98
---	D2-FBB	An-12	no titles	LAD	15apr98		l/n Dzb 29apr99; 'July Morning' painted on nose, see c/n 6343707 and both present same date Luanda feb00; seen again LAD 16mar01 with white/blue cheatline
---	D2-FBC	An-12	all white, n/t	LAD	01apr99		l/n LAD 22mar01
---	D2-FBG	An-12	all white, n/t	LAD	29apr98		l/n LAD jun03 dumped
---	D2-FBI	An-12	no titles	Dzh	25may06		l/n Dzhankoi 31jul06
---	D2-FBM	An-12AP	all white, n/t	LAD	19aug99		l/n LAD 16mar01
---	D2-FBT	An-12	Techviaservice	LAD	19aug99		
---	D2-MAJ	An-12	Aeroflot c/s, n/t	LAD	19aug99		reg reported as an An-32 this date; reportedly crashed Huambo, Angola, 28mar00 and crash report stated this as an An-12 !; however, photo proof that crashed D2-MAJ is an An-32; AL-405 reports this as an An-32 c/n 3201 which is impossible, see this c/n !
---	D2-MBD(1)	An-12BK	Angolan Air Force	KIV	22jul06		photo in dark grey c/s with light grey undersides, undergoing maintenance; registration given as such on photo caption, but unable to read last two letters of registration due to propeller; see D2-MBD c/n 2340608
---	D2-MBU	An-12	Angolan Air Force	no	reports		reportedly flew BEN-KLD 05oct10
---	L451	An-12	Indian Air Force	DEL	dec88		last flight 28jun91 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 4,766 hours
---	L452	An-12	Indian Air Force	DEL	09jun86		last flight 28jun91 according to Indian Air Force but no c/n supplied; for sale dec93 t/t 6,601 hours
---	LZ-BRD	An-12	not noted	SSG	06jul03		
---	LZ-SFF	An-12	DHL	BAH	27apr03		l/n BAH 26jun03; possibly this is a badly painted LZ-SFS as Air Sofia denies the existence of this registration but was again seen BAH 26jan04
---	LZ-SGD	An-12	Sigi Air Cargo	HAM	22apr93		photo at BTS apr93 in full colours
---	ST-APU	An-12	Data Intl Avn				reported in JP-96/99; not on register mar00
---	S9-BOV	An-12	Aeroflot c/s, n/t	LAD	16mar01		sighting confirmed; sighting at SHJ 24sep02 was probably An-26 c/n 5610 seen and photographed 20sep02 with same reg
---	S9-DBF	An-12	not reported	SHJ	20jun06		possibly ex TN-AHG
---	S9-GRC	An-12	Aeroflot c/s, n/t	LAD	19aug99		l/n LAD 15mar01
---	S9-SAT	An-12	Zanex				crashed on landing Saurimo 17dec98
---	T-300	An-12BP	Angolan Air Force	LAD	16mar01		ex D2-(FB)T; in basic Aeroflot c/s, no titles; reported in the Namibian FIR feb02/jul04; l/n LAD 02jun05; dbr 07aug05 during very hard landing at Luena, crew and passengers escaped without injuries
---	T-302	An-12	Angolan Air Force	LAD	15mar01		basic Aeroflot c/s, n/t; reported in the Namibian FIR sep02
---	T-304	An-12	Angolan Air Force				crashed on landing Kanyenge 27jan02
---	T-305	An-12	Angolan Air Force	LAD	jun03		reported in the Namibian FIR jul03/sep04; l/n NOV 07aug08; photo exists in all white colours, grey undersides, with two blue cheatlines above and below the windows and another thin blue cheatline in between; factory # 84 aircraft, c/n higher than 5343401
---	T-307	An-12	Angolan Air Force	LAD	02may03		with 'Anton Air' titles !; had apparently an engine failure during flight, it landed at Menongue and the crew decided to rather ferry the aircraft back to Luanda on 3 engines for maintenance instead of getting a technical crew to the airfield the next day and crashed on take off 16may03 as another engine failed
---	T-308	An-12BP	Angolan Air Force	LAD	06feb03		l/n LAD 02jun05; reported in the Namibian FIR jun02/aug04; probably this is the aircraft stored at ODS in white/grey c/s with the basic Aeroflot c/s shining through the faded paint, no markings, f/n 02may06
---	D2-MBE	An-12BP	Angolan Air Force	ODS	31dec06		in mid-grey colour scheme with light grey undersides; l/n Tver-Migalovo feb08, with T-308 visible under paint on side of fuselage; version not confirmed; see c/n 402007
---	T-308	An-12BP	Angolan Air Force	NOV	aug08		grey colours; location of civil reg on dorsal fin overpainted, presumably was D2-MBE, just for overhaul purposes; l/n LAD 28mar09

---	T-310	An-12	Angolan Air Force	LAD	08may03	
---	T-314	An-12	Angolan Air Force	LAD	28mar09	
---	T-315	An-12	Angolan Air Force	LAD	30sep08	factory # 84 aircraft, c/n higher than 5343401; in dark grey c/s with light grey undersides, no titles; l/n LAD 21jan11, comparison of photos suggests it probably wore another serial sometime after may10 (perhaps D2- registration for overseas flight or maintenance) and subsequently reverted back before jan11 all white
---	T-316	An-12	Angolan Air Force	LAD	30sep08	
---	T-1201/PK-PUA	An-12B	Indonesian AF	KHI	22sep64	was opb Skuadron 32 at Husein Sastranegara (Bandung); crashed
---	T-1202/PK-PUB	An-12B	Indonesian AF			was opb Skuadron 32 at Husein Sastranegara (Bandung); returned to Soviet Union
---	T-1203/PK-PUC	An-12B	Indonesian AF			exists with only military serial; was opb Skuadron 32 at Husein Sastranegara (Bandung); reportedly crashed
---	T-1204/PK-PUD	An-12B	Indonesian AF			photo
---	T-1205/PK-PUE	An-12B	Indonesian AF			photo
---	T-1206/PK-PUF	An-12B	Indonesian AF			photo
---		An-12BK	white, n/t	KRT	31mar10	exists with only military serial; was opb Skuadron 32 at Husein Sastranegara (Bandung); crashed with grey undersides; it has the larger ramp factory # 84 aircraft, c/n higher than 5343401; seen KRT 14oct10
---	9933	An-12BK	Sudanese Air Force	ELF	25jan11	also carrying ex reg ST-ZNN; l/n KRT 05nov11, operational
---	TN-ACM	An-12		SHJ	16nov99	see c/n 8345601 & 401905
---	TN-AFX	An-12		BZV	09oct99	reportedly w/o this date in a landing accident
---	TN-AGF	An-12	Anton Air	BUQ	21nov99	see c/n 8345601 & 401905
---	TN-AHG	An-12	white/grey, n/t	SHJ	26oct05	l/n SHJ 17feb06; possibly became S9-DBF
---	TN-AHU	An-12	Aéro-Frêt Business	BZV	17mar09	l/n PNR 04apr10; reportedly ferried BEN-NLV 03may10; l/n PNR 07aug11
---	TN-AIK	An-12	Aéro-Frêt Business	PNR	jun09	
---	TN-AIO	An-12BP	Aéro-Frêt Business	PNR	04jul10	
---	TN-ASQ	An-12	Natalco Air Lines	PNR	10oct04	blue and white c/s, ex Volare c/s, no turret, possibly ex UR-LAI or UR-LTG; aborted take off at PNR aug10; l/n PNR 23jan11/07aug11 stored on the military ramp, possibly wfu
---	TT-DWZ	An-12BK	white c/s, n/t	ALA	24sep00	wfu
---	TU-VMA	An-12	Ivory Coast AF	ABJ	23sep06	wfu and still present dec03
---	UR-CBB	An-12	United Nations	NBO	17nov07	in grey c/s, no markings apart from registration; factory # 84 aircraft, c/n higher than 5343401; mentioned in UN report as supplied by the Belarus Government before nov04; grounded since nov07 due to an engine problem and not flown since; l/n ABJ mar10, stored (N5.2639027 W3.9274222)
---	UR-KAP	An-12BK	Albatros	NLV	03sep09	reg not 100 % confirmed
---	UR-UCM	An-12BK	Ukraine Cargo Aw	DXB	15mar00	photo in blue/white c/s but unable to see titles this date; photo exists NLV 30sep09 of an An-12BK in the same c/s with Albatros titles, but reg not visible; l/n NLV 17dec09 titles and reg confirmed
---	YK-ANC	An-12	Syrian Air Force			probably ex UR-11305/11306; photo all white with titles
---	3C-HAC	An-12	no titles	FJR	03mar03	location unknown; very large reg; reg also later on An-26 c/n 3007; flag on tail was used 1972-1980 and An-26 YK-ANC was delivered in 1975 so the photo was probably taken between 1972 and 1975
---	3C-JZY	An-12	Aeroflot c/s, n/t	LAD	16mar01	no further details known
---	3X-GBD	An-12BP	Air Guinée	rep	1988	c/n reported as 7345002, but this is incorrect; windows and ramp suggest Tashkent built aircraft circa batch 77 and above; in white/grey c/s with red/yellow/green cheatline and 'R.GUINEE' titles
---	3X-GDO	An-12	white/grey, n/t	BST	04apr11	white top, grey belly, tail turret and smaller type of cargo ramp; reportedly flown by Brise Air-S.A.
---	3X-GEX	An-12	all white, n/t	SHJ	18nov08	
---	3X-GFO	An-12	all white, n/t	TBS	30nov10	blue propellers; factory # 84 aircraft, c/n higher than 5343401 l/n GYD 15may11
---	3X-GFY	An-12	all white, n/t	KDH	10apr11	also blue propellers; factory # 84 aircraft, c/n higher than 5343401
---	4L-FFD	An-12BK	Skyway	no	reports	listed in fleet list, Georgian Government website dec09; cancelled between 13aug10 and 23mar11
---	7T-WAD	An-12B	Algerian Air Force	photo		possibly c/n 402902
---	70-ABH	An-12	South Yemen AF	SVO	06may89	also reported became 626/70-ACI but unconfirmed, see sightings for this serial
---	9Q-CCK	An-12	all white, n/t	KND	feb04	photo available; reg in 2008 DRC register as a SE-210 c/n 240
---	9Q-CGQ	An-12B	Great Lakes Bus.	GOM	09aug06	all white, n/t; l/n wfu/derelect GOM (S1.6671872 E29.238540) nov08/apr10; according to several documents rgd 30aug04 and reported in several documents like bill of sale and insurance papers as c/n 4341801 which is impossible, see this c/n and given dates ; l/n on the dump at GOM 14feb11
---	9Q-CZQ	An-12	white, no titles	ph.	may09	at Mbuji-Mayi, blue cheatline and distinctive turret
---	9U-BHQ	An-12	Air Navette	JIB	oct07	photo exists, white top of fuselage, black beneath; mentioned in UN document jul07, as recent replacement for c/n 7344801; factory # 84 aircraft, c/n higher than 5343401 l/n DIR 10apr10, no titles

Antonov An-14 'Pcholka'

The Antonov 14 was conceived around 1955 to answer Aeroflot's requirements for a small utility aircraft capable of STOL performance. The first flight was made at the Antonov headquarters in Kiev on 15 March 1958, but the basic design was subjected to a large number of alterations, and it was not until 1965 that it entered service, series production having been allocated to Factory 115, Arsenyev, in the Soviet Far East. It was one of the few type to receive a name, "Pcholka" (or bee). Although it was thought that Aeroflot operated the type in its far east Directorate, the archive of the old Soviet register shows that in fact most civil registered aircraft were allocated to its Moscow Directorate, with others being operated by various factories. Most of the production was for the Air Force. Maximum passenger capacity was eight and the aircraft was also available as a flying ambulance, taking six stretcher patients, or as a crop sprayer.

At least three prototypes have been identified from photographs, and series production totalled 339 from 1965 to 1970. Limited exports were achieved, notably to Bulgaria for civil use by TABSO, and to East Germany for the Air Force. At least one was exported to Mongolia and another to Yugoslavia, and a photograph taken at Conakry in Guinea on 12 May 1964 shows possibly two military aircraft but nothing further is known of these.

The last flyable An-14 sadly crashed on 09 December 1999, but examples remain in museums in Germany, Russia, Ukraine, Bulgaria and Mongolia.

The construction number is explained as follows: first digit year of manufacture (1965 - 1971), digits 2 to 4 are the batch number and the last two digits the number in the batch.

3 An-14 prototypes built by factory # 473 at Kiev-Svyatoshino

---	CCCP-L1958	An-14	Antonov Des. Bur.	f/f	14mar58	from Svyatoshino; first prototype; damaged on landing near Mostishche 21sep61, but repaired
---	CCCP-L1053	An-14	Antonov Des. Bur.	photo		in Putnam book; second prototype
---	CCCP-L5860	An-14A	Antonov Des. Bur.	IEV	oct72	third prototype, for certification trials

340 An-14 production aircraft built by factory # 116 "Progress" at Arsenyev from 1965 to 971

5 002 01	CCCP-81550	An-14A	MAP Arsenyev	rgd	11jun69	first production aircraft ?; line on Soviet register left blank about c/n 0201 ! which is mentioned on this line already reported 21feb68 seen somewhere in USSR which is possible as was 1965 built !; canx 1980
5 002 02	CCCP-81551	An-14A	MAP Arsenyev	rgd	12dec67	trf to the Soviet Air Force 1970
5 002 03	CCCP-81552	An-14A	AFI/Moscow SPIMVL	rgd	12dec67	year in c/n seems wrong but as such in Soviet register !; canx as trf to Poland 03aug72 probably to be used in the PZL M-15 Belphegor project
7 003 01	CCCP-81569	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the VVVUSH College of the Soviet Air Force at Kiev-Vasilkiv as a ground instructional airframe in 1970
5 003 03	CCCP-81553	An-14A	AFI/Moscow SPIMVL	rgd	17aug92	c/n not confirmed but given in a book on the Monino museum, also reported as c/n 802105 !; preserved in the Russian Air Force museum at Monino (N55.833103 E38.187986) since jan87, l/n aug08
6 006 04	CCCP-81554	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force College at Kacha as a ground instructional airframe in 1970
6 006 05	CCCP-81555	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	seen displayed at the Economic Achievements Exhibition (VDNKh) at VKO sep68; trf to the Soviet Air Force College at Borisoglebsk as a ground instructional airframe in 1970
6 007 04	CCCP-81556	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to MAP Orenburg 16may70; trf to MAP Kuibyshev PKO 16jun76; canx 1981; seen in Samara State Aerospace University (N53.241272 E50.361558) apr93/apr08 in Aeroflot c/s
6 008 03	YU-BCD	An-14A	Maribor Aero Club	rgd	29aug67	crashed Derdap oct67
6 009 01	CCCP-81563	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the BVVAUSH College of the Soviet Air Force at Barnaul as a ground instructional airframe in 1970
6 009 02	997	An-14A	East German AF	d/d	may66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with red cheatline and finally in green-sand/light blue c/s; wfu 13nov81; to Storkow chemical training area nov81; broken up 1991; some parts preserved in Cottbus museum
6 009 03	994 black	An-14A	East German AF	d/d	jun66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with blue cheatline and finally in green-brown/light blue c/s; wfu 01sep80; to Storkow chemical training area nov81; broken up 1991; some parts preserved in Cottbus museum; l/n 17aug06
6 009 04	996	An-14A	East German AF	d/d	10dec66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with blue cheatline and finally in green-sand/light blue c/s; wfu 13dec81; preserved Dresden Military Museum since sep89 and moved to Cottbus museum (N51.766762 E14.295226) 1997, noted there nov98/jun11
6 009 05	MONG.-0905	An-14A	no titles	ULN	1992	preserved at Ulan Bator, still present 10may95
6 010 05	995	An-14A	East German AF	d/d	jun66	opb VFS-25 and later by VS-14 at Strausberg; delivered in green/light blue c/s, later in VIP c/s with red cheatline and finally in green-brown/light blue c/s; wfu 01sep80; preserved at Bautzen flying school since nov80; moved to Uetersen museum 1992 and noted there 28aug94/22feb95; moved to Gatow museum, f/n 06apr96, l/n 17aug06
6 011 01	CCCP-81558	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force College at Kharkiv as a ground instructional airframe in 1970
6 011 02	CCCP-81557	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force College at Yeisk as a ground instructional airframe in 1970
6 015 04	CCCP-81562	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the VVVUSH College of the Soviet Air Force at Kiev-Vasilkiv as a ground instructional airframe in 1970
6 015 05	CCCP-81560	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	canx as trf to Poland 03aug72 probably to be used in the PZL M-15 "Belphegor" project
6 016 01	CCCP-81559	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 016 02	CCCP-81561	An-14A	AFI/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970

6 016 06	LZ-TEC LZ-TEC LZ-7003	An-14A An-14A An-14A	TABSO Balkan Bulgarian Govt.	SOF trf	1970 1972	
6 016 07	LZ-TED LZ-TED LZ-7004	An-14A An-14A An-14A	TABSO Balkan Bulgarian Govt.	d/d trf w/o	1967 1972 22jul78	when crashed at Beli Iskyr (near Samokov), 4 occupants killed
6 016 09	LZ-TEE LZ-7005	An-14A An-14A	TABSO Bulgarian Govt.	SOF w/o	1970 17sep71	on a flight from Kyrjali to Sofia when crashed into Mt. Sveti dukh in the Rila range in bad visibility due to ATC error, both crew and 6 out of 7 passengers killed; wreck found only one day later
6 016 10	LZ-TEB LZ-TEB LZ-7002	An-14A An-14A An-14A	TABSO Balkan Bulgarian Govt.	SOF trf	1970 1972	
6 016 12	CCCP-81564	An-14A	Aeroflot	rgd	18aug67	trf to the Soviet Air Force 1970
6 016 13	LZ-TEA LZ-TEA LZ-7001	An-14A An-14A An-14A	TABSO Balkan Bulgarian Govt.	SOF trf SOF	1970 1972 aug78	photo with 'Water Pollution Control' titles; trf 1984 to the Training detachment of Balkan at Sofia; preserved Burgas museum (N42.567672 E27.520500) f/n oct98, l/n sep10
6 017 01	CCCP-81566	An-14A	AFL/Moscow SPIMVL	rgd	18aug67	trf to the ChVVAUSh College of the Soviet Air Force at Chelyabinsk as a ground instructional airframe in 1970
6 017 02	CCCP-81565	An-14A	AFL/Moscow SPIMVL	rgd	18aug67	trf to the BVVAUSh College of the Soviet Air Force at Barnaul as a ground instructional airframe in 1970
6 017 03	CCCP-81568	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	canx as trf to Poland 03aug72 probably to be used in the PZL M-15 Belphegor project
6 017 04	CCCP-81567	An-14A	AFL/Moscow SPIMVL	rgd	18aug67	trf to the Soviet Air Force 1970
7 019 02	no code	An-14A	Soviet Air Force			preserved Wittstock until scrapped 1991
9 026 14	"01" red	An-14A	Soviet AF/PVO	mfd	30jan69	c/n confirmed; opb mil. unit 06931 in the Baltics 1969/71, by 372 iap PVO at Daugavpils Lotsaki in 1971/76, by mil. unit 13803 at St. Petersburg-Gorelovo in 1976/80 and again by 372 iap PVO since 1980; probably wfu in 1980 or 1981; h/o to Latvijas Aviacijas Tehnikas Muzejs in Riga in 1981 or 1982 (towed from Lielvarde) and preserved there since, f/n 10sep93; repaired by V. Talpa at the Panevys rework plant in 1994/2003
	no code	An-14A	no titles	RIX	04mar08	repainted in white c/s with red/white/blue cheatline; could be made airworthy again, but no AI-14ChR engines can be found for it; l/n RIX 28oct09
9 027 15	"01"	An-14A	Soviet Air Force			preserved Wittstock until scrapped 1991
9 030 13	"99" red	An-14A	Soviet Air Force	KGO	30aug93	derelict, still present 24jul99; photo in magazine being loaded on An-22 UR-09307 15feb01 and shipped to Gostomel to become an exhibit at the ADB, seen there dismantled may02/jun04
6 031 01	LZ-TEF LZ-TEF LZ-7006	An-14A An-14A An-14A	TABSO Balkan Bulgarian Govt.	SOF trf	26nov70 1972	c/n 903101 ?
9 031 02 ?	100	An-14A	Bulgarian AF	BOJ	26sep97	parked on agricultural park, wfu, for a museum ?; seen parked on the roof of Burgas Airport Aviation Exposition Building dec05
9 031 12	"34" outline	An-14A	Soviet Air Force	KUN	dec92	preserved Kaunas-Aleksotas Museum aug97/apr09
1 032 12	"20" outline	An-14A	Soviet Air Force	ph.	1970s	1971 c/n !
0 033 05	CCCP-48103	An-14A	MAP "Znamya Truda"	rgd	08jan71	canx 16apr86
0 033 06	CCCP-66759	An-14A	MAP Kuibyshev PKO	rgd	09dec75	canx but date unknown
0 033 07	CCCP-48104	An-14A	MAP "Znamya Truda"	rgd	08jan71	canx 20jul84; seen preserved with 'Aeroflot' titles Museum of Civil Aviation Ulyanovsk (N54.289619 E48.233845) sep92/apr11
0 033 08	110	An-14A	Bulgarian AF			in white c/s with red cheatline and red code; preserved in Plovdiv-Krumovo museum since 24apr92, l/n 03sep11
0 033 09	LZ-TEG LZ-TEG LZ-7007	An-14A An-14A An-14A	TABSO Balkan Bulgarian Govt.	trf	1972	f/n Staaken 10aug75
0 033 10	CCCP-13387 RA-02373	An-14A An-14A	MAP Arsenyev APO MAP Arsenyev APO	rgd w/o	30oct74 09dec99	trf 1984 to the Training detachment of Balkan at Sofia canx 15dec86 c/n not confirmed !; last flying An-14 crashed this date; this aircraft was formerly on display at the Arsenyev factory and brought back to flying in 1999 and used for short communications flights, hit a tree in weather that suddenly deteriorated forcing the crew to divert to an emergency airfield; probably was on the FLARF and not on the RA- register

Aircraft with unknown c/ns include

---	CCCP-L1956	An-14A	Aeroflot		photo	in Putnam book, prototype; photo on website dated jan61
---	"04" red	An-14A	Soviet Air Force	DME	09jul67	
---	"34" red	An-14A	Soviet Air Force	KUN	29aug93	seen derelict
---	"44"	An-14	Soviet AF/PVO			photo opb 849 iap PVO at Kupino
---	"55" red	An-14	Soviet Air Force			photo at Lärz 1976
---	"93"	An-14A	Soviet AF/PVO	ph.	1979	opb 372 iap PVO at Daugavpils Lotsaki; photo at Daugavpils Lotsaki 1979
---	"95" ?	An-14Sh	Soviet Air Force			equipped with air cushion landing gear; taxi trials started dec81; f/f 1983; trials completed apr86
---	--	An-14	Soviet Air Force ?			photo at Temryk mar05, all blue, no markings
---	--	An-714	Antonov Des. Bur.			photo equipped with air cushion landing gear; marked only 'CCCP'; f/f 20oct70

Antonov An-22

The An-22 "Antei" (Russian for "Anteus", a hero from an ancient Greek saga) was designed as part of a requirement for the transportation of ICBMs. The missiles were to be airlifted by an An-22 to an airfield close to the missile field and then by a Mil V-12 to the missile silo itself. Additionally, the aircraft should provide airlift capability for all military and engineering equipment which could be transported by railway. (The cargo bay of the An-22 had to be about the same size as the profile of Soviet railway tunnels, bridges etc. in order to provide for the transportation of the same equipment by air as by railway.) This turned out to be the An-22s main task when it was fielded by the Soviet Air Force in 1969 (it was not used for airlifting ICBMs as the V-12 never left the prototype stage). Apart from that the An-22 was also put to use for the exploration of Siberia, airlifting heavy equipment to distant oil fields etc.

Design of the "izdeliye 100" started in 1961. With a weight of 250 tonnes and a nominal payload of 60 tonnes, the An-22 was the biggest aircraft known of its day. It was powered by four NK-12MA engines adapted from the Tu-95 bomber. The newly developed aluminium alloy V93 was widely used in the design to save weight. However, after several years of harsh service this alloy became corroded, giving way to cracks. This substantially reduced the lifespan of this giant transport. The prototype first flew on 27 February 1965, and state trials started in October 1967. The aircraft was officially commissioned by the Soviet Air Force on 3 January 1974. All An-22s belonged to the 12 vtad (military transport aviation division) of the Soviet Air Force; although they all carried an Aeroflot colour scheme, not a single one was ever used by this airline. The first two An-22s commenced operations in January 1969 with the 5th squadron of the 229 vtap (military transport aviation regiment) at Ivanovo-Severny (North), which was renamed 81 vtap in March 1970 and eventually disbanded on 30 April 1998. The other two units equipped with the An-22 were the 566 vtap (from November 1972 to 1987) at Syoshcha near Bryansk and the 8 vtap (since 1975) at Migalovo near Kalinin, which was renamed back to Tver in the early 1990s.

A 1996 visit to Ivanovo, the home of the 308th ARZ (the An-22 overhaul facility) and formerly also of the 81 vtap, revealed still thirty seven An-22s. By April 1997 only twenty six aircraft were present, many of them missing parts and engines. Also by this time remains of at least four scrapped aircraft were seen on the dump, while CCCP-09317 was seen as undergoing the same fate. By June 1999 the situation deteriorated further: Only eleven aircraft, all derelict and without engines, were left; and by August 2001 only three hulks were left at the base. In late 2002 confirmation was received that 20 aircraft had been scrapped at Ivanovo between 1997 and 1999. RA-08830, still present at Ivanovo Summer 2003, is intended to go to the base museum.

By June 2002 Tver still housed some twenty six An-22s, and their condition was rather good. The General showing the Alpha Mike Tours party around the base said that two more were at Ivanovo on overhaul and that a good number of aircraft would be flying for many more years to come. Literally he said "the Americans keep the B-52 running for the next thirty years, and so we will the An-22". By October 2003 Lt-Gen Viktor Denisov, commander of the 61st Air Army of the supreme command (military transport aviation), said the following in an interview published in the Krasnaya Zvezda newspaper. "The military transport aviation command is not going to give up operating the An-22 aircraft (Russian designation Antei) fielded with the air force in the late 1960s". According to Denisov, the Antei will remain in service for years to come. "This aircraft is unique and features unrivalled capabilities. The An-22s cargo hold is big enough to airlift Su-27 Flanker aircraft and helicopters. The IL-76 is still incapable of fulfilling this task," the general said.

By October 2002, reportedly eight An-22s of the Russian Air Force were still in airworthy condition. They have been concentrated in the single squadron left over from the 8 vtap at Tver-Migalovo; and the sole commercially operated An-22 left is the ADB's UR-09307. None of the aircraft has even reached 5,000 flying hours.

Two prototypes were built at Kiev-Svyatoshino before production itself was transferred to Tashkent. According to this list, which came mainly from official military sources in Russia, 68 An-22s were built, with two of them being static frames.

The first ten aircraft built differ from all others as they have a glass, and not a radar, nose. The later An-22A differs from the basic An-22 in that it has an air-start capability, a modified electrical system and differing radio-navigation equipment. The basic An-22 is only able to start under external (GPU) power.

Two construction number systems exist: The An-22 has a usual Antonov system with the year of manufacture, factory code 34 indicating the factory number (84 !), batch number and the number in the batch. The An-22A shows the year of manufacture followed by the factory code; then there is a typical, obscure five digit number. The first digit is always an '8', the second, third and fourth digits progress upwards, and the fifth digit appears to be random.

The An-22 construction number is often painted at two places. At the outside by standing by the port undercarriage housing and look up you will see it painted on the underside of the wing near the wing root. And at the Inside it is stencilled on the roof between the main wings.

Since the publication of the previous edition of Soviet Transports there have been changes in the unknown and surmised c/ns for some unknown aircraft as well as on registrations of crashed aircraft. Official confirmation was received on all questions.

Interesting was the fact that with the prototypes from the ADB, the figure(s) in the exact centre of the registration often indicate the sequence number of the aircraft. This means CCCP-46191 is the first, CCCP-56391 the third, CCCP-76591 the fifth and CCCP-67691 the sixth aircraft. Both the second and the fourth aircraft built were static test frames which were not completed.

The 'broken up' dates given are the dates the scrapping was started; some have been seen derelict since this date, but the hulks of all twenty aircraft scrapped at Ivanovo between 1997 and 1999 were gone by the end of 1999.

Two An-22 prototypes and one mock-up built by factory # 473 at Kiev-Svyatoshino

5	34 01 01	---	"04" CCCP-46191 "40" red "40" red "01" red "10" yellow CCCP-180151 CCCP-64459 UR-64459	An-22 An-22 An-22 An-22PZ An-22PZ An-22 An-22PZ An-22PZ An-22PZ	Antonov Des. Bur. MAP Kiev Mez Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force MAP Kiev Mez MAP Kiev Mez Antonov Des. Bur.	mfd r/o DME Gos photo photo Gos rgd Gos	12oct61 18aug64 09sep67 jun80 photo photo sep81 03mar83 28aug93	full-scale mock-up designated 'izdeliye 100'; in Soviet Air Force c/s; photo in Ukrainian magazine first prototype, f/f 27Feb65 from Kiev (still with NK-12MV engines); f/n LBG 15jun65; in Aeroflot c/s l/n PPK 1974; leased from ADB converted for An-124 wing transportation in 1980 first flight with an An-124 wing 15Jul80 (Tashkent-Kiev) still leased from ADB in Aeroflot c/s f/n Gostomel 20aug88; in Aeroflot c/s; l/n Gostomel 08sep92 last flight with an An-225 wing (for l/n 01-02) 23oct94; sat wfu at Gostomel (N50.587655 E30.211197) in reasonable condition, l/n sep99/oct10; canx 01oct08 static test frame; underwent structural tests in the OKB laboratory sep64/dec66
	01 02	--		An-22	Antonov Des. Bur.	mfd	jan64	

38 An-22 and 28 An-22A production aircraft built by factory # 84 at Tashkent-Vostochny from 1965 to 1976

6	34 01 03		CCCP-56391 "03" red CCCP-56391 "41" red CCCP-64460 CCCP-64460 LZ-SGB LZ-SFD UR-64460	An-22 An-22 An-22 An-22PZ An-22 An-22 An-22 An-22	MAP Kiev Mez Soviet Air Force MAP Kiev Mez Soviet Air Force MAP Kiev Mez MAP Kiev Mez Sigi Air Cargo Sofia Air Cargo Antonov Des. Bur.	r/o CKL ph. photo rgd Gos MLE WAW OST	16nov65 17oct67 in 1971 03mar83 23aug91 feb92 10may92 16jul93	in Aeroflot c/s; f/f 27jan66; f/n LBG 01jun67 leased from Antonov DB; established a world record (payload of 100,444.6 kg to 7,848 m) 17oct67 in Aeroflot c/s still leased from Antonov DB; set several records on 19feb72 converted for An-124 wing transportation in 1983; in Aeroflot c/s; f/n TAS jan84 rebuilt as normal transport aircraft; in Aeroflot c/s returned to Antonov after lease returned to Antonov by summer 1992 after lease; seen Gostomel 08sep92 last flight 29dec99 to Speyer; preserved at Technik Museum Speyer (N49.311716 E8.4465305), was bought from ADB for \$ 200,000, reg painted out by jun00, l/n 25apr11 fuselage used for fatigue tests from oct69; probably this is the hulk reported seen Tashkent during 1991 f/f 22jun67; f/n DME 09jul67 h/o to 81 vtap in 1974; rgd 23apr73; first An-22 to undergo a major overhaul, at 569th (later 308th) ARZ, completed 18jan83; wfu 1985 because of cracks; broken up Ivanovo 1997; see story with An-8 CCCP-08822 c/n 9340305 ! used for tests at Lithuanian base Kedainiai in 1967; f/n TRN jun68 equipped with a 3 kW neutron source for tests in 1970 and undertook 10 flights with it; rgd 11jan74; h/o to 81 vtap in 1975; wfu 1988 and used by 308 ARZ to develop An-22 maintenance programmes and dbr due to corrosion which was a result of being in the open air with all panels open; broken up Ivanovo 1997 equipped with a nuclear reactor for tests aug72, undertook 23 flights with a working reactor on board from Semipalatinsk sep72; h/o to 81 vtap in 1977; f/n LBG 09jun83; put on second major overhaul at 308 ARZ in 1993, which could not be completed because of financial problems; l/n Ivanovo-Severnoy 08jun96 and broken up there 1997 delivered to 229 (81) vtap 10jan69 (f/f date too late !)
	01 04	--		An-22	Antonov Des. Bur.	mfd	dec66	
7	34 01 05		CCCP-76591 CCCP-08822	An-22 An-22	ADB/Aeroflot c/s Soviet AF/AFL c/s	mfd GVA	01apr70	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
7	34 01 06		CCCP-67691 CCCP-08837	An-22 An-22	ADB/Aeroflot c/s Soviet AF/AFL c/s	f/f d/d	30jun67 10jan69	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
7	34 01 07		CCCP-08838	An-22	Soviet AF/AFL c/s	f/f	29dec67	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
8	34 01 08		"08" red CCCP-09317	An-22 An-22	Soviet Air Force Soviet AF/AFL c/s	f/f rgd	30jan69 23apr73	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
8	34 01 09		"09" red CCCP-09301	An-22 An-22	Soviet Air Force Soviet AF/AFL c/s	rgd	11jan74	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
8	34 01 10		"10" red CCCP-09310	An-22 An-22	Soviet Air Force Soviet AF/AFL c/s	f/f rgd	18mar69 23apr73	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
8	34 02 01		CCCP-08839	An-22	Soviet AF/AFL c/s	f/f	20sep69	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
8	34 02 02		RA-08839 CCCP-09302 RA-09302 not known	An-22 An-22 An-22 An-22	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s ADB/Aeroflot c/s	Fin f/f Iva f/f	25jun93 04nov69 24aug95 30nov69	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
9	34 02 03		no code	An-22	ex Soviet AF c/s	Gos	23aug91	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
9	34 02 04		CCCP-09304 RA-09304	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f CGN	20nov69 11may93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
9	34 02 05		CCCP-09305(1)	An-22	Soviet AF/AFL c/s	f/f	end'69	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
9	34 02 06		CCCP-09306 RA-09306	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f CGN	17jan70 jan93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
00	34 02 07		CCCP-09303(1)	An-22	Soviet AF/AFL c/s	f/f	early70	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
00	34 02 08		CCCP-09325 RA-09325	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Spr	31jul70 01jul94	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
00	34 02 09		CCCP-09334	An-22	Soviet AF/AFL c/s	f/f	mid'70	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
00	34 02 10		CCCP-09346 RA-09346	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Grs	15nov70 25may93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
00	34 03 01		CCCP-09308	An-22	Soviet AF/AFL c/s	f/f	31dec70	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
00	34 03 02		RA-09308 CCCP-09315 RA-09315	An-22 An-22 An-22	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	CGN f/f Grd	14apr93 29mar71 29sep93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 03		CCCP-09321 RA-09321	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Lrz	30jun71 09mar93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 04		CCCP-09323 RA-09323	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Grd	30jun71 27sep93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 05		CCCP-09330	An-22	Soviet AF/AFL c/s	f/f	31aug71	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 06		CCCP-09336 RA-09336	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Spr	30sep71 17aug93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 07		CCCP-09313 RA-09313	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Iva	30sep71 24aug95	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 08		CCCP-09316	An-22	Soviet AF/AFL c/s	f/f	30nov71	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 09		RA-09316 CCCP-09322 RA-09322	An-22 An-22 An-22	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Spr f/f CGN	15nov93 29dec71 06jan93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
01	34 03 10		CCCP-09326	An-22	Soviet AF/AFL c/s	f/f	30dec71	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
02	34 04 01		RA-09326 CCCP-09332 RA-09332	An-22 An-22 An-22	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Iva f/f Lrz	26aug97 30mar72 12jul93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
02	34 04 02		CCCP-09333 RA-09333	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f CGN	31may72 05may93	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
02	34 04 03		CCCP-09335	An-22	Soviet AF/AFL c/s	f/f	30jun72	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
			RA-09335	An-22	Russian AF/AFL c/s	Iva	24aug95	delivered to 229 (81) vtap 10jan69 (f/f date too late !)
02	34 04 04		CCCP-09345	An-22	Soviet AF/AFL c/s	f/f	13dec72	delivered to 229 (81) vtap 10jan69 (f/f date too late !)

	RA-09345	An-22	Russian AF/AFL c/s	Iva	26aug95	trf to 8 vtap at Migalovo 21jan98 (last flight); offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 at storage ramp, complete
02 34 04 05	CCCP-09349	An-22	Soviet AF/AFL c/s	f/f	late'72	566 vtap; rgd 23may73; f/n LBG 06jun73; dbr Syoshcha 08jun77, aborted take off after V-1; CofA canx 16may84
02 34 04 06	CCCP-09319 RA-09319	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Grs	20nov72 30jun93	566 vtap, h/o to 81 vtap in 1987; rgd 23may73; f/n LBG 04jun73; l/n SVO 11sep92 trf to 8 vtap at Migalovo 21jan98; last flight 19dec99 ?; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 at storage ramp, complete
02 34 04 07	CCCP-09324 RA-09324	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Spr	27dec72 04mar93	566 vtap, h/o to 81 vtap in 1987; rgd 23apr73; f/n LBG 12may73 h/o to 8 vtap at Migalovo 21jan98 (last flight); offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 at storage ramp, complete
02 34 04 08	CCCP-09331 RA-09331	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Grd	28dec72 14jan94	566 vtap, h/o to 81 vtap in 1987; rgd 23apr73; f/n LBG 05may73 h/o to 8 vtap in 1993; crashed after take off Tver-Migalovo, 19jan94, when tried to perform an emergency landing due to control difficulties during take off, the aircraft banked to the right and struck trees 7 minutes after take off; according to an investigating committee the accident was caused by the failure of an aileron control rod but representatives from Antonov disagreed, stating icing probably caused the loss of control
03 34 04 09	CCCP-09339 RA-09339	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f KLD	28feb73 05may94	delivered to 81 vtap, later h/o to 566 vtap, then to 8 vtap, back to 81 vtap 13mar88, again to 8 vtap in 1989; rgd 23may73; f/n YUL 10mar74; received flare dispensers in 1985 h/o to 81 vtap in 1996 and back to 8 vtap at Migalovo 21jan98 (last flight); seen Tver-Migalovo 13aug06 with chaff/flare dispensers, faded number '652C' on port side; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 04jun11 at storage ramp, complete
03 34 04 10	CCCP-09347 RA-09347	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Dam	30apr73 11oct93	delivered to 8 vtap, h/o to 81 vtap 13mar88 and back to 8 vtap in 1989; rgd 13feb76; f/n BOM mar79 grounded 1994 and partially dismantled; h/o (on paper only) to 81 vtap in 1996; l/n Tver-Migalovo 17aug05 and not seen since, probably broken up
03 34 05 01	CCCP-09318	An-22A	Soviet AF/AFL c/s	f/f	30jun73	opb 566 vtap; f/n ARN 13nov73; rgd 13feb76; w/o 22dec76; during a test-flight from Syoshcha the Antonov made a turn with maximum rudder deflection; at an altitude of 6000m the plane entered a slip, the crew manoeuvred the plane in an attempt not to lose height but the Antonov attained a critical angle of attack, it entered a spin and broke up in the air killing all on board; following this cident Antonov limited the rudder deflection angle on the An-22 and recommended that pilots not use the rudders during turns when ailerons could be sufficient line # 05-02 confirmed; rgd 13feb76; f/n LBG 28may87 l/n Tver-Migalovo 13aug06/04jun11, at storage ramp, complete line # 05-03 confirmed; no sightings; rgd 10feb76; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08/03aug09 at storage ramp, complete line # 05-04 ?; rgd only 13feb76; no sightings opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; l/n SVO 26jun10, active line # 05-05 confirmed; rgd 13nov75; f/n LAD 22nov75 last flight 03sep99 ?; l/n Tver-Migalovo 13aug06/18aug09, at storage ramp, engine no. 4 missing line # 05-06 confirmed; rgd 13feb76; f/n jun76 last flight 17aug99 ?; l/n Tver-Migalovo 24aug05 stored minus two props and not seen since, probably broken up line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stry 19jan78 when two engines flamed out; f/n ADE feb78 last flight 13sep99 ?; l/n Tver-Migalovo feb08/23dec08 at storage ramp, complete line # 05-08 confirmed; 566 vtap; rgd 13nov75; f/n LBG 17may87; see c/n 9340205 offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 storage ramp, complete line # 05-09 confirmed; 8 vtap; rgd 10feb76; f/n ADE 13dec88; see c/n 9340203; landing gear retracted too early on take off Aden, 13dec88, sank to ground; repaired until 1992 and flown to Kiev first reported since accident; undercarriage damaged on landing Khartoum feb95, repaired with main wheel strut from l/n 02-03 and returned to service oct96; landed wheels-up Recife 04jan99 but again repaired; l/n Gostomel 03oct10 line # 05-10 confirmed; 8 vtap; rgd 10feb76; f/n BOM mar79 published in the East German Newspaper 'Neues Deutschland' in an article about 'Exercise Zapad-81' (West-81) which was the largest military exercise ever to be carried out by the Soviet Union and according to NATO and US sources it took place from 04sep81 and lasted approximately 8 days; it was the sole camouflaged An-22, carries no external markings; received flare dispensers in 1985; l/n Tver-Migalovo 26aug03 still in camo c/s; seen Tver-Migalovo 13aug06 with chaff/flare dispensers noted Tver-Migalovo 21aug07; l/n Tver 12jan10 line # 06-01 confirmed; rgd 06jan78; f/n BOM mar79; crashed VKO 02jun80 after inflight fire and smoke in the cockpit line # 06-02 ?; rgd 06jan78; f/n ADE feb78 last flight 23feb99 ?; l/n Tver-Migalovo 26jul07/18aug09 at storage ramp, complete line # 06-03 ?; rgd 15jun78; f/n Spenberg 24dec90 l/n Tver-Migalovo 24aug05 storage ramp, complete and not seen since, probably broken up line # 06-04 ?; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986 last flight 17dec99 ?; l/n Ivanovo North 04may11 line # 06-05 ?; rgd 15jun78; f/n 12jan81, location unknown; received flare dispensers in 1986 flight plan Tver-Migalovo-Domodedovo exists dated oct01, filed by Captain Chernyshov !; seen Tver-Migalovo 13aug06 with chaff/flare dispensers; l/n Tver-Migalovo 06dec08; overhauled Ivanovo 2009/2010 and back in service jan10; seen KKL jun10; crashed near Tula, Russia, 28dec10 line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Kunmadaras 14jan91 underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severnoy 15jun99/22jun00 derelict/wfu and 04aug01 in hangars); trf to 8 vtap in dec01; l/n Tver-Migalovo dec11, active line # 06-07 confirmed; c/n reported in other official documents as 043482284 !; rgd only 06jan78; f/n ADE 06mar78 underwent rework with 308 ARZ at Ivanovo-Severnoy 1994/sep02; f/f after rework 25sep02, but remained stored at Ivanovo-Severnoy for quite a time (l/n mar04) before finally returned to active service; opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; seen Tver-Migalovo 18aug09, active; l/n Ivanovo North 29apr11 line # 06-08 ?; rgd 15jun78; f/n CGN 25jan91; l/n Ribnitz-Damgarten 21jan93 l/n Tver-Migalovo jun07 l/n KLD dec11, active line # 06-09 confirmed; rgd 14jul77; f/n SZW 27sep92; l/n Spenberg 09oct92 opb 8 vtap; l/n Spenberg 16oct93; put on major overhaul at ARZ-308 at Ivanovo-Severnoy 22sep94, but this was never completed and broken up there in spring 2004 line # 06-10 confirmed; 8 vtap; rgd 14jul77; f/n KBL 1980; see c/n 00340207; crashed on take off Tver-Migalovo 11nov92 probably because of icing and more than 20 tonnes overloaded !; a wreck was seen Tver 20aug95 line # 07-01 confirmed; 8 vtap; rgd 14jul77; f/n LBG 14may81 put on major overhaul at 308 ARZ 30nov94; flight plan exists oct01 but is this for the same aircraft ?; l/n apr04 at 308 ARZ; broken up there jul/aug04 line # 07-02 confirmed; opb 8 vtap; rgd 14jul77; f/n AMS 21dec88; l/n Tökök 26may89 put on second major overhaul at 308 ARZ in 1994, which could not be completed because of financial problems (noted Iva 26may99/30mar02 derelict/wfu, no tail); was prepared by 308 ARZ for display at the VTA museum in at Ivanovo-Severnoy during summer 2002, but seen Ivanovo-Severnoy aug03 still on the operational area; in VTA museum (N57.045798 E40.994218) by aug05, l/n aug06 line # 07-03 confirmed; rgd 06jan78; f/n Spenberg 22dec90 opb 8 vtap; put on major overhaul at 308 ARZ 01nov95, but this was never completed; l/n Ivanovo-Severnoy may99/aug04, derelict/wfu near 308 ARZ hangars and broken up there reportedly in autumn 2004 line # 07-04 ?; rgd 14jul77; f/n LBG 11may83 opb 8 vtap (renamed 76 ovtae 01jul01) at Tver-Migalovo; named 'Vasilii Semenko' in summer 2000 after a former commander of 8 vtap; last overhaul completed nov07; l/n Chaklovski jul11 line # 07-05 ?; 8 vtap; rgd 14jul77; f/n LBG 22may81 wfu 1996 ?; was to be acquired by ADB, but plan dropped in 2002; seen Ivanovo-Severnoy 26may99/30mar02, reportedly wfu, but seen Ivanovo-Severnoy aug02 in excellent condition !; still present Ivanovo-Severnoy 17aug05/30aug07 and not seen since, probably broken up; was offered for sale by Russian privatisation agency dec07 line # 07-06 ?; rgd 14jul77; f/n LBG 07may83 l/n Tver-Migalovo 18aug07/06dec08, at storage ramp, complete line # 07-07 ?; 8 vtap; rgd 14jul77; f/n LBG 07jul83 wfu 1996 ?; was to be acquired by ADB, but plan dropped in 2002; l/n Ivanovo-Severnoy 15jun99/30mar02, reportedly wfu, but seen Ivanovo-Severnoy aug02 in excellent condition !; still present Ivanovo-Severnoy 17aug05/30aug07 and not seen since, probably broken up; was offered for sale by Russian privatisation agency dec07 line # 07-08 ?; rgd 14jul77; f/n photo mar89 l/n Tver-Migalovo 06dec08 at storage ramp, complete has the old type nose so one of first ten built
03 34 04 09	CCCP-09339 RA-09339	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f KLD	28feb73 05may94	delivered to 81 vtap, later h/o to 566 vtap, then to 8 vtap, back to 81 vtap 13mar88, again to 8 vtap in 1989; rgd 23may73; f/n YUL 10mar74; received flare dispensers in 1985 h/o to 81 vtap in 1996 and back to 8 vtap at Migalovo 21jan98 (last flight); seen Tver-Migalovo 13aug06 with chaff/flare dispensers, faded number '652C' on port side; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 04jun11 at storage ramp, complete
03 34 04 10	CCCP-09347 RA-09347	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Dam	30apr73 11oct93	delivered to 8 vtap, h/o to 81 vtap 13mar88 and back to 8 vtap in 1989; rgd 13feb76; f/n BOM mar79 grounded 1994 and partially dismantled; h/o (on paper only) to 81 vtap in 1996; l/n Tver-Migalovo 17aug05 and not seen since, probably broken up
03 34 05 01	CCCP-09318	An-22A	Soviet AF/AFL c/s	f/f	30jun73	opb 566 vtap; f/n ARN 13nov73; rgd 13feb76; w/o 22dec76; during a test-flight from Syoshcha the Antonov made a turn with maximum rudder deflection; at an altitude of 6000m the plane entered a slip, the crew manoeuvred the plane in an attempt not to lose height but the Antonov attained a critical angle of attack, it entered a spin and broke up in the air killing all on board; following this cident Antonov limited the rudder deflection angle on the An-22 and recommended that pilots not use the rudders during turns when ailerons could be sufficient line # 05-02 confirmed; rgd 13feb76; f/n LBG 28may87 l/n Tver-Migalovo 13aug06/04jun11, at storage ramp, complete line # 05-03 confirmed; no sightings; rgd 10feb76; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08/03aug09 at storage ramp, complete line # 05-04 ?; rgd only 13feb76; no sightings opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; l/n SVO 26jun10, active line # 05-05 confirmed; rgd 13nov75; f/n LAD 22nov75 last flight 03sep99 ?; l/n Tver-Migalovo 13aug06/18aug09, at storage ramp, engine no. 4 missing line # 05-06 confirmed; rgd 13feb76; f/n jun76 last flight 17aug99 ?; l/n Tver-Migalovo 24aug05 stored minus two props and not seen since, probably broken up line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stry 19jan78 when two engines flamed out; f/n ADE feb78 last flight 13sep99 ?; l/n Tver-Migalovo feb08/23dec08 at storage ramp, complete line # 05-08 confirmed; 566 vtap; rgd 13nov75; f/n LBG 17may87; see c/n 9340205 offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 storage ramp, complete line # 05-09 confirmed; 8 vtap; rgd 10feb76; f/n ADE 13dec88; see c/n 9340203; landing gear retracted too early on take off Aden, 13dec88, sank to ground; repaired until 1992 and flown to Kiev first reported since accident; undercarriage damaged on landing Khartoum feb95, repaired with main wheel strut from l/n 02-03 and returned to service oct96; landed wheels-up Recife 04jan99 but again repaired; l/n Gostomel 03oct10 line # 05-10 confirmed; 8 vtap; rgd 10feb76; f/n BOM mar79 published in the East German Newspaper 'Neues Deutschland' in an article about 'Exercise Zapad-81' (West-81) which was the largest military exercise ever to be carried out by the Soviet Union and according to NATO and US sources it took place from 04sep81 and lasted approximately 8 days; it was the sole camouflaged An-22, carries no external markings; received flare dispensers in 1985; l/n Tver-Migalovo 26aug03 still in camo c/s; seen Tver-Migalovo 13aug06 with chaff/flare dispensers noted Tver-Migalovo 21aug07; l/n Tver 12jan10 line # 06-01 confirmed; rgd 06jan78; f/n BOM mar79; crashed VKO 02jun80 after inflight fire and smoke in the cockpit line # 06-02 ?; rgd 06jan78; f/n ADE feb78 last flight 23feb99 ?; l/n Tver-Migalovo 26jul07/18aug09 at storage ramp, complete line # 06-03 ?; rgd 15jun78; f/n Spenberg 24dec90 l/n Tver-Migalovo 24aug05 storage ramp, complete and not seen since, probably broken up line # 06-04 ?; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986 last flight 17dec99 ?; l/n Ivanovo North 04may11 line # 06-05 ?; rgd 15jun78; f/n 12jan81, location unknown; received flare dispensers in 1986 flight plan Tver-Migalovo-Domodedovo exists dated oct01, filed by Captain Chernyshov !; seen Tver-Migalovo 13aug06 with chaff/flare dispensers; l/n Tver-Migalovo 06dec08; overhauled Ivanovo 2009/2010 and back in service jan10; seen KKL jun10; crashed near Tula, Russia, 28dec10 line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Kunmadaras 14jan91 underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severnoy 15jun99/22jun00 derelict/wfu and 04aug01 in hangars); trf to 8 vtap in dec01; l/n Tver-Migalovo dec11, active line # 06-07 confirmed; c/n reported in other official documents as 043482284 !; rgd only 06jan78; f/n ADE 06mar78 underwent rework with 308 ARZ at Ivanovo-Severnoy 1994/sep02; f/f after rework 25sep02, but remained stored at Ivanovo-Severnoy for quite a time (l/n mar04) before finally returned to active service; opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; seen Tver-Migalovo 18aug09, active; l/n Ivanovo North 29apr11 line # 06-08 ?; rgd 15jun78; f/n CGN 25jan91; l/n Ribnitz-Damgarten 21jan93 l/n Tver-Migalovo jun07 l/n KLD dec11, active line # 06-09 confirmed; rgd 14jul77; f/n SZW 27sep92; l/n Spenberg 09oct92 opb 8 vtap; l/n Spenberg 16oct93; put on major overhaul at ARZ-308 at Ivanovo-Severnoy 22sep94, but this was never completed and broken up there in spring 2004 line # 06-10 confirmed; 8 vtap; rgd 14jul77; f/n KBL 1980; see c/n 00340207; crashed on take off Tver-Migalovo 11nov92 probably because of icing and more than 20 tonnes overloaded !; a wreck was seen Tver 20aug95 line # 07-01 confirmed; 8 vtap; rgd 14jul77; f/n LBG 14may81 put on major overhaul at 308 ARZ 30nov94; flight plan exists oct01 but is this for the same aircraft ?; l/n apr04 at 308 ARZ; broken up there jul/aug04 line # 07-02 confirmed; opb 8 vtap; rgd 14jul77; f/n AMS 21dec88; l/n Tökök 26may89 put on second major overhaul at 308 ARZ in 1994, which could not be completed because of financial problems (noted Iva 26may99/30mar02 derelict/wfu, no tail); was prepared by 308 ARZ for display at the VTA museum in at Ivanovo-Severnoy during summer 2002, but seen Ivanovo-Severnoy aug03 still on the operational area; in VTA museum (N57.045798 E40.994218) by aug05, l/n aug06 line # 07-03 confirmed; rgd 06jan78; f/n Spenberg 22dec90 opb 8 vtap; put on major overhaul at 308 ARZ 01nov95, but this was never completed; l/n Ivanovo-Severnoy may99/aug04, derelict/wfu near 308 ARZ hangars and broken up there reportedly in autumn 2004 line # 07-04 ?; rgd 14jul77; f/n LBG 11may83 opb 8 vtap (renamed 76 ovtae 01jul01) at Tver-Migalovo; named 'Vasilii Semenko' in summer 2000 after a former commander of 8 vtap; last overhaul completed nov07; l/n Chaklovski jul11 line # 07-05 ?; 8 vtap; rgd 14jul77; f/n LBG 22may81 wfu 1996 ?; was to be acquired by ADB, but plan dropped in 2002; seen Ivanovo-Severnoy 26may99/30mar02, reportedly wfu, but seen Ivanovo-Severnoy aug02 in excellent condition !; still present Ivanovo-Severnoy 17aug05/30aug07 and not seen since, probably broken up; was offered for sale by Russian privatisation agency dec07 line # 07-06 ?; rgd 14jul77; f/n LBG 07may83 l/n Tver-Migalovo 18aug07/06dec08, at storage ramp, complete line # 07-07 ?; 8 vtap; rgd 14jul77; f/n LBG 07jul83 wfu 1996 ?; was to be acquired by ADB, but plan dropped in 2002; l/n Ivanovo-Severnoy 15jun99/30mar02, reportedly wfu, but seen Ivanovo-Severnoy aug02 in excellent condition !; still present Ivanovo-Severnoy 17aug05/30aug07 and not seen since, probably broken up; was offered for sale by Russian privatisation agency dec07 line # 07-08 ?; rgd 14jul77; f/n photo mar89 l/n Tver-Migalovo 06dec08 at storage ramp, complete has the old type nose so one of first ten built
03 34 80209	CCCP-09320 RA-09320	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f KLD	31jul73 05may94	line # 05-02 confirmed; rgd 13feb76; f/n LBG 28may87 l/n Tver-Migalovo 13aug06/04jun11, at storage ramp, complete line # 05-03 confirmed; no sightings; rgd 10feb76; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08/03aug09 at storage ramp, complete line # 05-04 ?; rgd only 13feb76; no sightings opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; l/n SVO 26jun10, active line # 05-05 confirmed; rgd 13nov75; f/n LAD 22nov75 last flight 03sep99 ?; l/n Tver-Migalovo 13aug06/18aug09, at storage ramp, engine no. 4 missing line # 05-06 confirmed; rgd 13feb76; f/n jun76 last flight 17aug99 ?; l/n Tver-Migalovo 24aug05 stored minus two props and not seen since, probably broken up line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stry 19jan78 when two engines flamed out; f/n ADE feb78 last flight 13sep99 ?; l/n Tver-Migalovo feb08/23dec08 at storage ramp, complete line # 05-08 confirmed; 566 vtap; rgd 13nov75; f/n LBG 17may87; see c/n 9340205 offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 storage ramp, complete line # 05-09 confirmed; 8 vtap; rgd 10feb76; f/n ADE 13dec88; see c/n 9340203; landing gear retracted too early on take off Aden, 13dec88, sank to ground; repaired until 1992 and flown to Kiev first reported since accident; undercarriage damaged on landing Khartoum feb95, repaired with main wheel strut from l/n 02-03 and returned to service oct96; landed wheels-up Recife 04jan99 but again repaired; l/n Gostomel 03oct10 line # 05-10 confirmed; 8 vtap; rgd 10feb76; f/n BOM mar79 published in the East German Newspaper 'Neues Deutschland' in an article about 'Exercise Zapad-81' (West-81) which was the largest military exercise ever to be carried out by the Soviet Union and according to NATO and US sources it took place from 04sep81 and lasted approximately 8 days; it was the sole camouflaged An-22, carries no external markings; received flare dispensers in 1985; l/n Tver-Migalovo 26aug03 still in camo c/s; seen Tver-Migalovo 13aug06 with chaff/flare dispensers noted Tver-Migalovo 21aug07; l/n Tver 12jan10 line # 06-01 confirmed; rgd 06jan78; f/n BOM mar79; crashed VKO 02jun80 after inflight fire and smoke in the cockpit line # 06-02 ?; rgd 06jan78; f/n ADE feb78 last flight 23feb99 ?; l/n Tver-Migalovo 26jul07/18aug09 at storage ramp, complete line # 06-03 ?; rgd 15jun78; f/n Spenberg 24dec90 l/n Tver-Migalovo 24aug05 storage ramp, complete and not seen since, probably broken up line # 06-04 ?; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986 last flight 17dec99 ?; l/n Ivanovo North 04may11 line # 06-05 ?; rgd 15jun78; f/n 12jan81, location unknown; received flare dispensers in 1986 flight plan Tver-Migalovo-Domodedovo exists dated oct01, filed by Captain Chernyshov !; seen Tver-Migalovo 13aug06 with chaff/flare dispensers; l/n Tver-Migalovo 06dec08; overhauled Ivanovo 2009/2010 and back in service jan10; seen KKL jun10; crashed near Tula, Russia, 28dec10 line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Kunmadaras 14jan91 underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severnoy 15jun99/22jun00 derelict/wfu and 04aug01 in hangars); trf to 8 vtap in dec01; l/n Tver-Migalovo dec11, active line # 06-07 confirmed; c/n reported in other official documents as 043482284 !; rgd only 06jan78; f/n ADE 06mar78 underwent rework with 308 ARZ at Ivanovo-Severnoy 1994/sep02; f/f after rework 25sep02, but remained stored at Ivanovo-Severnoy for quite a time (l/n mar04) before finally returned to active service; opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; seen Tver-Migalovo 18aug09, active; l/n Ivanovo North 29apr11 line # 06-08 ?; rgd 15jun78; f/n CGN 25jan91; l/n Ribnitz-Damgarten 21jan93 l/n Tver-Migalovo jun07 l/n KLD dec11, active line # 06-09 confirmed; rgd 14jul77; f/n SZW 27sep92; 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03 34 80212	CCCP-09327 RA-09327	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f CGN	31aug73 21apr93	line # 05-03 confirmed; no sightings; rgd 10feb76; offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08/03aug09 at storage ramp, complete line # 05-04 ?; rgd only 13feb76; no sightings opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug09; l/n SVO 26jun10, active line # 05-05 confirmed; rgd 13nov75; f/n LAD 22nov75 last flight 03sep99 ?; l/n Tver-Migalovo 13aug06/18aug09, at storage ramp, engine no. 4 missing line # 05-06 confirmed; rgd 13feb76; f/n jun76 last flight 17aug99 ?; l/n Tver-Migalovo 24aug05 stored minus two props and not seen since, probably broken up line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stry 19jan78 when two engines flamed out; f/n ADE feb78 last flight 13sep99 ?; l/n Tver-Migalovo feb08/23dec08 at storage ramp, complete line # 05-08 confirmed; 566 vtap; rgd 13nov75; f/n LBG 17may87; see c/n 9340205 offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 06dec08 storage ramp, complete line # 05-09 confirmed; 8 vtap; rgd 10feb76; f/n ADE 13dec88; see c/n 9340203; landing gear retracted too early on take off Aden, 13dec88, sank to ground; repaired until 1992 and flown to Kiev first reported since accident; undercarriage damaged on landing Khartoum feb95, repaired with main wheel strut from l/n 02-03 and returned to service oct96; landed wheels-up Recife 04jan99 but again repaired; l/n Gostomel 03oct10 line # 05-10 confirmed; 8 vtap; rgd 10feb76; f/n BOM mar79 published in the East German Newspaper 'Neues Deutschland' in an article about 'Exercise Zapad-81' (West-81) which was the largest military exercise ever to be carried out by the Soviet Union and according to NATO and US sources it took place from 04sep81 and lasted approximately 8 days; it was the sole camouflaged An-22, carries no external markings; received flare dispensers in 1985; l/n Tver-Migalovo 26aug03 still in camo c/s; seen Tver-Migalovo 13aug06 with chaff/flare dispensers noted Tver-Migalovo 21aug07; l/n Tver 12jan10 line # 06-01 confirmed; rgd 06jan78; f/n BOM mar79; crashed VKO 02jun80 after inflight fire and smoke in the cockpit line # 06-02 ?; rgd 06jan78; f/n ADE feb78 last flight 23feb99 ?; l/n Tver-Migalovo 26jul07/18aug09 at storage ramp, complete line # 06-03 ?; rgd 15jun78; f/n Spenberg 24dec90 l/n Tver-Migalovo 24aug05 storage ramp, complete and not seen since, probably broken up line # 06-04 ?; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986 last flight 17dec99 ?; l/n Ivanovo North 04may11 line # 06-05 ?; rgd 15jun78; f/n 12jan81, location unknown; received flare dispensers in 1986 flight plan Tver-Migalovo-Domodedovo exists dated oct01, filed by Captain Chernyshov !; seen Tver-Migalovo 13aug06 with chaff/flare dispensers; l/n Tver-Migalovo 06dec08; overhauled Ivanovo 2009/2010 and back in service jan10; seen KKL jun10; crashed near Tula, Russia, 28dec10 line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Kunmadaras 14jan91 underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severnoy 15jun99/22jun00 derelict/wfu and 04aug01 in hangars); trf to 8 vtap in dec01; l/n Tver-Migalovo dec11, active line # 06-07 confirmed; c/n reported in other official documents as 043482284 !; rgd only 06jan78; f/n ADE 06mar78 underwent rework with 308 ARZ at Ivanovo-Severnoy 1994/sep02; f/f after rework 25sep02, but remained stored at Ivanovo-Severnoy for quite a time (l/n mar04) before finally returned to active service; opb 76 ovtae (renamed 6985 AB in 2009) at Tver-Migalovo; tender for repair published 08aug