

# 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 (then 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) it found 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 solution 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.

Approximately little over a hundred aircraft that were surviving by the early seventies were withdrawn from military service and civil registered.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 though 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 appeared in 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 making 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 first 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 and the last two digits are 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 and therefore to avoid 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(A), B(B), B(V), Г(G), Д(D), E(E), Ж(Zh), З(Z), И(I) and К(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; reflew 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 surmised
8 34 01 04	CCCP-48976	An-8	MAP Kom-na-Amu MSZ	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	f/n BTK 31aug91; l/n KJA 01jul92; canx but date unknown
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	photo	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 already was 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
9 34 03 10	CCCP-69336	An-8	MAP Kirov MSPO	mfd	23may59	rgd 14aug80; opb the MOM/Kirov Machinery Production Association named after the 20th Congress of the Communist Party of the Soviet Union; crashed Sokolnikovo Factory 135 airfield, Khar'kov, 15jun83 when trying to divert here after port engine caught fire but did not reach the airfield; 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; canx 17jan95; was in a document 05aug92 as operated by Volga-Dnepr
9 34 04 09	CCCP-69326	An-8	MAP Kom-na-Amu APO	rgd	27feb80	first reported Zaporizhzhya-Vostochny 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; l/n VOZ 18sep94 wfu without tail; canx 23oct92; 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	
9 34 05 03	CCCP-69348	An-8	MAP Ulan-Ude APO	mfd	06aug59	rgd 04dec81; first reported DME 29dec87 in incident report; canx but date unknown
9 34 05 04	"10" green	An-8	Soviet Air Force	mfd	sep59	arrived Monino 20may76; l/n 19may09; c/n green in 081 and as such in a Museum book; original code was in red but overpainted with wrong colour; t/t 3,350 hours and 3,450 cycles;
9 34 05 05	CCCP-79166	An-8	MAP Kazan Motors	rgd	09dec75	f/n SVO 23aug79
	CCCP-69344	An-8	MAP Irkutsk APO	rgd	20apr81	canx 24oct89; this and CCCP/RA-79166 are reported same time in same registers !
	RA-79166	An-8	MAP Kazan Motors	SVO	19mar93	regarding rgd of CCCP-69344 this is another c/n or CCCP-69344 was returned to the Kazan MAP and again became -79166 !; l/n Kazan-Borisoglebskoye aug99, no wings and titles not reported; canx 06mar96; last flew 1994 operated by the Kazan Aero Engines plant
9 34 05 06	CCCP-69337	An-8	MAP Ulan-Ude APO	rgd	22oct80	f/n DME 15mar90; l/n VKO 27apr93 and Staraya Russa may99/sep02 but not since; canx but date 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	Rosvertol	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 Vinnytsya); last overhaul completed in 1975 (by 123 ARZ at Staraya Russa); preserved at the territory of a mil. unit at Levashovo (also reported as Pesochnaya), f/n sep06, l/n 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
	CCCP-27213	An-8	MAP Ulan-Ude APO	rgd	28feb78	canx 02dec86
9 34 06 10	CCCP-13370	An-8	MAP Moscow OAO	rgd	17apr74	photo in Czech book published 1982; canx 29nov90
9 34 07 01	CCCP-79163	An-8	MOM "Zlatoust" MSZ	rgd	09oct75	canx 24oct79
9 34 07 81	CCCP-69339	An-8	MAP Kazan APO	rgd	17feb81	canx 14feb83

9 34 07 03	CCCP-13363	An-8	MAP Rostov VPO	mfd	31dec59	rgd 03jan74; f/n LED 04may89; in grey colours blue cheatline, no titles; l/n ROV 14jul94/14may96, wfu; canx 12sep95; no longer present aug99 so probably scrapped
9 34 07 04	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; 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	Centrafrican, n/t	PTG	03jul98	arrived this date as EL-RDK and r/r on paper
	TL-ACM	An-8	Centrafrican, n/t	PTG	01aug98	illegal TL- registration !; l/n HLA 20aug98 when it departed to ?
	TL-ACM	An-8	all white, n/t	RKT	21nov99	l/n RKT 09apr00; crashed on take off Pepa, Congo, 20apr00 due to a bird strike, reportedly operated for Rwandan Air Force
9 34 07 08	CCCP-69331	An-8	MAP Orenburg MSZ	rgd	08may80	
	RA-69331	An-8	Kit Air	REN	dec96	l/n REN 29aug97 derelict; canx but date unknown
9 34 07 09	CCCP-27205	An-8	MAP Arsenyev MSZ	rgd	26dec77	damaged Arsenyev-Varfolomeyevka (AAO factory airfield) mar80, ran into trees at the edge of the airfield when brakes failed during taxiing; canx 08jun81
9 34 07 10	CCCP-27201	An-8	MAP Kazan APO	rgd	18oct77	f/n SVO 06dec89
	RA-27201	An-8	MAP Kazan APO	Kzp	21may97	l/n Kazan-Borisoglebskoye 17aug99 fuselage only; canx but date unknown; was wfu before jun94
0A 34 10	CCCP-48094	An-8	MAP Kom-na-Amu MSZ	mfd	16feb60	rgd 18nov75; operated by the MSP/Factory named after the Lenin Young Communist League (Komsomol); trf to MSP 18jun75; ATC call sign CCCP-08053; crashed 10 kilometres from Bratsk 30aug77 when the artificial horizon failed during a night flight causing the crew to bring the plane into a steep dive and disintegrated in mid air when exceeding maximum structural allowed air speed; t/t 6,200 hours and 3,889 cycles; canx 22feb78
0A 34 20	CCCP-69319	An-8	MAP Orenburg MSZ	rgd	04apr77	f/n LED aug78; l/n REN 29aug97 derelict; canx but date unknown
0A 34 30	CCCP-69324	An-8	MAP Arsenyev MSZ	rgd	10dec79	f/n DME 15sep86; l/n LED 02sep88; canx 28may03
0A 34 40	CCCP-69338	An-8	MAP Gorki APO	rgd	28oct80	current on RFR 19mar03 !; was operated by NAZ/"Sokol"
0A 34 60	CCCP-27209	An-8	MAP Arsenyev MSZ	mfd	21feb60	rgd 26dec77; f/n DME 22may91
	RA-27209	An-8	MAP Arsenyev MSZ	w/o	30sep94	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 70	CCCP-69311	An-8	MAP Arsenyev MSZ	rgd	16oct79	f/n IKT 25sep86; canx but date unknown
0A 34 01	CCCP-69315(2)	An-8	MAP Orenburg MSZ	mfd	01apr60	rgd 26apr83; was operated by MOM/"Strela" (Arrow) Production Ass, Orenburg; see c/n 02zhé-3480
	RA-69315(2)	An-8	Kit Air		early94	l/n REN 29aug97; in grey colours with blue cheatline; was already canx 05apr96 as to United Arab Emirates
	EL-ASA	An-8	ex Kit Air, n/t	SHJ	19jan98	l/n JNB 28jan98; c/n not confirmed; according Liberian register rgd 14dec97 as An-12 c/n 3340909 !
	--	An-8	all stripped	JNB	07apr98	l/n JNB 15may98 being painted
	EL-ALE (2)	An-8	Southern Cross	QRA	04jun98	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 and now sits "partially dismantled" at Point Noire airfield in Congo but broken up by Summer 2004
	TN-AFN	An-8	Trans Air Congo	JNB	08nov98	rgd 18may77; destroyed by fire Domodedovo 09aug79 when landing gear broke after landing, two passengers ran into the propeller when trying to escape from the burning aircraft; t/t 5,229 hours and 3,090 cycles; canx 14nov79
0B 34 20	CCCP-69314	An-8	MOM Omsk MSZ	mfd	15mar60	
0B 34 30	CCCP-79167	An-8	MSS "Amur" Gorki	rgd	29may67	f/n DME 21apr78; trf to MAP Komsomolsk na Amure 18jul86; l/n LED 30may92 in Aeroflot blue c/s
	RA-79167	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
	4R-SKJ	An-8	Sky Cabs	SHJ	16feb99	l/n CMB 26apr99; white tail, red cheatline and titles
	3C-DDA	An-8	Air Mark, n/t	DRW	25sep99	l/n SIN nov99; only carries 'Air Cargo' titles; 3C-DBA was reported XSP 21feb98, same aircraft ?
	3C-DDA	An-8	Mandala Air Cargo	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
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	25may94	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; w/o 10oct90 on landing at Novosibirsk-Yeltsovka when both engines flamed out on finals, crashed on a field 4 km from 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; seen KRR 15jul94/09sep94 wfu
0V 34 70	CCCP-79155	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) on steering columns showed ex CCCP-693... !
	D2-FVC	An-8	Von Haaf Air	LAD	13jan95	
	D2-FVC	An-8	Air Cess, n/t	SHJ	29oct95	
	D2-FVC	An-8	Air Cess	SHJ	02dec95	l/n SHJ 13mar96; was reported impounded Somalia
	EL-AKT	An-8	Air Cess	SHJ	26jan97	c/n now confirmed but according to Liberian register reg was a DC-8 rgd 18aug95 !; fate unknown
0G 34 10	CCCP-69343	An-8	MAP Kaluga Motors	mfd	23jun60	rgd 17mar81; photo in Aeroflot colours
	RA-69343	An-8	MAP Kaluga Motors	VOG	30aug93	l/n KLF 25may95; canx 25sep95 as to Panama !
	EL-ALC (1)	An-8	AFL white c/s n/t	SHJ	aug96	also see c/n 02zhé-3410, An-12 c/n 5342801 and An-26 c/n 87307104
	EL-ALC (1)	An-8	Santa Cruz Imp.	SHJ	04aug96	in basic white Aeroflot c/s with 'Santa Cruz Imperial' titles; l/n SHJ 08oct96, photo this date, c/n readable
	J2-KBG	An-8	Santa Cruz Imp.	DXB	09oct96	l/n SHJ 03apr97; c/n checked ! and photo shows no doubt the same aircraft as EL-ALC (2); c/n checked many times
	EL-AKY (1)	An-8	Santa Cruz Imp.	rgd	22jun97	f/n SHJ feb98; photo taken feb98 shows ex J2-KBG and c/n 0G-3410 readable; see c/n 02zhé-3410
	EL-AKY (1)	An-8	Elmagal Aviation			in oct99 fleet list with this c/n
	EL-AKY (1)	An-8	Santa Cruz Imp.	SHJ	28mar00	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
	9L-LEO	An-8	all white, n/t	rgd	22mar04	f/n SHJ 03may04, l/n SHJ 15may04; rgd to Simax Ilcof Oregon with AOC granted to Africargo Int'l/Inter Tropic Airlines; left SHJ 27may04 and seen EBB 29may04 and GOM jul04 AOC cancelled jun04 and de-registered by Sierra Leone 18oct04
	S9-DBC	An-8	Kisangani Airlift	NBO	21feb05	acquired jun04; details from Kisanangani 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 seen GOM 04aug06 and 05mar08; l/n GOM 17aug09 apparently wfu
0G 34 20	CCCP-69316(2)	An-8	MAP NovosibirskAPO	mfd	22aug60	rgd 20sep79; first reported Novosibirsk 17nov87 in incident report f/n DME 12jun90; canx but date unknown; see c/n OD-3490
0G 34 30	CCCP-69340	An-8	MAP NovosibirskAPO	rgd	03oct80	f/n DME 12apr91; first reported DME 12aug87 in incident report; mfd both reported as being 20jul60 and 22aug60
	RA-69340	An-8	MAP NovosibirskAPO	VKO	27apr93	canx but date unknown
	CCCP-69327	An-8	MAP Moscow OAO	mfd	01aug60	rgd 21aug81; f/n DME 15sep86
	RA-69327	An-8	MAP Arsenyev APO	rgd	12jul93	f/n VKO jul94 all grey, blue cheatline n/t; canx 18dec00 as to Equatorial Guinea
	3C-QQE	An-8	all grey, n/t	SHJ	17apr01	was stored SHJ feb01/mar02; seen EBB 28apr03 flying between Kampala and Bunia on behalf of the Ugandan Air Force; l/n FJR 14mar04 is doubtful as according UN documents by may03 this c/n became (illegally ?)
	EL-WVA (3)	An-8	'Express' titles	r/r	may03	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 Kongo (DR Congo) whilst op Cie Aerienne des Grands Lacs, crashed into houses while on approach to Kongo, some 100 metres short of the runway, all 3 crew and 7 passengers safe; see c/ns 02zhé-3450 and 0E-3440
0G 34 50	CCCP-69341	An-8	MOM "Zlatoust" MSZ	rgd	02feb81	f/n DME 14sep87; canx but date unknown
	D2-FVA	An-8	Von Haaf Air	LAD	31oct94	dbr when veered off runway on take off Dundo, 06dec94
0G 34 60	CCCP-98107	An-8	MAP Irkutsk APO	rgd	18apr77	mfd both reported as being 16nov60 and 19jul60
	RA-98107	An-8	Aeroflot c/s, n/t	IKT	07jul94	report IST may98 doubtful as registration was already canx 07feb96
0G 34 70	CCCP-98105	An-8	MAP Kirov Electr.	rgd	04apr77	f/n TAS 15sep87 but reported as an An-12 this date; canx but date unknown
0G 34 80	CCCP-78731	An-8	MAP Arsenyev MSZ	rgd	27dec71	canx 1981
0G 34 90	"19" red	An-8	Soviet Air Force	mfd	03aug68	f/n Oranienburg 17jun68
	CCCP-13330	An-8	MAP Kom-na-Amu MSZ	rgd	25jan73	f/n DME 14nov77; crashed on landing Irkutsk-2 16may91 due uncommanded feathering of port propeller, t/t 17,293 hours and 6,708 cycles
0G 34 01	CCCP-59500	An-8	MAP NovosibirskAPO	mfd	03jul60	rgd 22jan79; f/n MOW apr79; l/n OVB (or Novosibirsk-Yeltsovka ?) 23jun94
0D 34 20	CCCP-27215	An-8	MAP Kom-na-Amu MSP	rgd	18aug78	f/n LED 03sep88; l/n LED 17may91 in 'polar' c/s
	RA-27215	An-8	MAP Kom-na-Amu MSP	VKO	21mar93	canx 16dec96 as to Sri Lanka
	4R-SKI	An-8	Sky Cabs, n/t	rgd	19mar97	f/n CMB 16apr97; l/n CMB oct01/nov09 stored; still in basic ex Aeroflot 'polar' colours; c/n confirmed in register
0D 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 when port engine flamed out and undershot by 1,657 metres, t/t 10,683 hours and 5,124 cycles

0D 34 40	CCCP-69328 RA-69328 3C-ZZO 3C-ZZO	An-8 An-8 An-8 An-8	MAP Kazan APO MAP Kazan APO, n/t not reported Bismillah Airlines	rgd Kzp SHJ DMK	26dec79 02sep96 31mar00 10nov00	l/n Kazan-Borisoglebskoye 21may97; canx 02feb00 as to Equatorial Guinea; in grey colours, blue cheatline
	3C-ZZO	An-8	no titles	DIR	23mar02	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 S9-DAJ	An-8 An-8	Expo Air red c/l grey c/s	CMB FJR	22jan05 24nov05	l/n SHJ 21may02 in grey colours, red cheatline, was active ! l/n SHJ 04dec02 doing engine runs ! and seen again DIR 06jan03 active, with titles
0D 34 50	CCCP-59503	An-8	MAP Kaluga Motors	mfd	31oct60	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, n/t; l/n as such BZV 03oct07
0D 34 60	CCCP-69345	An-8	MAP Arsenyev APO	rgd	21aug81	rgd 18apr79; first reported Penza 10jul87 in incident report; f/n LED 03sep88; canx 10dec91; see c/n OE-3420
0D 34 70	CCCP-69350	An-8	MOM Orenburg MSZ	mfd	01sep60	canx but date unknown
	RA-69350 EL-ALQ 3D-ADI EL-ALQ EL-ALQ	An-8 An-8 An-8 An-8 An-8	Kit Air ex Kit Air, n/t Southern Cross Southern Cross Trans Air Congo	photo rgd SHJ SHJ photo	in 1996 11nov97 16mar98 08nov98 mar02	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 mispaint
0D 34 90	CCCP-69316(1)	An-8	MAP Zhukovski	mfd	21sep60	l/n REN 29aug97; canx but date unknown; in grey colours with blue cheatline to Santa Cruz Imperial; f/n SHJ 19jan98; in grey colours with blue cheatline; l/n SHJ 01feb98 l/n JNB 22mar98; c/n confirmed; ex-registration RA-69350 checked l/n SHJ 22nov98; was 3D- before; fate unknown wrecked in a scrap yard, possibly at FIH, in a "nose high" position rgd 10aug72; crashed on take off Sverdlovsk-Koltsovo 10oct75 when port engine caught fire immediately after take off as prop could not be feathered and as such causing a tremendous drag, t/4, 4,361 hours 58 minutes and 3,045 cycles; canx 01jul76; see c/n OG-3420
0D 34 01	CCCP-69303	An-8	MAP Kaluga Motors	rgd	12sep79	in all-grey c/s; canx 06feb95
0E 34 10	CCCP-27217	An-8	MAP Kazan Motors	rgd	25oct78	canx 06mar96; was wfu 1991
0E 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; l/n DXB 09feb96; in all grey colours blue cheatline; 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 !
0E 34 30	EL-AKZ CCCP-13323	An-8 An-8	green/white c/s MAP Kaluga Motors	SHJ mfd	24oct00 24dec60	l/n SHJ 11feb03 complete; cannibalized and scrapped by oct04 rgd 12dec72; f/n jun79; trf to MAP LII Myachkovo; seen wfu Myachkovo sep91/spring93, 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
0E 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
	RA-69334	An-8	MAP Omsk Motors	OMS	29aug93	in Aeroflot colours with blue tail; l/n PTG 12sep97 operated for Sultan Aviation; canx 16feb96 as to United Arab Emirates
	-- EL-WVA (2)	An-8 An-8	Air Pass c/s, n/t Air Pass c/s, n/t	PTG PTG	14nov97 07feb98	according papers this date to become EL-WVA (2) l/n PTG 01sep98 and on TV dec98; rgd not available; see c/ns 0Zhe-3450 and OG-3440; reportedly a slide exists taken HL 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/Centrafrican c/s
0E 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; canx 13aug04; stored at Rostov-na-Donu, seen 27jun06 and again 30jun08 and jul09
0E 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 !
0E 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 1973 canx 28mar80
0E 34 80	"06" red	An-8	Soviet Air Force	Orb	1966	this c/n reportedly crashed jul62 !
0E 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
0Zhe 34 10	CCCP-69307 EL-ALC (2)	An-8 An-8	MSS Kom-na-Amu APO Alta 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; in Santa Cruz green/white c/s; see c/n OG-3410, An-12 c/n 5342801 and An-26 c/n 87307104
	EL-AKY (2)	An-8	no reports	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 23nov05/15mar07 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 it is 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 f/n DME 15may93; canx 25mar99
0Zhe 34 20	CCCP-69342	An-8	MAP Kom-na-Amu APO	rgd	25jan82	f/n OVB (or Novosibirsk-Yeltsovka ?) 23jun94; canx but date unknown
0Zhe 34 30	CCCP-72615	An-8	MAP NovosibirskAPO	rgd	23sep87	rgd 02feb76; was operated by MOM/Omsk Engine Production Association named after P.I. Baranov; l/n SVO aug91
0Zhe 34 50	CCCP-64457	An-8	MAP Omsk Motors	OMS	29aug93	in Aeroflot c/s; canx 19may96 as to United Arab Emirates; still seen HLA 09nov97 c/n checked and operated 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; see c/ns OE-3440 and OG-3440 rgd not available; l/n KGL 27nov00 flying !; no titles but SG on tail; large "Nazdorovje" titles; c/n checked; fate unknown
0Zhe 34 70	CCCP-78738	An-8	MAP Irkutsk MSZ	mfd	29nov60	rgd 21mar72; was wfu Irkutsk-2 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 13jul89
0Zhe 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
0Zhe 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 Kozylsk (Kaluga region) while the outer wing landed on a street at Sosnovski near Kozylsk; all 5 crew killed; t/t 12,272 hours 5 minutes and 5,853 cycles; canx 14nov88
1Z 34 20	CCCP-93928	An-8	MRP NPO "Leninets"	rgd	30aug68	l/n LED 29jun0; seen JIB aug93 in grey colours, blue cheatline with "Aeroflot" titles; l/n LAD dec94/jan95, operated by Van Haaf Air; canx but date unknown
	D2-FVE EL-AKM EL-AKM EL-AKM	An-8 An-8 An-8 An-8	Von Haaf Air Air Cess, n/t Air Cess ex Air Pass c/s	SHJ rgd SHJ RKT	01jul95 23jun95 13mar96 12aug98	in grey colours blue cheatline, no titles l/n SHJ 06nov95; l/n SHJ 19jan96; grey c/s, no titles l/n HLA 28nov97; named "Mir" in fcs, for Air Pass l/n KGL 16feb99/apr00 stored; fate unknown
1Z 34 40	CCCP-79161	An-8	MAP Moscow OAO	rgd	19oct76	canx 13jan91
1Z 34 50	CCCP-26197	An-8	MAP Kirov MSZ	rgd	27oct71	f/n DME 23jun79; canx 01jul81
1Z 34 60	CCCP-55502 RA-55502 4R-EXB 3C-KKZ 3C-KKZ	An-8 An-8 An-8 An-8 An-8	MAP Kuibyshev APO MAP Kuibyshev APO Aeroflot c/s, n/t Air Mark Indo Avn white grey, n/t	mfd LED CMB XSP FJR	28feb61 07sep92 aug98 30mar99 29dec01	rgd 29may75; first reported Kuibyshev-Tsentralny 30jul87 in incident report; f/n LED 05may89 l/n VKO 30aug93; operated in July 1994 by the Samara Aviakor Plant; canx 14jul98 as to Sri Lanka l/n CMB 12dec98; c/n confirmed; operated by Expo Aviation l/n FJR 26may01; c/n checked; faded RA-55502 visible l/n FJR aug02/apr04 stored engineless; 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 RA-69302	An-8 An-8	MAP Kharkov APO MAP Arsenyev n/t	rgd IKT	10dec76 06jul94	trf to MAP "Progress" Arsenyev 06may82
1Z 34 01	CCCP-98109 CCCP-27219	An-8 An-8	MAP NovosibirskAPO MAP NovosibirskAPO	rgd rgd	22jun77 06jun78	canx 04jun03; in grey colours blue cheatline canx but date unknown, reg became a Yak-40 24jan78
1I 34 10	CCCP-69333 RA-69333 RA-69333	An-8 An-8 An-8	MOM Voronezh MeZ MOM Voronezh MeZ MOM Voronezh, n/t	mfd LED VOZ	13mar61 13jul94 18sep94	canx 1979 rgd 15sep80; f/n LED 05may89 operated by MOM/NPO "Energiya", Voronezh Machinery Plant reported for Kik-Kosmos; canx 18may95
1I 34 30	CCCP-13361 RA-13361	An-8 An-8	MAP Moscow OAO Volga-Dnepr	rgd DME	03jan74 07jul93	first reported DME 23no87 in incident report; f/n Ulyanovsk-Vostochny 25aug92 in Aeroflot c/s; l/n Ulyanovsk-Vostochny 12sep93; c/n checked; canx 17jan95; was reported in an 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; trf to MAP Kaluga 13jun88
	RA-78739 EL-ALE (1)	An-8 An-8	MAP Kaluga Motors grey c/s, n/t	KLF SHJ	25may95 aug96	canx 25sep95 as to Panama !; in grey colours with blue cheatline, no titles rgd 31may96 to Santa Cruz Imperial; l/n SHJ 01feb98; blue cheatline; crashed on take-off Mogadishu 12mar98
1I 34 70	CCCP-55521 RA-55521	An-8 An-8	MAP NovosibirskAPO MAP NovosibirskAPO	rgd Ovy	08feb68 dec01	f/n DME 24mar86 and many times since until l/n DME 16aug92 l/n Novosibirsk-Yeltsovka 11dec02 used as storage shed; full Aeroflot c/s and titles; canx but date unknown
1I 34 80	CCCP-83961	An-8	MAP Zhukovski	rgd	19jan72	canx 15may73
1K 34 10	CCCP-06190	An-8	Novosibirsk SNKh	rgd	13jul62	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			reported Moscow-Domededovo 03apr74 in 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 (cf. 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	photo	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	photo	13jul61	in "Krasnaya Zvezda" newspaper, probably a fake registration
---	"10"	An-8	Soviet AF/PVO	IEV	1976	photo; same aircraft as 9340505?
---	"21"	An-8	Soviet Air Force	CKI	20may91	must have been an An-12 as the type was no longer in VVS service by then !
---	"29"	An-8	Soviet Air Force	Max	23mar74	
---	"36"	An-8	Soviet AF/PVO	IEV	1976	photo
---	"92" red	An-8	Soviet Air Force		photo	large code worn below cockpit; an early production aircraft with no APU; see c/n 9340305
---	unknown	An-8	Soviet Air Force	w/o	22aug68	destroyed on landing at Ceske 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
---	no reg	An-8	no titles	photo	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
---	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

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 "Ukraine"

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. 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 other An-10s and the type's service on passenger 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.

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 have been subsequently scrapped by now. The An-10 was one of the few types built in the former USSR which was given a name, "Ukraine", 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.

11 Passenger aircraft were converted to An-10TS Transportno Sanitarny (Medevac) version. Many An-10s sans suffix were converted to An-10As later.

The construction number 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 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**

---	CCCP-U1957	An-10	Antonov Des. Bur.	f/f	07mar57	from Kiev; first prototype, with end plates on the stabilizer; powered by NK-4 turboprops; in Aeroflot c/s with 'Ukraine' titles; l/n VKO july57; damaged 22jul57 on landing at Zhukovski, but repaired; damaged again 21feb58 on landing at Svyatoshino, again repaired
	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 \$\$\$108 An-10 built by factory # 64 at Voronezh-Pridacha from 1957 to 1960
7 40 01 01	CCCP-LS723	An-10	Antonov Des. Bur.	f/f	05nov57	from Voronezh; second prototype; with end plates on the stabilizer; powered by AI-20 turboprops; in Aeroflot c/s; c/n confirmed as '0101' from plate; fuselage preserved at Kuibyshev Aviation Institute (later Samara State Aerospace University), f/n may96, l/n 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
	CCCP-06178	An-10	GKAT Zhukovski	rgd	08feb64	c/n confirmed
	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	history unknown			probably delivered to the Soviet Air Force
8 40 02 02	CCCP-11132	An-10	Soviet AF/AFL c/s	MHP	sep63	photo proof; c/n not confirmed; line for this reg left empty on the Soviet register
8 40 02 03	CCCP-11133	An-10	AFL/Ukraine	rgd	27mar59	first aircraft registered for Aeroflot; trf to AFL/Privolzhsk 21jan63; f/n SVO 29jul69; canx 27aug73
8 40 03 01	CCCP-11134	An-10	AFL/Ukraine	rgd	19nov58	trf to the Soviet Air Force 22apr61
8 40 03 02	CCCP-11135	An-10	AFL/Ukraine	rgd	24dec58	f/n VKO mar59; trf to AFL/Privolzhsk 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	trf to AFL/Moldova 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 GIA 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	trf to AFL/Privolzhsk 13jul63; l/n KUF 19mar71; canx but date unknown
8 40 05 03	CCCP-11142	An-10	AFL/Ukraine-LWO	rgd	27mar59	f/n LWO 28mar64; l/n LED 11jun71; canx 1972
8 40 06 01	"90"	An-10S	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	trf to AFL/Belarus-MHP 29feb64; f/n MHP 28mar64
	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	rgd	27mar59	trf to AFL/Privolzhsk 11may63; f/n SVO 31oct68; l/n KUF 10apr70; w/o 31mar71 when crashed near Voroshilovgrad due to structural failure of starboard outer wing at 600 m, all 64 persons aboard killed; 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 Kharkov)
9 40 08 01	CCCP-11148	An-10	AFL/Ulyanovsk HFS	rgd	11jun59	w/o 27jan62 when crashed on take-off from Batayevka (Ukraine) due to failure of # 4 engine, all 13 persons aboard killed; according to Soviet register already canx 29apr60 !

9 40 08 02	CCCP-11149	An-10	AFL/Ulyanovsk HFS	rgd	11jun59	w/o 15may70 on a training flight when lost control during go-around with two engines shut down, crashed near Kishinyov, all 11 persons aboard killed; canx 1970
9 40 08 03	CCCP-11150	An-10	AFL/Ulyanovsk HFS	rgd	03jul59	heard on radio Sperenberg 11sep73; canx 27aug73
9 40 09 01	CCCP-11151	An-10	AFL/Ukraine	rgd	24apr59	trf to AFL/Far East 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 sep22/jun02
9 40 10 02	CCCP-11155	An-10	AFL/West Sib.-OVb	rgd	31jul59	trf to AFL/Ukraine-HRK 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 "Skazka" park in the western part of Rostov-na-Donu from the mid-1970s to around 1987/88; destroyed by arson and scrapped
9 40 11 02	CCCP-11158	An-10	AFL/Ukraine	rgd	25jun59	trf to AFL/Ukraine-IEV oct58; first scheduled An-10 flight from Moscow on 22jul59; trf to AFL/Belarus 08may63; f/n MHP 14jun63; l/n MOW 09jul70; 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	trf to AFL/Privolzhsk 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 in good condition
9 40 12 03	CCCP-11162	An-10	AFL/Ukraine	rgd	25aug59	trf to AFL/Moldova 29nov68; f/n VKO 09oct69; canx 27aug73
9 40 13 01	CCCP-11163	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/Ukraine	rgd	25aug59	trf to AFL/Privolzhsk mar63; f/n LED jun63; l/n REN 20oct70; canx but date unknown; fuselage only seen Ulan-Ude East 20apr97 so was probably trf to the MAP Ulan-Ude VPO
9 40 13 03	CCCP-11165	An-10	AFL/Ukraine	rgd	25aug59	trf to AFL/Privolzhsk 13nov63; l/n KUF 29aug69; canx 27aug73
9 40 14 01	CCCP-11166	An-10	AFL/Ukraine-LWO	rgd	03oct59	trf to AFL/Ukraine-IEV oct58; f/n LWO 28mar64; l/n VKO 30jun70; canx 27aug73
9 40 14 02	CCCP-11167	An-10	AFL/Ukraine	rgd	25aug59	w/o 16nov59 when crashed on approach to Lvov, all 40 persons aboard killed and no crash cause ever was revealed
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 confirmed 1; trf to AFL/East Siberia 20dec63; f/n IKT 16feb66; dbr landing on icy runway Mirny 12oct69; canx 1969; fuselage only seen Mirny 02jul92
9 40 15 02	CCCP-11170(1)	An-10	AFL/Ukraine	rgd	28nov59	trf to AFL/Belarus 08may63; f/n MHP 05oct63; l/n SVO 29jul69; canx 1973; not the aircraft which was displayed at the Economic Achievements Exhibition (VDNKh) in Kiev, see the first prototype
9 40 15 03	CCCP-11171	An-10	AFL/Ukraine	rgd	03oct59	with changed wing construction and thus larger central saloon; trf to AFL/Belarus 11mar66; l/n MHP 13may70; canx 27aug73; seen derelict RSC aug93/sep94, and broken up by sep97
9 40 16 01	not known	An-10	history unknown	f/f	oct59	probably delivered to the Soviet Air Force
9 40 16 02	CCCP-11172	An-10	AFL/Ukraine	rgd	oct59	f/n dec59 at Washington; rgd 24dec59; trf to AFL/East Siberia 10apr68; 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; trf to AFL/North Kavkaz 24apr63; f/n ROV 25may63; l/n LED 27may70 in Aeroflot c/s; canx 27aug73
9 40 17 01	CCCP-11174	An-10A	AFL/Ukraine	rgd	22feb60	version painted on as An-10A and confirmed by photo, but there is no information that it was built as such or converted; trf to AFL/Komi-SCW, probably in late 1960s (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-10	AFL/Ukraine	rgd	11mar60	trf to MAP, exact date unknown; canx 20apr76
9 40 17 03	CCCP-11176	An-10	AFL/Ukraine	rgd	03feb60	trf to AFL/North Kavkaz-ROV 09oct69; trf to MAP Kuibyshev APO 05nov73; canx 19jan77
9 40 17 04	CCCP-11177	An-10	AFL/North Kavkaz	rgd	03feb60	f/n ROV 20apr66; canx 1975
9 40 17 05	CCCP-11178	An-10	AFL/West Sib.-OVb	rgd	02dec59	trf to AFL/North Kavkaz aug61; f/n ROV 12oct63; l/n ROV 14jul67; canx 1975
9 40 17 06	CCCP-11179	An-10	AFL/West Sib.-OVb	rgd	05feb60	trf to AFL/Ukraine-HRK aug61; f/n IEV 20feb65; l/n HRK 07dec71; canx 27aug73
9 40 18 01	CCCP-11180	An-10	AFL/Ukraine	rgd	20feb60	trf to AFL/Ukraine-IEV; converted to an An-10A; w/o 26feb60 when crashed on approach to Lvov, lost control due to icing, all 32 persons aboard killed; canx 05oct60
9 40 18 02	CCCP-11181	An-10	AFL/Komi-SCW	rgd	10feb60	canx but date unknown
9 40 18 03	CCCP-11182	An-10	AFL/East Siberia	rgd	12mar60	trf to AFL/Privolzhsk 08jan63; f/n KUF 03feb65; l/n jun71; canx but date unknown
9 40 18 04	CCCP-11183	An-10	AFL/Far East	rgd	14apr60	trf to AFL/Belarus oct63; f/n KGD dec63; l/n MHP 08jul70; canx but date unknown; photo exists of this aircraft derelict on some dump after 1972
9 40 18 05	CCCP-11184	An-10	AFL/Far East	rgd	14apr60	trf to ??? mar65; f/n LED 12sep70; canx 27aug73
0 40 18 06	not known	An-10	no details known			Probably delivered to the Soviet Air Force
0 40 19 01	not known	An-10	no details known			Probably delivered to the Soviet Air Force
0 40 19 02	not known	An-10	no details known			Probably delivered to the Soviet Air Force
0 40 19 03	not known	An-10	no details known			Probably delivered to the Soviet Air Force
0 40 19 04	not known	An-10	no details known			Probably delivered to the Soviet Air Force
0 40 19 04	no code	An-10AS	Soviet Air Force			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
	CCCP-11854	An-10KP	Soviet AF/AFL c/s	Spr	1979	c/n not confirmed, but photo exists showing the c/n starts with '040' and ends with '04'; An-10A' painted on the nose but was an airborne command post; opb 226 osap at Sperenberg; wfu in 1970s; was to be displayed at the Soviet HQ at Windsor, 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-10	no details known			Probably delivered to the Soviet Air Force
0 40 19 06	not known	An-10A	Soviet Navy			based at Ostafyevo
0 40 19 06	not known	An-10	no details known			Probably delivered to the Soviet Air Force
0 40 20 01	not known	An-10	no details known			Probably delivered to the Soviet Air Force
	CCCP-11120	An-10A	Aeroflot			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 was a military aircraft
0 40 20 02	CCCP-11185	An-10A	Antonov Des. Bur.	photo		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	Ukraine Dep of Avn	rgd	28jul65	prototype of this version with seven-abreast reduced-pitch seating for 132 passengers; f/n VKO aug65; l/n AER 30jun70; trf to MAP Arsenyev MSZ 1970; trf to Soviet Air Force 07apr72
0 40 20 03	CCCP-11186	An-10	AFL/Ukraine-LWO	rgd	21jul60	w/o 28jun62 on a flight from Lvov to Sochi-Adler when crashed in mountains on approach, officially due to ATC error, all 81 persons aboard killed
0 40 20 04	CCCP-11187	An-10	AFL/Ukraine	rgd	21jul60	trf to AFL/Belarus 05may63; f/n MHP 22aug64; l/n MHP 18jul67; not canx from Soviet register; fate unknown
0 40 20 05	CCCP-11188	An-10	AFL/Ukraine-LWO	rgd	21jul60	f/n VKO oct60; dbr after emergency landing Kishinev 08aug70 following uncontained failure and fire of # 4 engine; canx 1970
0 40 20 06	CCCP-11189	An-10	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	An-10A	AFL/North Kavkaz	rgd	23mar61	trf to AFL/Komi-SCW 1963; crashed Syktyvkar 08feb63 on training flight, triple engine flame-out due to intake icing; the propellers could not be feathered, causing the loss of speed and stall; 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	An-10A	AFL/Far East	rgd	03oct60	trf to AFL/Privolzhsk jan65; f/n KUF 26oct66; l/n SVO 24may68; canx 1975
0 40 22 01	CCCP-11196	An-10A	AFL/Komi-SCW	rgd	20may61	late rgd confirmed; 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 An-10 to VOG; l/n LED 11jul70; canx but date unknown
0 40 22 03	CCCP-11198	An-10A	AFL/West Sib.-OVb	rgd	16aug60	trf to AFL/Far East 27jul61; trf to AFL/Komi-SCW sep64; f/n SVO sep64; trf to MAP, but date unknown
0 40 22 04	CCCP-11199	An-10A	AFL/East Siberia	rgd	29aug60	f/n IKT 04jun66; l/n IKT 04sep68; canx 27aug73
0 40 22 05	CCCP-11200	An-10A	AFL/Privolzhsk-KUF	rgd	20aug60	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 in repair 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	An-10A	AFL/Privolzhsk	rgd	06mar61	f/n SVO sep64; l/n KUF 17jul70; canx 27aug73
	CCCP-34385	An-10A	MAP	photo		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 GIA 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; preserved Monino museum l/n 19may09; 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	rgd	18feb61	f/n Zaporizhzhya-Vostochny 25may63; w/o 18may72 on a flight from Moscow to Kharkiv when the wings folded up and separated during descent (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 wooded area near Russkaya Lozovaya (15 km from Kharkov airport), all 8 crew and 114 passengers killed; t/t 15,483 hours and 11,105 cycles; canx 1976
0 40 25 03	CCCP-11216	An-10A	AFL/Ukraine-HRK	rgd	18mar61	f/n HRK 28feb62; l/n VKO 06apr72; canx 27aug73
0 40 25 04	CCCP-11217	An-10A	AFL/North Kavkaz	rgd	18feb61	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	CCCC-11219	An-10A	AFL/Ukraine	rgd	18feb61	f/n VKO 30jun70; canx 27aug73
0 40 26 01	CCCC-11220	An-10A	AFL/Ukraine-HRK	rgd	14mar61	f/n HRK 22mar61; canx 27aug73
0 40 26 02	CCCC-11221	An-10A	AFL/Ukraine	rgd	16mar61	f/n KZN 13jan63; l/n VKO 30jun70; canx 27aug73
0 40 26 03	CCCC-11222	An-10A	AFL/Ukraine-HRK	rgd	16mar61	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	CCCC-11223	An-10A	AFL/Moldova	rgd	16mar61	f/n SVO 29jul69; canx but date unknown
0 40 26 05	CCCC-11224	An-10A	AFL/Ukraine	rgd	16mar61	canx 1973
0 40 26 06	CCCC-11225	An-10A	AFL/Ukraine-KBP	rgd	14mar61	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:

---	CCCC-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
---	CCCC-55501	An-10VKP	Soviet AF/AFL c/s	photo		registration not on old Soviet register; airborne command post, equipped with a TG-16 generator and several aerials on the fuselage; was preserved in a park at Baranovich (Belarus) and used as an aviation museum, seen 28sep94/01jul96; broken up around 1998
---	CCCC-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	photo	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-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

---	CCCC-L1958	An-14	Antonov Des. Bur.	f/f	14mar58	from Svyatoshino; first prototype; damaged on landing near Mostishche 21sep61, but repaired
---	CCCC-L1053	An-14	Antonov Des. Bur.	photo		in Putnam book; second prototype
---	CCCC-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	CCCC-81550	An-14A	MAP Arsenyev			first production aircraft ?; line on Soviet register left blank about c/n 0201 ! which is mentioned on this line
5 002 02	CCCC-81551	An-14A	MAP Arsenyev	rgd	11jun69	already reported 21feb68 seen somewhere in USSR which is possible as was 1965 built; canx 1980
5 002 03	CCCC-81552	An-14A	AFL/Moscow SPIMVL	rgd	12dec67	trf to the Soviet Air Force 1970
7 003 01	CCCC-81569	An-14A	AFL/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
5 003 03	CCCC-81553	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
	"01" red	An-14A	Soviet Air Force	Mon	17aug92	arrived Monino jan87; still present aug08, c/n NOT confirmed but given in a book on Monino; also reported as c/n 802105 !
6 006 04	CCCC-81554	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 006 05	CCCC-81555	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	seen displayed at the Economic Achievements Exhibition (VDNKh) VKO sep68; trf to the Soviet Air Force 1970
6 007 04	CCCC-81556	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to MAP Orenburg 16may70; trf to MAP Kuibyshev PKO 16jun76; canx 1981; seen in Samara State Aerospace University apr93/apr08 in Aeroflot c/s
6 008 03	YU-BCD	An-14A	Maribor Aero Club			crashed Derdap oct67
6 009 01	CCCC-81563	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 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 1997, noted there nov98/jul07
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	CCCC-81558	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 011 02	CCCC-81557	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 015 04	CCCC-81562	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 015 05	CCCC-81560	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	canx as trf to Poland 03aug72 probably to be used in the PZL M-15 "Belphegor" project
6 016 01	CCCC-81559	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 016 02	CCCC-81561	An-14A	AFL/Moscow SPIMVL	rgd	29aug67	trf to the Soviet Air Force 1970
6 016 06	LZ-TEC	An-14A	TABSO	SOF	1970	
	LZ-TEC	An-14A	Balkan	trf	1972	
6 016 07	LZ-7003	An-14A	Bulgarian Govt.			
	LZ-TED	An-14A	TABSO	d/d	1967	
	LZ-TED	An-14A	Balkan	trf	1972	
	LZ-7004	An-14A	Bulgarian Govt.	w/o	22jul78	when crashed at Beli Iskyr (near Samokov), 4 occupants killed
6 016 09	LZ-TEE	An-14A	TABSO	SOF	1970	
	LZ-7005	An-14A	Bulgarian Govt.	w/o	17sep71	on a flight from Kyrgjali to Sofia when crashed into Mount 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	An-14A	TABSO	SOF	1970	
	LZ-TEB	An-14A	Balkan	trf	1972	
	LZ-7002	An-14A	Bulgarian Govt.			
6 016 12	CCCC-81564	An-14A	Aeroflot	rgd	18aug67	trf to the Soviet Air Force 1970
6 016 13	LZ-TEA	An-14A	TABSO	SOF	1970	
	LZ-TEA	An-14A	Balkan	trf	1972	
	LZ-7001	An-14A	Bulgarian Govt.	SOF	aug78	photo with 'Water Pollution Control' titles; preserved Burgas museum oct98/jul06
6 017 01	CCCC-81566	An-14A	AFL/Moscow SPIMVL	rgd	18aug67	trf to the Soviet Air Force 1970
6 017 02	CCCC-81565	An-14A	AFL/Moscow SPIMVL	rgd	18aug67	trf to the Soviet Air Force 1970
6 017 03	CCCC-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	CCCC-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 in 1971/76, by mil. unit 13803 at Goroelovo 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 Panevezys rework plant in 1994/2003 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	RIX	04mar08	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	An-14A	TABSO	SOF	26nov70	
	LZ-TEF	An-14A	Balkan	trf	1972	
	LZ-7006	An-14A	Bulgarian Govt.			

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
1 032 12	"20" outline	An-14A	Soviet Air Force	photo	1970s
0 033 05	CCCP-48103	An-14A	MAP "Znamya Truda"	rgd	08jan71
0 033 06	CCCP-66759	An-14A	MAP Kutlyshev PKO	rgd	09dec75
0 033 07	CCCP-48104	An-14A	MAP "Znamya Truda"	rgd	08jan71
0 033 08	110	An-14A	Bulgarian AF		
0 033 09	LZ-TEG	An-14A	TABSO		
	LZ-TEG	An-14A	Balkan	trf	1972
	LZ-7007	An-14A	Bulgarian Govt.		
0 033 10	CCCP-13387	An-14A	MAP Arsenyev APO	rgd	30oct74
	RA-02373	An-14A	MAP Arsenyev APO	w/o	09dec99

### 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
---	"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	photo	1979
---	"95" ?	An-14Sh	Soviet Air Force	photo	equipped with air cushion landing gear; taxi trials started dec81; f/f 1983; trials completed apr86
---	--	An-14	Soviet Air Force ?	photo	at Temruyk 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-Severnoy (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 Syshcha 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

---	"04"	An-22	Antonov Des. Bur.	mfd	12oct61	full-scale mock-up designated 'izdeliye 100'; in Soviet Air Force c/s; photo in Ukrainian magazine
5 34 01 01	CCCP-46191	An-22	MAP Kiev MeZ	r/o	18aug64	first prototype, f/f 27feb65 from Kiev (still with NK-12MV engines); f/n LBG 15jun65; in Aeroflot c/s
	"40" red	An-22	Soviet Air Force	DME	09sep67	l/n PPK 1974; leased from ADB
	"40" red	An-22PZ	Soviet Air Force	GML	jun80	converted for An-124 wing transportation in 1980
	"01" red	An-22PZ	Soviet Air Force	photo		first flight with an An-124 wing 15jul80 (Tashkent-Kiev)
	"10" yellow	An-22	Soviet Air Force	photo		still leased from ADB
	CCCP-180151	An-22PZ	MAP Kiev MeZ	GML	sep81	in Aeroflot c/s
	CCCP-64459	An-22PZ	MAP Kiev MeZ	rgd	03mar83	f/n GML 20aug88; in Aeroflot c/s; l/n GML 08sep92
	UR-64459	An-22PZ	Antonov Des. Bur.	GML	28aug93	last flight with an An-225 wing (for l/n 01-02) 23oct94; sat wfu at GML in reasonable condition, l/n sep99/sep09; canx 01oct08
01 02	--	An-22	Antonov Des. Bur.	mfd	jan64	static test frame; underwent structural tests in the OKB laboratory sep64/dec66

### 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	An-22	MAP Kiev MeZ	r/o	16nov65	in Aeroflot c/s; f/f 27jan66; f/n LBG 01jun67
	"03" red	An-22	Soviet Air Force	chl	17oct67	leased from Antonov DB; established a world record (payload of 100,444.6 kg to 7,848 m) 17oct67
	CCCP-56391	An-22	MAP Kiev MeZ	photo	in 1971	in Aeroflot c/s
	"41" red	An-22	Soviet Air Force	photo		still leased from Antonov DB; set several records on 19feb72
	CCCP-64460	An-22PZ	MAP Kiev MeZ	rgd	03mar83	converted for An-124 wing transportation in 1983; in Aeroflot c/s; f/n TAS jan84
	CCCP-64460	An-22	MAP Kiev MeZ	GML	23aug91	rebuilt as normal transport aircraft; in Aeroflot c/s
	LZ-SGB	An-22	Sigi Air Cargo	MLE	feb92	returned to Antonov after lease
	LZ-SFD	An-22	Sofia Air Cargo	WAW	10may92	returned to Antonov by summer 1992 after lease; seen GML 08sep92
	UR-64460	An-22	Antonov Des. Bur.	OST	16jul93	last flight 29dec99 to Speyer; preserved at Technik Museum Speyer (was bought from ADB for \$ 200,000), reg painted out by jun00, l/n 03jan10
01 04	--	An-22	Antonov Des. Bur.	dec66		fuselage used for fatigue tests from oct69; probably this is the hulk reported seen Tashkent during 1991
7 34 01 05	CCCP-76591	An-22	ADB/Aeroflot c/s	mfd	dec66	f/f 22jun67; f/n DME 09jul67
	CCCP-08822	An-22	Soviet AF/AFL c/s	GVA	01apr70	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
7 34 01 06	CCCP-67691	An-22	ADB/Aeroflot c/s	f/f	30jun67	used for tests at Lithuanian base Kedainiai in 1967; f/n TRN jun68
	CCCP-08837	An-22	Soviet AF/AFL c/s	d/d	10jan69	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 db due to corrosion which was a result of being in the open air with all panels open; broken up Ivanovo 1997

7 34 01 07	CCCP-08838	An-22	Soviet AF/AFL c/s	f/f	29dec67	equipped with a nuclear reactor for tests aug72, undertook 23 flights with a working reactor on board from Semipalatsk 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
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 !) 81 vtap; f/n BOM mar79; CofA canx 14apr82; wfu in early 1995; broken up Ivanovo-Severnoy may97; remains l/n Ivanovo-Severnoy 26aug97 derelict
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 81 vtap; left outer wing burnt out due to a short circuit at Yakutsk in 1979, repaired on-site with outer wing from l/n 01-10; wfu 1993; f/n Ivanovo-Severnoy 24aug95 and broken up there spring 1997 and remains last noted 26aug97
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 in 1969; was the last aircraft with a glass nose 81 vtap; left outer wing used for repair of l/n 01-09 in 1979, new outer wing manufactured only in 1981 !; CofA retracted 04mar82; grounded 1994 because of a crack and wfu after only one more flight 1995; f/n Ivanovo-Severnoy 24aug95; l/n Ivanovo-Severnoy 21aug96 and broken up there 1997
8 34 02 01	CCCP-08839	An-22	Soviet AF/AFL c/s	f/f	20sep69	damaged by hard landing during factory trials, repaired and delivered to 81 vtap in 1976; got stuck at Addis Ababa runway 12dec77 and blocked the airport for two days; rgd 21may81; suffered heavy bird strike at Syoshcha in summer 1981; f/n LBG 17may83
8 34 02 02	RA-08839 CCCP-09302 RA-09302	An-22 An-22 An-22	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Fin f/f Iva	25jun93 04nov69 24aug95	l/n Ivanovo-Severnoy 24aug95 and broken up there 1997 delivered to 81 vtap in 1970; f/n LIM jul70; rgd 11jan74 opb 81 vtap; last flight 1994; l/n Ivanovo-Severnoy jun/aug99, derelict and broken up there aug99
9 34 02 03	not known	An-22	ADB/Aeroflot c/s	f/f	30nov69	was probably CCCP-09307(1), but there are no sightings or documents proving this; later modified to An-22A standard; used as test-bed for the avionics suite of the An-124, including the radar (larger fairing than on standard An-22s); see c/n 043481244
	no code	An-22	ex Soviet AF c/s	GML	23aug91	c/n confirmed by ADB and checked on wing; partially dismantled in 1993; was intended to be made operational, but now derelict at Gostomel, l/n jun06/sep08
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 81 vtap in 1970; f/n LIM jul70; rgd 11jan74 second major overhaul commenced at 308 ARZ in spring 1993, which could not be completed because of financial problems; l/n Ivanovo-Severnoy 08jun96 and broken up there 1997
9 34 02 05	CCCP-09305(1)	An-22	Soviet AF/AFL c/s	f/f	end'69	delivered to 81 vtap in 1970; no sightings; w/o 19dec70 when crashed on emergency landing at Panagarh (India) when all four engines flamed out after a prop had disintegrated and destroyed all engine control cables, all 17 persons aboard killed; see c/n 043481240
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 81 vtap in 1970; rgd 11jan74; f/n LIM jul70; l/n Parchim-Damm 07oct92 wfu 1997; seen derelict Ivanovo-Severnoy 15jun/03sep99 and broken up there in oct99
00 34 02 07	CCCP-09303(1)	An-22	Soviet AF/AFL c/s	f/f	early70	delivered to 81 vtap in 1970; f/n LIM jul70; w/o 18jul70 when crashed between Keflavik and Halifax, all 23 persons aboard killed; see c/n 053483299
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	81 vtap; rgd 11jan74; f/n YQX 25dec73; first major repair completed jul88 l/n Ivanovo-Severnoy may99/aug99 derelict and broken up Ivanovo 1999
00 34 02 09	CCCP-09334	An-22	Soviet AF/AFL c/s	f/f	mid'70	opb 81 vtap; rgd 11jan74; f/n Monino jan76 (overhead to Chkalovski ?); flew MIG-25RBVs to Egypt oct73; damaged 13mar87 on heavy landing at Addis Ababa, repaired but wfu; last flight 30sep87 (to Monino); CofA canx 25feb88; preserved in Russian Air Force museum at Monino, l/n jul09
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	81 vtap; rgd 11jan74; f/n LBG 12may71 l/n Ivanovo-Severnoy 24apr97 and broken up there in spring 1999
00 34 03 01	CCCP-09308	An-22	Soviet AF/AFL c/s	f/f	31dec70	81 vtap; rgd 23apr73; f/n DUS 29sep82; c/n in Soviet register as 01340307 in error, see this c/n and both f/f dates !
00 34 03 02	RA-09308 CCCP-09315	An-22 An-22	Russian AF/AFL c/s Soviet AF/AFL c/s	CGN f/f	14apr93 29mar71	l/n Ivanovo-Severnoy 26aug97; last flight dec97; broken up Ivanovo-Severnoy nov99 81 vtap; rgd 11jan74; f/n SVO 13mar71; f/n date is impossible !
01 34 03 03	CCCP-09321 RA-09321	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	Gfd Lrz	30jun71 09mar93	last flight 12mar97; l/n Ivanovo-Severnoy may99/aug99 derelict and broken up there 26sep/03oct99 81 vtap; rgd 23apr73; f/n YQX 25dec73; l/n Lärz 18feb93
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	wfu 1997; l/n Ivanovo-Severnoy 26may99 derelict and broken up there jul99
01 34 03 05	CCCP-09330	An-22	Soviet AF/AFL c/s	f/f	31aug71	81 vtap; rgd 11jan74; f/n KHI 20nov77 wfu in mid 1997; l/n Ivanovo-Severnoy may99/jun99 derelict and broken up there in late 1999
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	81 vtap; rgd 11jan74; f/n SVO 13may77; wfu 1992 and cannibalised; l/n Ivanovo-Severnoy 26aug97 and broken up there in spring 1999
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	81 vtap; rgd 23apr73; f/n LBG 22may79 wfu 1995; l/n Ivanovo-Severnoy 24aug95 and broken up there mid 1997
01 34 03 08	CCCP-09316	An-22	Soviet AF/AFL c/s	f/f	30nov71	81 vtap; rgd 11jan74; f/n CGN 03jan91; c/n as such in Soviet register !, see c/n 00340301 ! h/o to 8 vtap 21jan98 (last flight); l/n Tver-Migalovo 26aug03 and not seen since, probably broken up delivered to 81 vtap in 1971, later h/o to 566 vtap and back to 81 vtap in 1987; rgd 11jan74; f/n YQX 25dec73
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	h/o to 8 vtap 21jan98 (last flight); l/n Tver-Migalovo 26aug03 and not seen since, probably broken up 566 vtap, h/o to 81 vtap in autumn 1987; rgd 06jan78; f/n CGN 19feb91; l/n Spenberg 06nov92 h/o to 8 vtap 21jan98 (last flight); l/n Tver-Migalovo flightline 24aug05 and not seen since, probably broken up
01 34 03 10	CCCP-09326	An-22	Soviet AF/AFL c/s	f/f	30dec71	opb 566 vtap; rgd 13nov75; trf to 81 vtap in 1987; f/n jan74; left wing damaged at Gudauta 05sep92; wfu as repair failed because of non-fitting parts; l/n Ivanovo-Severnoy 24apr97
	RA-09326	An-22	Russian AF/AFL c/s	Iva	26aug97	still on charge of 81 vtap but never flown as such; broken up at Ivanovo-Severnoy may99; l/n Ivanovo-Severnoy may/jun99, derelict and not seen since, probably broken up
02 34 04 01	CCCP-09332 RA-09332	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Lrz	30mar72 12jul93	566 vtap, h/o to 81 vtap in 1987; rgd 13nov75; f/n jun76 h/o to 8 vtap 21jan98 (last flight); l/n Tver-Migalovo 30jun03 stored and not seen since, probably broken up
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	566 vtap, h/o to 81 vtap in 1987; rgd 06jan78; f/n LBG 20jun89 l/n Spenberg 16jul94; broken up Ivanovo 1997
02 34 04 03	CCCP-09335	An-22	Soviet AF/AFL c/s	f/f	30jun72	566 vtap, h/o to 81 vtap in 1987; rgd 13nov75; received flare dispensers in 1986; f/n CGN 21jan91; l/n Spenberg 13jul93
	RA-09335	An-22	Russian AF/AFL c/s	Iva	24aug95	trf to 8 vtap at Migalovo in mid feb98 (last flight); offered for sale by Russian privatisation agency dec07; l/n Tver-Migalovo 03aug09 at storage ramp, complete
02 34 04 04	CCCP-09345 RA-09345	An-22 An-22	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Iva	13dec72 26aug95	566 vtap, h/o to 81 vtap in 1987; rgd 13nov75; f/n SVO 11jun7 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	An-22	Soviet AF/AFL c/s	f/f	28feb73	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
	RA-09339	An-22	Russian AF/AFL c/s	Tvr	05may94	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 06dec08 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 accident 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
03 34 80209	CCCP-09320 RA-09320	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Tvr	31jul73 05may94	line # 05-02 confirmed; rgd 13feb76; f/n LBG 28may87 l/n Tver-Migalovo 13aug06/18aug09, at storage ramp, complete
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
03 34 80219	CCCP-09328 RA-09328	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Tvr	28sep73 05may94	line # 05-04 ?; no sightings; rgd 13feb76 l/n Tver-Migalovo 03aug09, active and again 18aug09 missing its props on engine # 4
03 34 80225	CCCP-09337 RA-09337	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Tvr	22nov73 05may94	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
03 34 80228	CCCP-09338 RA-09338	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Mah	20dec73 09oct93	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
03 34 81234	CCCP-09340	An-22A	Soviet AF/AFL c/s	f/f	27dec73	line # 05-07 confirmed; rgd 13feb76; made emergency landing at Stry 19jan78 when two engines flamed out; f/n ADE feb78
04 34 81240	RA-09340 CCCP-09305(2) RA-09305(2)	An-22A An-22A An-22A	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Lrz f/f Grs	26apr93 28feb74 14jul93	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

04 34 81244	CCCP-09307 UR-09307	An-22A An-22A	Soviet AF/AFL c/s Antonov Des. Bur.	f/f GML	early74 22sep94	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 GML 23dec09
04 34 81250	CCCP-09309 "309"	An-22A An-22A	Soviet AF/AFL c/s Soviet Air Force	f/f photo	15may74 in 1981	line # 05-10 confirmed; 8 vtap; rgd 10feb76; f/n BOM mar79 or in 1985 ?; the sole camouflaged An-22, carries no external markings; received flare dispensers in 1985; l/n Tver-Migalovo 26aug03
04 34 81251	RA-09309	An-22A	Russian Air Force	Eng	late'05	still in camo c/s; seen Tver-Migalovo 13aug06 with chaff/flare dispensers noted Tver-Migalovo 21aug07; l/n Tver 12jan10
04 34 81256	CCCP-09312	An-22A	Soviet AF/AFL c/s	f/f	mid'74	line # 06-01 confirmed; rgd 06jan78; f/n BOM mar79; crashed VKO 02jun80 after inflight fire and smoke in the cockpit
04 34 82263	CCCP-09314 RA-09312 CCCP-09314 RA-09314	An-22A An-22A An-22A An-22A	Russian AF/AFL c/s Soviet AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Spr f/f f/f Tvr	26aug74 18sep93 09sep74 05may94	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 Sperenberg 24dec90 l/n Tver-Migalovo 24aug05 storage ramp, complete and not seen since, probably broken up
04 34 82266	CCCP-09341 RA-09341	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Tvr	15jan75 10may95	line # 06-04 ?; rgd 06jan78; f/n DEL 25mar79; received flare dispensers in 1986 last flight 17dec99 ?; l/n Tver-Migalovo 18aug09
04 34 82272	CCCP-09343 RA-09343	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Iva	31oct74 24aug95	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, active
04 34 82276	CCCP-09329 RA-09329	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Iva	30nov75 24aug95	line # 06-06 confirmed; rgd 14jul77; f/n BRU 17mar88; l/n Kunmadaras 14jan91 underwent major overhaul at 308 ARZ 1994/nov01 (seen Ivanovo-Severnny 15jun99/22jun00 derelict/wfu and 04aug01 in hangars); trf to 8 vtap in dec01; l/n Tver-Migalovo 18aug09
04 34 82282	CCCP-09342 RA-09342	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Iva	15jan75 24aug95	line # 06-07 confirmed; rgd 06jan78; f/n ADE 06mar78; c/n reported as being 043482284 in other official documents as well ! underwent major overhaul at 308 ARZ 1994/sep02 (noted Iva 02sep97/22jun00 derelict/wfu and 04aug01 near hangars); f/f after repair 25sep02, but remained stored at Ivanovo for quite a time (l/n mar04) before finally being h/o to 8 vtap; l/n Tver-Migalovo 18aug09, active
05 34 82288	CCCP-09344 RA-09344 RA-09344	An-22A An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	f/f Iva Tvr	28feb75 24aug95 06dec08	line # 06-08 ?; rgd 15jun78; f/n CGN 25jan91; l/n Ribnitz-Damgarten 21jan93 l/n Tver-Migalovo jun07 l/n ROV 29aug09, active
05 34 83292	CCCP-09348 RA-09348	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Grs	31mar75 12jul93	line # 06-09 confirmed; rgd 14jul77; f/n Parchim-Damm 27sep92; l/n Sperenberg 09oct92 opb 8 vtap; l/n Sperenberg 16oct93; put on major overhaul at ARZ-308 at Ivanovo-Severnny 22sep94, but this was never completed and broken up there in spring 2004
05 34 83299	CCCP-09303(2)	An-22A	Soviet AF/AFL c/s	f/f	29apr75	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
05 34 83302	CCCP-08829 RA-08829	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Wit	30mar75 10sep93	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
05 34 83308	CCCP-08830 RA-08830	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Spr	28jun75 28may93	line # 07-02 confirmed; opb 8 vtap; rgd 14jul77; f/n AMS 21dec88; l/n Tököl 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-Severnny during summer 2002, but seen Ivanovo-Severnny aug03 still on the operational area; in VTA museum by aug05, l/n aug06
05 34 83311	CCCP-08831 RA-08831	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Wit	31jul75 24feb93	line # 07-03 confirmed; rgd 06jan78; f/n Sperenberg 22dec90 opb 8 vtap; put on major overhaul at 308 ARZ 01nov95, but this was never completed; l/n Ivanovo-Severnny may99/aug04, derelict/wfu near 308 ARZ hangars and broken up there reportedly in autumn 2004
05 34 84317	CCCP-08832 RA-08832	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Fal	28aug75 03apr93	line # 07-04 ?; rgd 14jul77; f/n LBG 11may83 opb 8 vtap (renamed 76 ovtae 01jul01) at Tver-Migalovo; named 'Vasilii Semenenko' in summer 2000 after a former commander of 8 vtap; last overhaul completed nov07; l/n Tver-Migalovo 18aug09
05 34 84321	CCCP-08833 RA-08833	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f CGN	28apr75 01apr93	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-Severnny 26may99/30mar02, reportedly wfu, but seen Ivanovo-Severnny aug02 in excellent condition !; still present Ivanovo-Severnny 17aug05/30aug07 and not seen since, probably broken up; was offered for sale by Russian privatisation agency dec07
05 34 84327	CCCP-08834 RA-08834	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Wel	05nov75 01jun93	line # 07-06 ?; rgd 14jul77; f/n LBG 07may83 l/n Tver-Migalovo 18aug07/06dec08, at storage ramp, complete
05 34 84331	CCCP-08835 RA-08835	An-22A An-22A	Soviet AF/AFL c/s Russian AF/AFL c/s	f/f Tvr	22dec75 05may94	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-Severnny 15jun99/30mar02, reportedly wfu, but seen Ivanovo-Severnny aug02 in excellent condition !; still present Ivanovo-Severnny 17aug05/30aug07 and not seen since, probably broken up; was offered for sale by Russian privatisation agency dec07
05 34 85336	CCCP-08836 RA-08836 "20" red	An-22A An-22A An-22	Soviet AF/AFL c/s Russian AF/AFL c/s Soviet Air Force	f/f Lrz	29dec75 22mar93 photo	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