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Beriev Be-6

The Beriev Design Bureau is located at Taganrog and has, since 1946, been responsible for all seaplane development in the former Soviet Union. Its first post-WW2 aircraft was the Be-6 (izdelye K), a flying boat equipped with two Shvetsov ASh-73 engines. It was used mainly for reconnaissance, but also for SAR, as a minelayer and a bomber. Apart from that, the Be-6 was able to transport a landing party. Later an ASW version, the Be-6PLO, was developed as well, and several 'straight' Be-6s were converted into this version.

The first prototype was still designated LL-143 and was designed and built at Krasnoyarsk, where the Beriev OKB was evacuated to during the war. Its first flight, however, took place back at Taganrog on 6 September 1945 as the OKB had returned there by that time. The second prototype was converted three times until it met the requirements. Finally, series production started at factory # 86 at Taganrog in 1952, and until 1957, 19 batches with 123 aircraft were built. Development of the PLL-144 passenger version was stopped after a full-scale mock-up had been built at Taganrog in September 1946.

The Be-6 was officially commissioned by the Soviet Navy on 22 August 1951 and soldiered on until the late 1960s, when it was replaced by the Be-12. Seven aircraft were transferred to Polyarnaya Aviatsiya between 1955 and 1957 after having been converted by Factory # 86 at Taganrog. During this conversion the armament was removed, and additional fuel tanks were installed to increase range. These aircraft received the designation Be-6K. 20 Be-6s were delivered to China in 1959/60. Some of them received Chinese WJ6 turboprop engines later on and were designated Qing-6 by the Chinese. At least 20 Chinese Navy Be-6s seemed to be operational when seen at their base near Qingdao in September 2003!

The c/n gives the year of manufacture, the factory code (60), the batch number and the number in the batch.

2 Be-6 prototypes built by Factory # 477 at Krasnoyarsk (the 2nd one was modified several times at Taganrog)

---	no code	LL-143	Beriev OKB	f/f	06sep45	from Taganrog; first prototype, with ASH-72 engines; in Soviet Navy c/s; construction started 14apr44, completed may45; transported to Taganrog by railway in mid 1945; state trials conducted 27may/22jul46
---	no code	LL-143	Beriev OKB		mid1944	second prototype; construction started, transported to Taganrog by railway in 30 days in jan46; converted there (before completion) to, see next line
	no code	Be-6	Beriev OKB	f/f	02jul48	from Taganrog; Be-6-2-ASH-73, in Soviet Navy c/s; factory trials conducted 01jul/03oct48, state trials 25jan/09aug49 at NII-15; converted by OKB-49 in late 1949/early 1950 to, see next line
	"5"	Be-6TR	Beriev OKB			sole Be-6TR (transport and reconnaissance) built, in Soviet Navy c/s; factory trials conducted at Poti (at the base of the 82 omdrae) and at Taganrog in the first half of 1950; converted by OKB-49 in late 1950 to, see next line
	not known	Be-6M	Beriev OKB			in Soviet Navy c/s; arrived at Poti from Taganrog 04dec50, factory trials conducted at Poti (at the base of the 82 omdrae) 07jan/12feb51; state check trials conducted at Poti and Taganrog 24mar/19apr51; h/o by NII-15 to 403 odrap at Gryaznaya Bay jul51

123 Be-6 built by Factory # 86 at Taganrog-Yuzhny from 1952 to 1957

2 60 01 01	not known	Be-6	Soviet Navy			h/o by NII-15 to 403 odrap at Gryaznaya bay in summer 1952; used for service trials at Poti (977 omdrap) in 1953/54
2 60 01 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 01 03	"10" red	Be-6	Soviet Navy	ph.	1952	in greyish green c/s with light blue undersides; used for check trials 07jul/30aug52 at Taganrog and Poti (at the base of 1772 orap), which it did not pass, and tested again 29dec53/18jan54
2 60 02 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 02 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 02 03	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 03 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
2 60 03 05	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
3 60 04 01	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
3 60 04 02	not known	Be-6	Soviet Navy			used for service trials at Poti (977 omdrap) in 1953/54
3 60 04 03	not known	Be-6	Soviet Navy			used for check trials 16jul/10sep53 by NII-15
3 60 07 03	not known	Be-6	Soviet Navy	no	reports	opb 289 omdrap VVS TOF at Sukhodol; crashed 01aug57, all 8 crew killed
4 60 12 01	not known	Be-6	Soviet Navy			converted by OKB-49 to, see next line
	"15"	Be-6SS	Soviet Navy	photo		taken at Poti in 1958; SAR aircraft, sole Be-6SS built; service trials conducted by NII-15 11jun/18jul58 at Poti at the base of the 977 omdrap, tested again by NII-15 16may/21jul60 at Donuzlav
4 60 14 03	"43" yellow	Be-6	Soviet Navy	mfd	29may54	received additional aerials for communications with submerged submarines within the "Liner" (izd. KL) project jan/feb67 (the sole such aircraft built); trials conducted with 318 oplap at Donuzlav; obviously continued to serve with 318 omplap (renamed); was displayed on a pedestal at Donuzlav (renamed Mirny) near Yevpatoriya on the Crimea from 08may74, blown off the pedestal by a storm oct03, l/n as such 2005, recovered by sep06 and repaired by the ARZ at Yevpatoriya; preserved in the State Aviation Museum at Kiev (first assemblies arrived by truck 09jul09 and the fuselage 23aug09), f/n complete and freshly painted (in green c/s with light blue undersides) 30oct09, l/n jul17
4 60 16 01	not known	Be-6	Soviet Navy			converted by OKB-49 in 1953 to, see next line
	"14" yellow	Be-6PLO	Soviet Navy	photo		taken in 1958; ASW aircraft with magnetic anomaly detector; trials conducted jul/nov53 at Poti
5 60 16 02	not known	Be-6	Soviet Navy			first aircraft with a de-icing system and a modified nose
5 60 18 05	not known	Be-6	Soviet Navy	no	reports	opb 539 omdrap of the Pacific Fleet at Okeanskaya; w/o 09jul57 when crashed at night in difficult weather conditions, 3 crew members killed; canx 27aug57
5 60 19 01	CCCP-N609	Be-6K	Polyarnaya Aviats.	trf	1955	trf by the Soviet Navy in the 1st quarter of 1955; registration painted on as 'CCCP H-609'; in greyish green c/s with light blue undersides, 'Polyarnaya Aviatsiya' logo and small 'Polyarnaya Aviatsiya' titles below the cockpit; opb 1 AE Moskovskogo OAO; based at Dikson in summer 1956; again toc by Moskovski OAO 17dec56; photo at Taganrog in the late 1950s
	CCCP-04253	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 206 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 22 03	CCCP-N611	Be-6K	Polyarnaya Aviats.	toc	1956	in green/light blue c/s with small 'Polyarnaya Aviatsiya' titles below the cockpit; initially opb Moskovski OAO; flew ice-reconnaissance missions in the area of the Franz Josef Land archipelago 04/05sep56 and 30sep56; trf to Chukotski OAO 03aug57 and back to Moskovski OAO 20mar58; photo exists
	CCCP-04254	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 355 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 22 04	CCCP-N635	Be-6K	Polyarnaya Aviats.	toc	1957	photo on the Kolyma (possibly at Cherski) in the late 1950s
	CCCP-04255	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 448 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 22 05	CCCP-N646	Be-6K	Polyarnaya Aviats.	toc	1957	initially opb 247 LO Moskovskogo OAO; t/t 500 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
	CCCP-04256	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 500 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 23 01	CCCP-N648	Be-6K	Polyarnaya Aviats.	toc	1957	initially opb 247 LO Moskovskogo OAO; in greyish green c/s with light blue undersides, small 'Polyarnaya Aviatsiya' titles below the cockpit; t/t 499 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated; photo at Arkhangelsk reportedly in 1962
	CCCP-04257	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 499 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 23 02	CCCP-N655	Be-6K	Polyarnaya Aviats.	trf	1957	flew ice-reconnaissance missions 12/13aug57
	CCCP-04258	Be-6K	AFL/Polar	rgd	1958	initially opb 247 LO Moskovskogo OAO; t/t 352 hours by 01oct60; trf to 254 LO Moskovskogo OAO 12dec60; canx 28mar61 as outdated
6 60 23 05	CCCP-N662	Be-6K	Polyarnaya Aviats.	rgd	27jun57	initially opb 247 LO Moskovskogo OAO; on the leg from Khatanga to Ust'-Kara of a positioning flight from Khatanga to Moscow when the right engine failed in-flight and caught fire, the fire damaged the right aileron and the right part of the empennage so that the aircraft went out of control and crashed 55 km west of Mys Kamenny (Tyumen region), all 6 crew killed; struck off charge 04sep57

Aircraft with unknown c/ns include

---	CCCP-N609	Be-6K	Polyarnaya Aviats.	trf	1955	Cyrillik H (Latin N) in registration, painted on aircraft as 'CCCP-H-609'; in greyish green c/s with light blue undersides, 'Polyarnaya Aviatsiya' badge and small 'Polyarnaya Aviatsiya' titles below the cockpit; photo at Taganrog in the late 1950s
---	"01" red	Be-6PLO	Soviet Navy	photo		had probably been opb 403 odrap; displayed on a pedestal on an island in Gryaznaya bay near Safonovo (N69.067071 E33.270708) since 1969, l/n nov17
---	"02" yellow	Be-6PLO	Soviet Navy			opb 403 odrap at Severomorsk; in all-grey c/s
---	"07"	Be-6	Soviet Navy	photo		taken in 1967; opb 318 omplap at Donuzlav
---	not known	Be-6	Soviet Navy	no	reports	opb 539 omdrae VVS TOF; w/o 09jul57 when crashed on alighting at night in bad weather, 3 crew members killed
---	9043	Be-6	Chinese Navy	ph.	18sep07	in dark green c/s, parked near to the XTW-4 WIG craft, adjacent to the SH-5 Navy base at Qingdao, see next line
---	not known	Be-6	Chinese Navy	ph.	jun04	preserved at the Navy museum in Qingdao (N36.056122 E120.32401); photos exist with 'US Air Force' titles painted on the starboard side only; repainted by 19aug05; l/n aug13; smae aircraft as 9043 above ?
---	9053	Be-6	Chinese Navy	photo		taken apparently in the late 1990s or even later; re-engined with WJ6 turboprops; opb 3rd independent air regiment near Qingdao; in black/light blue c/s with white code; preserved near to the main gate at Qingdao-Cangkou (N36.160311 E120.38212) f/n 08oct09

---	98706	Be-6	Chinese Navy	f/n	may99	re-engined with WJ6 turboprops; preserved in the China Aviation Museum at Shahezheng AFB (N40.182551 E116.35839 Changping), must have arrived between oct97 and may99; was at first in white c/s with red code; repainted in black/light blue c/s with white code, f/n as such 18mar01, l/n 13jan04
	9886	Be-6	Chinese Navy	f/n	17mar05	preserved in the China Aviation Museum in black/light blue c/s with white code, l/n dec09
	9013	Be-6	Chinese Navy	f/n	23jan10	preserved in the China Aviation Museum (N40.182336 E116.35834) in black/light blue c/s with white code, l/n sep17

Beriev Be-10

The Beriev Be-10 (izdeliye M) was a flying boat powered by two Lyulka AL-7PB jet engines. It became the world's first jet-powered flying boat from series production and was used mainly for reconnaissance, but also as a bomber, torpedo bomber and minelayer. The aircraft also had a cargo bay and was sometimes used as a makeshift 'transport'. For instance, when four Be-10s were based on lake Pleshcheyevo (at Pereslavl-Zalesski near Moscow) for the Air Parade in Moscow in August 1961, one aircraft returned to Taganrog with an expensive piano on board, something that was difficult to buy outside Moscow in those times.

Beriev's first attempt to build a jet-powered flying boat had resulted in the R-1 (izd. R) which was plagued by various technical problems and turned out to be rather unsuccessful. So it ended up as a technology demonstrator. The experience gained during the trials of the R-1 was used in the design process of the Be-10 which started in 1953.

The sole Be-10 prototype built undertook its first flight on 20 June 1956. State trials were completed on 20 July 1959, and series production took place at Factory # 86 between 1958 and 1961. Altogether, 27 production aircraft were built: three in 1958, twelve in 1959, nine in 1960 and three in 1961. Four conversion kits for Be-10U trainers were delivered to Donuzlav later, but it is not sure whether they were really used (although one source states that two aircraft were converted in 1962).

The sole unit of the Soviet Navy equipped with the Be-10 was 977 omdrap (independent naval long-range reconnaissance aviation regiment) of the Black Sea Fleet at Donuzlav, which was renamed 318 omlap (independent naval ASW aviation regiment) in 1961. The first Be-10 was taken over from the factory by the 2nd squadron of 977 omdrap in summer 1959. All aircraft were withdrawn from use in autumn 1963 because of technical problems. Afterwards they were stored at the shore of lake Donuzlav until they were scrapped in 1968. Irrespective of its four year service in a line unit, the Be-10 was never officially commissioned by the Soviet Navy ! The c/n gives the year of manufacture, the factory code (60), the batch number and the number in the batch.

1 R-1 technology demonstrator built by OKB-49 at Taganrog-Yuzhny in 1951

---	"5" yellow	R-1	Beriev OKB	mfd	nov51	in Soviet Navy c/s; water trials started 22nov51, f/f 30may52 from Taganrog; damaged 03oct52 and repaired, modified jun53, heavily damaged 24feb56 while alighting in the bay of Gelendzhik, afterwards stored at Gelendzhik at least until 1959; broken up
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2 Be-10 prototypes built jointly by Factory # 86 and OKB-49 at Taganrog-Yuzhny in 1954-55

---	not known	Be-10	Beriev OKB	no	reports	static test airframe; static test programme started jul54
---	"10" red	Be-10	Beriev OKB	mfd	oct55	in Soviet Navy c/s; shipped in a dry dock to Gelendzhik for factory trials 01/13nov55, trials started 20dec55; f/f 20jun56 from Gelendzhik; factory trials completed 20oct58

27 Be-10 series-production aircraft built by Factory # 86 at Taganrog-Yuzhny from 1958 to 1961

8 60 01 01	"15" red	Be-10	Soviet Navy	no	reports	first production aircraft
8 60 03 02	"10" yellow	Be-10	Soviet Navy	no	reports	modified engine nacelles to improve protection from the spray during take-off and alighting, f/f after modernisation 26dec59
9 60 04 03	not known	Be-10	Soviet Navy	no	reports	heavily damaged 29jun60 while alighting in the bay of Taganrog
0 60 05 04 ?	"39" yellow	Be-10	Soviet Navy	ph.	aug61	at lake Pleshcheyevo
0 60 05 05	"40" yellow	Be-10	Soviet Navy	no	reports	modified (for example, armament removed) for record flights; established 12 world records 07aug/12sep61; it was notified to the FAI as an 'M-10' at lake Pleshcheyevo
0 60 06 01	"41" yellow	Be-10	Soviet Navy	ph.	aug61	photo
0 60 06 04 ?	"42" yellow	Be-10	Soviet Navy	ph.	aug61	photo
0 60 07 01	not known	Be-10	Soviet Navy	w/o	25may61	when crashed on take-off at Taganrog
---	not known	Be-10	Soviet Navy	w/o	14oct61	when crashed
---	not known	Be-10	Soviet Navy	w/o	22may62	when crashed
---	"50"	Be-10	Soviet Navy	w/o	16aug63	when crashed; after this crash all aircraft were grounded and wfu shortly afterwards

Beriev Be-12

The Be-12 (izdeliye E) was an ASW amphibian powered by two Ivchenko AI-20D turboprops. Development started in 1956, and a full-scale mock-up was completed in November 1957. The two prototypes were built by OKB-49 with the help of the Taganrog factory # 86. Series production was assigned to Factory # 86 where the first straight Be-12 was completed on 12 December 1963 and the last aircraft in June 1973. A total of 140 production aircraft, plus two prototypes, were built. Reports of 143 aircraft built include the sole Be-14 SAR aircraft built.

Twenty-seven aircraft (although we only identified 26 by their c/n) were converted by the Yevpatoriya Aircraft Repair Plant (ARZ) to Be-12N (izd. EN) sub hunters with modernised ASW equipment. The first Be-12N entered service in April 1976. State trials of the Be-12PS (izd. 3E) SAR version were completed in 1969, and ten aircraft were built as Be-12PS at the Taganrog plant of which the last one was completed on 25 November 1973. Additionally the Taganrog plant assisted in the conversion of four aircraft to the Be-12PS. The first Be-12PS entered service in April 1972.

Apart from that, one Be-14 (izd. 2E) experimental SAR aircraft was built in 1965, and trials continued until at least 1969. This aircraft was handed over to the 49 oplae (independent ASW aviation squadron) at Kosa after the completion of the trials. Due to budget problems series production was not achieved. Instead the cheaper Be-12PS was fielded by the Soviet Navy. C/n 9601404 became the Be-12P (izd. EP) fire-fighter prototype, and an additional three aircraft, c/ns 8601004, 9601704 and 2602505, were converted to fire-fighters before 1997. Although wearing Avialesookhrana (Aerial Forest Control) titles, they all belong to the Beriev Aircraft Company. Another three aircraft, c/ns 9601403, 9601505 and 9601702, were converted by the company to Be-12NKh civil transport aircraft for use in the Far East. Two of them were handed over to the Sakhalin-based airline 'Tikhookeanski Aviarabotnik' (SAKTOAR), but remained in full Soviet Navy markings and carried no titles whatsoever.

On 19 August 1968 three aircraft from the 318 oplap (independent ASW aviation regiment) at Donuzlav, Crimea were deployed via Hungary and Yugoslavia to Egypt. They carried Egyptian markings, and two were serialised "4380" and "4385". Initially they were based at Cairo West and later at Mersah Matruh. They operated with Soviet crews and returned to Donuzlav in 1971.

Russia officially withdrew the Be-12 from use in 1992, but about forty aircraft were still active by 1996, and some soldiered on until mid 2011. Ukraine received initially 14 Be-12s after the break-up of the Soviet Union which were put into service by the Independent Naval Air Squadron (omae) at Kacha on the Crimea. Eleven of the aircraft were straight Be-12s, called Be-12PL by the Ukrainians, one was a Be-12N and two Be-12PS. These amphibians were eventually withdrawn from use before the millennium because of a lack of spares, armaments and money. However, several have returned to service since. Apart from the four Be-12s delivered to Vietnam in 1981, it was rumoured that a Soviet squadron of 12 aircraft operated in Vietnam, and reportedly they wore Vietnamese national markings but this is unconfirmed.

The c/n gives the year of manufacture, the factory code (60), the batch number and the number in the batch.

2 Be-12 and 1 Be-14 prototypes built jointly by OKB-49 and Factory # 86 at Taganrog-Yuzhny in 1960-65

1E	"12" red	Be-12	Beriev OKB	mfd	30jun60	first prototype; c/n was also reported as 0101; in Soviet Navy c/s; f/f 18oct60 from Taganrog; f/n above Moscow-Tushino 09jul61; joint state trials started 19jul61; w/o on its 15th flight 24nov61 when the right engine was shut off and could not be restarted, by mistake the propeller of the left engine was feathered as well, without power the aircraft started to descend rapidly, the captain tried to restart the left engine at low altitude but when the propeller went on autorotation it caused considerable drag, the aircraft plunged into the Sea of Azov near Zhdanov (now Mariupol), broke up and sank, 3 of the 5 crew killed
---	"12"	Be-12	Soviet Air Force	mfd	sep62	second prototype, in Soviet Navy c/s; completed state trials 20apr65
---	"14" red	Be-14	Soviet Air Force	mfd	1965	experimental SAR aircraft, in Soviet Navy c/s; f/f 1965; trials continued at least until 1969
---	"14" red	Be-14	Soviet Air Force	ph.	1973	opb 49 oplae dd at Kosa; in all-grey c/s; scrapped at Kosa 1995

130 'straight' Be-12s and 10 Be-12PSs built by Factory # 86 at Taganrog-Yuzhny from 1963 to 1973

4 60 02 01	"20"	Be-12	Soviet Air Force	mfd	12dec63	first production aircraft; delivered to 33 uts (training centre); reportedly opb 555 plsap at Ochakovo from may65
4 60 02 03	not known	Be-12	Soviet Navy			
5 60 03 01	not known	Be-12	Soviet Navy			
5 60 03 02	"15" yellow	Be-12	Soviet Air Force		nov07	seen preserved in Vyborg museum (N60.666827 E28.742922) l/n jun11
5 60 03 02	"25" yellow	Be-12	Soviet Air Force			toc by 555 plsap at Ochakovo in mid-1966 (?); t/t 809 hours and 170 cycles (?); preserved in the Soviet Air Force museum at Monino (N55.832742 E38.182456) since 05jun74, l/n aug14
5 60 03 03	not known	Be-12	Soviet Navy			
5 60 03 04	not known	Be-12	Soviet Navy			
5 60 03 05	not known	Be-12	Soviet Navy			
5 60 04 01	not known	Be-12	Soviet Navy			
5 60 04 02	not known	Be-12	Soviet Navy			
5 60 04 03	"39" yellow	Be-12	Russian Navy	mfd	may66	opb 403 osap at Severomorsk-1; photo exists; earmarked for sale (in non-airworthy condition) 30nov98
6 60 04 04	"44" orange	Be-12	Russian Navy	Osv	aug96	
6 60 04 05	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL

6 60 05 01	"60" "88" yellow	Be-12 Be-12	Soviet Navy Soviet Navy	ph.	photo 1973	took part in ice-protection system trials; carried a 'polar bear' badge re-engined with AI-20DM engines by 1970; opb 49 oplae dd at Kosa; in mottled dark green over grey c/s, now without 'polar bear' badge
6 60 05 02	"88" yellow not known	Be-12 Be-12	Russian Navy Soviet Navy		photo	opb 49 oplae at Kosa; wfu before 1995; scrapped at Kosa in late 1990s
6 60 05 03	"61"	Be-12	Soviet Navy			opb 318 oplap at Donuzlav; w/o 01oct70 on take-off from Donuzlav at night when collided with a flock of birds and crashed, all 4 crew killed
6 60 05 04	not known	Be-12	Soviet Navy			
6 60 05 05	not known	Be-12	Soviet Navy			
6 60 06 01	not known	Be-12	Soviet Navy			
6 60 06 02	"64" yellow	Be-12	Soviet Navy	Yev	16sep96	l/n Yevpatoriya 24aug97; was used for trials with the new APM-73S magnetometer for the Be-12N
6 60 06 03	not known	Be-12	Soviet Navy			
6 60 06 04	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
6 60 06 05	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
7 60 07 01	not known	Be-12	Soviet Navy			
7 60 07 02	"72" yellow	Be-12	Soviet Navy	Yev	16sep96	l/n Yevpatoriya 05aug98
7 60 07 03	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
7 60 07 04	not known	Be-12	Soviet Navy			
7 60 07 05	not known	Be-12	Soviet Navy			
7 60 08 01	not known	Be-12	Soviet Navy			
7 60 08 02	not known	Be-12	Russian Navy	mfd	jun67	trf to Ukraine Navy and designated Be-12PL
7 60 08 03	"29"	Be-12	Soviet Navy			opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
7 60 08 04	not known	Be-12	Soviet Navy			opb 318 oplap at Donuzlav
7 60 08 05	"32" red "32" red	Be-12 Be-12 Be-12	Soviet Navy Soviet Navy Soviet Air Force	trf	1971	operated initially by 163 uap at Berdyansk; trf to 130 uap VVVAUSh at Zhdanov (now Mariupol) in 1977; w/o 14jun82 on a training flight from Zhdanov to the Bagerovo range on the Crimea when the hot-air bleed pipe of the right engine broke and the temperature in the central wing section rose, provoking a fire alarm, the crew shut down both engines by mistake and the amphibian alighted very hard in the Sea of Azov about 10 to 12 km from spit Obitochnaya, broke up and sank, 2 of the 4 crew killed
7 60 09 01	not known	Be-12	Soviet Navy			used for trials with the new "Nartsis" target computer for the Be-12N
7 60 09 02	"33"	Be-12	Soviet Navy			opb 317 osap at Yelizovo; was damaged by an accident, date unknown, but repaired
7 60 09 03	not known	Be-12	Soviet Navy			
7 60 09 04	not known "35" yellow	Be-12 Be-12PL	Soviet Navy Ukrainian Navy	Mkk	08may98	opb omae at Nikolayev; fuselage seen in Nikolayev ARZ oct05; preserved in State Aviation Museum at Kiev (N50.405534 E30.461744) assembly started 17oct06 (wings arrived already before sep05, fuselage f/n sep06), f/n complete nov06, l/n jul17
7 60 09 05	not known	Be-12	Russian Navy	mfd	mar68	opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
8 60 10 01	not known	Be-12	Soviet Navy			
8 60 10 02	not known "17" yellow	Be-12 Be-12	Soviet Navy Russian Navy	Yev	16sep96	no Navy flag; l/n operational Yevpatoriya 24aug97; stored at Ostrov-Veretye, l/n aug12, c/n checked this date
8 60 10 03	not known	Be-12	Russian Navy	mfd	apr68	opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
8 60 10 04	"41" yellow RA-00041 RA-00041	Be-12 Be-12P Be-12P	Soviet Navy TANTK Avialesookhrana	Tag Tag Ik2	aug92 20jun99 06jun01	converted to, see next line
8 60 10 05	not known	Be-12	Russian Navy	mfd	jun68	still owned by TANTK; named 'Stoyki'; seen Taganrog 31aug04; the tail was exchanged with that of a stored Be-12 because it had been damaged in 2003 or 2004 (the 'second' RA-00041 should be marked as such only on the tail and nowhere else); preserved in the museum of 325 ARZ at Taganrog-Tsentralny (N47.240823 E38.851275), seen oct09/jun13
8 60 11 01	not known	Be-12	Soviet Air Force	mfd	jun68	opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
8 60 11 02	not known	Be-12	Soviet Air Force	mfd	jun68	opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
8 60 11 03	"19" not known	Be-12 Be-12	Soviet Air Force Avialesookhrana	mfd no	01aug68 reports	underwent trials with the 403 oplap of the Northern Fleet; equipped with "Gagara-1" search system for trials in 1968/69, was one of the Be-12s deployed to Egypt in 1970, see intro
8 60 11 04	not known "25" yellow	Be-12PL Be-12PL	Soviet Navy Russian Navy	mfd Osv	1968 17aug12	opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; scrapped at Taganrog dec11
8 60 11 05	"43" yellow "43" yellow	Be-12 Be-12	Soviet Air Force Avialesookhrana	mfd no	03sep68 reports	opb 444 TsBP i PLS at Ostrov-Veretye; with Red Stars and a Russian Navy flag below the cockpit; earmarked for sale 10nov00 (decision annulled 05jun07); stored at Ostrov-Veretye, l/n aug12 and c/n checked this date
8 60 12 01	not known	Be-12	Soviet Navy			opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; stored at Taganrog-Yuzhny, l/n may11; scrapped Taganrog jun13
8 60 12 02	"16"	Be-12	Soviet Air Force			equipped with a "Gagara-1" search system for trials in 1968/69; was one of the Be-12s deployed to Egypt in 1970, see intro story
8 60 12 03	not known	Be-12	Soviet Navy			opb 318 oplap at Donuzlav; dbr 17jun87 on alighting on lake Donuzlav when came in too fast and touched down hard, damaging the bilge of the hull, the amphibian sank but all crew members escaped unhurt
8 60 12 04	not known	Be-12	Soviet Air Force			
8 60 12 05	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
8 60 13 01	"46" yellow RA-00046	Be-12 Be-12P-200	Soviet Navy TANTK	mfd f/f	24dec68 09aug96	converted aug94/jun96 to Be-12P-200 flying laboratory for trials of the fire-fighting system of the Be-200 trials completed oct96; f/n ZIA aug97; seen ZIA 19aug99 with scrubbed out 'Doruk Air' titles & logo; l/n GDZ jul00
8 60 13 02	not known	Be-12P-200	TANTK	GDZ	07sep00	l/n GDZ 04sep04
8 60 13 03	not known	Be-12P-200	Avialesookhrana	Tag	21may11	trf 'on paper' only, not taken up; opb Tsentralnaya baza; as such in Rosimushchestvo (State Property Agency) files 15jul08; stored at Taganrog-Yuzhny, l/n may11; scrapped Taganrog jun13
8 60 13 04	"90" yellow	Be-12	Soviet Navy	Yev	24aug97	
8 60 13 05	not known	Be-12	Soviet Navy			
9 60 14 01	not known	Be-12	Soviet Navy			opb 289 oplap at Leonidovo; w/o 03jun71 when the crew forgot to activate the braking system and the amphibian crashed into Be-12 c/n 0601903 while taxiing, both amphibians burnt out, 1 of the 4 crew killed and the other 3 injured
9 60 14 02	not known	Be-12	Soviet Navy			
9 60 14 03	"65" yellow "65" yellow	Be-12 Be-12NKh	Soviet Navy TANTK im. Berieva	Tag	aug92	opb the Pacific Fleet; converted by TANTK in 1993 to, see next line
9 60 14 04	"40" yellow	Be-12P	TANTK	f/f	27apr92	opb Tikhookeanski Aviarabotnik in Russian Navy c/s; used call-sign '10865'; dbr 30mar93 on a flight from Yuzhno-Sakhalinsk to Yuzhno-Kurilsk on Kunashir island, while alighting in the bay of Yuzhno-Kurilsk the propellers were not unlatched during the landing run, in order to avoid the amphibian running ashore the pilot turned left, the float under the right wing broke off and the amphibian came to rest in shallow waters 20 metres off the shore, puncturing its hull, all 4 crew and 34 passengers escaped unhurt; when rescue workers tried to tow the amphibian ashore with the help of a tractor the tail broke off, the hull was destroyed by storms later
9 60 14 05	"06" yellow	Be-12	Soviet Navy	Yev	24aug97	first Be-12P prototype; in Soviet Navy c/s; dbr 14jul92 while collecting water from the river Don near Veshenskaya when the right engine suffered a birdstrike and the amphibian ran ashore; returned to Taganrog under a Mi-26 and officially w/o; seen stored at Taganrog-Yuzhny 20jun99
9 60 15 01	not known	Be-12	Soviet Navy			in grey c/s with Red Stars; sat wfu (without wings) in YeARZ at Yevpatoriya, seen jul10/jan16
9 60 15 02	"30" yellow	Be-12PL	Ukrainian Navy	Yev	16sep96	
9 60 15 03	not known	Be-12	Soviet Navy			
9 60 15 04	not known	Be-12	Soviet Navy			last aircraft with AI-20D series 3 engines
9 60 15 05	not known "96" yellow	Be-12 Be-12NKh	Soviet Navy TANTK	Tag	1997	first aircraft with AI-20D series 4 engines; converted by TMZ to, see next line
9 60 16 01	not known	Be-12	Soviet Navy			in Soviet Navy c/s; was to be opb Tikhookeanski Aviarabotnik, but not handed over and never flew in the Far East; stored at Taganrog-Yuzhny
9 60 16 02	not known	Be-12	Soviet Navy			
9 60 16 03	not known	Be-12	Soviet Navy			
9 60 16 04	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
9 60 16 05	"83" yellow	Be-12	Soviet Navy	PKC	08jul94	
9 60 17 01	not known	Be-12	Soviet Navy			delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
9 60 17 02	not known "82" yellow "82" yellow	Be-12 Be-12 Be-12NKh	Vietnamese AF Vietnamese Navy Vietnamese AF TANTK im. Berieva	trf trf	may82 25jun84	opb 933 Regiment
9 60 17 03	"26" yellow	Be-12	Soviet Navy	toc	08aug70	opb 954 Regiment; wfu in the late 1980s
						opb the Pacific Fleet; converted by TANTK in 1993 to, see next line
						opb Tikhookeanski Aviarabotnik in Russian Navy c/s; dbr 31oct93 (local time, according to Moscow time still 30oct93) on a flight from Yuzhno-Sakhalinsk to Yuzhno-Kurilsk on Kunashir island when alighted in the bay of Yuzhno-Kurilsk with the waves being twice as high as allowed (up to 1.5 metres), the amphibian was thrown of the the water several times during the landing run and lost the float under the right wing, the right propeller touched the water, the right landing gear ran aground 120 metres off the shore and the amphibian got stuck there, the boat which evacuated the occupants punctured the hull several times and the amphibian sank, 1 of the 4 crew and 2 of the 16 passengers injured while one of the rescuers died of hypothermia
						c/n also given as 0601703; opb 17 oplae dd (renamed 49 oplae dd 01sep71) at Kosa; in grey c/s; photo at Kosa 1971

	"26" yellow	Be-12	Russian Navy	photo		opb 49 oplae (renamed 2 ae 316 osap 01sep96) at Kosa (relocated to Khrabrovo 01sep95); was involved in the crash of Swedish Air Force AJSH-37 '81' (c/n 37908) 35 km west of Liepaja 16oct96 (while escorting the cruiser 'Pyotr Veliki'); wfu in spring 1998; sat wfu at Khrabrovo for some time and later broken up there
9 60 17 04	"49" yellow RA-00049	Be-12	Soviet Navy	Tag	aug92	converted to, see next line
0 60 17 05	"87" yellow	Be-12P	Avialesookhrana	IKT	05Jun01	owned by TANTK; named 'Ugryumy'; l/n Taganrog-Yuzhny 31aug04
0 60 18 01	"87" yellow not known not known not known	Be-12	Soviet Navy	toc	08aug70	opb 17 oplae dd (renamed 49 oplae dd 01sep71) at Kosa; in grey c/s; photo at Kosa 08aug70
		Be-12	Russian Navy	Yev	16sep96	seen Yevpatoriya 05aug98; l/n Kacha jul07
		Be-12	Soviet Navy			delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
		Be-12	Vietnamese AF	trf	may82	opb 933 Regiment
		Be-12	Vietnamese Navy	trf	25Jun84	opb 954 Regiment; wfu in the late 1980s
0 60 18 02	"87" yellow not known not known not known	Be-12	Soviet Navy			delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
		Be-12	Vietnamese AF			opb 933 Regiment
		Be-12	Vietnamese Navy	trf	may82	
		Be-12	Vietnamese AF	trf	25Jun84	opb 954 Regiment; wfu in the late 1980s
0 60 18 03	"87" yellow not known not known not known	Be-12	Soviet Navy			delivered by ship from Ilyichovsk (Ukraine) to Cam Ranh (Vietnam) in early 1981
		Be-12	Vietnamese AF			opb 933 Regiment
		Be-12	Vietnamese Navy	trf	may82	
		Be-12	Vietnamese AF	trf	25Jun84	opb 954 Regiment; wfu in the late 1980s
0 60 18 04	"98" yellow	Be-12	Soviet Navy			
0 60 18 05	"98" yellow	Be-12	Soviet Navy			
0 60 19 01	"98" yellow not known	Be-12	Russian Navy			opb 49 oplae dd at Kosa
0 60 19 02	"98" yellow not known	Be-12	Soviet Navy			based at Kaliningrad-Khrabrovo by sep95 and broken up there 1999
0 60 19 03	"98" yellow not known	Be-12	Soviet Navy			
0 60 19 04	"90" yellow	Be-12	Soviet Navy	Yev	16sep96	opb 289 oplap at Leonidovo; w/o 03Jun71 while being parked at Leonidovo when was hit by taxiing Be-12 c/n 9601401 which had gone out of control and both amphibians burnt out
0 60 19 05	"30" red	Be-12	Soviet Navy			converted by 20 ARZ at Pushkin into flying laboratory for trials of the anti-ship missile 3M-80 "Moskit", received a missile nose instead of the radar on the bow; l/n Yevpatoriya 05aug98
						converted by line unit to Be-12PS; stayed at Kala (Azerbaijan) after the Soviet Union split up; photo exists Baku-Kala 2000 with port wing and tail/rear fuselage damaged and small Azerbaijan flag visible on tail; three Be-12s are visible on Google Earth at Baku-Kala 2004/2013, also see c/n 2602503 and 3602905
0 60 20 01	"88" yellow	Be-12	Soviet Navy	Yev	24aug97	l/n Yevpatoriya 08may98
0 60 20 02	"07" yellow	Be-12	Soviet Navy	no	reports	opb 49 oplae dd at Kosa; in grey c/s
	"07" yellow	Be-12	Russian Navy	ph.	10nov14	opb 49 oplae (redesignated 2 ae 316 osap 01sep96) at Kosa (relocated to Khrabrovo 01sep95); in grey c/s; struck off charge in spring 1998; could not be scrapped as the aircraft's documents had been lost, seen at Khrabrovo aug09/jun14; preserved in the oceanographic museum (Muzei Mirovogo okeana) on the banks of the river Pregolya at Kaliningrad from around 10nov14; l/n jan17
0 60 20 03	"20" yellow	Be-12	Soviet Navy	Yev	16sep96	
	"20" yellow	Be-12	Russian Navy	Kac	25jul04	opb 917 osap at Kacha (Crimea); in all-grey c/s, Russian flag on float pylon; l/n Kacha 31jul05, flying; the same aircraft as above ?
	"03" yellow	Be-12	Ukrainian Navy	Sai	09jul09	photo only c/n not checked; seen Saki jul12/jun14, c/n readable on photos, engines, rudders and other parts missing; photo as such 2015 location not mentioned but probably still at Saki
0 60 20 04	not known	Be-12	Soviet Navy			
	"02" yellow	Be-12PL	Ukrainian Navy	Sai	02jul08	opb 10 mab at Saki-Novofyodorovka until mar14; in light grey c/s with Ukrainian Navy flag below the cockpit; slightly damaged at Saki-Novofyodorovka 02jul08 when the left tyre exploded during the take-off run and the aircraft veered off the runway; released by Russia and ferried from Saki-Novofyodorovka to Mykolayiv-Kulbakino 14apr14; l/n Mykolayiv-Kulbakino jun15, c/n checked
0 60 20 05	not known	Be-12	Soviet Navy			
0 60 21 01	"84" yellow	Be-12	Ukrainian Navy	Yev	24aug97	converted to Be-12N ?; l/n Yevpatoriya 05aug98
0 60 21 02	"84" yellow	Be-12	Russian Navy	Kac	16sep96	converted to Be-12N
	"29" yellow	Be-12N	Russian Navy	Kac	25jul04	no c/n on nose or on the outside of the wing floats; opb 917 osap at Kacha (Crimea); in all-grey c/s, Russian flag on float pylon; tender for prolongation of life-time published 25may09; l/n Kacha jun11, flying coded "29" yellow; seen active 2015 in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles; l/n Kacha 16aug15
1 60 21 03	RF-12010	Be-12N	Russian Navy		22dec14	
	not known	Be-12	Soviet Navy			trf to Ukraine Navy and designated Be-12PL
	"01" yellow	Be-12PL	Ukrainian Navy	Sai	02jul06	l/n Saki-4-Novofedorovka 17jul13, c/n checked, parked on the grass, blue 'waves' logo under cockpit in stead of Ukraine flag
1 60 21 04	not known	Be-12	Soviet Navy	mfd	1971	converted to Be-12N
	"02" yellow	Be-12PL	Russian Navy	Kac	23aug97	opb 917 osap at Kacha; earmarked for sale 10nov00 (decision annulled 29dec06)
1 60 21 05	not known	Be-12	Russian Navy	mfd	apr71	converted to Be-12N; opb mil. unit 81310 at Ostrov; earmarked for sale 30nov98
1 60 22 01	"90" yellow	Be-12	Soviet Navy	KGD	12aug96	converted to Be-12N
1 60 22 02	not known	Be-12	Soviet Navy	mfd	may71	converted to a Be-12N
	"58" yellow	Be-12N	Russian Navy	Osv	17aug12	opb 444 TsBP i PLS at Ostrov-Veretye; no Navy flag; earmarked for sale 30nov98, but not sold; stored at Ostrov-Veretye, l/n aug12 c/n checked this date
1 60 22 03	not known	Be-12	Soviet Navy	mfd	jun71	converted to, see next line
	not known	Be-12N	Russian Navy	no	reports	opb 403 osap at Severomorsk-1; earmarked for sale (in non-airworthy condition) 30nov98
1 60 22 04	not known	Be-12	Soviet Navy			
1 60 22 05	not known	Be-12	Soviet Navy			
	"55" yellow	Be-12N	Russian Navy	ph.	11nov17	converted to Be-12N
1 60 23 01	not known	Be-12	Soviet Navy			preserved at Severomorsk-2
	"15" yellow	Be-12N	Russian Navy	photo		converted to, see next line
1 60 23 02	not known	Be-12	Soviet Navy			based at Yelizovo; in all-grey c/s with Russian Navy flag below cockpit; seen preserved in military garrison at Yelizovo, (N53.156863 E158.44191) jun06/mar13
1 60 23 03	not known	Be-12	Soviet Navy	mfd	1971	converted to Be-12N
	"08" yellow	Be-12PL	Russian Navy	Kac	23aug97	opb 917 osap at Kacha; l/n Kacha 07may98; earmarked for sale 10nov00 (decision annulled 29dec06)
1 60 23 04	not known	Be-12	Soviet Navy			converted to Be-12N
1 60 23 05	not known	Be-12	Soviet Navy	mfd	1971	converted to a Be-12N
	"99" yellow	Be-12PL	Russian Navy	Kac	23aug97	opb 444 TsBP i PLS at Ostrov-Veretye; no Navy flag; l/n operational Kacha 07may98; earmarked for sale 10nov00 (decision annulled 05jun07); l/n Ostrov-Veretye aug12, stored, c/n checked this date
1 60 24 01	not known	Be-12	Soviet Navy			converted to Be-12N
1 60 24 02	"11" yellow	Be-12	Russian Navy	PKC	16aug09	opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08; seen in all-grey c/s, no Navy flag, in reasonable condition in the static display during the open house 16aug09
2 60 24 03	not known	Be-12	Soviet Navy			converted to Be-12N
2 60 24 04	"60" yellow	Be-12	Russian Navy	PKC	08jul94	opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
2 60 24 05	"70" yellow	Be-12	Russian Navy	no	reports	converted to Be-12N; opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
2 60 25 01	"75" yellow	Be-12	Russian Navy	PKC	17jun06	converted to Be-12N; opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; in all-grey c/s; wfu probably in 1998; earmarked for sale 09apr99, but could not be sold; was wfu at PKC in good condition by jun06; l/n dec08; offered for sale as scrap metal 21nov08
2 60 25 02	not known	Be-12PL	Russian Navy	mfd	1972	opb mil. unit 81310 at Ostrov; earmarked for sale 10nov00 (decision annulled 05jun07)
2 60 25 03	"87" yellow	Be-12PL	Russian Navy	Kac	17aug08	c/n from russianplanes.net
	"52" yellow	Be-12	Soviet Navy			first Be-12PS, converted by TMZ; was tested jul72; stayed at Kala (Azerbaijan) after the Soviet Union split up; fate unknown, but photos of two exist at Baku-Kala 2000 with codes and roundels removed and three are visible on Google Earth at Baku-Kala, 2004/2013; see also c/n 0601905 and 3602905
2 60 25 04	"71" yellow	Be-12	Russian Navy	no	reports	converted to Be-12N; opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
2 60 25 05	not known	Be-12	Soviet Navy			had possibly tactical code "73"
	RA-00073	Be-12P	TANTK	ZIA	31aug93	second Be-12P prototype; l/n Taganrog-Yuzhny 09aug01
2 60 26 01	not known	Be-12	Soviet Navy			converted to Be-12N
2 60 26 02	not known	Be-12PL	Russian Navy	mfd	aug72	opb mil. unit 81310 at Ostrov and later by 917 osap at Kacha; earmarked for sale 30nov98 (decision annulled 29dec06)
2 60 26 03	"01" yellow	Be-12PL	Russian Navy	Tag	dec13	seen jun15 in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles; l/n Kipelovo 30jul17
	not known	Be-12	Soviet Navy			converted by TMZ to Be-12PS; code was possibly "32" yellow; stayed at Kala (Azerbaijan) after the Soviet Union split up; photos of two exist Baku-Kala 2000 with codes and roundels removed, see also c/n 0601905, 2602503 and 3602905
	"32" yellow	Be-12PS	Ukrainian Navy	UKS	jun04	reportedly received from Azerbaijan in exchange for 2 MiG-29s
	"05" yellow	Be-12PS	Ukrainian Navy	Sai	mid 06	in very weathered c/s, looking like mottled dark green over grey; seen flying Kiev-Vasilivk 24aug09 in excellent condition and c/n checked; l/n Mykolayiv-Kulbakino jun15
2 60 26 04	not known	Be-12	Soviet Navy			converted to Be-12N
2 60 26 05	"20" yellow	Be-12	Soviet Navy	KGD	12aug96	converted to Be-12N
2 60 27 01	not known	Be-12	Soviet Navy	mfd	nov72	converted to Be-12N
	"14" red	Be-12PL	Russian Navy	no	reports	opb mil. unit 81310 at Ostrov and later by 917 osap at Kacha; earmarked for sale 30nov98 (decision annulled 29dec06); seen Kacha 29oct07, derelict
2 60 27 02	not known	Be-12	Soviet Navy			converted to Be-12N
3 60 27 03	"16" yellow	Be-12	Russian Navy	PKC	08jul94	converted to Be-12N; opb mil. unit 87272 at PKC by 1999 and by mil. unit 26972 at PKC by 2009; earmarked for sale 09apr99, but could not be sold; offered for sale as scrap metal 21nov08
3 60 27 04	not known	Be-12	Soviet Navy			converted to, see next line
	"17" yellow	Be-12N	Russian Navy	VVO	16aug92	opb 289 oplap at Nikolayevka
3 60 27 05	not known	Be-12	Soviet Navy	no	reports	
	"50" yellow	Be-12PL	Ukrainian Navy	Mkk	22aug97	opb 316 omae at Kulbakovo; initially in greenish grey c/s with large 'Viskovo-Morski Syly Ukrayiny' (Ukrainian Navy) titles and a small Ukrainian Navy flag on the nose; l/n as such Ochakov jul01; took part in an exercise jul01; repainted in light grey c/s with a large Ukrainian Navy flag on the nose, now without

3 60 28 01	not known "21" red	Be-12 Be-12PS	Soviet Navy Ukrainian Navy	no Mkk	reports 1994	titles; stored with YeARZ at Yevpatoriya (awaiting overhaul) reportedly from 2005, seen jul10/jan16; will probably be scrapped due to problems in connection with the incorporation of the Crimea into Russia
	"04" yellow	Be-12PS	Ukrainian Navy	Sai	07sep06	was converted by line unit to Be-12PS, later trf to Ukraine Navy in all-grey c/s, Soviet star painted over without Ukrainian markings; c/n not checked; seen Yevpatoriya 16sep96, c/n checked; l/n Yevpatoriya 08may98 in all-grey c/s with Ukraine shield on tail and flag below the cockpit; l/n Saki-4-Novofedorovka 17jul13 operational, c/n checked; seen again Saki jul15 engines removed
3 60 28 02	not known "28" yellow	Be-12 Be-12N	Soviet Navy Russian Navy	mfd Kac	jun73 oct04	the last ASW aircraft built; converted to, see next line
	RF-12012	Be-12N	Russian Navy	AAQ	26jun12	opb 917 osap at Kacha; in grey c/s with a Russian Navy flag below the cockpit and a Russian flag on the float pylon; seen with a 'shark mouth' in 2004; l/n Kacha 30jul06, flying also carried code "28" yellow; in grey c/s with 'MA VMF Rossii' titles, a Russian Navy flag below the cockpit and a Russian flag on the float pylon; l/n Kipelovo 30jul17
3 60 28 03	"76" yellow "76" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	Yev Kac	16sep96 25jul06	the first aircraft built directly as a Be-12PS; l/n Yevpatoriya 05aug98
3 60 28 04	"31" yellow "31" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd	1973 photo	opb 917 osap (redesignated 7057 AvB) at Kacha; in grey c/s with a Russian Navy flag below the cockpit and a Russian flag on the float pylon; l/n operational Kacha 03aug11; under overhaul with YeARZ at Yevpatoriya by jan16
3 60 28 05	"22" yellow	Be-12PS	Russian Navy	Kac	23aug97	was the only Be-12PS in the Baltic Fleet; opb 49 oplae dd at Kosa from nov76
3 60 29 01	not known "10" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd Kac	20apr72 19aug07	opb 49 oplae (renamed 2 ae 316 osap 01sep96) at Kosa (relocated to Khrabrovo 01sep95); initially in grey c/s; repainted in non-standard light grey c/s during last overhaul; wfu in spring 1998; scrapped at Khrabrovo aug01
	RF-12006	Be-12PS	Russian Navy	AAQ	dec13	opb 917 osap at Kacha (Crimea); tender for technical assessment published 11mar08; reported stored TANTK, Taganrog, 2000 but no sightings there ever reported
3 60 29 02	not known "12" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	mfd ph.	aug73 jun03	according to other sources aug73; the first series-production Be-12PS
	RF-12007	Be-12PS	Russian Navy	ph.	07may15	initially opb military unit 81310 at Ostrov; opb 917 osap (redesignated 7057 AvB) at Kacha by 2007; in grey c/s with a Russian Navy flag behind the cockpit and a Russian flag on the float pylon; c/n checked Kacha 19aug07; l/n Kacha 03aug11
3 60 29 03	not known "18" yellow	Be-12PS Be-12PS	Soviet Navy Russian Navy	Yev	24aug97	also carried code "10" yellow; opb 7057 AvB at Kacha; in grey c/s with a Russian Navy flag behind the cockpit and a Russian flag on the float pylon, no titles; l/n Kacha 22jan16, flying
	RF-12008	Be-12PS	Russian Navy	Gvd	12aug12	opb mil. unit 81310 at Ostrov; probably opb 917 osap at Kacha (Crimea) by 2003; tender for technical assessment published 25may09; /n Taganrog operational with poor paintwork and c/n not readable on photo
3 60 29 04	not known "20" yellow	Be-12PS Be-12PS	Russian Navy Russian Navy	no AAQ	reports 29apr13	over the Sevastopol region in new 'green' colours with Russian Stars and 'MA VMF Rossii' titles and coded "12" yellow; l/n EIK 30jun16
	RF-12009	Be-12PS	Russian Navy	ph.	15jun15	opb 917 osap at Kacha (Crimea); in all-grey c/s, Russian flag on float pylon and Russian Navy flag behind cockpit; c/n checked Kacha 19aug07; tender for prolongation of life-time published 25may09; l/n Kacha 12aug11
3 60 29 05	not known	Be-12PS	Soviet Navy	ph.	15jun15	also carried code "20" yellow; in green c/s with 'MA VMF Rossii' titles; l/n Gromovo 30jul17
3 60 30 01	not known "55" yellow "06" yellow	Be-12PS Be-12PS Be-12PS	Soviet Navy Ukrainian Navy Ukrainian Navy	ph. Sai	1996 07sep06	stayed at Kala (Azerbaijan) after the Soviet Union split up; fate unknown, but photos of two exist at Baku-Kala 2000 with codes and roundels removed and three are visible on Google Earth at Baku-Kala, 2004/2013, see also c/n 0601905 and 2602503
3 60 30 02	"32" red "32" yellow	Be-12PS Be-12PS	Soviet Navy Soviet Navy	mfd ph.	25nov73 01oct14	opb 316 omae at Kulbakovo; with Red star on tail; l/n Mykolayiv-Kulbakino 22aug97
---	"34" red	Be-12	Soviet Air Force	no	reports	l/n Saki-4-Novofedorovka 17jul13 operational, c/n checked; l/n 2015 location not mentioned but probably still at Saki
---	"05" yellow	Be-12	Soviet Navy	Osv	17aug12	the last Be-12 built; reportedly stored at Taganrog-Yuzhny from 1992
---	"05" yellow	Be-12	Soviet Navy	PKC	08jul94	in greenish grey c/s, no Navy markings; preserved with TANTK im. Berieva at Taganrog-Yuzhny (N47.195881 E38.878134) from 01oct14, c/n painted over
---	"10" yellow	Be-12	Soviet Navy	PKC	08jul94	opb 163 uap VVVAUSH at Berdyansk; w/o 04sep75 on a prof-check flight for the trainee navigator when the left aileron jammed (after the mass counter-balance fell out of the aileron in flight because it had been fixed incorrectly during maintenance) and the aircraft banked to the right, crashed and exploded, all (probably 5) crew succeeded in bailing out
---	"14" yellow	Be-12	Soviet Navy	PKC	08jul94	seen stored
---	"15" yellow	Be-12	Soviet Navy	PKC	08jul94	not c/n 8601002; reportedly based at Pristan, but probably rather at Nikolayevka or Petropavlovsk Kamchatka, see next line
---	"17"	Be-12PS	Soviet Navy	VVO	17aug91	opb Northern Fleet; dbr in the early 1980s when hit a floating tree while alighting; preserved in the Naval Aviation Museum at Severomorsk 2 (69.064338N 33.292230E), seen nov06/apr14
---	"17" yellow	Be-12	Soviet Navy	PKC	08jul94	was involved in an accident, date unknown, whilst based at Lugansk with the Air Training Regiment and declared a write off; seen preserved Lugansk-Ostraya Mogila Aircraft Plant Museum (N48.527216 E39.384045) jun06 initially with no engines; l/n jul11/sep12, complete
---	"50" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"55" yellow	Be-12	Soviet Navy	ph.	04nov06	
---	"61" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"63" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"74" red	Be-12	Soviet Navy	Lum	28apr99	
---	"78" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"79" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	"81" yellow	Be-12	Soviet Navy	PKC	08jul94	
---	4380	Be-12	Egyptian Air Force	no	photo	at Cairo-West AFB; opb 90 omdrae of the Soviet Navy; see c/n 8601102 and 8601202
---	4385	Be-12	Egyptian Air Force	ph.	1969	at Cairo-West AFB; opb 90 omdrae of the Soviet Navy; see c/n 8601102 and 8601202
---	4386	Be-12	Egyptian Air Force	ph.	1969	at Cairo-West AFB; opb 90 omdrae of the Soviet Navy; see c/n 8601102 and 8601202
---	"09" yellow	Be-12	Ukrainian Navy	Mkk	08may98	l/n Mykolayiv-Kulbakino 30apr99, stored
---	"20" red	Be-12	Ukrainian Navy	Mkk	22aug97	l/n Mykolayiv-Kulbakino 08may98, stored
---	"24" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	ex Soviet Navy C/S; l/n Mykolayiv-Kulbakino 30apr99, stored
---	"26" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	l/n Mykolayiv-Kulbakino 30apr99, stored
---	"27" yellow	Be-12	Ukrainian Navy	Mkk	22aug97	ex Soviet Navy C/S; l/n Mykolayiv-Kulbakino 30apr99, stored
---	"37" yellow	Be-12	Ukrainian Navy	Mkk	18sep96	ex Soviet Navy C/S; l/n Mykolayiv-Kulbakino 08may98, stored

Beriev Be-30 & Be-32

Although the Beriev Design Bureau specialised in seaplane development, it had to diversify its activities in the mid 1960s as naval aviation was far from top of the list during the missile age. So Beriev developed a small fifteen-seat feederliner of "Twin Otter" or Let L-410 proportions. The first prototype was displayed at the Domodedovo airshow in July 1967 with mock-up engines. The first flight was substantially delayed as a result of the Glushenkov TVD-10 engines not being available and eventually this took place on 8 July 1968.

There is a report that because of this the prototype was at first powered by two ASH-21 piston engines and flew first in this configuration on 3 March 1967. To clarify this we approached the Beriev Aircraft Company, and they officially declared this report as being false.

Two aircraft from the pre-production batch were converted to Be-32s probably in 1972. This included installation of a new version of the TVD-10 turboprops, increasing take-off power to 1,050 hp compared to 950 hp before. The number of passengers rose from 14 to 19, payload was increased from 1,500 to 2,000 kg, and additional tanks were installed.

State trials were completed on 30 March 1971, but the Be-30/32 never entered series-production. There were several reasons for this, one of them being the competition by the An-28 and the L-410, and another that the Taganrog Factory # 86 traditionally associated with Beriev had started to build other aircraft by this time. In the end, the Soviet Council of Ministers shut down the Be-30 programme in 1972 (the Be-32 in 1976) and purchased the L-410 instead. This was partly a political decision in order to support the 'fraternal' Czechoslovak aviation industry. Only eight flying Be-30s were built, and they all belonged to Beriev's Taganrog machine-building factory (TMZ) in spite of their Aeroflot colour schemes and titles.

In the early 1990s, it became obvious that buying new L-410s or An-28s was too expensive for operators in the CIS as these had to be paid for in 'hard currency'. So the Beriev Aircraft Company saw a new chance for selling their regional aircraft and reworked c/n 01 "OS" which had miraculously survived in storage at the factory airfield for 17 years. It received new TVD-10B engines and new avionics and flew first in this configuration on 12 May 1993. However, the TVD-10B was not the best choice as its production had already ended. So it was decided in 1994 to re-engine the aircraft with two Pratt&Whitney Canada/Klimov PK6A-65B turboprops. This required serious changes in the aircraft's equipment, and work was completed only one week before the MAKS-95 airshow.

Moscow Airways reportedly ordered 50 Be-32s in late 1993, but nothing came of this. Despite a great deal of optimism no new Be-32s had been produced by the year 2005. A further development of the type is the Be-132MK with Klimov VK-1500P turboprops. However, this regional aircraft for 26 passengers has not yet left the drawing board.

5 Be-30 prototypes and 2 full-scale mock-ups built jointly by TMZ and Factory # 86 at Taganrog-Yuzhny

---	CCCP-23166	Be-30	TMZ	photo	full-scale mock-up, in Aeroflot c/s; first presented to mock-up commission aug66 and approved 11apr68
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---	CCCP-30170	Be-30A	TMZ	photo		full-scale mock-up of the planned version Be-30A; in Aeroflot c/s
---	--	Be-30	TMZ			static test airframe; underwent static test programme in 1967
---	--	Be-30	TMZ			static test airframe for trials at the TsAGI
01	CCCP-30	Be-30	MAP TMZ	mfd	1967	first prototype or izdeliye P; in Aeroflot c/s; re-registered as, see next line
	CCCP-30167	Be-30	MAP TMZ	f/f	08jul68	in Aeroflot c/s; had already been displayed with mock-up engines DME 08/09jul67; fitted with 'real' TVD-10s may68; underwent joint state trials 30dec68/01sep69
02	CCCP-02	Be-30	MAP TMZ	mfd	1968	second prototype or izdeliye 2P; in Aeroflot c/s; f/f 10dec68; underwent joint state trials 30dec68/01sep69; transmission between the two engines installed dec72 (the first Soviet aircraft with such), undertook 50 flights with it
03	CCCP-03	Be-30	MAP TMZ	mfd	1968	third prototype or izdeliye IP, had twin-steering and a full equipment kit; in Aeroflot c/s; f/f apr69; re-registered as, see next line
	CCCP-48978	Be-30	MAP TMZ	LBG	25may69	in Aeroflot c/s; displayed with exhibition number '826' at the Paris Air Show 25may/10jun69; l/n SXF 10jun69
	CCCP-03	Be-32	MAP TMZ	photo		in 'polar' Aeroflot c/s; hulk sat on the territory of TANTK im. Berieva at Taganrog-Yuzhny, photo in the early 1990s
---	CCCP-67204	Be-32	MAP TMZ	photo		

5 Be-30 pre-production a/c built jointly by TMZ and Factory # 86 at Taganrog-Yuzhny in 1970

The c/n indicated the sequence number, followed by "OS" standing for "opytnaya seriya" (experimental batch).

OS 06001 01	CCCP-67205 CCCP-67205	Be-30 Be-32	MAP TMZ MAP TMZ	mfd	1970	in Aeroflot c/s; converted by TMZ in 1971 to, see next line
	RA-67205	Be-32	TANTK im. Berieva	f/f	12may93	in Aeroflot c/s; underwent certification trials oct72/jul74; underwent trials against the An-28 aug/oct76; was stored for 17 years at the factory airfield at Taganrog before being overhauled and modernised
	RA-67205	Be-32K	TANTK im. Berieva	f/f	15aug95	now powered by TVD-10B engines; in Moscow Airways c/s; displayed with exhibition number '308' at the Paris Air Show 05/23jun93; displayed at Zhukovski 31aug/05sep93, still with exhibition number '308'; displayed at DXB 04/12nov93; converted to, see next line
OS 06001 02	CCCP-67206 CCCP-67206	Be-30 Be-30	AFL/Centr.Reg.-BKA MAP TMZ	toc	02feb71	now powered by P&W PK6A-65B engines; initially in basic Moscow Airways c/s with 'Doninvest' titles; displayed at Zhukovski aug95; displayed at the ILA at SXF 10/20may96; l/n with 'Doninvest' titles SXF 20may96; seen ZIA 18aug97 in basic Moscow Airways c/s with 'VAO Interprofavia' titles; was to have been converted to the Be-32KM prototype and delivered to Yakutiya (leasing via FLK) until 20apr09, contract signed 10jul08 but cancelled by FLK 03apr09; seen at Taganrog-Yuzhny (N47.199158 E38.864338) jul99/may11, wfu (without titles)
OS 06001 03	CCCP-67207	Be-30	AFL/Centr.Reg.-BKA	trf	31dec72	underwent service trials mar71/sep71
OS 06001 04	CCCP-67208 CCCP-67208	Be-30 Be-30	AFL/Centr.Reg.-BKA MAP TMZ	toc	02mar71	in Aeroflot c/s
OS 06001 05	CCCP-67209 CCCP-67209	Be-30 Be-32	MAP TMZ MAP TMZ	trf	31dec72	underwent service trials mar71/sep71; damaged 16sep71 when the flight mechanic shut off one engine by mistake, no casualties; canx 24jan72
12 32 01 01	--	Be-32KM		mfd	dec70	underwent service trials mar71/sep71; damaged 16sep71 when the flight mechanic shut off one engine by mistake, no casualties; canx 24jan72
12 32 01 02	--	Be-32KM				in Aeroflot c/s; converted by TMZ in 1971 to, see next line
12 32 01 03	--	Be-32KM				in Aeroflot c/s; with cargo door; used as a chase plane for the flight tests of the VVA-14 in summer/autumn 1972; underwent certification trials oct72/jul74; underwent trials against the An-28 aug76/oct76; was stored dismantled at the factory later; preserved in the Russian Air Force museum at Monino (N55.833676 E38.187663) from apr83, l/n sep16
12 32 01 04	--	Be-32KM				was to have been built for Yakutiya (leasing via FLK), contract signed 10jul08 but cancelled by FLK 03apr09

Beriev A-40 "Albatros"

The Beriev A-40 (izdeliye V) is the prototype of an ASW amphibian which would have received the designation Be-40 if it had reached series production. This elder and larger 'brother' of the Be-200 was to replace the ageing Be-12 and Il-38 fleet of the Soviet Navy. It is powered by two Solovoyov D-30KPV turboprops which are placed on pylons above the fuselage in order to protect them from the spray during take-off and alighting. Additional boost for taking off from water comes from two Kolesov RD-36-35 turbojets also situated on the pylons.

First design studies were conducted already in 1972, but full-scale development started only in 1983 when sufficient funding became available. The first flight of the A-40 took place on 8 December 1986. Trials progressed successfully until 1994 when they were stopped because of a lack of funding. According to some sources, the aircraft was commissioned by the Soviet MoD in 1990, and the Russian Navy ordered 20 Be-40s in early 1992. However, there is no evidence available to prove this. After the break-up of the Soviet Union the political and economical situation changed completely, and there was no longer a real need for a 'blue-water' ASW amphibian. Accordingly, no money was made available to continue the A-40 programme, and series production at TAPO (former Factory # 86) at Taganrog-Yuzhny did not start. Later the Russian Navy came to favour an ASW aircraft based on the Tu-204 (which was not built either).

The A-42 (izdeliye VPS) was to be the SAR version of the amphibian. Development started after the loss of the submarine K278 "Komsomolets" in 1989, but construction of the first prototype was stopped in 1993 before it could be completed. Again, no funding was available... The planned civil versions for up to 121 passengers and the A-40P fire fighting amphibian did not even leave the drawing board. However, in 2002 there appeared rumours in the Russian media that the A-40/A-42 programme could be re-started as the A-42PE, using the D-27A propfan.

Apart from that, many technical solutions of the A-40 were used in the development of its younger 'brother' Be-200. So the A-40 was not created in vain.

4 prototypes built jointly by TMZ (later TANTK) and TAPO (former Factory # 86) at Taganrog-Yuzhny

SI	--	A-40	TANTK			static test airframe
V1	"10" red	A-40	TANTK	r/o	09sep86	first prototype; in Soviet Air Force c/s; construction started jun83; f/f 08dec86 from Taganrog; f/n above Moscow-Tushino aug89; established 14 world records 13/14sep89; l/n flying GDZ 1992; wfu and stored at the TANTK airfield (N47.193324 E38.877713) and l/n may17, no engines and paint totally faded
V2	"20" red "378" red	A-40 A-40	TANTK TANTK	mfd	30nov89	second prototype; in Soviet Air Force c/s
	"20" red "20" red	A-40 A-42PE	TANTK TANTK	GDZ	02jul98	in Soviet Air Force c/s; received the exhibition number from the Paris airshow as its new code; seen AKL nov92 with Russian flag on fin; l/n GDZ sep96
VPS	--	A-42	TANTK	GDZ	05sep06	with Russian flag on fin; l/n GDZ 04sep04
						not converted, just fake type painted on during the Gidroviasalon due to problems with the exposition certificate for the 'secret' A-40; in the same c/s as above; l/n active GDZ 05sep08; last flight sep08; stored at the TANTK airfield, l/n may12; will probably never fly again
						construction started in 1990 but halted in 1993 at 80 % readiness; unfinished airframe stored at the factory; programme stopped 31jan11

Beriev Be-103 "Bekas" & SA-20P

The Be-103 is a small amphibian with capacity for one pilot and five passengers. Alternatively, it can carry 400 kg of freight or be equipped as a medevac aircraft or even as a crop-sprayer. Versions for maritime and forest patrol, ecological monitoring and aerial survey are also planned. "Bekas" is a bird's name, but at the same time it is an acronym consisting of the three components 'Be' (Beriev), 'ka' (Komsomolsk-na-Amure, the place of the factory) and 's' (sotrudnichestvo, Russian for co-operation).

Design started in the early 1990s at the Taganrog ANTK as a flying model for a planned heavy amphibian with a take-off weight of more than 500 tonnes (which was later cancelled, however). As the conversion of the Russian military-industrial complex was gaining momentum at that time, it was decided to use the design of this flying model and convert it into a fully-fledged commercial aircraft for local airlines, especially in Siberia, where there are lots of lakes and rivers, but few airfields.

The Be-103 is powered by two Teledyne Continental TCM-10-360ES4 engines as the Russian M-17 engines to be installed originally were not available at the time. Avionics is also mainly of Western origin. The Russian type certificate was awarded on 26 December 2001, the FAA type certificate according to FAR-23 on 31 July 2003 and the Brazilian type certificate on 5 September 2005. Series production started at KnaAPO in Komsomolsk-na-Amure in August 2002 when 13 aircraft were laid down. The first three Be-103s were delivered to a client in the US in July 2003. Recently, Beriev was offering the Be-103 also with Russian M-9F piston engines and even with Ukrainian AI-450 turboprops. However, none of these powerplants has been installed up to now.

KnaAPO started work on a batch of 30 Be-103s in April 2004. 20 of them were to be delivered to China starting in 2006, nine to the Brazilian company MSI Group and one to the armed forces of Colombia. However, production was stopped in 2007 before any of these aircraft had been delivered.

A related aircraft is the SA-20P. This amphibian was developed by KnaAPO engineers from the Be-103 and is equipped with a single Russian M-14Kh engine and Russian avionics. The SA-20P can carry 5 passengers, but can also be used for other tasks. Construction of the first prototype started in August 2001, and it was completed in June 2002. The first flight took place on 16 October 2002. It was reported, however, that the design suffers from technical problems. The production version may be called OSA (Russian for 'wasp' and at the same time an abbreviation deciphered as 'single-engined amphibian aircraft').

The c/n starts with the product code 3 (last digit of designation Be-103), followed by the batch number and the number in the batch. On a photo at Google Earth (N50.592629 E137.08648) aug10, twelve completed aircraft are visible.

7 Be-103 prototypes built by KnAAPO (former Factory # 126) at Komsomolsk-na-Amure-Dzyomqi between 1996 and 2000

3 0 01	RA-37019	Be-103	TANTK	f/f	15jul97	from Taganrog; first prototype; mfd 1996; airlifted by an Il-76 to Taganrog, displayed at the Gelendzhik "Gidroaviasalon" 24/29sep96; w/o 18aug97 during a training flight for the MAK-97 airshow when crashed at Zhukovski due to pilot error, pilot killed
3 0 02	RA-03002	Be-103	TANTK	f/f	17nov97	from Taganrog; second prototype; airlifted by an Il-76 to Taganrog in 1997; f/f from water 24apr98; displayed at the Gelendzhik "Gidroaviasalon" 01/05jul98; w/o 29apr99 during a test flight with MT propellers when crashed at Straubing-Walmühle (Germany) due to pilot error, pilot killed
3 0 03	--	Be-103	TANTK	mfd	1996	static test airframe; airlifted by Il-76 to Taganrog in 1996, underwent structural tests at the TANTK 1997/99; modernised dec99
3 0 04	RA-03004	Be-103	TANTK	f/f	19feb99	from Komsomolsk; planned as static test airframe, but converted to third flying prototype after the loss of the first prototype; airlifted by Il-76 to Taganrog 06jun99, modernised dec99; l/n Taganrog-Yuzhny 21may11
3 1 01	--	Be-103	TANTK			dynamic test airframe for fatigue trials
3 1 02	no reg 03102	Be-103	TANTK	f/f	24apr01	from Taganrog; fifth prototype; mfd 2000, airlifted by an Il-76 to Taganrog 27nov00
3 1 03	no reg 03103	Be-103	TANTK	DME f/f WRO	14aug02 10aug00 22apr01	l/n active GDZ 04sep04; seen Taganrog-Yuzhny 21may11, wfu from Taganrog; fourth prototype; airlifted by an Il-76 to Taganrog 09oct99, modernised dec99 with registration now; displayed at Gelendzhik 'Gidroaviasalon' 06/10sep00; received a Bendix-King RDR-2000 radar mar01; seen GDZ 06sep10; l/n Taganrog-South 18may13/22oct16

Be-103 production aircraft built by KnAAPO at Komsomolsk-na-Amure-Dzyomqi since 2003

3 2 01	RA-01851	Be-103	KnAAPO	mfd	30dec04	in white/blue c/s, no titles; w/o 27jul06 on a flight from Khabarovsk-Maly to Komsomolsk-na-Amure when a hatch came off one minute into the flight and damaged the right engine, the amphibian crash-landed in the "Vesna" dacha colony and burnt out, both pilots and the sole passenger (the general manager of KnAAPO) injured; t/t 79 hours and 64 cycles
3 2 02	RA-01852 ?	Be-103	KnAAPO	KXK	dec04	ready for delivery; seen Komsomolsk-na-Amure-Dzyomqi aug16 just wearing c/n as registration
3 2 03	3203	Be-103	KnAAPO	KXK	dec04	ready for delivery; in red/white/blue c/s with 'Komsomolsk-na-Amure -Sankt-Peterburg' and 'LIFETEST' titles; took part in a trans-national flight from Komsomolsk-na-Amure to St. Petersburg 06/21jun05; f/n at Lenexpo Exhibition Centre 03jul05; l/n ZIA 20aug05
3 2 04	28991 3204	Be-103 Be-103 Be-103	Kubinski ATSK KnAAPO TANTK	lsd rgd KXK	late 05 2012 dec04	same c/s and titles as above; f/n Kubinka mar06 f/n Komsomolsk-na-Amure-Dzyomqi aug16 ready for delivery; mfd 01jun05; in white/blue c/s with 'Komsomolsk-na-Amure - Sankt-Peterburg' titles; took part in a trans-national flight from Komsomolsk-na-Amure to St. Petersburg 06/21jun05; f/n at the Lenexpo Exhibition Centre 03jul05
3 2 05	RA-01854 3205	Be-103 Be-103	Beriev Sea Al TANTK	h/o KXK	jul05 dec04	rgd 14apr06 to TANTK; f/n GDZ 05sep06; in white/blue c/s, with titles; l/n GDZ 07sep14, active ready for delivery; mfd 01jun05; in white/blue c/s with 'Komsomolsk-na-Amure - Sankt-Peterburg' titles; took part in a trans-national flight from Komsomolsk-na-Amure to Taganrog 06/21jun05; f/n Taganrog-Tsentralny 21aug05
3 3 01	RA-01855 3301	Be-103 Be-103	Beriev Sea Al KnAAPO	h/o f/f	jul05 02jul03	rgd 14apr06 to TANTK; in white/blue c/s with small 'Beriev Sea Airlines' titles, flying; l/n Orlovka 05oct14 from Komsomolsk; construction started aug02; airlifted by An-124 to Oshkosh 23jul03; in white/blue c/s, no titles, carrying its c/n as marking on the tail and seen in the water of the seaplane base as such 02aug03
3 3 02	N13KL N13KL N13KL N13KL 3302	Be-103 Be-103 Be-103 Be-103 Be-103	Kent L. Linn H2O Air LLC W.E. Bagdasarian Beriev a/b holding Hansen-Welldo-Svc KnAAPO	rgd rgd rgd rgd f/f	06aug03 20aug07 09aug10 11may17 03nov17 jul03 ?	export CoFA dated 22jul03; f/n FLL 12feb04; l/n EWR 01oct05 H2O Air LLC of South Miami, FL, owned by Robert Peres of South Miami; l/n OPF 10jun09; severely damaged 30oct09 on a demonstration flight when alighted in Biscayne Bay off the Venetian Islands, FL with the landing gear down, all 3 occupants escaped unhurt, the aircraft was towed to Government Cut along the MacArthur causeway and salvaged at the site of the former Chalk's sea-plane base W.E. Bagdasarian of La Mesa, CA; current jul12
3 3 03	N29KL N29KL	Be-103 Be-103	Kent L. Linn Brooks AviationLLC	rgd rgd	06aug03 10feb09	construction started aug02; airlifted by An-124 to Oshkosh 23jul03; in all-white c/s, no titles, carrying its c/n as marking on the tail
3 3 04	3303	Be-103	KnAAPO	f/f	jul03 ?	export CoFA dated 22jul03; f/n Pittstown-Sky Manor, NJ 10feb07
3 3 04	N30KL N30KL	Be-103 Be-103	Kent L. Linn Whyland Air Inc.	rgd rgd	06aug03 03jul07	Whyland Air Inc. of Fort Lauderdale, FL; canx 24nov14 as to Mexico assemblies used to build SA-20P c/n 001, see there
3 5 01	--	Be-103	Flying Dragon ?		photo	in KnAAPO assembly shop
3 5 02	--	Be-103	Flying Dragon ?			
3 5 03	B-3659	Be-103	Swan General Avn	d/d	26sep10	export CoFA dated 25oct06; in white/blue c/s with 'Northeast Group' titles on the nose and 'China Tiane (Swan) General Aviation Company' titles on the rear fuselage (both in Chinese only); f/n TSN 26sep10; rgd unknown (current on register by feb11); new CofRs issued 22nov11 and 19dec12; current on register by jan15
3 5 04	B-3660	Be-103	Swan General Avn	d/d	26sep10	export CoFA dated 25oct06; in white/blue c/s with 'Northeast Group' titles on the nose and 'China Tiane (Swan) General Aviation Company' titles on the rear fuselage (both in Chinese only); f/n TSN 26sep10; rgd unknown (not on register by feb11); new CofRs issued 22nov11 and 19dec12; current on register by jan15
3 5 05	--	Be-103	Flying Dragon ?			
3 7 01	--	Be-103	Flying Dragon ?			
3 7 02	--	Be-103	Flying Dragon ?			
3 7 03	--	Be-103	Flying Dragon ?	photo		in KnAAPO assembly shop
3 7 04	--	Be-103	Flying Dragon ?			
3 7 05	--	Be-103	Flying Dragon ?			
3 7 06	--	Be-103				destined for China
3 7 07	--	Be-103				destined for China
3 7 08	--	Be-103				destined for China
3 7 09	--	Be-103				destined for China
3 7 10	--	Be-103				destined for China
3 7 11	--	Be-103				destined for China
3 7 12	--	Be-103				destined for China
3 7 13	--	Be-103				destined for China
3 7 14	--	Be-103				destined for China
3 7 15	--	Be-103				destined for China
3 7 16	--	Be-103				destined for China
3 9 01	--	Be-103				destined for China
3 9 02	--	Be-103				destined for China
3 9 03	--	Be-103				destined for China
3 9 04	--	Be-103				destined for China
3 9 05	--	Be-103				destined for China
3 9 06	--	Be-103				destined for China
3 9 07	--	Be-103				destined for China
3 9 08	--	Be-103				destined for China
3 9 09	--	Be-103				destined for China
3 9 10	--	Be-103				destined for China
---	28991	Be-103	KnAAPO	ph.	18jul09	carried 'Komsomolsk-na-Amure - Sankt-Peterburg' titles

1 SA-20P prototype built by KnAAPO at Komsomolsk-na-Amure-Dzyomqi in 2001/02

001	no reg	SA-20P	KnAAPO	f/f	16oct02	built by using assemblies of Be-103 c/n 3304; construction started aug01, completed may02; in white/blue/red c/s with a twisted Red Star on the fin, with KnAAPO logo; displayed at the Komsomolsk-na-Amure city fest 12jun02 and at the Gelendzhik "Gidroaviasalon" 04/08sep02; l/n KnAAPO 17sep03; f/f from water 04oct03; trials completed 22oct03
	RA-3068K	SA-20P	KnAAPO	rgd	24dec03	CoFA issued by FLA RF the same day; in the same c/s as above, with a KnAAPO logo; f/n KnAAPO 14aug04; t/t 28 hours by 2005; l/n with registration KnAAPO 12dec06; canx before nov09; stored without registration at KnAAPO, seen jul09/jun13

Beriev Be-200 "Altair"

The Be-200 amphibian is the younger and smaller 'brother' of the A-40, designed mainly for fire fighting. It has the same aerodynamic configuration as its rather unsuccessful predecessor and presents practically a 0.8:1 copy of it in accordance with the Froude law. The Be-200's name "Altair" is the name of a star in the Orion constellation, but at the same time it is an acronym consisting of the three components 'Al' (the first syllable of "Albatros", the name of the A-40), 'ta' (Taganrog, the place of the design bureau) and 'ir' (Irkutsk, the place of the production factory).

The Be-200 is powered by two Solovoyov D-436TP turboprops; although future export models may be equipped with two Rolls-Royce BR-715 engines. Development started in 1989, but the programme was delayed by insufficient funding after the break-up of the Soviet Union. So the first flight of the prototype took place only on 24 September 1998, more than two years after the roll-out date. In the meantime, the water collection system for the Be-200 had been tried out on Be-12P-200 RA-00046. The provisional type certificate (restricted to fire fighting) was handed out on 10 August 2001, and trials continue.

The only variant built up to date is the Be-200ChS which was developed for the Russian Emergency Situations Ministry (MChS or Emercom). This version is also called Be-200ES (for Emergency Situations) in English and received its type certificate on 29 December 2003. Apart from fighting fires, the Be-200ChS can transport rescuers or evacuate casualties.

Planned versions include the Be-200T transport, the Be-210 for up to 72 passengers and the Be-250 patrol and SAR aircraft. During the Farnborough Air Show in 2004, a memorandum of understanding was signed between NPK 'Irkut' and European aerospace manufacturer EADS envisaging to set up a joint venture for the development of the BR-715 powered version of the Be-200. The design process for this new version was to start in September 2004, and the first flight was planned for 2007. Beta Air, the company managing the Be-200 programme, sees a market of 800 aircraft of this class and hopes to sell up to 320 Be-200s world-wide... But as many other post-Soviet programmes, the Be-200 is plagued by delays. By 2007, it was decided to transfer production to "Tavria" at Taganrog.

The c/n is explained as follows: The first six digits are 768200, with 768 possibly being a code for the factory and 200 probably standing for the type. These are followed by four digits with the prototypes and five digits with the production aircraft. Those are the batch number (00) and the number in the batch with the prototypes and the batch number, the year of manufacture and the number in the batch with the production aircraft.

4 Be-200 prototypes built by IAPO (former Factory # 39) at Irkutsk-Zapadny between 1995 and 2002

768200 0001	--	Be-200	primer	mfd	1995	static test airframe (izd. SI); airlifted by an An-124 to Taganrog-Yuzhny mar95; underwent structural tests with TANTK im. Berieva in 1996/98, l/n may11
768200 0002	no reg no reg RA-21511	Be-200 Be-200 Be-200	primer TANTK TANTK	r/o Ik2 LBG	11sep96 17oct98 11jun99	first prototype; construction started in 1992; f/f 24sep98 from Irkutsk-Zapadny painted in early oct98, but still without registration with exhibition number '368'; seen ZIA 17/22aug99 still with '368'; seen GDZ 06/10sep00 without exhibition number; seen SXF 09may02 with exhibition number '377'; l/n GDZ 04sep04; stored at the factory at TANTK Taganrog, awaiting modification to a Be-200E with Rolls-Royce engines and seen Taganrog-Yuzhny 18may13
768200 0003	RA-21512 RF-21512 RF-21512	Be-200ChS Be-200ChS Be-200ChS	TANTK TANTK Bombeiros	f/f CIA KSC	27aug02 20aug04 31aug06	from Irkutsk-Zapadny; the second prototype; in light grey c/s with red cheatline and blue belly, MChS badge on rear fuselage but no titles; f/n GDZ 04sep02 in the same c/s as above, no titles; opb SoREM in Italy (basically on Sardinia) 20aug04/30sep04 and 06jul05/17sep05; l/n GVA 01jul06
	21512	Be-200ChS	TANTK im. Berieva	SCL	28mar10	opb TANTK for Portuguese Serviço Nacional de Bombeiros at BA Monte Real 01jul06/31aug06; in the same c/s as above, with 'Bombeiros' titles; damaged 08jul06 on a test flight when hit trees after taking on water from the Barragem da Aguielra reservoir; modernised to production standard in 2008 initially in the same c/s as above, no titles; l/n as such GDZ 12sep10; seen partially repainted overhead Rostov-na-Donu 30may11; repainted in grey c/s with red cheatline, blue belly and 'Russian flag' trim on engines and tail, named 'Konstantin Babich' after a late TANTK test pilot; f/n as such LBG 18jun11, with the exhibition number '202'; l/n with this exhibition number Taganrog-Yuzhny jun16; f/n with additional 'OAK' titles instead of the exhibition number GDZ 22sep16; l/n as such Taganrog-Yuzhny 20may17; version painted on additionally as 'Be-200ES' in English; displayed as such at the "Dubai Airshow 2017" 12/16nov17
768200 004	--	Be-200	primer	mfd	1997	dynamic test airframe for fatigue trials (izd. RI); airlifted by an An-124 to Taganrog-Yuzhny aug97; underwent fatigue trials with TANTK im. Berieva for many years, l/n may11

7 Be-200 production aircraft built by NPK "Irkut" (former Factory # 39) at Irkutsk-Zapadny 2003/2011

The first six digits are 768200, with 768 possibly being a code for the factory and 200 probably standing for the type. These are followed by two digits batch number and the year of manufacture and the number in the batch.

76820001301	RA-21515 RF-21515 RF-32515 RF-32765	Be-200ChS Be-200ChS Be-200ChS Be-200ChS	MChS Rossii MChS Rossii MChS Rossii MChS Rossii	r/o ZIA ph. rgd	26may03 16dec03 26jul05 26dec05	line # 01-01; f/f 17jun03; mfd 29jul03; h/o to MChS at Listvyanka (Lake Baikal) 31jul03; based at Zhukovski from 05aug03; f/n ZIA 19aug03; l/n ZIA 19sep03; accepted only 24nov03 l/n GDZ sep04 l/n Khabarovsk-Tsentralny 13aug05 deployed to South Sumatra and Central Kalimantan (Indonesia) for fire-suppression duties nov06; damaged 10nov06 on landing at Banjarmasin-Syamudin Noor in heavy rain showers when overran the runway by some 50 metres; provisionally repaired and ferried to Taganrog for further repairs in 2007; opb TsOASO at Zhukovski from 20mar08 (but was still under repair at that time); named 'Ivan Borzov' 25apr08 after a famous Soviet Navy pilot of WWII; returned to service after repair 27jun11; l/n ZIA 12aug11; damaged sep11 when tried to collect water from the Ivankovo reservoir with the water duct closed by a blanking cover, t/t 633 hours and 752 cycles by then and f/n since this incident Zhukovski 30aug13; l/n RVI 24nov16
76820001402	no reg RF-32516 RF-32766(1) RA-21516	Be-200ChS Be-200ChS Be-200ChS Be-200ChS	primer MChS Rossii MChS Rossii MChS Rossii	f/f h/o rgd GVA	26feb04 17apr04 26dec05 13jul07	line # 01-02 mfd 26apr04; accepted 26may04; opb 171 osae at KHV; f/n Syzran-Troyekurovo 28may05; first fire-fighting mission flown 29jun05 near Pobyeda (Khabarovsk region); l/n GDZ 09sep06 c/n checked KJA 01nov06; see line number 03-03 from Taganrog opb Portuguese Serviço Nacional de Bombeiros 13jul/30sep07; seen GVA 21sep07 with 'Beriev' and additional small 'Proteção Civil' titles and large code 'B01'; l/n as such GVA 21sep07; modernised in early 2008
	RF-32766(1)	Be-200ChS	MChS Rossii	KHV	20aug08	opb TsOASO at Zhukovski from 20mar08; named 'Ivan Sukhomlin' 25apr08 after a famous Soviet Navy pilot of WWII, f/n as such UUS 16oct08; t/t 780 hours by early 2010; l/n SVX 20aug10
76820002501	RF-31360 RF-32517 RF-32767 RA-21517	Be-200ChS Be-200ChS Be-200ChS Be-200ChS	MChS Rossii MChS Rossii MChS Rossii MChS Rossii	Kvl mfd rgd GVA	19may12 19jul05 26dec05 10jul07	made a fly-by; named 'Ivan Sukhomlin'; l/n IKT 26aug15 line # 02-01; h/o 25jul05; opb 171 osae at KHV; f/n Krasnoyarsk-Cheremshanka 27jul05; l/n GOJ 14nov05 f/n SXF 12may06 opb Portuguese Serviço Nacional de Bombeiros 13jul/30sep07; seen Setúbal 23aug07 with 'Beriev' and additional small 'Proteção Civil' titles and large code 'B02'; modernised in early 2008 opb TsOASO at Zhukovski from 20mar08; named 'Vasilii Rakov' 25apr08 after a famous Soviet Navy pilot of WWII; c/n checked GDZ 02sep08; t/t 628 hours by early 2010; l/n Atlit (Israel) 05dec10 still named 'Vasilii Rakov'; l/n KJA 20aug11; see c/n 64620070304
	RF-31120(1) RF-32767 RF-32768	Be-200ChS Be-200ChS Be-200ChS	MChS Rossii MChS Rossii MChS Rossii	ZIA Tag mfd	20may11 19may12 29sep06	l/n named 'Vasilii Rakov'; seen Taganrog 19may12 with '31120' painted on engine covers; l/n RVI 28jan17 line # 02-02; h/o 29sep06; rgd 20oct06; deployed to South Sumatra and Central Kalimantan (Indonesia) for fire-suppression duties nov06; opb TsOASO at Zhukovski from 20mar08; named 'Yevgeni Preobrazhenski' 25apr08 after a distinguished Soviet Navy pilot of WWII; t/t 594 hours by early 2010; seen ZIA 17aug10 with engine covers marked '21516'; see there; l/n ZIA 18feb16
76820002703	RF-31370 -- RF-32769	Be-200ChS Be-200ChS Be-200ChS	MChS Rossii primer MChS Rossii	KHV Ik2 f/f	07may16 24may07 jun07	l/n VVO 26jan18 line # 02-03; on the assembly line this date c/n checked; never handed over to MChS Rossii, just used as a demonstrator by TANTK; f/n ZIA 16aug07; l/n ZIA 26aug07
76820003001	FHN-10201 "301" black	Be-200ChS Be-200ChS	Azerbaijan FHN TANTK im. Berieva	h/o mfd	25apr08 oct09	at Taganrog; d/d 30apr08; f/n GYD 09jul08; l/n GYD 01oct16 line # 03-01; seen in primer on the assembly line (almost complete) feb08; f/f 14jul10; ferried to Taganrog-Yuzhny aug10; seen undergoing modifications with TANTK im. Berieva at Taganrog-Yuzhny may11
	RF-31121	Be-200ChS	MChS Rossii	f/f	04oct11	named 'Pyotr Streletski' after a distinguished Soviet Navy pilot of WWII; h/o 21oct11; rgd 26oct11; opb Krasnoyarski ASTs at Krasnoyarsk-Cheremshanka; damaged 14aug16 on a fire-fighting flight from Monte Real (Portugal) when flew so low that the right wing collided with tree-tops, but managed to land safely; h/o after repair by TANTK im. Berieva 01aug17; l/n TJM 13nov17
76820003102	"302" black	Be-200ChS	TANTK im. Berieva	Ik2	07feb08	line # 03-02, the last Be-200 built at Irkutsk; in primer; on the assembly line, wings not yet attached by feb08, readiness 80 % by oct09; f/f 03apr11; ferried to Taganrog-Yuzhny apr11; f/n Taganrog-Yuzhny 21may11; underwent modifications with TANTK im. Berieva at Taganrog-Yuzhny
	RF-31361 RF-31130	Be-200ChS Be-200ChS	MChS Rossii MChS Rossii	RVI h/o	oct11 30nov11	named 'Ivan Shamanov' after a distinguished Soviet Navy pilot of WWII; l/n Taganrog-Yuzhny 26nov11 named 'Ivan Shamanov'; rgd 26dec11; opb Sibirski regionalny tsent; f/n RVI 01dec11; l/n BQT 13may16

Be-200 production aircraft built by TANTK im. Berieva at Taganrog-Yuzhny from 2013

64620060303	no reg RF-32766(2)	Be-200ChS Be-200ChS	primer MChS Rossii	r/o h/o	30may16 12jan17	line # 03-03; construction started apr11, central wing section assembled 30nov11 and airframe mated 13oct13; f/f 16sep16 named 'Aleksandr Razgonin' after a distinguished Soviet naval aviator; opb Yuzhny RTs at Rostov-na-Donu; see c/n 76820001402; l/n VKO 14jun17
64620070304	RF-31120(2)	Be-200ChS	MChS Rossii	f/f	02jul17	line # 03-04; construction started mar12; see c/n 76820002501; l/n ZIA 19jul17
64620070305	RF-31140	Be-200ChS	MChS Rossii	f/f	27nov17	line # 03-05; opb Krasnoyarski KASTs at Krasnoyarsk-Cheremshanka; in full c/s; h/o 20dec17; l/n CEK 21dec17
	351	Be-200ChS	Russian Navy	--	--	
	352	Be-200ChS	Russian Navy	--	--	
	353	Be-200ChS	Russian Navy	--	--	
	354	Be-200ChS	Russian Navy	--	--	

Beriev GST (MP-7)

A contract for the licence production of the Consolidated Model 28-2 (basically a PBY-1 with Wright R-1820-G3 "Cyclone" engines and devoid of armament and military equipment) was signed by the US-based Soviet foreign trade company Amtorg on 12 September 1936, but came into force only after approval by the US Government on 9 January 1937. Two Model 28-2 CKD kits were acquired in addition to the licence. The design was adapted to Soviet standards and materials by Georgi Beriev, who also became responsible for starting up the licence production. The Soviet version of the flying boat was designated GST for gidrosamolyot transportny (transport seaplane). Factory No. 31 at Taganrog was chosen for production, but faced some problems in building the technologically advanced aircraft. Apart from that, shortages of engines, autopilots, instruments and even stainless steel and aluminium parts affected production, and the plans were never fulfilled. Problems aggravated when the United States declared an embargo against the Soviet Union after the start of the Soviet-Finnish war ('Winter War') and the supply of sub-assemblies and equipment from the US stopped.

The GST was to be powered by M-62R engines, the Soviet version of the Wright R-1820-F3 "Cyclone". But Factory No. 19 delivered the first two serviceable engines only in August 1939, followed by another two in November - while the production plan was for 30 aircraft. So only one of the three GSTs which were completed in 1939 could be fitted with engines and handed over to the Soviet Navy during that year. It underwent trials with the Naval Air Force Scientific Research Institute (NII VVS VMF) at Sevastopol. During one of the test flights the wing began to buffet, the aircraft managed to land safely, but had to be returned to the factory for an overhaul. As of January 1940, the factory had produced 22 assembled fuselages, 25 sets of outer wing panels, 20 centre-wing sections and 19 tail units. The GSTs built in 1940 were to be powered by improved M-62IR engines. However, only a small number of the older M-62R version was delivered initially. In an attempt to save the situation it was decided to install Tumanski M-87 engines (an upgraded version of the Gnome-Rhône 14K) instead. The second series-production GST was fitted with M-87s, but the reliability of that power plant left much to be desired. In the end, five aircraft received M-87 engines and six aircraft improved M-88 engines. All further GSTs were then fitted with M-62IR engines. In March 1940, Factory No. 31 was ordered to cease manufacturing GSTs and start producing MDR-6s instead. From May onwards, the factory stopped manufacturing any new parts and was just completing the assembled GSTs which were delivered as soon as engines for them arrived. The last GST left the factory in November 1940, completing a production run of 27 aircraft (2 Model 28-2 kits assembled in 1938, 3 GSTs built in 1939 and 22 GSTs in 1940).

The Soviet Navy received its first GSTs in April 1940. They were taken up by the 80 aviation squadron of the Black Sea Fleet at Sevastopol, while the Northern Fleet received its first GSTs in July 1940. By 22 June 1941, the Air Force of the Black Sea Fleet had 11 GSTs in its inventory and the Air Force of the Northern Fleet seven GSTs (forming 4 ae 118 mrp). Only five of the Black Sea Fleet's remained in operation by 1 January 1942, and just three were left by 22 April. These relocated to Gelendzhik on the Caucasus coast in late April. The following units of the Soviet Navy were equipped with GSTs: Northern Fleet: 118 mrp, odmrae, 2 oag and 16 tao; White Sea Flotilla: 3 ag; Black Sea Fleet: 80 oae. One GST of the Northern Fleet (operated by 16 tao) managed to soldier on until the end of WWII.

In civilian service the GST was designated MP-7 for morskoi passazhirski (maritime passenger aircraft). The MP-7 could accommodate up to 20-24 passengers and was operated by Polar Aviation (which received at least six aircraft) as well as by Aeroflot (which received only one although there had been a firm order for five). Three of Polar Aviation's MP-7s were still active in 1948 and one (CCCP-N337) even in 1950. One MP-7 was transferred to the Krasnoyarsk directorate of Aeroflot in 1946 and remained operational until 1949. Another flying boat of this type was used by the Ministry of Ferrous Metallurgy after the war, but no details are known. Unfortunately, not a single GST or MP-7 survived until this day.

The construction number is a bit of a problem. Obviously it consisted of a product or factory code and a sequential number, but only one full c/n is known.

27 GST built by built by Factory No. 31 at Taganrog from 1938 to 1940

K-1	?	not known	GST	NKAP	f/f	03jun38	assembled by Factory No. 31 at Taganrog may38 from Model 28-2 sub-assemblies manufactured by Consolidated at San Diego; no Consolidated c/n issued, given c/n as such in a Polar Aviation document 24jan51; with Wright R-1820-G3 "Cyclone" engines; underwent trials 03nov/20dec38
		CCCP-N275	MP-7	Polyarnaya Aviats.	rgd	01jul39	opb Moskovskaya aviagruppa from 09may40; in light grey c/s with black belly, small 'Aviaarktika' titles on nose; left Zakharkovo for the Arctic 04jul39; flew an ice-reconnaissance mission from Bulun 22jun41; flew to Seattle over Siberia and Alaska together with another MP-7 with a group of some 40 military specialists, headed by General Mikhail Gromov, for the purpose of selecting weapons to be delivered to the Soviet Union under Lend-Lease, landed at NAS Sand Point (Lake Washington) 04sep41; flew ice-reconnaissance missions 08jul42/30sep42 and 03jun43/05oct43; the right engine failed on take-off from Ust'-Taimyr 28aug43 and after its repair the left engine failed on take-off 08sep43; landed on the ice of Tiksi bay 13oct43; assigned to ice-reconnaissance missions (e.g. from Igarka and Dikson) 28jun/18jul44 and 10aug/09sep44; rescued 25 survivors from the torpedoed Soviet steamer 'Mariya Raskova' 18aug44 and 14 more 23/24aug44; trf to Chukotskaya aviagruppa 27apr45; flew ice-reconnaissance missions in 1948; canx 1948
		---	not known	GST	not known		assembled by Factory No. 31 at Taganrog from Model 28-2 sub-assemblies manufactured by Consolidated at San Diego in 1938; no Consolidated c/n issued; with Wright R-1820-G3 "Cyclone" engines
023 10		CCCP-L3454	MP-7	AFI/East Siberia	rgd	23aug40	MP-7 2M-62IR; fitted out as a passenger transport with 20 seats by the Irkutsk ARM (repair shop); in dark green c/s with light grey undersides, no titles; entered service oct40; trf from 11 Gidrotriyad VSV GVF to Yakutskaya aviagruppa VSV GVF 01jun41, arrived at Yakutsk and toc 15jun41 with t/t 187 hours; opb MAGON of Polyarnaya Aviatsiya from jan44; struck off charge 22may44
		CCCP-N337	MP-7	Polyarnaya Aviats.	trf	1944	in Polyarnaya Aviatsiya documents with this registration from 10jun44; trf to Igarskaya aviagruppa 27apr45; flew ice-reconnaissance missions 17jul44/14sep44 and 12/14aug50; opb Igarskaya aviagruppa from 24jan51
023 17		CCCP-N307	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 19/21jun41 and 06jul42/05sep42; assigned to ice-reconnaissance missions from Igarka 31aug43/23sep43; w/o 23sep43 when tried to land in Dudinka harbour in a Beaufort 8 gale, hit a wave, broke up and sank, 1 crew member and 1 passenger killed and most other crew members and passengers injured (pilot: V.M. Surguchov); struck off charge 10mar44
023 18		CCCP-N308	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; already in a document 11may40; initially opb MAGON; registration painted on as 'CCCPH308' at one time and as 'H-308' at another time; in light grey c/s with black belly, small 'Aviaarktika' titles on the nose and GUSMP logo on the fin; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 02jul42/22aug42, 04jul43/14sep43 and 30jun44/06aug44; stored by 10may45; still flew ice-reconnaissance missions in 1948; opb MAGON from 24jan51; still on charge by 01jan52
023 19		CCCP-N309	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; registration painted on as 'CCCPH309'; in light grey c/s with black belly, small 'Aviaarktika' titles on the nose and GUSMP logo on fin; initially opb Moskovskaya aviagruppa; damaged 18sep40 when was ripped off the mooring buoy by a storm and drifted onto another aircraft; flew ice-reconnaissance missions 19jun41/24sep41, 15jul42/22sep42 and 04/16jul43; damaged during the night 16/17jul43 while being anchored at Pevek when the nose hatch was ripped off by a storm so that water could enter and the aircraft sank; recovered from the water 30jul43 and repaired until 12sep43; ferried for further repairs to Krasnoyarsk 12sep43; trf to Yeniseiskaya aviagruppa 27apr45; trf to GUGVF by 15dec45 (on the basis of a decree issued 04sep45)
TsARB-1		CCCP-N325	MP-7	Polyarnaya Aviats.	rgd	28oct43	TsARB means Tsentralnaya aviatsionnaya remontnaya baza (central aviation repair workshop), so this may be an aircraft which underwent a major repair by the workshop and was issued a new c/n; c/n given in a Polar Aviation document 24jan51 as K-1, but see CCCP-N275; assigned to ice-reconnaissance missions 24jul43/14oct43; damaged 27aug43 while being anchored in Tiksi bay when touched the sea floor during low tide, repaired by 15sep43; assigned to ice-reconnaissance missions at Ust'-Taimyr 03jul44/26sep44 and then returned via Dikson to Krasnoyarsk; trf to Igarskaya aviagruppa 27apr45; flew ice-reconnaissance missions in 1948
		---	not known	GST	Soviet Navy		flown by a defector from Sevastopol to Morphou Bay on Cyprus 22nov41
		HK850	GST	Royal Air Force			impressed for service in the Middle East but remained unused at Aboukir (Egypt) until blown ashore in a gale 23feb43
		---	"3" red	GST	Soviet Navy	drawing	opb 4 ae 118 mrp VVS SF at Gryaznaya bay
		---	"6" black	GST	Soviet Navy	ph.	aug41
		---	"14" black	GST	Soviet Navy	drawing	
		---	"27"	GST	Soviet Navy		
		---	not known	GST	Soviet Navy		assigned to ice-reconnaissance missions 10/19jul43 (commander: Syrovkash)
		---	not known	GST	Soviet Navy		w/o 27oct40 during acceptance trials when started to bank to the left after lift-off, entered a dive at a height of some 25-30 metres, impacted the water and broke up, 1 crew killed and 1 injured; t/t 42 minutes
		---	not known	GST	Soviet Navy		opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 German Bf 109s on take-off and shot down, crashed into a hill at Tuva and burnt out, CPT V.I. Boko killed while CPT Alyonov survived; wreckage still existing in the mid-1990s
		---	not known	GST	Soviet Navy		opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 German Bf 109s on take-off and damaged, the left engine caught fire and the aircraft made a forced landing at Kolski zaliv bay behind Salny island and had to be abandoned, 1LT V.A. Merkulov and SSGT Bogatyrenko survived
		---	not known	GST	Soviet Navy		opb 4 ae 118 mrp VVS SF at Gryaznaya bay; w/o 11jul41 when was shot down during an attack against German positions near Zapadnaya Litsa (commander: N. Talalikhin)
		---	not known	GST	Soviet Navy		opb 4 ae 118 mrp VVS SF at Gryaznaya bay; dbr probably in summer 1941 while dropping a reconnaissance group behind enemy lines when hit an obstacle while alighting on lake Odezhyavr at night and damaged its hull, as the crew (commander: V.N. Vasilyev) were not able to repair the leak they blew the aircraft up and crossed the frontline by foot on their way back to their unit
		---	not known	MP-7	not known		sank on the river Lena 13aug43

Myasishchev M-4 and M-6 (3M)

This aircraft actually is a bomber aircraft but two were converted for civil use and named M-6 by the military and 3M by the OKB and this became their popular name. Initial production were 35 M-4s followed by 90 M-6's.
 The civil aircraft were used as transport aircraft carrying parts of the "Energiya" rockets and the fuselage of the "Buran" orbiter. Those aircraft originally were called '3M-T' aircraft, but these titles were hastily changed to Cyrillic 'BM-T' (VM-T in Latin) before an exhibition as a KGB officer did not want their true designation being shown. The type has set a series of records but the record breaking aircraft were reported to the FAI as 103M (M-4) and 201M (3M).

35 M-4 followed by 90 M-6 (3M) built by factory 23 at Moscow-Fili from 1954 to 1960

4 3 000 01	"25" black	M-4	Soviet AF/Mya-OKB		first prototype; photo exists with fake code "85" black
4 3 000 02	--	M-4	Soviet AF/Mya-OKB		static test airframe
4 3 000 03	no code	M-4	Soviet AF/Mya-OKB	photo	second prototype
	"101" red	M-4	Soviet AF/Mya-OKB	photo	in the book 'Red Star Volume 11'
4 3 001 04	no code	M-4M	Soviet Air Force		
4 3 002 05	"71" red	M-4M	Soviet Air Force		
4 3 003 06	"65" red	M-4M	Soviet Air Force	photo	in the book 'Red Star Volume 11'
5 3 004 07	not known	M-4M	Soviet Air Force	photo	in the book 'Red Star Volume 11'
	"64" red	M-4M	Soviet Air Force	photo	in the book 'Red Star Volume 11', later became, see next line
5 3 005 08	"62" red	M-4M	Soviet Air Force		
5 3 006 09	not known	M-4M	Soviet Air Force		crashed 21mar55
5 3 007 10	"72" red	M-4M	Soviet Air Force	photo	in the book 'Red Star Volume 11', scrapped as such
5 3 008 11	not known	M-4M	Soviet Air Force		
5 3 009 12	not known	M-4M	Soviet Air Force		crashed 26jun56 when fell back to the ground immediately after lifting away from the runway at Engels-2
5 3 010 13	not known	M-4M	Soviet Air Force		crashed 15jun55
5 3 011 14	not known	M-4M	Soviet Air Force		
5 3 012 15	not known	M-4M	Soviet Air Force		
5 3 013 16	not known	M-4M	Soviet Air Force		
5 3 014 17	not known	M-4M	Soviet Air Force		crashed 25aug55
5 3 015 18	"85" red	M-4M	Soviet Air Force	photo	used for testing the aerial refuelling equipment for the 3M, photo as such shows a fake c/n starting with 43
	"63" red	M-4M	Soviet Air Force	photo	converted to a tanker; preserved in the base museum at Ukraina, (N51.164502 E128.44217) seen 11apr06/2016
5 3 016 19	not known	M-4M	Soviet Air Force		first aircraft converted to a tanker for aerial refuelling trials
5 3 017 20	not known	M-4M	Soviet Air Force		
5 3 018 21	not known	M-4M	Soviet Air Force		
5 3 019 22	not known	M-4M	Soviet Air Force		
5 3 020 23	not known	M-4M	Soviet Air Force		crashed 23aug57
5 3 021 24	"77" red	M-4M	Soviet Air Force		
5 3 022 25	not known	M-4M	Soviet Air Force		
5 3 023 26	not known	M-4M	Soviet Air Force		
5 3 024 27	"08"	M-4M	Soviet Air Force		in a documentary on Soviet bombers
5 3 025 28	"03" red	M-4M	Soviet Air Force		later coded "66"
. 3 026 29	not known	M-4M	Soviet Air Force		
. 3 027 30	not known	M-4M	Soviet Air Force		
6 3 028 31	"55" red	M-4M	Soviet Air Force		
	"60" red	M-4M	Soviet Air Force	Rzd 28may02	preserved in the base museum; l/n aug15
6 3 029 32	not known	M-4M	Soviet Air Force		
6 3 030 33	not known	M-4M	Soviet Air Force		
6 3 031 34	"15"	M-4M	Soviet Air Force		in an old ocmumentary on the M-50
	"61" red	M-4M	Soviet Air Force	ZIA 03sep93	
6 3 032 35	not known	M-4M	Soviet Air Force		crashed 13mar58

3M (officially called M-6 but 3M by the OKB) production includes

The c/n gives the year of production (9), the factory number (3 for factory 23 Moscow-Fili), the batch number and the number in the batch.

5 3 2 01 01	not known	3M	Soviet AF/Mya-OKB		photo proof the third digit is a 2; not batch 201 !
	"60" blue	3M	Soviet AF/Mya-OKB		
5 3 2 01 02	not known	3M	Soviet Air Force		photo proof the third digit is a 2; not batch 201 !
. 3 001 03	not known	3M	Soviet Air Force		
. 3 001 04	not known	3M	Soviet Air Force		
. 3 001 05	not known	3M	Soviet Air Force		
5 3 002 01	not known	3M	Soviet Air Force		
. 3 002 02	not known	3M	Soviet Air Force		
. 3 002 03	not known	3M	Soviet Air Force		first aircraft to receive the new VD-7 engines while being assembled and became a M-3MN
. 3 002 04	not known	3M	Soviet Air Force		
. 3 002 05	not known	3M	Soviet Air Force		
6 3 2 03 01	"51" red	3M	Soviet Air Force		
. 3 003 02	not known	3M	Soviet Air Force		
6 3 2 03 03	not known	3M	Soviet Air Force		crashed 22nov57 due to crew error when took off with locked rudders; c/n given as such in the book 'Soviet Strategic Aviation in the Cold War'
6 3 003 04	"23" red	3M	Soviet Air Force	photo	in the book 'Red Star Volume 11'
. 3 003 05	not known	3M	Soviet Air Force		
6 3 2 04 01	"80" red	3M	Soviet Air Force	photo	in the book 'Red Star Volume 11' with this c/n !
. 3 004 02	not known	3M	Soviet Air Force		
. 3 004 03	not known	3M	Soviet Air Force		
7 3 004 04	"25" red	3M	Soviet Air Force	Eng aug97	awaiting being scrapped
7 3 004 05	"26" red	3M	Soviet Air Force		
6 3 2 05 01	"80" red	3M	Soviet Air Force	Eng aug97	awaiting being scrapped; no code visible anymore
7 3 005 02	"17" red	3M	Soviet Air Force		operated by the Myasishchev OKB
7 3 005 03	not known	3M	Soviet Air Force		was a 3MN-1 converted to 3M-5 equipped with two KSR-5 missiles and the new Rubin 1ME radar, modification did not go into series production
7 3 005 04	"85" red	3MS-2	Soviet Air Force	photo	in the book 'Soviet Strategic Aviation in the Cold War'
7 3 005 05	"90" red	3M	Soviet Air Force		crashed 16may92 when collided with another 3M
7 3 006 01	"09"	3M	Soviet Air Force		in a documentary on Soviet bombers
	"24" red	3M	Soviet Air Force		later coded "21" red
7 3 006 02	"22" red	3M	Soviet Air Force	ph. 1990	black and white photo
7 3 006 03	"88"	3M	Soviet Air Force		
7 3 006 04	"27" red	3M	Soviet Air Force		
7 3 006 05	not known	3M	Soviet Air Force		
7 3 007 01	not known	3M	Soviet Air Force		
7 3 007 02	not known	3M	Soviet Air Force		
7 3 007 03	not known	3M	Soviet Air Force		
7 3 007 04	not known	3M	Soviet Air Force		
7 3 007 05	not known	3M	Soviet Air Force		
7 3 008 01	"63" red	3M	Soviet Air Force		later coded "24" red; converted to 3MS-2
7 3 008 02	"25" red	3M	Soviet Air Force		
7 3 008 03	not known	3M	Soviet Air Force		
7 3 008 04	not known	3M	Soviet Air Force		
7 3 008 05	"14" red	3M	Soviet Air Force		later converted to the first 3MS-2; preserved in base museum at Engels, f/n aug87, l/n sep12
. 3 009 01	not known	3MS	Soviet Air Force		destroyed by fire in ground incident 20Sep58
. 3 009 02	not known	3M	Soviet Air Force		
. 3 009 03	not known	3M	Soviet Air Force		
. 3 009 04	not known	3M	Soviet Air Force		
. 3 009 05	not known	3M	Soviet Air Force		
. 3 010 01	not known	3MS	Soviet Air Force		
. 3 010 02	not known	3MS	Soviet Air Force		
. 3 010 03	not known	3MS	Soviet Air Force		
. 3 010 04	not known	3MS	Soviet Air Force		
. 3 010 05	not known	3MS	Soviet Air Force		
8 3 011 01	not known	3MS	Soviet Air Force		converted to 3ME; was dbr at Zhukovski on 12may60
. 3 011 02	not known	3MS	Soviet Air Force		
. 3 011 03	not known	3MS	Soviet Air Force		
. 3 011 04	not known	3MS	Soviet Air Force		
. 3 011 05	not known	3MS	Soviet Air Force		
. 3 012 01	not known	3MS	Soviet Air Force		
. 3 012 02	not known	3MS	Soviet Air Force		

. 3 012 03	not known	3MS	Soviet Air Force			
. 3 012 04	not known	3MS	Soviet Air Force			
. 3 012 05	not known	3MS	Soviet Air Force			
. 3 013 01	not known	3MS	Soviet Air Force			converted to 3ME; crashed 05may65 when flew into the mountains in IMC condition when returning from a mission over sea in the Far East
. 3 013 02	not known	3MS	Soviet Air Force			converted to 3ME
. 3 013 03	not known	3MS	Soviet Air Force			
. 3 013 04	not known	3MS	Soviet Air Force			
. 3 013 05	not known	3MS	Soviet Air Force			
. 3 014 01	not known	3MS	Soviet Air Force			
9 3 014 02	not known	3MN-2	Soviet Air Force			converted at Zhukovski from late 1979 to, see next line
	CCCP-01402	3M-T	Myasishchev OKB	trf	25dec80	f/f 29apr81; first flight with an oversized cargo on top (a mock-up of an 1GT tank of the "Energiya" SLV) 06jan82; first flight with a mock-up of a "Buran" orbiter 01mar83; accepted for service by a decree of the Central Committee of the Communist Party 04nov85; named 'Atlant'; in full Aeroflot c/s with additional small 'Aviaspetstrans' titles, type painted on as 'VM-T' as the real designation was declared secret; f/n ZIA 16aug92; registration used at the same time on An-2R c/n 1G230-42
	RA-01402	3M-T	Myasishchev OKB	ph.	2000	in basic Aeroflot c/s, no titles, type painted on as 'VM-T'; l/n airworthy Ryazan-Dyagilevo 23aug01; stored with 360 ARZ at Ryazan-Dyagilevo, seen feb07/nov16
9 3 014 03	not known	3MS	Soviet Air Force			
9 3 014 04	not known	3MS	Soviet Air Force			
9 3 014 05	not known	3MS	Soviet Air Force			
9 3 015 01	not known	3MS	Soviet Air Force			
9 3 015 02	not known	3MN-2	Soviet Air Force			converted at Zhukovski from late 1979 to, see next line
	CCCP-01502	3M-T	Myasishchev OKB	trf	25jan82	f/f mar82; first flight with an oversized cargo on top (a mock-up of an 1GT tank of the "Energiya" SLV) 19apr82; accepted for service by a decree of the Central Committee of the Communist Party 04nov85; named 'Atlant'; in full Aeroflot c/s with additional small 'Aviaspetstrans' titles, type painted on as 'VM-T' as the real designation was declared secret
	RF-01502	3M-T	Myasishchev OKB	ZIA	16aug92	prefix 'RF' in Cyrillic; named 'Atlant'; in basic Aeroflot c/s, no titles, type painted on as 'VM-T'; stored at ZIA, l/n jul17
9 3 015 03	not known	3MS	Soviet Air Force			
9 3 015 04	not known	3MN-2	Soviet Air Force			converted at Zhukovski to, see next line
		3M-T	Myasishchev OKB			static test airframe, underwent trials with the TsAGI at Zhukovski
9 3 015 05	not known	3MS	Soviet Air Force			
9 3 016 01	"55" red	3MS	Soviet Air Force	ZIA	03sep93	
. 3 016 02	not known	3MS	Soviet Air Force			
. 3 016 03	not known	3MS	Soviet Air Force			
. 3 016 04	not known	3MS	Soviet Air Force			
. 3 016 05	not known	3MS	Soviet Air Force			
0 3 017 01	not known	3MS	Soviet Air Force			last production 3MS
0 3 017 02	not known	3MD	Soviet Air Force			first production 3MD
0 3 017 03	not known	3MD	Soviet Air Force			
0 3 017 04	not known	3MD	Soviet Air Force			
0 3 017 05	not known	3MD	Soviet Air Force			
0 3 018 01	not known	3MD	Soviet Air Force			crashed 12jul61 after an inflight fire, all on board killed
0 3 018 02	not known	3MD	Soviet Air Force			
0 3 018 03	not known	3MD	Soviet Air Force			
0 3 018 04	"30" red	3MD	Soviet Air Force	mfd	1960	toc 10mar61; t/t 4,904 hours 52 min and 2,384 cycles; last flight 08jul86 (to Monino); preserved in the Russian Air Force museum at Monino, f/n 17aug92, l/n aug10
0 3 018 05	not known	3MD	Soviet Air Force			
---	not known	3M	Soviet Air Force	no	reports	w/o 08mar63 on a training flight at night in formation with another 3M when the trailing aircraft left its position in the formation so that both aircraft collided at a height of some 11,600 metres and crashed in the vicinity of the river Kuoluma and the rivulets Bary-Bala and Ulakhan-Chagary (near Ust'-Maya, Yakutiya), 10 of the 16 crew members on board of both aircraft were killed while 6 managed to eject in time

Myasishchev M-17 & M-55

Originally built as a high-altitude interceptor of American stratospheric balloons, the M-17 was planned to be equipped with a cannon. However, halfway through the design project the Americans stopped using these balloons, so the future of the type changed dramatically. A converted Tu-16K-10, called 17LL-2 and coded "57", was used to test the intended weapons system of the type. A total of 17 aircraft were planned to be built, but only nine are confirmed.

The original designation was M-17, with the later version being designated M-17RM (RM stands for Razvedchik Modifitsirovanny which means modified reconnaissance aircraft) for the military, but as the aircraft was never delivered to the Air Force, M-55 is the correct designation.

The c/n 55.2.0202 checked on RF-55204 could be explained as follows: 55.2 is the internal type designation, followed by the batch number and the number in the batch (or possibly vice versa, as the type is built at Smolensk, and in the case of the Yakovlev Yak-18T produced there the batch number comes last, so this may also be the case with the M-55).

3 M-17 (M-55 predecessor) prototypes built by KumAPP at Kumertau-Vorotynovka

M-17-1	CCCP-17100	M-17	Myasishchev OKB	f/f	24dec78	from Vorotynovka; first prototype; in Aeroflot c/s; crashed shortly after take-off on its first flight, pilot killed
M-17-2	--	M-17				static test airframe
M-17-3	CCCP-17103	M-17	Myasishchev OKB	f/f	26may82	second prototype; in Aeroflot c/s; assembled by the Myasishchev plant at Zhukovski from components delivered from Kumertau; first flight date given is that of the modified version; last flight 25jan90 (to Monino); 187 cycles; displayed in the Russian Air Force museum at Monino (N55.833065 E38.182700), l/n aug15
M-17-4	CCCP-17401	M-17	Myasishchev OKB	f/f	20mar85	third prototype; in Aeroflot c/s; probably assembled by the Myasishchev plant at Zhukovski; used for scientific research; later made some flights for the M-55 programme; received both 'Aeroflot' and 'Stratosfera' titles; wreckage stored in the Russian Air Force museum at Monino, f/n aug95, l/n oct12

Two M-55 prototypes were built by SmAZ (former factory # 475) at Smolensk in the 1980s

M-55-1	CCCP-01552	M-55	Myasishchev OKB	f/f	16aug88	from Smolensk; first prototype; in Aeroflot c/s
	RF-01552	M-55	Myasishchev OKB	ZIA	16aug92	'RF-' prefix in Cyrillic; w/o 29may95 when crashed near Zhukovski, pilot killed (he had probably lost consciousness)
55.2.0102 ?	CCCP-23570	M-55	Myasishchev OKB	mfd	1988	c/n also reported as M-55-2; static test airframe, the registration may not have been applied; was reportedly scrapped after completion of the static tests in 1993, but the dismantled airframe which was seen on the territory of the LII at Zhukovski sep13 is reported as being this airframe

Three M-55 pre-production aircraft were built by SmAZ (former factory # 475) at Smolensk in the 1990s

55.2.0201 ?	CCCP-55203	M-55	Myasishchev OKB	no	reports	first pre-production aircraft
	RF-55203	M-55	Myasishchev OKB	ZIA	17aug01	'RF-' prefix in Cyrillic; operated by Russian Air Force; took part in joint state trials from 1998; l/n ZIA aug03/oct16 stored
55.2.0202	CCCP-55204	M-55	Myasishchev OKB	mfd	1991	the second pre-production aircraft; used for scientific research; photo exists
	RF-55204	M-55	Myasishchev OKB	SXF	03jun94	'RF-' prefix in Cyrillic; c/n checked during MAK5-95 at ZIA aug95; l/n ZIA aug97
	55204	M-55	Myasishchev OKB	ZIA	aug99	c/n given in customs data base in 2009 as '00004'; l/n active ZIA 10jul17; put into long-term storage in late 2017
55.2.0203 ?	RF-55205	M-55	Myasishchev OKB	ph.	1995	at Akhtubinsk; third pre-production aircraft; 'RF-' prefix in Cyrillic; took part in joint state trials from 1998; w/o 13nov98 when crashed during trials at Akhtubinsk when the normal flight envelope was exceeded, pilot ejected and survived
---	--	M-55	Myasishchev OKB	no	reports	5 production aircraft laid down in 1994, but not completed (2 of them were almost complete by 1999)

Myasishchev M-101 "Sokol"

This first Russian business turboprop was originally named "Gzhel" after a Russian town renowned for its decorative blue-white porcelain ware. Perhaps the name was selected because display models, the mock-up and later several examples of the actual aircraft were finished in the same colours of blue and white.

The eight-seater was developed by the Myasishchev Design Bureau and built by the "Sokol" Aircraft Factory at Nizhni Novgorod which belongs to the Russian business group Kaskol. The prototype flew first on 31 March 1995, and certification according to AP-23 was achieved on 30 December 2002 and according to FAR-23 on 14 January 2003. The M-101T version for sale on the Russian market was renamed "Sokol" (falcon) in 2003 after the factory producing it, while the export model was to be called "Expedition". As the M-101T was also to be sold in South Africa and Australia, a transcontinental flight was organised in August 2003 (officially to commemorate the 100th birthday of famous Soviet pilot Valeri Chkalov). Reportedly, deliveries to these countries were agreed on, but they never materialised. In total, only some 23 aircraft of the type were built, with most of them having been withdrawn from use after a few years.

The c/n was stencilled on the left side of the fin and the upper surface of the left wing. It was also embossed on a small metal plate found on the tip of the left stabilizer (beneath the elevator horn balance). The explanation is simple: the first two digits stand for the type, followed by the batch number and the number in the batch (the last three digits).

4 M-101 prototypes built by NAZ "Sokol" (former Factory # 21) at Nizhni Novgorod-Sormovo

---	RF-70101	M-101	Myasishchev EMZ	ZIA	15aug92	full-scale mock-up; in white c/s with blue/black cheatline, no titles, but 'EMZ im. Myasishcheva' logo on fin; prefix 'RF' in Cyrillic letters
15-0-001	RA-15001	M-101	Myasishchev EMZ	f/f	31mar95	from Nizhni Novgorod-Sormovo; first prototype; presented to the public at Nizhni Novgorod-Sormovo 07apr95; c/n checked Moscow-Tushino 03jun95; w/o 12sep01 on a test flight from Zhukovski when the horizontal stabiliser disintegrated in flight and the aircraft crashed near Zhukovski, pilot killed
15-0-002	--	M-101	Myasishchev EMZ	mfd	1995	static test airframe
15-0-003	RA-15003	M-101	Myasishchev EMZ	ZIA	aug95	second prototype; c/n checked; in white c/s with light blue/dark blue cheatline and trim, no titles; not on register by aug10; l/n ZIA 22jul17
15-0-004	RA-15004	M-101	Myasishchev EMZ	ZIA	22may97	third prototype; c/n checked; f/n Kubinka 08aug97; reportedly stored by 2008

19 ? M-101 built by NAZ "Sokol" (former Factory # 21) at Nizhni Novgorod-Sormovo from 1997 to 2007

15-01-001	RA-15101 RA-15101	M-101T M-101T	Myasishchev EMZ Dexter	Kub mfd	08aug97 28feb06	first production aircraft; in white c/s with light blue/dark blue cheatline and trim, no titles; l/n ZIA aug05 in orange c/s with black trim, registration without hyphen; h/o 10mar06 ?; rgd 05apr06; f/n BKA 20apr06; l/n GOJ 08jan07; CofA expired 29mar08, but still current on register aug10
15-01-002	RA-15102 RA-15102	M-101T M-101T	Myasishchev EMZ NAZ "Sokol"	ZIA mfd	aug99 07jun05	in white c/s with light blue/dark blue cheatline and trim, no titles rgd 11jul06; in white c/s with light blue/dark blue cheatline and trim, no titles; leased to Dexter for training in spring/summer 2006; h/o 15nov05; CofA expired 07sep07, but still current on register aug10
15-01-003	RA-15103	M-101T	UVAU GA	mfd	12nov05	Ulyanovsk Higher Aviation School of Civil Aviation; h/o 15nov05; toc 18nov05; rgd 21feb06; in white c/s with grey undersides and blue/red cheatline, with titles; f/n BKA 16aug09; l/n ULY 18nov10; CofA expired 08apr11
15-01-004	RA-15104	M-101T	NAZ "Sokol"	AAQ	30jul05	in white c/s with light blue/dark blue cheatline and trim, no titles; leased to Dexter for training in spring/summer 2006; not on register by aug10; l/n Nizhni Novgorod-Sormovo 08may13, operational c/n checked; carried an 'Avaline' sticker
15-01-005	RA-15105 RA-15105	M-101T M-101T	Myasishchev EMZ BLU GA	ZIA mfd	17aug99 10nov05	Buguruslan Flying School; h/o 15nov05; in white c/s with light blue/dark blue cheatline, with titles; f/n ULV mar06; rgd only 05jul06; CofA expired 04jul10
15-01-006	RA-15106	M-101T	Kaskol Group	ZIA	14aug01	initially in white c/s with purple trim and "Kaskol" titles on fin; l/n as such ZIA 14aug01; repainted in white c/s with light blue/dark blue cheatline and trim, no titles; f/n as such DME 18aug02, c/n checked on this date; l/n as such HLA 29apr04; made a transcontinental flight from JNB to GOJ 07/13aug04, received a new c/s (white with green/red/yellow/black cheatline) and the export designation "Expedition" as well as the name 'Ingwe' for this flight; converted by "Sokol" in late 2005/early 2006 to, see next line
	RA-15106	M-101T	Dexter	mfd	30may05	VIP aircraft with 4 seats; in orange c/s with black trim, registration without hyphen; f/n at the factory 12jan06; h/o 03mar06 at VKO; rgd 14mar06; first commercial flight 17mar06; l/n GOJ 23oct07; CofA expired 06mar08, but still current on register aug10
15-01-007	--	M-101T	Myasishchev EMZ	no	reports	probably the dynamic test airframe for fatigue trials
15-01-008	RA-15108	M-101T	Myasishchev EMZ	ph.	mar03	in the magazine "Krylya Rodiny"; fourth prototype, used for certification trials; not on register by aug10
15-01-009	RA-15109	M-101T	Dexter	mfd	03mar06	in orange c/s with black trim, registration without hyphen; rgd 05apr06; f/n BKA 20apr06; l/n GOJ 03mar08; CofA expired 29mar08, but still current on register aug10
15-01-010	RA-15110	M-101T	Dexter	mfd	27apr06	in orange c/s with black trim, registration without hyphen; h/o 15jun06; rgd 24may06; f/n GOJ 15jun06; CofA annulled 23mar07, but still current on register aug10; l/n BKA jul09, stored
15-01-011	RA-15111	M-101T	Dexter	mfd	25may06	in orange c/s with black trim, registration without hyphen; h/o 15jun06; rgd 22jun06; f/n BKA 01jul06; CofA expired 21jun08, but still current on register aug10; seen stored at BKA aug09/apr11 and ZIA 29aug15 seemingly operational
15-01-012	RA-15112	M-101T	Dexter	mfd	15jun06	in orange c/s with black trim, registration without hyphen; h/o 15jun06; rgd 06jul06; f/n BKA 01jul06; l/n GOJ 22aug06; CofA expired 04aug08, but still current on register aug10
15-01-013	RA-15100	M-101T	Dexter	mfd	05jul06	in orange c/s with black trim, registration without hyphen; rgd 10aug06; f/n GOJ 31oct06; CofA expired 07aug08; l/n BKA jul09, stored; current on register aug10
	RA-15100	M-101T	Goszemkadastr	ZIA	19aug11	Goszemkadastrsyomka-VISKhAGI; in the same c/s as above, logos on engine cowling and fin; l/n UCT 21oct12; re-stored on register 29jul16 but no operator given
15-01-014	RA-15114	M-101T	Dexter	mfd	15aug06	in orange c/s with black trim, registration without hyphen; rgd 28sep06; f/n KUF 23nov06; CofA expired 05dec07; seen BKA aug09, stored; still current on register aug10; l/n apr11; seen ZIA 08nov13, active; canx between 25mar16 and 21apr16
15-01-015	RA-15115 15115	M-101T M-101T	Dexter NAZ "Sokol"	Kub trf	mar09 28feb13 ?	in orange c/s with black trim, registration without hyphen; not on register by aug10 in orange c/s with dark grey/light grey cheatline and small titles; f/n Nizhni Novgorod-Sormovo 06may13; l/n active oct15 location unknown
15-01-016	--	M-101T	--	no	reports	production probably started, but not completed
15-01-017	--	M-101T	--	no	reports	production probably started, but not completed
15-01-018	--	M-101T	--	no	reports	production probably started, but not completed
15-01-019	--	M-101T	--	no	reports	production probably started, but not completed
15-01-020	--	M-101T	--	no	reports	production probably started, but not completed
15-01-021	--	M-101T	--	no	reports	production probably started, but not completed
15-01-022	RA-15122	M-101T	UVAU GA	mfd	30jan07	Ulyanovsk Higher Aviation School of Civil Aviation; h/o feb07; rgd only 13jun07; l/n operational ULV 18nov10; CofA expired 17aug11; was temporarily displayed in the Museum of Civil Aviation at Ulyanovsk 16/18aug13; preserved in the Museum of Civil Aviation at Ulyanovsk from 30jul14, l/n may15
15-01-023	RA-15123	M-101T	UVAU GA	mfd	31jan07	Ulyanovsk Higher Aviation School of Civil Aviation; h/o feb07; rgd only 13jun07; involved in an incident 14apr09 when the engine cowling came off during take-off from Ulyanovsk; l/n ULV 18aug09; current on register aug10 with a CofA expiry date of 05oct11
15-01-024	RA-15124	M-101T	BLU GA	mfd	24may07	Buguruslan Flying School; rgd 06sep07; call-sign heard GOJ 18may10; current on register aug10 with a CofA expiry date of 25aug11; reportedly stored from 11oct13
15-01-025	RA-15125	M-101T	UVAU GA	mfd	06apr07	Ulyanovsk Higher Aviation School of Civil Aviation; seen in primer on the assembly line 28mar07, marked '10501025'; rgd 13jun07; in white/grey c/s with blue/red cheatline, with titles; f/n ULY 17aug08; CofA expired 28may09; l/n ULV 18nov10, stored
15-01-026	RA-15126	M-101T	BLU GA	mfd	18jul07	Buguruslan Flying School; rgd 15aug07; current on register aug10 with a CofA expiry date of 25aug11; reportedly stored from 23sep13

Myasishchev M-500

The M-500 was a project of a light multi-purpose aircraft and crop-sprayer which was intended to replace the An-2. The project was unveiled during the ILA exhibition at Berlin in 1994, and production was planned at EMZ im. Myasishcheva in co-operation with the Smolensk and Nizni Novgorod aircraft factories. Due to lack of demand the project did not advance further than a full-scale mock-up which was presented during two MAKs airshows.

---	RA-89501	M-500	Myasishchev EMZ	ZIA	aug95	full-scale mock-up; in white c/s with light grey undersides and 'Russian flag' trim, no titles but logo on fin; l/n ZIA aug97
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Sukhoi Su-80

The Su-80 (izdeliye S-80) was a twin-engined commuter and transport aircraft designed to replace the L-410, An-24, An-26, An-28 and Yak-40. Its design started in 1989 as a part of the conversion programme of the Soviet military-industrial complex. The main version was to be the Su-80GP utility for passengers and cargo. Other planned versions were the Su-80P passenger aircraft, Su-80PT patrol aircraft, Su-80TD military transport, Su-80M medevac aircraft, Su-80R fisheries research aircraft and the Su-80GR geological exploration aircraft.

The Su-80 was powered by General Electric CT7-9B engines, which were going to be produced under license by "Rybinskiye motory", but this never materialised. The first flight was supposed to take place in early 1998, but because of financial and technical problems the programme was delayed by several years. The first prototype was completed only in late 1999 and transported to the LII at Zhukovski in mid-2000. The first flight of the Su-80 took eventually place on 4 September 2001, just after the MAKs-2001 airshow, where the prototype had been displayed. Series production was prepared at the Komsomolsk-na-Amure Aircraft Production Association (KNAAPO), but the programme did not make much progress after the first flight either, and flight tests eventually stopped in late 2006. No work on the type was conducted in 2007, and the production rigs were disassembled by the end of that year. So this became another still-born project. On a photo at Google Earth (N50.592629 E137.08648) aug10 three completed aircraft are visible.

Su-80 prototypes and production aircraft built by KNAAPO (former Factory # 126) at Komsomolsk-na-Amure-Dzyomqi

01-01	--	Su-80GP	Sukhoi OKB	ph.	05may12	static and dynamic test airframe; in primer; underwent trials with the SibNIA institute (during which the wing unexpectedly broke, but it was replaced by a strengthened wing); seen Novosibirsk-Yeltsovka in a hangar, in primer 80% complete; l/n 06apr14
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01-02	82911	Su-80GP	Sukhoi OKB	f/f	04sep01	from Zhukovski; first prototype; completed in late 1999 and transported to LII Zhukovski in mid-2000; f/n ZIA aug01; 39 flights completed by sep03; l/n ZIA dec16
01-03	--	Su-80GP	Sukhoi OKB			was presented to the mock-up commission
01-04	--	Su-80GP	Sukhoi OKB			static test airframe of the production version; started trials at the SibNIA institute dec04, passed successfully
01-05	82912	Su-80GP	Sukhoi OKB	mfd	may05	first pre-production aircraft; in white c/s with blue trim; ground trials started may05; f/f 28jun06; last flight in autumn 2006; seen at the KnAAPO factory jul09/oct15, wfu, together with two other unidentified Su-80s
01-06	--	Su-80GP	primer	KXK	18jul09	pre-production aircraft; nearing completion in 2005; three Su-80 are visible on GE stored at the factory jul09/oct15
01-07	--	Su-80GP				pre-production aircraft; nearing completion in 2005
02-01	--	Su-80GP	Petropavlovsk-K AE			first production aircraft; on the assembly line in 2005
02-02	--	Su-80GP	Petropavlovsk-K AE			on the assembly line in 2005
02-03	--	Su-80GP				on the assembly line in 2005
02-04	--	Su-80GP				on the assembly line in 2005
02-05	--	Su-80GP				on the assembly line in 2005
02-06	--	Su-80GP				on the assembly line in 2005
02-07	--	Su-80GP				on the assembly line in 2005
02-08	--	Su-80GP				on the assembly line in 2005

Sukhoi RRJ-95 "SuperJet" 100

The "SuperJet" was initially a joint project by Sukhoi, Ilyushin, Yakovlev and Boeing. Sukhoi Civil Aircraft acted as programme leader and undertook some 80 % of the design work while Ilyushin and Yakovlev took over the remaining 20 % and contributed their civil certification experience. Boeing did not take part in either development or construction of the "SuperJet", but provided advisory expertise and intellectual property in design, production, certification, marketing, sales and post-production support of the aircraft. The RRJ-95 shall replace outdated short-range airliners as the Tu-134 or the Yak-40. Development began in 2001 as the "Russian Regional Jet" (RRJ), while the official start of the programme was on 28 October 2004. Metal cutting started at the end of the same year, and the Critical Design Review was passed in July 2005. The first flight took place on 19 May 2008, and the type certificate was granted on 28 January 2011.

There were two models planned in this aircraft family: The RRJ-75 and the RRJ-95 with 75 and 95 seats respectively. Initially, the RRJ-75 was planned to be the basic model. But market research soon showed that there is not much demand for the 75-seater, so it was decided that the first and main version will be the RRJ-95. Both models will be built in basic and long-range versions. A business jet version called SBJ will be offered as well.

All models will be powered by two PowerJet (Snezhna/NPO "Saturn") SaM146 turbofans specially developed for the "SuperJet". The aircraft are built by the Komsomolsk-na-Amure Aircraft Factory (KnAF GSS), with the NAPO factory in Novosibirsk manufacturing some assemblies (both factories are part of the Sukhoi Corporation). Certification was to AP-25, FAR-25 and JAR-25 rules (the EASA type certificate was issued on 3 February 2012). This means that the "SuperJet" can be sold in the Western world without problems. To support international sales, Sukhoi even founded a joint venture with Alenia of Italy, SuperJet International, which shall deliver the aircraft for the Western market from Venice. However, airlines from developed countries do not seem to be interested...

Another customisation and after-sales service centre may be set up at Zhengzhou, the capital of the Chinese province of Henan. A respective Memorandum of Understanding was signed between Sukhoi Civil Aircraft and O-Bay (Oubei) Aircraft on 23 March 2014. The first "SuperJet" from the Chinese assembly line is expected to be delivered in 2016 (the planning is for 100 aircraft).

By the way, although marketing calls the aircraft the "Sukhoi Super Jet", in short SSJ (which is also painted on the aircraft), the technical designation which is used in all documents and also shown on the construction number plate is nevertheless RRJ.

The construction number consists of the type code (95) and a three-digit sequential number.

RRJ-95 built by KnAF GSS at Komsomolsk-na-Amure-Dzyomqi from 2007

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95 001	no reg	RRJ-95B	Sukhoi Civil Airc.	r/o	26sep07	first prototype; final assembly started mar07; f/f 19may08 from Komsomolsk-na-Amure-Dzyomqi; in blue/grey c/s with 'SUKHOI SUPERJET 100' titles
	97001	RRJ-95B	Sukhoi Civil Airc.	KHV	23oct08	in the same c/s as above; certification started 24oct08; ferried to ZIA 30mar/01apr09; l/n operational ULY 02nov09; t/t 701 hours and 281 cycles by jan10; stored at ZIA, seen mar12/dec13; will not fly again
95 002	95002	RRJ-95B	primer	mfd	nov06	static test airframe; metal cutting started in late 2004; f/n in the factory 07jan07, still without any markings; flown in an An-124 to Zhukovski 28jan07; static trials at TsAGI conducted jun07/aug10; scrapped around 2015, some parts seen on the dump at ZIA jun16
95 003	95003	RRJ-95B	primer	Kxy	16may08	on production line, almost complete; second prototype; f/f 24dec08
	97003	RRJ-95B	Sukhoi Civil Airc.	Kxy	22feb09	in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to Zhukovski 30mar/01apr09; seen ZIA 03jun09 with exhibition number '185' for the Paris Air Show; seen LBG 22jun09 with '36801' in the cockpit; l/n ZIA 10jan18
95 004	95004	RRJ-95B	primer	Kxy	24jul09	third prototype, the first one with a passenger cabin; wings attached to the fuselage jul08; taxi trials started 24jul09; f/f 25jul09; mfd 09aug09
	97004(1)	RRJ-95B	Sukhoi Civil Airc.	OVB	12aug09	in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to Zhukovski 12aug09; l/n HLP 08may12; w/o 09may12 on a demonstration flight from Jakarta-Halim Perdanakusuma (Indonesia) when the pilots were distracted by talking to a representative of an Indonesian airline who was present in the cockpit and lost orientation to the ground (the flight had not been duly prepared), the aircraft entered clouds, the crew neglected the TAWS warnings and the aircraft crashed at a height of some 1,817 metres into the edge of a steep cliff (S6°42'44.94" E106°44'6.13") on the northern slope of Mount Salak (2,211 metres) near Bogor, all 4 crew and 41 passengers (4 Russians and 37 foreigners) killed; t/t 844 hours and some 500 cycles; crash site found only 10may12; see c/ns 95048, 95085, 95104 and 95117
95 005	95005(1)	RRJ-95B	primer	Kxy	19may09	on production line, almost complete; fourth prototype; final assembly started jul08; see c/n ...
	97005	RRJ-95B	Sukhoi Civil Airc.	f/f	04feb10	in white c/s with red/blue cheatline and 'SUKHOI SUPERJET 100' titles; ferried to Zhukovski 12apr10; seen LBG 01jul11 with exhibition number '211'; damaged 21jul13 on a certification flight from Keflavik (Iceland) at night simulating a CAT IIIA automatic approach in crosswind exceeding 10 m/s with a critical engine failure occurring at a height of 10 feet when the crew committed some mistakes during the go-around due to fatigue so that the aircraft sank back to the runway and came to rest on its belly, all 5 crew escaped unhurt; ferried back to Zhukovski after repairs 29dec13; t/t 1,001 cycles by 30jan15; l/n ZIA 07may17, still with the exhibition number '211', flying
95 006	95006	RRJ-95B	primer	ph.	05nov08	dynamic test airframe for fatigue trials at the SibNIA at Novosibirsk-Yeltsin; fuselage assembled jul08; flown by an An-124 to OVB 03nov08; 21,000 test cycles completed by sep12; l/n undergoing tests dec15
95 007	97007(1)	RRJ-95B	primer	f/f	04nov10	first production aircraft; production started jun08, airframe assembled by jan10; ferried to Zhukovski 10/11nov10; ferried to ULY for painting 03jan11; see c/ns 95024 and 95040
	EK-95015	RRJ-95B	Armavia	ULY	15jan11	registration without hyphen; named 'Yuri Gagarin' after the first cosmonaut; accepted 12apr11; h/o at EVN 19apr11; started revenue flights 21apr11; t/t 2,396 hours and 972 cycles by 01jul12; last revenue flight 22oct12; returned to Sukhoi Civil Aircraft 01nov12; t/t 2,284 hours and 956 cycles; l/n EVN 07nov12; ferried to ZIA 13nov12
	no reg	RRJ-95B	Moskovia	ZIA	10may13	named 'Yuri Gagarin'; l/n ZIA 06dec13; never taken on charge (the operator's certificate of Moskovia was revoked 29aug14)
95 008	RA-89001	RRJ-95B	Aeroflot	Kxy	24dec10	configuration not fully meeting Aeroflot's specifications; fuselage assembled mar09, airframe assembled by jan10; named 'M. Vodopyanov' (Mikhail Vodopyanov) after a legendary Soviet pilot of the 1930s; f/f 31jan11; accepted 06jun11; rgd around 08jun11; ferried via OVB to SVO 09jun11 and h/o at SVO 09jun11; started revenue flights 16jun11; last revenue flight 14jan13; returned to Sukhoi Civil Aircraft 21apr13 (at ZIA) with t/t 2,224 hours and 1,624 cycles; stored at ZIA, l/n 31may13
	RA-89001	RRJ-95B	Moskovia	ZIA	14aug13	named 'Valentin Vasin' after a distinguished Soviet test pilot; h/o 23aug13, ferried from Zhukovski to DME and started revenue flights the same day; l/n operational DME 02aug14; stored at DME from 11aug14; the operator's certificate of Moskovia was revoked 29aug14; ferried to ULY for repainting 03mar15
	RA-89001	RRJ-95B	Red Wings	ULY	16mar15	named 'Valentin Vasin' after a distinguished Soviet test pilot; h/o 23aug13, ferried from Zhukovski to DME and started revenue flights the same day; l/n operational DME 02aug14; stored at DME from 11aug14; the operator's certificate of Moskovia was revoked 29aug14; ferried to ULY for repainting 03mar15
	RA-89001	RRJ-95B	IrAero	DME	08jul16	named 'Valentin Vasin' after a distinguished Soviet test pilot; h/o 23aug13, ferried from Zhukovski to DME and started revenue flights the same day; l/n operational DME 02aug14; stored at DME from 11aug14; the operator's certificate of Moskovia was revoked 29aug14; ferried to ULY for repainting 03mar15
95 009	no reg	RRJ-95B	primer	Kxy	19apr11	in all-white c/s; l/n without titles DME 09jul16; h/o 19jul16 and ferried to IKT the same day; f/n with titles OVB 22aug16; l/n operational IKT 23jun17; reportedly stored from jul17
	97009(1)	RRJ-95B	Sukhoi Civil Airc.	ZIA	26jul13	fuselage assembly started apr09, airframe assembled by jul10; was intended for Armavia, but financial problems of the airline delayed the delivery, the aircraft fell out of the production cycle and was eventually replaced by c/n 95021; was stored with KnAF GSS, l/n sep12; f/f 29jun13; ferried to ULY 05jul13
	RA-89053	RRJ-95B	Rosoboronexport	rgd	05dec14	VIP aircraft for 19 passengers (but not an SBJ); in white c/s with blue belly, engines and tail, with 'Rosoboronexport' logo; ferried from ULY to ZIA 20jul13; l/n ZIA 28nov14; see c/ns 95026, 95027 and 95090
	RA-89053	RRJ-95B	RusJet	trf	sep15	VIP aircraft for 19 passengers (but not an SBJ); leased from Aviacapital Service and opb Tsent-Yug; based at VKO-3; in white c/s with blue belly, engines and tail, with 'Rosoboronexport' logo; f/n ZIA 05dec14; h/o at SVO 09dec14; started revenue flights 10dec14; returned by Rosoboronexport to Sukhoi Civil Aircraft jun15; l/n VKO 12sep15 (with which titles ?)
95 010	RA-89002	RRJ-95B	Aeroflot	f/f	11jul11	in the same c/s as above; seen VKO 16sep15 with 'RusJet' titles; f/n without titles VKO 28sep15; l/n VOZ dec17
						configuration not fully meeting Aeroflot's specifications; fuselage assembled in spring 2009, wing attached apr10, airframe assembled by jul10; painted at ULY 16jul/02aug11; named 'D. Ezersky' (Dmitri Yezerski) after a distinguished Soviet transport pilot of WWII; accepted 17aug11; ferried to SVO 25aug11 and h/o at SVO 25aug11; started revenue flights 27aug11; last revenue flight 11aug13; returned to Sukhoi Civil Aircraft 21aug13 (at ZIA) with t/t 2,344 hours and 1,625 cycles; l/n ZIA 05nov13

	RA-89002	RRJ-95B	Moskovia	ZIA	21dec13	leased from Sberbank Leasing; named 'Fyodor Burtsev' after a distinguished Soviet test pilot; h/o 02jul14; started revenue flights 03jul14; l/n operational DME 03aug14; stored at DME from 10aug14; the operator's certificate of Moskovia was revoked 29aug14; ferried to ULY 20nov14
	RA-89002	RRJ-95B	Red Wings	ULY	05dec14	ferried from ULY to ZIA 05dec14; h/o 06feb15; ferried from ZIA to DME and started revenue flights the same day; new CoFR issued 03dec15; l/n RVI 24may16; last service 27may16; returned to GTLK may16; ferried from DME to ULY for painting 28may16
	RA-89002	RRJ-95B	IrAero	ULY	09jun16	in all-white c/s with titles; ferried from ULY to DME 09jun16; h/o 09jun16 and ferried from DME to IKT 10jun16; started revenue flights 14jun16; stored at KZN from 02mar17, l/n sep17
95 011	RA-89003	RRJ-95B	primer	f/f	11sep11	configuration not fully meeting Aeroflot's specifications; fuselage assembled in spring 2009, wing attached jul10; ferried for painting to ULY 15sep11
	RA-89003	RRJ-95B	Aeroflot	ULY	29sep11	ferried back to KNAF GSS 04oct11; named 'I. Orlovets' (Ivan Orlovets) after a distinguished Aeroflot pilot of the 1950s; h/o 02nov11; started revenue flights 08nov11; last revenue flight 07jul13; returned to Sukhoi Civil Aircraft 29oct13 (at ZIA) with t/t 3,029 hours and 2,033 cycles; l/n ZIA 06dec13
	RF-89151	RRJ-95B	Russian MVD	ZIA	20dec13	opb aasn "Yastreb" at Zhukovski; in white c/s with blue belly, engines and fin, no titles; h/o 23dec13; entered operational service 31mar14; l/n ZIA 14jan16
	RF-89151	RRJ-95B	Rosgvardiya	trf	05apr16	opb aasn "Yastreb" at Zhukovski; in white c/s with blue belly, engines and fin, no titles; f/n ABA 18may16; l/n ZIA 10oct16; stored from 20dec16
95 012	RA-89004	RRJ-95B	primer	Kxy	01oct11	configuration not fully meeting Aeroflot's specifications; major assemblies prepared by apr09, fuselage assembled by apr10; f/f 07nov11; ferried for painting to ULY 11nov11
	RA-89004	RRJ-95B	Aeroflot	ULY	23nov11	named 'Kh. Tskhovrebov' (Khaniton Tskhovrebov) after a distinguished Aeroflot pilot of the 1940s/60s; painted up 11/23nov11; h/o 22dec11; ferried to SVO 28dec11; started revenue flights 30dec11; last revenue flight 13dec13; returned to Sukhoi Civil Aircraft 25dec13 (at Zhukovski) with t/t 2,671 hours and 1,753 cycles; ferried to Ulyanovsk-Vostochny for painting 23jan14
	RA-89004	RRJ-95B	Tsentr-Yug	ULY	04feb14	in basic AtlasJet c/s with very small 'Tsentr-Yug' titles; named 'Oleg Kuprikov' after a former deputy director of RusAir; ferried to Zhukovski 04feb14; h/o 21mar14; based at SVO; started revenue flights 22mar14; l/n as such OVB 28aug15; f/n with a 'Bural' logo on the nose OMS 09sep15; l/n operational UFA 19sep15; the operator's certificate of Tsentr-Yug was revoked 01oct15 and annulled 23oct15; stored at SVO from 01oct15, l/n jul17
95 013	89005	RRJ-95B	primer	Kxy	23sep11	configuration not fully meeting Aeroflot's specifications; fuselage under assembly by apr10; seen without registration on the assembly line 23sep11; f/f 16jan12; arrived at Ulyanovsk-Vostochny for painting 27jan12, seen in the process of painting 03feb12
	RA-89005	RRJ-95B	Aeroflot	ULY	13feb12	in "SkyTeam" livery; h/o 28feb12; started revenue flights 07mar12; last revenue flight 16jan14; returned to Sukhoi Civil Aircraft 22jan14 with t/t 2,197 hours and 1,471 cycles; stored at ZIA, l/n mar17
95 014	89006	RRJ-95B	primer	f/f	04apr12	configuration not fully meeting Aeroflot's specifications; seen on the assembly line 15may11; ferried for painting to Ulyanovsk-Vostochny 09apr12
	RA-89006	RRJ-95B	Aeroflot	h/o	17may12	named 'E. Barabash' (Yevgeni Barabash) after a distinguished Aeroflot pilot of the 1950s/60s; ferried to SVO 23may12; started revenue flights 25may12; last revenue flight 08sep13; returned to Sukhoi Civil Aircraft 22apr14 (at Zhukovski) with t/t 1,631 hours and 1,081 cycles
95 015	89007	RRJ-95B	primer	f/f	10dec11	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 01oct11
	RA-89007	RRJ-95B	Aeroflot	KHV	19jan12	named 'D. Barilov' (Dmitri Barilov) after a former Aeroflot pilot and head of the International Directorate; h/o 23jan12; ferried to SVO 27jan12; started revenue flights 30jan12; last revenue flight 12jan14; returned to Sukhoi Civil Aircraft 17jan14 with t/t 2,981 hours and 1,959 cycles; ferried to Ulyanovsk-Vostochny for repainting 14feb14
	RA-89007	RRJ-95B	Tsentr-Yug	ZIA	26feb14	in special '75 let OKB Sukhogo' (75 years Sukhoi Design Bureau) livery based on the Atlas Air c/s, with small 'Tsentr-Yug' titles; named 'Sergey Melnikov' after a distinguished test pilot of the Sukhoi Design Bureau; ferried from Ulyanovsk-Vostochny to Zhukovski 26feb14; h/o 02apr14; based at SVO; started revenue flights 15jun14; l/n as such VKO 07jun15; f/n with a 'Bural' logo on the nose TJM 11jun15; l/n operational SVO 12sep15; the operator's certificate of Tsentr-Yug was revoked 01oct15 and annulled 23oct15
	RA-89007	RRJ-95B	Bural	ph.	29oct15	in special '75 let OKB Sukhogo' (75 years Sukhoi Design Bureau) livery based on the Atlas Air c/s, with small 'Bural' titles on the tail; l/n operational TJM 14nov15; stored at SVO from 01oct15, l/n oct16; the operator's certificate of Bural was revoked 07feb17
95 016	89008	RRJ-95B	primer	f/f	02mar12	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 01oct11; arrived at Ulyanovsk-Vostochny for painting 07mar12
	RA-89008	RRJ-95B	Aeroflot	ULY	22mar12	named 'G. Benkunsky' (Georgi Benkunski) after a distinguished Aeroflot pilot of the 1930s/70s; h/o 03apr12; ferried to SVO 09apr12; started revenue flights 11apr12; last revenue flight 11mar14; returned to Sukhoi Civil Aircraft 20mar14 with t/t 3,464 hours and 2,245 cycles; ferried from ZIA to Ulyanovsk-Vostochny for repainting 14jul15
	RA-89008	RRJ-95B	Red Wings	ULY	23jul15	ferried to Zhukovski probably 27jul15; h/o 31jul15 and ferried to DME the same day; started revenue flights 01aug15; returned to Sukhoi Civil Aircraft 01apr16; ferried to DME 01jun16; ferried to Mineralnyye Vody for repainting jun16
	RA-89008	RRJ-95B	IrAero	MRV	14jun16	painted up at MRV 08/16jun16; ferried from MRV to DME 16jun16; started revenue flights 06aug16; l/n BAX 09dec17
95 017	89009	RRJ-95B	primer	f/f	29apr12	configuration not fully meeting Aeroflot's specifications; seen without registration on the assembly line 23sep11; ferried for completion to Ulyanovsk-Vostochny 04may12; cabin fitted 23may12
	RA-89009	RRJ-95B	Aeroflot	ULY	12jul12	ferried for re-painting to Ulyanovsk-Vostochny 12jul12 as the initial paintjob was not accepted by Aeroflot; named 'V. Borisov' (Vasilii Borisov) after a distinguished Soviet bomber pilot of WWII; h/o at Ulyanovsk-Vostochny 28jul12; started revenue flights 30jul12; ferried from SVO to OSR 28jun13 and repainted in '90 years Aeroflot' colours (khokhloma tail); f/n as such OSR 09jul13; last revenue flight 29mar14; returned to Sukhoi Civil Aircraft 19may14 with t/t 2,783 hours and 1,803 cycles; stored at ZIA, l/n mar17
95 018	89010	RRJ-95B	primer	r/o	27apr12	configuration not fully meeting Aeroflot's specifications; fuselage only seen on the assembly line 23sep11; f/f 12jul12; ferried for painting to Ulyanovsk-Vostochny 15jul12
	RA-89010	RRJ-95B	Aeroflot	ULY	13aug12	named 'B. Bugaev' (Boris Bugayev) after the Soviet Minister of Civil Aviation during 1970/87; h/o at Ulyanovsk-Vostochny 15sep12 and ferried to SVO 19sep12; l/n as such PEE 13feb13; f/n with additional 'Professional Football Club CSKA' titles SVO 29mar13; last revenue flight 16jun14; returned to Sukhoi Civil Aircraft 20jun14 (at Zhukovski) with t/t some 2,500 hours and some 1,650 cycles; new CoFR issued 27jun14; ferried to Ulyanovsk-Vostochny for repainting 07oct15
	RA-89010	RRJ-95B	Red Wings	ULY	20oct15	ferried from Ulyanovsk-Vostochny to ZIA 21oct15; started revenue flights 12nov15; l/n operational KRR 15apr16; returned to Sukhoi Civil Aircraft around 16apr16; ferried from DME to Ulyanovsk-Vostochny for repainting 17apr16
	RA-89010	RRJ-95B	Sukhoi Civil Airc.	ZIA	25apr16	in all-white c/s, no titles; ferried from ZIA to DME 31may16; l/n DME 25jun16
	RA-89010	RRJ-95B	IrAero	DME	01jul16	in all-white c/s with titles; h/o on or shortly before 01jul16; ferried from DME to IKT 01jul16; grounded dec16 due to fatigue cracks in the stabiliser bracket attachment bands; repaired; new CoFR issued 23jan17; new CoFR issued 10may17; l/n LED 02oct17
95 019	89011	RRJ-95B	primer	f/f	13aug12	ferried for completion to Ulyanovsk-Vostochny 17aug12; l/n in Aviastar at Ulyanovsk-Vostochny 24aug12
	RA-89011	RRJ-95B	Yakutia	ULY	17oct12	arrived at KNAF GSS 07sep12 and ferried back to Ulyanovsk-Vostochny 25nov12; h/o at Ulyanovsk-Vostochny 18dec12 and ferried to Yakutsk the same day; started revenue flights 23jan13; named 'Valeri Kuzmin' 07oct15 after a distinguished pilot from Yakutiya; new CoFRs issued 10nov17 & 22nov17
95 020	89012	RRJ-95B	primer	f/f	25nov12	fuselage without registration seen on the assembly line 01oct11; ferried to OSR for painting 09dec12
	RA-89012	RRJ-95B	Yakutia	h/o	31jan13	at Ulyanovsk-Vostochny and ferried to Yakutsk the same day; named 'Roman Dmitriyev' after a famous wrestler from Yakutiya; started revenue flights feb13; f/n YKS 06feb13; new CoFRs issued 10nov17 & 22nov17
95 021	not known EK-95016	RRJ-95B	primer	f/f	03jun12	ferried to Ulyanovsk-Vostochny for painting 06jun12
	RRJ-95B	Armavia	OVB		21jul12	registration without hyphen; named 'Frunzik (Mher) Mkrtchyan' after a Soviet Armenian actor; returned from painting to Komsomolsk 20jun12; was ready for h/o 22jun12, but Armavia turned the aircraft down as they did not have the money to pay for it; ferried to ZIA 21jul12 to take part in trials; l/n ZIA 26jul12 still in full c/s
	RA-89021	RRJ-95B	Armavia	ZIA	25mar13	named 'Yuri Sheffer' after a late distinguished LII test pilot; h/o 09aug13; started revenue flights 11aug13; l/n operational DME 26jul14; the operator's certificate of Moskovia was revoked 29aug14; stored at DME from 31jul14; ferried to Ulyanovsk-Vostochny for repainting 12nov14, l/n in the paintshop 14nov14
	RA-89021	RRJ-95B	Red Wings	ULY	24nov14	ferried from Ulyanovsk-Vostochny to ZIA 26nov14; h/o 19jan15 and ferried from ZIA to DME the same day; started revenue flights 06feb15; new CoFR issued 03dec15; l/n operational IWA 19feb16; returned to GTLK may16; ferried from DME to Ulyanovsk-Vostochny for repainting 23may16
	RA-89021	RRJ-95B	Yakutia	ULY	01jun16	in white c/s with blue engines and fin, with 'Yakutsk 2016 Children of Asia 6th International Sports Games' promotional graphics on the rear fuselage; ferried from Ulyanovsk-Vostochny to YKS 10/11jun16; started revenue flights 12jun16; l/n OVB jun17; to be returned to GTLK in 2017
95 022	97006(1) PK-ECL	RRJ-95B	primer	f/f	20oct12	ferried for completion to Ulyanovsk-Vostochny 26oct12; l/n OVB 26oct12; see c/n 95032
	RRJ-95B	Sky Aviation	ULY	ULY	03dec12	h/o at Ulyanovsk-Vostochny 29dec12; export CoFA issued 10jan13; ferried to HLP 27feb13; started revenue flights 23mar13; l/n operational BTH 09oct13; Sky Aviation stopped operations 19mar14 due to financial problems; stored at SUB, l/n dec16; not yet ferried from SUB to ZIA by jan17
95 023	97002(1) RA-97002(1) no reg RA-97002(1) I-PDVV (1)	RRJ-95B	primer	f/f	12sep12	l/n Komsomolsk-na-Amure-Dzyomgi 13sep12; see c/ns 95043, 95049, 95086, 95096 and 95135
	RRJ-95B	SuperJet Internat.	VCE	06oct12	ferried to VCE 05/06oct12; fitted out by SuperJet International at VCE	
	RRJ-95B	SuperJet Internat.	VCE	09feb13	in full Interjet c/s; r/o 11feb13; l/n VCE 06may13	
	RRJ-95B	SuperJet Internat.	VCE	31may13	in full Interjet c/s; export CoFA issued 11jun13	
	RRJ-95B	SuperJet Internat.	VCE	15jun13	test registration; in full Interjet c/s; displayed with exhibition number '142' at the Paris Air Show at LBG 17/20jun13; h/o 18jun13; returned to VCE 20jun13; see c/ns 95045, 95052, 95071, 95085 and 95108	
	XA-JLG	RRJ-95B	Interjet	VCE	18jul13	JLG stands for José Luis Garza Alvarez, the CEO of Interjet; ferried from VCE to TLC 20/22jul13; started revenue flights 18sep13; the fuselage suffered some damage, stored at TLC from 14may17
95 024	RA-97007(2)	RRJ-95B	primer	f/f	16dec12	with prefix; ferried to Venice 08/09feb13; export CoFA issued 27jun13; fitted out by SuperJet International at Venice; see c/ns 95007 and 95040
	I-PDVX (1) XA-IJR	RRJ-95B	SuperJet Internat.	VCE	14aug14	test registration; in full Interjet c/s; see c/ns 95038, 95048, 95050, 95105, 95111, 95117 and 95118
95 025	RRJ-95B	SuperJet Internat.	h/o		02aug13	ferried from VCE to TLC 02/03aug13; started revenue flights 18sep13; l/n MEX 21aug17
	RRJ-95B	primer	r/o		19jan13	the first RRJ-95B for Aeroflot in full configuration; f/f 22feb13; ferried to Ulyanovsk-Vostochny 28feb13

	RA-89014	RRJ-95B	Aeroflot	ULY	29mar13	named 'V. Sysovskiy' (Valeri Sysovski) after a distinguished flight engineer of Aeroflot; accepted 30mar13; h/o at ULY 31may13; rgd 04jun13; ferried to SVO 05jun13; started revenue flights jun13; t/t 2,471 hours and 1,292 cycles by 03aug14; l/n DRS 04nov17
95 026	97008(1) RDPL-34195	RRJ-95B RRJ-95B	primer LAO Central AI	f/f ULY	12dec12 05jan13	see c/ns 95031, 95042, 95061 and 95105 export CoFA issued 07feb13; ferried from Ulyanovsk-Vostochny to VTE 15feb13; h/o at VTE 15feb13; started revenue flights 24mar13; l/n operational VTE 07nov13; LAO Central Airlines stopped operations 24dec13 due to financial problems; t/t 493 hours and 317 cycles; stored at VTE, l/n 01jul16
95 027	97009(3) RA-89074 PK-ECM PK-ECM	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	Sukhoi Civil Airc. not known primer Sky Aviation	rgd f/f ZIA	15sep16 27apr13 03jun13	ferried from VTE to ZIA 15jul16; see c/ns 95009, 95027 and 95090 current on register 26dec17, but does not have a CoFA seen without registration on the assembly line 13/27feb13; ferried to Ulyanovsk-Vostochny 30apr13 ferried from Ulyanovsk-Vostochny to ZIA 29may13; export CoFA issued 31jul13; h/o at Zhukovski 20aug13; ferried from ZIA to HLP 20/22aug13; started revenue flights sep13; adorned with a Komodo dragon and 'Visit Komodo Island' advertising; f/n as such DPS 21nov13; l/n operational DPS 16mar14; Sky Aviation stopped operations 19mar14 due to financial problems; stored at SUB, l/n apr16
95 028	97009(4) RA-89084 97010(1)	RRJ-95B RRJ-95B RRJ-95B	Sukhoi Civil Airc. not known primer	rgd f/f	11nov16 24mar13	ferried from SUB to ZIA 17/18aug16; l/n ZIA 18aug16, registration not visible on photo; see c/ns 95009, 95026 and 95090 current on register 26dec17, but does not have a CoFA f/n Komsomolsk-na-Amure-Dzyomgi 15apr13; l/n ZIA 31may13; ferried to VCE 20jun13; see c/ns 95045, 95072, 95110 and 95118
95 029	I-PDVY (1) XA-JLV 89015	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer	no reports h/o f/f	05nov13 02jul13	test registration; export CoFA issued 24oct13; see c/ns 95040, 95065 and 95087 at VCE; ferried from VCE to TLC 05/06nov13; started revenue flights nov13; l/n MEX 29mar17 seen without registration on the assembly line 27feb13; ferried for painting from Ulyanovsk-vostochny to OSR 15jul13
95 030	RA-89015 RDPL-34196 RDPL-34196	RRJ-95B RRJ-95B RRJ-95B	Aeroflot primer LAO Central AI	OSR f/f ZIA	24jul13 20may13 19jun13	in "SkyTeam" livery; h/o 28aug13; ferried from ZIA to SVO 28aug13; started revenue flights sep13; t/t 1,763 hours and 908 cycles by 03aug14; l/n operational RTW 14may17; stored at SVO from 17may17 seen without registration on the assembly line 27feb13; l/n Komsomolsk-na-Amure-Dzyomgi 07jun13 painting completed 14jun13; ferried from Ulyanovsk-Vostochny to ZIA 19jun13; h/o ('on paper') 28aug13, but never taken on charge due to financial problems of LAO Central Airlines; ferried from Ulyanovsk-Vostochny to ZIA 18dec13 and stored there; ferried from ZIA to Ulyanovsk-Vostochny for repainting 13apr15
95 031	RA-89039 PK-ECN PK-ECN	RRJ-95B RRJ-95B RRJ-95B	Rossiya primer Sky Aviation	ZIA f/f ZIA	27apr15 03jun13 09aug13	VIP aircraft; ferried from Ulyanovsk-Vostochny to ZIA 27apr15 (Aviation Letter gives the date as 13apr15); h/o 28jun16 and ferried from ZIA to VKO the same day; rgd 20jul16; l/n VKO jan18 ferried to Ulyanovsk-Vostochny 07jun13 export CoFA issued 17dec13; h/o at DME 18dec13; ferried from DME to HLP 19/20dec13; started revenue flights dec13; l/n operational SIN 11feb14; Sky Aviation stopped operations 19mar14 due to financial problems; stored at BTH, l/n nov15
95 032	97008(5) 97006(2)	RRJ-95B RRJ-95LR	Sukhoi Civil Airc. Sukhoi Civil Airc.	SUB f/f	02oct16 12feb13	not yet ferried from SUB to ZIA by jan17; see c/ns 95026, 95042, 95061 and 95105 RRJ-95LR-100; the first RRJ-95LR, used for trials by Sukhoi Civil Aircraft; initially in primer, no titles; ferried to ZIA 15feb13; f/n ZIA 25mar13; l/n in primer ZIA 02jun14; ferried from ZIA to Ulyanovsk-Vostochny for painting 26jan15; painted in all-white c/s with 'SUKHOI SUPERJET 100' titles; f/n as such Ulyanovsk-Vostochny 01feb15; l/n without saberlets ZIA 29apr16; fitted with saberlets in 2017, f/f with them 21dec17 (from ZIA); see c/n 95022; l/n ZIA 25dec17
95 033	no reg	RRJ-95LR	primer	r/o	27jul13	RRJ-95LR-100; f/f 09aug13; ferried to Ulyanovsk-Vostochny for painting 14aug13 and seen there in the process of being painted 17aug13
95 034	RA-89018 97011(1)	RRJ-95LR RRJ-95B	Gazpromavia primer	ULY f/f	20aug13 28aug13	h/o at Zhukovski 29aug13; ferried to its base at OSF 15oct13; started revenue flights 04mar14; l/n VKO 08nov17 ferried via OVB to ZIA 13sep13 and from ZIA to VCE 15nov13; export CoFA issued 28nov13; see c/ns 95050, 95091, 95111, 95120 and 95154
95 035	I-PDWW XA-NSG RA-89017 RA-89017	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	no reports h/o f/f ZIA	01feb14 15sep13 12oct13	test registration ferried from VCE to TLC 01/02feb14; started revenue flights feb14; l/n MEX 21aug17 ferried to Ulyanovsk-Vostochny 20sep13 named 'P. Khmelitskiy' (Pyotr Khmelitski) after a distinguished Aeroflot pilot; ferried from Ulyanovsk-Vostochny to ZIA 12oct13; h/o at Zhukovski 15dec13; ferried from ZIA to SVO 16dec13; started revenue flights dec13; t/t 902 hours and 479 cycles 27may14; l/n operational RVI 23aug17; stored from dec17
95 036	97013(1) I-PDVZ (1)	RRJ-95B RRJ-95B	primer SuperJet Internat.	Kxy OVB	12jun13 01jul13	f/f 20jun13; see c/ns 95046, 95081, 95102 and 95123 test registration; in primer; ferried to ZIA 01jul13 and from ZIA to VCE 15oct13; export CoFA issued 29oct13; see c/ns 95042, 95049, 95054, 95066, 95072, 95102 and 95106
95 037	XA-ABM RDPL-34197	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	19dec13 26sep13	ferried from VCE to TLC 20/21dec13; started revenue flights 15jan14; l/n MEX 18jun17 was intended for LAO Central Airlines, but was not taken on charge due to financial problems of the airline; ferried to Ulyanovsk-Vostochny 30sep13; painted in all-white c/s without titles; f/n as such Ulyanovsk-Vostochny 21oct13; ferried from Ulyanovsk-Vostochny to ZIA 25oct13 and stored there; l/n ZIA 06may15; ferried for painting to Ulyanovsk-Vostochny 12may15
95 038	RA-89040 97012(1)	RRJ-95B RRJ-95B	Rossiya primer	ULY f/f	23may15 06oct13	VIP aircraft; ferried from Ulyanovsk-Vostochny to ZIA 26may15; h/o 30jun16 and ferried from ZIA to VKO the same day; rgd 20jul16; entered service 26aug16; l/n VKO 08jun17 ferried via OVB to ZIA 12oct13 and from ZIA to VCE 10dec13; export CoFA issued 19feb14; see c/ns 95052, 95087 and 95122
95 039	I-PDVY (2) XA-OAA 89022 RA-89022	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE VCE f/f ZIA	26feb14 13mar14 18oct13 06dec13	test registration; in full Interjet c/s; see c/ns 95024, 95048, 95050, 95105, 95111, 95117 and 95118 h/o 14mar14; ferried from VCE to TLC 14/16mar14; started revenue flights 31mar14; l/n IAH 29sep16 ferried via OVB to ULY 29oct13
95 040	97007(3) I-PDVY (2) XA-PBA	RRJ-95B RRJ-95B RRJ-95B	primer SuperJet Internat. Interjet	f/f VCE VCE	02nov13 11apr14 16apr14	named 'I. Orlovets' (Ivan Orlovets) after a distinguished Aeroflot pilot of the 1950s; ferried to ZIA 21nov13; h/o 27dec13; started revenue flights jan14; l/n SVO jan18 ferried via OVB to ZIA 19nov13 and from ZIA to VCE 18jan14; export CoFA issued 12feb14; see c/ns 95007 and 95024 test registration; in full Interjet c/s; see c/ns 95028, 95065 and 95087 h/o 24apr14 ?; ferried from VCE to TLC 25/26apr14; started revenue flights 08may14; damaged 25oct15 while being towed from one of the hangars to Terminal 1 at MEX when ran into a passenger jetway, suffering substantial damage to the nose section
95 041	89023 RA-89023	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	21nov13 14dec13	ferried via OVB to Ulyanovsk-Vostochny 25nov13 named 'P. Mikhaylov' (Pavel Mikhailov) after a distinguished Aeroflot pilot; ferried from Ulyanovsk-Vostochny to ZIA 14dec13; h/o 29jan14 and ferried to SVO the same day; started revenue flights jan14; slightly damaged 14feb14 on a flight from Moscow to Odessa when the cowling of the left engine opened in-flight; l/n RVI 14oct17
95 042	97008(2) I-PDVZ (2) XA-JLP 97002(2) RA-89032	RRJ-95B RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE r/o f/f ZIA	11apr14 08may14 01dec13 23dec13	ferried via OVB to ZIA 30dec13 and from ZIA to VCE 14feb14; export CoFA issued 27feb14; see c/ns 95026, 95031, 95061 and 95105 test registration; in full Interjet c/s; see c/ns 95036, 95049, 95054, 95066, 95072, 95102 and 95106 h/o 05jun14 ?; ferried from VCE to TLC 06/07jun14; started revenue flights 19jun14; l/n MEX 29may17 ferried via OVB to Ulyanovsk-Vostochny 04dec13; see c/ns 95023, 95049, 95086, 95096 and 95135 named 'D. Ezerskiy' (Dmitri Yezerki) after a distinguished Soviet transport pilot of WWII; h/o 30jan14 and ferried to SVO the same day; started revenue flights 31jan14; l/n operational SVO 16jul17; stored from aug17
95 044	89024 RA-89024	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	24jan14 26feb14	ferried via OVB to Ulyanovsk-Vostochny 01feb14 named 'D. Barilov' (Dmitri Barilov) after a former Aeroflot pilot and head of the International Directorate; ferried from Ulyanovsk-Vostochny to ZIA 26feb14; h/o 28mar14 and ferried to SVO the same day; started revenue flights 04apr14; l/n operational SVO 25feb17; stored from 02mar17
95 045	97010(2) RA-97010(2)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f FAB	22dec13 14jul14	ferried via OVB to ZIA 04feb14 and from ZIA to VCE 16apr14; see c/ns 95028, 95072 and 95110 test registration; in full Interjet c/s; displayed at FAB 12/21jul14; returned to VCE 21jul14; export CoFA issued 13aug14
95 046	I-PDVV (2) XA-LME 97013(2)	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer	VCE h/o f/f	14aug14 03sep14 28dec13	test registration; in full Interjet c/s; l/n VCE 27aug14; see c/ns 95023, 95052, 95071, 95085, 95108 and 95118 ferried from VCE to TLC 03/04sep14; l/n MEX 24mar16 ferried via OVB to ZIA 29mar14; ferried to VCE 23may14; export CoFA issued 10sep14; see c/ns 95036, 95081, 95102 and 95123
95 047	XA-ALJ 89025 RA-89025	RRJ-95B RRJ-95B RRJ-95B	Interjet primer Aeroflot	h/o f/f ULY	21oct14 19feb14 19mar14	ferried from VCE to TLC 21/22oct14; started revenue flights 09nov14; l/n GUA 21oct16 ferried to Ulyanovsk-Vostochny 01mar14 named 'Kh. Tskhovrebov' (Khanitron Tskhovrebov) after a distinguished Aeroflot pilot of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 21mar14; ferried to SVO 30apr14; h/o 05may14; started revenue flights 08may14; l/n SVO 07jun17
95 048	97004(2) I-PDVX (3)	RRJ-95B RRJ-95B	primer SuperJet Internat.	f/f VCE	30dec13 14aug14	ferried via OVB to ZIA 15feb14; ferried from ZIA to VCE 18mar14; export CoFA issued 08apr14; see c/ns 95004, 95085, 95104 and 95117 test registration; in full Interjet c/s; l/n VCE 17aug14; see c/ns 95024, 95038, 95050, 95105, 95111, 95117 and 95118
95 049	XA-BMO 97002(3) I-PDVZ (3)	RRJ-95B RRJ-95B RRJ-95B	Interjet primer SuperJet Internat.	h/o f/f VCE	03oct14 19may14 20nov14	ferried from VCE to TLC 03/04oct14; started revenue flights 17oct14; l/n MEX 20jan18 ferried via OVB to ZIA 23jun14 and from ZIA to VCE 18jul14; export CoFA issued 10nov14; see c/ns 95023, 95043, 95086, 95096 and 95135 test registration; in full Interjet c/s; l/n VCE 26nov14; see c/ns 95036, 95042, 95054, 95066, 95072, 95102 and 95106
95 050	XA-LLV 97011(2)	RRJ-95B	Interjet primer	h/o f/f	17dec14 07feb14	ferried from VCE to TLC 19/20dec14; started revenue flights 25dec14; slightly damaged 28mar16 on a flight from MEX to AGU when the cowling of the left engine opened during the take-off run and was ripped off; l/n MEX 12sep17 l/n KHV 22feb14; ferried via OVB to ZIA 27feb14 and from ZIA to VCE 28oct14; export CoFA issued 25dec14; see c/ns 95034, 95091, 95111, 95120 and 95154
95 051	I-PDVY (4) XA-OUI 89026	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer	VCE h/o f/f	11mar15 21apr15 05mar14	test registration; in full Interjet c/s; see c/ns 95024, 95038, 95048, 95105, 95111, 95117 and 95118 ferried from VCE to TLC 21/22apr15; started revenue flights 01may15; l/n GUA 24aug16 ferried to Ulyanovsk-Vostochny 13mar14

	RA-89026	RRJ-95B	Aeroflot	ZIA	04apr14	named 'G. Benkunsky' (Georgi Benkunski) after a distinguished Aeroflot pilot of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 04apr14; ferried to SVO 14may14; h/o 16may14; started revenue flights 18mar14; l/n SVO 10feb17
95 052	97012(2)	RRJ-95B	primer	f/f	19mar14	ferried to ZIA 27mar14; ferried from ZIA to VCE 20sep14; export CoFA issued 02oct14; see c/ns 95038, 95087 and 95122
95 053	I-PDVW (3) XA-GCD 89027 RA-89027	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Interjet primer Aeroflot	VCE h/o f/f ZIA	13jan15 27feb15 08apr14 14may14	test registration; in full Interjet c/s; see c/ns 95023, 95045, 95071, 95085 and 95108 ferried from VCE to TLC 27/28feb15; started revenue flights 07mar15; l/n MEX 12mar17 ferried to Ulyanovsk-Vostochny 12apr14
95 054	97014(1)	RRJ-95B	primer	f/f	29jul14	named 'V. Borisov' (Vasilii Borisov) after a distinguished Soviet bomber pilot of WWII; ferried to ZIA 14may14; h/o 26jun14 (as the 10th and last replacement aircraft for the 'light' version); ferried to SVO 27jun14; started revenue flights 02jul14; l/n SVO 12apr16
95 055	I-PDVZ (5) XA-BVM 89020 RA-89020	RRJ-95B RRJ-95B RRJ-95LR RRJ-95LR	SuperJet Internat. Interjet primer Gazpromavia	VCE f/f ZIA	04jun15 09dec13 24dec13	ferried via OVB to Ulyanovsk-Vostochny 25aug14; l/n ZIA 15sep14; ferried from ZIA to VCE 15jan15 (ferried 20sep14 must have been a different one); export CoFA issued 28jan15; see c/ns 95095 and 95132 test registration (not yet confirmed); see c/ns 95036, 95042, 95049, 95066, 95072, 95102 and 95106 h/o 04jul15; ferried from VCE to TLC 04/05jul15; started revenue flights 18jul15; l/n MEX 08oct16 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 13dec13
95 056	89019 RA-89019	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	13dec13 30dec13	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 18dec13 h/o 29jan14 and ferried to OSF the same day; started revenue flights 18jun14; l/n UFA 09jan18
95 057	89029 RA-89029	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	10mar14 02apr14	RRJ-95LR-100; ferried to Ulyanovsk-Vostochny 18mar14 ferried from Ulyanovsk-Vostochny to ZIA 02apr14; h/o 19may14 ?; ferried to OSF 19may14; started revenue flights 14aug14; l/n VKO 09jan18
95 058	89030 RA-89030	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f h/o	31mar14 30may14 ?	RRJ-95LR-100; ferried to Ulyanovsk-Vostochny 05apr14 ferried to VKO 28aug14; started revenue flights 16sep14; l/n VKO 10jul16; stored at VKO from 22dec16
95 059	89028 RA-89028	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	17apr14 20may14	ferried to ULY 28apr14 named 'B. Bugaev' (Boris Bugayev) after the Soviet Minister of Civil Aviation during 1970/87; ferried to ZIA 20may14; h/o 26nov14 and ferried to SVO the same day; started revenue flights 03dec14; l/n SCW 01oct17
95 060	89033 RA-89033	RRJ-95LR RRJ-95LR	primer UTair Ekspress	r/o ULY	25apr14 29may14	RRJ-95LR-100; f/f 26apr14; ferried to Ulyanovsk-Vostochny 30apr14 in white c/s with flowers on the tail; painted up 29may14 and ferried to ZIA 09jun14; not taken on charge due to financial problems of UTair; l/n ZIA 17jul14
	UP-SJ001 89033	RRJ-95B RRJ-95B	Sukhoi Civil Airc. Sukhoi Civil Airc.	ULY ZIA	13feb15 18feb15	in the paintshop; in white c/s with yellow and blue trim, no titles in white c/s with yellow and blue trim, no titles, Kazakh registration taped over; ferried from Ulyanovsk-Vostochny to ZIA 18feb15, from ZIA to KGF 15may15, back to ZIA 15jun15 and from ZIA to VCE 16jun15; export CoFA issued 11jun15
	9H-SBJ	RRJ-95B	Comlux Malta	rgd	06aug15	ferried from VCE to IND 11/12aug15 for business jet conversion; ferried from IND to DME 23dec16 and on to ALA probably 24dec16
	UP-SJ001	RRJ-95B	Fly Comlux	h/o	dec16	RRJ-95B VIP; operated by Comlux KZ for Kazakhmys; in white c/s with yellow and blue trim, with tiny 'Comlux' titles; f/n ALA 10feb17; l/n ALA 04feb18
95 061	97008(3)	RRJ-95LR	primer	f/f	26may14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 23dec14; painted in all-white c/s without titles, f/n as 29dec14; ferried from Ulyanovsk-Vostochny to ZIA 29dec14; l/n ZIA 23may15; see c/ns 95026, 95031, 95042 and 95105
	RA-89066	RRJ-95LR	MChS Rossii	ZIA	16nov15	medevac/passenger aircraft; in full c/s; h/o at Zhukovski 24dec15; rgd 27apr16; officially entered service 21may16; named 'Alexei Maresyev' after a legendary Soviet fighter pilot of WWII; f/n as such ZIA jun16; l/n ZIA 19jul17
95 062	89034 RA-89034	RRJ-95LR RRJ-95LR	primer UTair Ekspress	f/f ULY	07jun14 25jun14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 11jun14 in white c/s with flowers on the tail; ferried to ZIA 07jul14; presented at FAB 12/14jul14; not taken on charge due to financial problems of UTair; ferried to Ulyanovsk-Vostochny 31jul15 for repainting; repainted in all-white c/s 04aug15
	RA-89034	RRJ-95LR	Yamal	ZIA	10aug15	in white c/s with light blue, dark blue and red trim on the tail; ferried from Ulyanovsk-Vostochny to ZIA 10aug15; mfd 04feb16; rgd 02mar16; h/o 28mar16 and ferried to SLY the same day; started revenue flights 30apr16; l/n operational DME 21feb17; returned to Sukhoi Civil Aircraft 05jul17
	RA-89034	RRJ-95LR	Iraero	toc	04aug17	in all-white c/s with titles; ferried from ZIA to DME 04aug17; started revenue flights 11aug17; l/n DME 06jan18
95 063	89041 RA-89041	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15jun14 10jul14	ferried to Ulyanovsk-Vostochny 18jun14 named 'M. Vodopyanov' (Mikhail Vodopyanov) after a legendary Soviet pilot of the 1930s/40s; ferried from Ulyanovsk-Vostochny to ZIA 10jul14; h/o 27nov14 and ferried to SVO the same day; started revenue flights 04dec14; l/n GOJ 24apr16
95 064	89031 RA-89031	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ZIA	23jun14 18jul14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 28jun14 ferried to ZIA 18jul14; h/o 26aug14 and ferried to OSF the same day; ferried from OSF to VKO 19feb15; started revenue flights 06mar15; l/n VKO 19jul17
95 065	97016(1)	RRJ-95B	primer	f/f	10jul14	ferried via OVB to ZIA 19jul14; export CoFA issued 03jun15; ferried from ZIA to VCE 03jun15; see c/ns 95108 and 95127
	I-PDVY (3)	RRJ-95B	SuperJet Internat.	VCE	22sep15	c/n confirmed; test registration; in full Interjet c/s; displayed during the Dubai Airshow 08/11nov15; l/n VCE 18nov15; see c/ns 95028, 95040 and 95087
95 066	XA-VAS 97015(1) I-PDVZ (4)	RRJ-95B RRJ-95B RRJ-95B	Interjet primer SuperJet Internat.	h/o f/f VCE	15dec15 17jul14 07may15	ferried from VCE to TLC 15/16dec15; started revenue flights 23dec15; l/n MEX 01jan18 l/n ZIA 25jul14; ferried to VCE 26nov14; export CoFA issued 31dec14; see c/ns 95093 and 95133 test registration; in full Interjet c/s; l/n VCE 12may15; see c/ns 95036, 95042, 95049, 95054, 95072, 95102 and 95106
95 067	XA-PPY 89035 RA-89035	RRJ-95B RRJ-95LR RRJ-95LR	Interjet primer UTair Ekspress	h/o f/f ZIA	18may15 24jul14 22sep14	ferried from VCE to TLC 18/19may15; l/n MEX 02sep17 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 30jul14 in white c/s with flowers on the tail (painted up 30jul14/06aug14); ferried to ZIA 26aug14; not taken on charge due to financial problems of UTair; l/n ZIA 23oct14; ferried to Ulyanovsk-Vostochny for repainting probably 04aug15
	89035 RA-89035	RRJ-95LR RRJ-95LR	no titles Yamal	ZIA rgd	14sep15 28apr16	in all-white c/s without any markings apart from the registration; l/n ZIA 19mar16 in white c/s with light blue, dark blue and red trim on the tail; h/o 19may16 and ferried from ZIA to SLY the same day; started revenue flights 01jun16; l/n DME 09nov17
95 068	89042 RA-89042	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	05aug14 08sep14	ferried to ULY 08aug14; seen in the paintshop at ULY 16aug14 named 'E. Barabash' (Yevgenii Barabash) after a distinguished Aeroflot pilot of the 1950s/60s; ferried to ZIA 08sep14; h/o 04dec14 and ferried to SVO the same day; started revenue flights 19dec14; l/n operational GOJ 21may16; stored from 07sep16
95 069	97017(1)	RRJ-95LR	no titles	f/f	17aug14	RRJ-95LR-100; initially in primer; l/n as such 17aug14; painted in white c/s with red engines (borrowed from c/n 95017) oct14; ferried to ZIA 26feb15; l/n ZIA 23may15; see c/ns 95106 and 95130
	RA-89067	RRJ-95LR	MChS Rossii	ZIA	16nov15	VIP/passenger aircraft; in light grey c/s with 'Russian flag' cheatline and 'Rossiya' titles; h/o at Zhukovski 24dec15; rgd 27apr16; ferried from ZIA to VKO 21may16 and entered service the same day; l/n LED 03feb18
95 070	89036 RA-89036	RRJ-95LR RRJ-95LR	primer UTair Ekspress	f/f ULY	23aug14 13sep14	RRJ-95LR-100 in white c/s with flowers on the tail; ferried from Ulyanovsk-Vostochny to ZIA 01oct14; not taken on charge due to financial problems of UTair; stored ZIA, l/n 26feb16; ferried to Ulyanovsk-Vostochny 29feb16 for repainting; ferried in all-white c/s without titles from Ulyanovsk-Vostochny to ZIA 09mar16
	RA-89036	RRJ-95LR	Yamal	rgd	28apr16	in white c/s with light blue, dark blue and red trim on the tail; h/o 20may16 and ferried from ZIA to SLY the same day; started revenue flights 02jun16; l/n DME 26jan17; returned to GTLK apr17; seen without titles DME 26apr17
95 071	RA-89036 97018 I-PDVW (4)	RRJ-95LR RRJ-95B RRJ-95B	Azimuth primer SuperJet Internat.	RVI f/f VCE	12aug17 20sep14 05jun15	in white c/s with orange and blue trim; started revenue flights 07oct17; l/n KRR 28nov17 ferried via OVB to ZIA 25sep14; ferried to VCE 11mar15; export CoFA issued 20mar15 test registration; in full Interjet c/s; presented during the 51 EIAE airshow at Le Bourget 15/21jun15; see c/ns 95023, 95045, 95052, 95085 and 95108
95 072	XA-NGO 97010(3)	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	07nov15 24dec14	ferried from VCE to TLC 07/08nov15; started revenue flights 13nov15; l/n GUA 24jun16 ferried via OVB to ZIA 23jan15; ferried from ZIA to VCE 30jun15; export CoFA issued 02jul15; see c/ns 95028, 95045, 95110 and 95118
	I-PDVZ (6)	RRJ-95B	SuperJet Internat.	VCE	19jul15	test registration; ferried in primer (carrying both registrations) from VCE to OSR 19jul15 for painting; ferried in full Interjet c/s from OSR to VCE 29jul15; displayed during the Bahrain International Airshow 21/23jan16; l/n VCE 10feb16; see c/ns 95036, 95042, 95049, 95054, 95066, 95102 and 95106 ferried from VCE to MEX 03/04mar16; started revenue flights 12mar16; l/n MIA 22jun16
95 073	XA-DAS 89048 RA-89048	RRJ-95B RRJ-95LR RRJ-95LR	Interjet primer Gazpromavia	h/o f/f ZIA	03mar16 30sep14 28oct14	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 07oct14 ferried to ZIA 28oct14; h/o 26nov14 and ferried to OSF the same day; ferried from OSF to VKO 25may15; started revenue flights 12jun15; l/n PEE 29jul17
95 074	89043 RA-89043	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10nov14 06dec14	ferried via OVB to Ulyanovsk-Vostochny 16nov14 named 'B. Velling' (Boris Velling) after an early Russian and Soviet aviator; carried a 'Far Eastern Leopards' charity sticker; ferried from Ulyanovsk-Vostochny to ZIA 06dec14; h/o 24dec14 and ferried to SVO the same day; started revenue flights 30dec14; l/n operational SVO 05jul16; stored from 07jan17
95 075	--	RRJ-95LR	primer	mfd	2014	RRJ-95LR-100; dynamic test airframe for the version B3/LR3; fuselage flown by an An-124 to ZIA 05nov14 and transported to TsAGI 06nov14; trials with TsAGI started 22oct15
95 076	89044 RA-89044	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10oct14 06nov14	ferried via OVB to Ulyanovsk-Vostochny 17oct14 named 'A. Vitkovsky' (Alexander Vitkovski) after a distinguished Aeroflot pilot; ferried to ZIA 06nov14; h/o 18dec14 and ferried to SVO the same day; started revenue flights 23dec14; l/n RVI 24may16
95 077	89037 RA-89037	RRJ-95LR RRJ-95LR	primer UTair Ekspress	f/f ZIA	23oct14 08dec14	RRJ-95LR-100; ferried to Ulyanovsk-Vostochny 01nov14 ferried from Ulyanovsk-Vostochny to ZIA 08dec14; not taken on charge due to financial problems of UTair; stored at ZIA; ferried from ZIA to Ulyanovsk-Vostochny 12nov16; repainted in all-white c/s and ferried from Ulyanovsk-Vostochny to ZIA 19nov16; l/n ZIA 26nov16; ferried from ZIA to Ulyanovsk-Vostochny for repainting 01feb17
95 078	RA-89037 89049	RRJ-95LR RRJ-95LR	Yakutia primer	rgd f/f	29dec16 16dec14	h/o 07feb17 and ferried to YKS the same day; started revenue flights 23feb17; l/n NRT 05may17 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 28dec14

	RA-89049	RRJ-95LR	Gazpromavia	ZIA	16jan15	ferried from Ulyanovsk-Vostochny to ZIA 16jan15; h/o 05mar15 and ferried to OSF the same day; started revenue flights 08jan16; l/n VKO 25jan18
95 079	89045 RA-89045	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	29oct14 21nov14	ferried to Ulyanovsk-Vostochny 31oct14 named 'I. Voedilio' (Ivan Voedilio) after the Soviet pilot who opened the Moscow-Königsberg route in 1922; ferried from Ulyanovsk-Vostochny to ZIA 21nov14; h/o 23dec14 and ferried to SVO the same day; started revenue flights 27dec14; l/n RTW 18jan18
95 080	89050 RA-89050	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f h/o	21dec14 30jun15	RRJ-95LR-100; ferried probably to ZIA 04apr15 ferried from Ulyanovsk-Vostochny to ZIA 18may15; ferried from ZIA to OSF 30jun15; started revenue flights around 28jun16; l/n VKO 22sep17
95 081	97013(3)	RRJ-95B	primer	f/f	08dec14	ferried via OVB to ZIA 13dec14; export CoFA issued 14apr15; ferried from ZIA to VCE 14apr15; see c/ns 95036, 95046, 95102 and 95123
95 082	XA-VER 89046 RA-89046	RRJ-95B RRJ-95B RRJ-95B	Interjet primer Aeroflot	h/o f/f ZIA	21nov15 15nov14 22dec14	ferried from VCE to TLC 21/22nov15; started revenue flights 28nov15; l/n MEX 20mar17 ferried via OVB to Ulyanovsk-Vostochny 30nov14 named 'D. Glinka' (Dmitri Glinka) after a Soviet fighter ace of WWII; ferried from Ulyanovsk-Vostochny to ZIA 21dec14; h/o 19feb15 and ferried to SVO the same day; started revenue flights 19feb15 ?; l/n SVO 19feb17; stored from 20feb17 and seen as such SVO 08aug17
95 083	89038	RRJ-95LR	primer	f/f	21nov14	RRJ-95LR-100; originally built for UTAir Ekspres, but not taken on charge due to financial problems of UTAir; ferried via OVB to Ulyanovsk-Vostochny 29jul16; painted in all-white c/s; ferried from Ulyanovsk-Vostochny to ZIA 12aug16; official mfd 24aug16
	RA-89038	RRJ-95LR	Yakutia	rgd	13oct16	h/o 20oct16 and ferried from Ulyanovsk-Vostochny to Yakutsk the same day; started revenue flights 11nov16; l/n IKT 17apr17
95 084	89047 RA-89047	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	27nov14 29dec14	ferried via OVB to Ulyanovsk-Vostochny 13dec14 named 'A. Gruzdin' (Alexander Gruzdin) after a distinguished GVF pilot of the 1930s/40s; ferried from Ulyanovsk-Vostochny to ZIA 29dec14; h/o 20feb15 and ferried to SVO the same day; l/n VOZ nov16
95 085	97004(3)	RRJ-95B	primer	f/f	13jan15	ferried via OVB to ZIA 16jul15; ferried from ZIA to VCE 10sep15; export CoFA issued 16sep15; see c/ns 95004, 95048, 95104 and 95117
	I-PDVV (5)	RRJ-95B	SuperJet Internat.	no	reports	test registration; in full Interjet c/s; see c/ns 95023, 95045, 95052, 95071 and 95108
95 086	XA-JBA 97002(4)	RRJ-95B RRJ-95B	Interjet primer	h/o f/f	01apr16 14feb15	ferried from VCE to MEX 01/02apr16; started revenue flights 09apr16; l/n MEX 21jan18 ferried via OVB to ZIA 11aug15; ferried from ZIA to VCE 29oct15; export CoFA issued 30oct15; see c/ns 95023, 95043, 95049, 95096 and 95135
95 087	XA-MRM 97012(3)	RRJ-95B RRJ-95B	Interjet primer	VCE f/f	24may16 27feb15	h/o 19jul16; ferried from VCE to TLC 19/20jul16; l/n MEX 17jun17 ferried via OVB to ZIA 12oct15; export CoFA issued 09dec15; ferried from ZIA to VCE 09dec15; see c/ns 95038, 95052 and 95122
	I-PDVY (4)	RRJ-95B	SuperJet Internat.	VCE	24may16	test registration; in full Interjet c/s; see c/ns 95028, 95040 and 95065
95 088	XA-... 89052 RA-89052	RRJ-95B RRJ-95B RRJ-95B	Interjet primer Aeroflot	f/f ULY	21jan15 18feb15	ferried via OVB to ULY 27jan15 named 'M. Efimov' (Mikhail Yefimov) after the first Russian aviator; ferried from Ulyanovsk-Vostochny to ZIA 20feb15; h/o 16apr15; started revenue flights 18apr15; l/n SVO 04jul15; l/n RTW feb18
95 089	89051 RA-89051	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	18feb15 12may15	ferried via OVB to Ulyanovsk-Vostochny 26feb15 named 'B. Lakhtin' (Boris Lakhtin) after a distinguished Soviet bomber pilot of WWII; ferried from Ulyanovsk-Vostochny to ZIA 12may15; h/o 25may15 and ferried to SVO 01jun15; started revenue flights 04jun15; l/n operational SVO 12apr17; stored from jun16
95 090	97009(2)	RRJ-95B	primer	f/f	24jul15	RRJ-95LR-100; already seen in the paintshop 16jul15; ferried via OVB to Ulyanovsk-Vostochny 31jul15; see c/ns 95009, 95026 and 95027
	RA-89061	RRJ-95B	Aeroflot	ULY	15aug15	in the process of painting; named 'I. Ryshkov' (Ivan Ryshkov) after a distinguished GVF pilot of WWII; ferried to ZIA 04sep15; h/o 28oct15 and ferried to SVO the same day; started revenue flights 04nov15; l/n RTW 11jan18
95 091	97011(3) RA-89062	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	10apr15 16oct15	ferried via OVB to ULY 14sep15; see c/ns 95034, 95050, 95111, 95120 and 95154 named 'P. Nesterov' (Pyotr Nesterov) after a famous Russian aviator of the 1910s; ferried from Ulyanovsk-Vostochny to ZIA 16oct15; h/o 17nov15 and ferried to SVO the same day; started revenue flights 20nov15; l/n PEE dec17
95 092	89054 RA-89054	RRJ-95LR RRJ-95LR	primer Gazpromavia	f/f ULY	23apr15 06may15	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 29apr15 ferried from Ulyanovsk-Vostochny to ZIA 02jun15; h/o 09jul15 and ferried from ZIA to OSF the same day; started revenue flights 03jul16; l/n VKO 09jan18
95 093	97015(2) 60317 97015(2) 60317	RRJ-95LR RRJ-95LR RRJ-95LR RRJ-95LR	primer Thai Air Force Thai Air Force Thai Air Force	f/f ULY VCE VCE	23oct15 02nov15 09jul16 15jul16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 24oct15; see c/ns 95066 and 95133 ferried from Ulyanovsk-Vostochny to ZIA 09nov15 used its Russian test registration again for the ferry flight from ZIA to VCE 09jul16 full Thai serial L18-1/59/60317; VIP version; h/o at VCE 15jul16; ferried from ZIA to DMK 27/28jul16; export CoFA issued 29jul16; toc 31aug16; opb 603 Sqn at Bangkok-Don Mueang; l/n Khorat 12jan18
95 094	89056 RA-89056	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	15apr15 16oct15	3rd flight 22sep15; ferried via OVB to Ulyanovsk-Vostochny 23sep15 named 'N. Rubtsov' (Nikolai Rubtsov) after a distinguished Russian pilot; ferried from Ulyanovsk-Vostochny to ZIA 16oct15; rgd 14jan16; h/o 20jan16 and ferried to SVO the same day; started revenue flights 22jan16; l/n operational SVO 25feb17; stored at SVO, seen jun17
95 095	97014(2) 60318 97014(2) 60318	RRJ-95LR RRJ-95LR RRJ-95LR RRJ-95LR	primer Thai Air Force Thai Air Force Thai Air Force	f/f ZIA VCE VCE	15dec15 29jun16 14jul16 15jul16	RRJ-95LR-100; ferried via OVB to ZIA 22dec15; see c/ns 95054 and 95132 ferried from Ulyanovsk-Vostochny to ZIA 18jun16 used its Russian test registration again for the ferry flight from ZIA to VCE 14jul16 full Thai serial L18-2/59/60318; VIP version; h/o at VCE 15jul16; export CoFA issued 02aug16; toc 31aug16; opb 603 Sqn at Bangkok-Don Mueang; l/n DMK 13JAN1821dec16
95 096	97002(5) 95100	RRJ-95B RRJ-95B	primer Kaz Border Guards	f/f ULY	26feb16 26sep16	seen in the paintshop 16jul15; ferried via OVB to ZIA 28apr16; ferried from ZIA to TGK 16may16; see c/ns 95023, 95043, 95049, 95086 and 95135 in light grey/dark grey c/s with blue cheatline and trim, 'Kazakhstan' titles and a yellow Border Guards badge on the fin; ferried from Ulyanovsk-Vostochny to ZIA 28sep16; h/o 12nov16 and ferried to TSE the same day; started regular flights 25nov16; l/n ZIA 13nov17
95 097	89057 RA-89057	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	07oct15 26nov15	ferried via OVB to Ulyanovsk-Vostochny 13oct15 named 'K. Sapelkin' (Konstantin Sapelkin) after a distinguished Aeroflot pilot of the 1950s/60s; h/o 29dec15 and ferried to SVO the same day; started revenue flights 30dec15; l/n operational TJM 30jun17; stored from jul17
95 098	89058 RA-89058	RRJ-95B RRJ-95B	primer Aeroflot	f/f ULY	29jul15 13nov15	already seen in the factory 16jul15; 3rd flight 16oct15; ferried via OVB to Ulyanovsk-Vostochny 22oct15 named 'N. Safronnikov' (Nikolai Safronnikov) after a distinguished Aeroflot pilot of the 1950s/60s; ferried to ZIA 13nov15; h/o 30dec15 and ferried to SVO the same day; started revenue flights 31dec15; l/n SVO 25mar17
95 099	89063 RA-89063	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	06nov15 17nov15	f/f may have been already 05nov15; ferried via OVB to Ulyanovsk-Vostochny 12nov15 named 'N. Novikov' (Nikolai Novikov) after a distinguished Aeroflot pilot of the 1930s; h/o 21jan16 and ferried to SVO the same day; started revenue flights 23jan16; l/n ZAG 13nov16
95 100	89059 RA-89059	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	16sep15 29mar16	fuselage assembled 01feb15; seen in the paintshop 16jul15; ferried via OVB to Ulyanovsk-Vostochny 20feb16 named 'A. Semenov' (Alexei Semenov) after a distinguished Soviet pilot of the 1940s/70s and Deputy Minister of Civil Aviation; ferried from Ulyanovsk-Vostochny to ZIA 10mar16; rgd 26may16; h/o 31may16 and ferried from ZIA to SVO the same day; started revenue flights 02jun16; l/n SVO jan17
95 101	89064 RA-89064	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	10nov15 10apr16	seen without registration in the factory 16jul15; ferried via OVB to Ulyanovsk-Vostochny 20jan16 named 'Yu. Ovsyannikov' (Yuri Ovsyannikov) after a distinguished Aeroflot pilot; ferried from Ulyanovsk-Vostochny to ZIA 08feb16; h/o 19apr16 and ferried to SVO the same day; started revenue flights 21apr16; l/n TJM 19dec17
95 102	97013(4)	RRJ-95B	primer	f/f	12dec15	seen without registration in the factory 16jul15; ferried via OVB to ZIA 21dec15; ferried from ZIA to VCE 23dec15; export CoFA issued 05feb16; l/n VCE feb16; see c/ns 95036, 95046, 95081 and 95123 test registration; see c/ns 95036, 95042, 95049, 95054, 95066, 95072 and 95106 h/o 24may16
	I-PDVZ (7) EI-FWA I-PDVZ (7) EI-FWA	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. CityJet CityJet CityJet	no VCE TRS rgd	reports 21apr16 25may16 02jun16	on crew training flights with the Italian registration again; l/n TSF 26may16 ferried from VCE to DUB 02jun16; carried the Ireland national football team from DUB to LBG 08jun16 for the UEFA European Championship; started revenue flights 28jun16; l/n BRU 28dec18
95 103	89060 RA-89060	RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	01dec15 06may16	seen without registration in the factory 16jul15; ferried via OVB to Ulyanovsk-Vostochny 20apr16 named 'M. Stupishin' (Mikhail Stupishin) after a distinguished Soviet pilot of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 06may16; rgd 23aug16; h/o 25aug16 and ferried from ZIA to SVO the same day; started revenue flights 31aug16; l/n ARH 17jul17
95 104	97004(4)	RRJ-95B	primer	f/f	18jun16	ferried via OVB to ZIA 23jun16; export CoFA issued 03aug16; ferried from ZIA to VCE 11aug16; see c/ns 95004, 95048, 95085 and 95117
95 105	XA-... 97008(4)	RRJ-95B RRJ-95B	Interjet primer	f/f	30jun16	ferried via OVB to ZIA 14jul16; ferried from ZIA to VCE 02sep16; export CoFA issued 06sep16; see c/ns 95026, 95031, 95042 and 95061
	I-PDVX (7)	RRJ-95B	SuperJet Internat.	VCE	23feb17	c/n confirmed; test registration; seen in the paintshop 23feb17; f/n in full Brussels Airlines c/s VCE 01mar17; l/n VCE 07mar17; see c/ns 95024, 95038, 95048, 95050, 95111, 95117 and 95118
	EI-FWD	RRJ-95B	Brussels Airlines	rgd	24mar17	wet-leased from CityJet 25mar17; in full c/s with additional 'Operated by CityJet' titles; f/n VCE 24mar17; h/o 25mar17 and ferried from VCE to BRU the same day; started revenue flights 27mar17; l/n BRU 28dec17
95 106	97017(2)	RRJ-95B	primer	f/f	15mar16	seen without registration in the factory 16jul15; ferried via OVB to ZIA 19mar16; l/n ZIA 12apr16; export CoFA issued 14apr16; see c/ns 95069 and 95130
	I-PDVZ (8)	RRJ-95B	SuperJet Internat.	VCE	13jan17	c/n checked LBG jun17; test registration; in full Interjet c/s; see c/ns 95036, 95042, 95049, 95054, 95066, 95072 and 95102
95 107	XA-... 89065 RA-89065	RRJ-95B RRJ-95B RRJ-95B	Interjet primer Aeroflot	f/f ZIA	25mar16 19apr16	ferried via OVB to Ulyanovsk-Vostochny 28mar16 named 'B. Osipov' (Boris Osipov) after a distinguished polar aviator of the 1940s/60s; ferried from Ulyanovsk-Vostochny to ZIA 19apr16; rgd 26may16; h/o 01jun16 and ferried to SVO the same day; started revenue flights 03jun16; l/n SVO 20dec16
95 108	97016(2)	RRJ-95B	primer	f/f	15jan16	ferried via OVB to ZIA 16feb16; ferried from ZIA to VCE 04mar16; export CoFA issued 14mar16; see c/ns 95065 and 95127

	I-PDVW EI-FWB I-PDVW EI-FWB	(6) (6)	RRJ-95B RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. CityJet CityJet CityJet	no VCE VCE rgd	reports 24may16 15jun16 01jul16	test registration; see c/ns 95023, 95045, 95052, 95071 and 95085
95 109	89068 RA-89068		RRJ-95LR RRJ-95LR	primer Yamal	f/f rgd	11jul16 21dec16	on crew training flights with the Italian registration again; l/n VCE 18jun16 h/o 01jul16 and ferried to DUB the same day; started revenue flights 02jul16; displayed at the Farnborough International Airshow 11/17jul16; presented to SkyWork at VCE 28feb17; wet-leased to Brussels Airlines for 2 years 25mar17; l/n BUD 28dec17 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 09sep16; painted in all-white c/s; f/n as such ZIA 06oct16; h/o to GTLK 14nov16
95 110	97010(4)		RRJ-95B	primer	f/f	31mar16	in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 07feb17 and ferried to TJM the same day; started revenue flights 15feb17; l/n KJA 04nov17 ferried via OVB to ZIA 15apr16; ferried from ZIA to VCE 03jun16; export CoFA issued 10jun16; see c/ns 95028, 95045, 95072 and 95118
95 111	XA-... 97011(4)		RRJ-95B RRJ-95B	Interjet primer	f/f	31may16	ferried via OVB to ZIA 04jul16; l/n ZIA 18jul16; export CoFA issued 27jul16; see c/ns 95034, 95050, 95091, 95120 and 95154
95 112	89069 RA-89069	(6)	RRJ-95B RRJ-95B	SuperJet Internat. CityJet	VCE rgd	20oct16 26oct16	test registration; in full CityJet c/s; see c/ns 95024, 95038, 95048, 95050, 95105, 95117 and 95118 h/o 27oct16; ferried from VCE to DUB 02nov16 and started revenue flights the same day; wet-leased to Brussels Airlines for 2 years 25mar17; l/n STR jan18
95 113	89070 RA-89070		RRJ-95LR RRJ-95LR	primer Yamal	f/f rgd	27jul16 21dec16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 23sep16; h/o to GTLK 14nov16 in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 09feb17 and ferried to DME the same day; started revenue flights 15feb17; l/n KJA 11feb18
95 114	89071 RA-89071		RRJ-95LR RRJ-95LR	primer Yamal	f/f rgd	21sep16 21dec16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 18oct16; ferried from Ulyanovsk-Vostochny to ZIA 31oct16; painted in all-white c/s, no titles; seen as such ZIA 08nov16 in white c/s with light blue, dark blue and red trim on the tail; f/n ZIA 29dec16; h/o 16feb17 and ferried to TJM the same day; probably started revenue flights 26feb17; l/n VRN 08feb18
95 115	89072 RA-89072		RRJ-95LR RRJ-95LR	primer Yamal	f/f rgd	07oct16 27dec16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 10nov16; painted in all-white c/s, no titles; seen as such ZIA 30nov16 in white c/s with light blue, dark blue and red trim on the tail; h/o 22feb17 and ferried to TJM the same day; l/n LED 19dec17
95 116	89073 RA-89073		RRJ-95LR RRJ-95LR	primer Yamal	f/f rgd	25oct16 27dec16	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 01nov16; painted in all-white c/s; ferried from Ulyanovsk-Vostochny to ZIA 14nov16; l/n ZIA 27nov16 in white c/s with light blue, dark blue and red trim on the tail; h/o 22feb17 and ferried to DME the same day; started revenue flights 26feb17; l/n OVB 08jan18
95 117	97004(5)		RRJ-95B	primer	f/f	03dec16	ferried via OVB to ZIA 09dec16; l/n ZIA 16dec16; export CoFA issued 23dec16; see c/ns 95004, 95048, 95085 and 95104
95 118	I-PDVX EI-FWE 97010(5)	(8)	RRJ-95B RRJ-95B RRJ-95B	SuperJet Internat. Brussels Airlines primer	VCE rgd f/f	28mar17 05may17 22nov16	test registration; in full Brussels Airlines c/s; l/n VCE 27apr17; see c/ns 95024, 95038, 95048, 95050, 95105, 95111 and 95118 wet-leased from CityJet; in full c/s with additional 'Operated by CityJet' titles; ferried from VCE to BRU 08may17; started revenue flights 09may17; l/n OST 28dec17 ferried via OVB to ZIA 29dec16; ferried from ZIA to VCE 13jan17; export CoFA issued 20jan17; see c/ns 95028, 95045, 95072 and 95110
95 119	I-PDVX EI-FWF 89075 RA-89075	(9)	RRJ-95B RRJ-95B RRJ-95LR RRJ-95LR	SuperJet Internat. Brussels Airlines primer Iraero	VCE rgd f/f rgd	23may17 01jun17 07dec16 28mar17	in full Brussels Airlines c/s; see c/ns 95024, 95038, 95048, 95050, 95105, 95111 and 95117 wet-leased from CityJet; in full c/s with additional 'Operated by CityJet' titles; ferried from VCE to BRU 01jun17; started revenue flights 02jun17; l/n HAM 07jan18 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 30jan17; painted in all-white c/s without any markings apart from the registration; ferried from Ulyanovsk-Vostochny to ZIA 13feb17; l/n ZIA 17mar17 in all-white c/s with titles; already f/n Ulyanovsk-Vostochny 21mar17; h/o 03apr17 and ferried to IKT the same day; started revenue flights probably 08apr17; l/n OMS 14feb18
95 120	97011(5)		RRJ-95B	primer	f/f	16dec16	ferried via OVB to ZIA 24jan17; ferried from ZIA to VCE 08aug17; see c/ns 95034, 95050, 95091, 95111, 95120 and 95154
95 121	EI-FWG ? 89076 RA-89076		RRJ-95B RRJ-95LR RRJ-95LR	CityJet primer Iraero	f/f rgd	27dec16 17apr17	RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 15feb17; painted in all-white c/s without any markings apart from the registration; f/n as such ZIA 02mar17 h/o 27apr17 and ferried to IKT the same day; started revenue flights 17may17; l/n DME 10jan18
95 122	97012(4)		RRJ-95B	primer	f/f	18jan17	originally built for Interjet; ferried via OVB to ZIA 08feb17; ferried from ZIA to ULY 03nov17; painted in all-white c/s, no titles; ferried from ULY to ZIA 14nov17; ferried from ZIA to VCE 19dec17; see c/ns 95038, 95052 and 95087
95 123	EI-... 97013(5) 89085 RA-89085		RRJ-95B RRJ-95B RRJ-95LR RRJ-95LR	CityJet primer primer Azimuth	f/f Kxy rgd	02feb17 09jun17 21sep17	originally built for Interjet; l/n Dzyomgi 14feb17; see c/ns 95036, 95046, 95081 and 95102 RRJ-95LR-100; ferried via OVB to ULY 19jun17; ferried from ULY to ZIA 30jun17 in white c/s with orange and blue trim; h/o 28sep17 and ferried from ULY to RVI the same day; named 'Volga' 04dec17 after the largest river in the European part of Russia; l/n KRR 11jan18 RRJ-95LR-100; ferried via OVB to Ulyanovsk-Vostochny 22feb17; ferried from Ulyanovsk-Vostochny to ZIA 09mar17
95 124	89077 RA-89077		RRJ-95LR RRJ-95LR	primer Iraero	f/f rgd	08feb17 18apr17	in all-white c/s with titles; already f/n ULY 12apr17; h/o 04may17 and ferried to IKT the same day; started revenue flights 25may17; l/n OMS 14aug17 RRJ-95LR-100; painted in all-white c/s with titles; seen as such ZIA 14sep17
95 125	89086 RA-89086		RRJ-95LR RRJ-95LR	primer for GTLK	f/f rgd	04jul17 29dec17	RRJ-95LR-100; ferried via OVB to ULY 13mar17; painted in all-white c/s, no titles; ferried from ULY to ZIA 27mar17; l/n ZIA 31mar17
95 126	89078 RA-89078		RRJ-95LR RRJ-95LR	primer Iraero	f/f rgd	03mar17 19may17	in all-white c/s with titles; accepted 21jun17; h/o 26jun17 and ferried to IKT the same day; started revenue flights 30jun17; l/n IKT 21nov17 RRJ-95LR-100; see c/ns 95065 and 95108 ferried via OVB to ULY 26jul17; painted in all-white c/s, no titles; f/n ULY 19aug17; l/n ZIA 20sep17
95 127	97016(3) 89087 RA-89087 89079 RA-89079		RRJ-95LR RRJ-95LR RRJ-95 RRJ-95LR RRJ-95LR	primer primer Yakutiya primer Azimuth	f/f Kxy rgd f/f rgd	15mar17 06jul17 29dec17 23mar17 08jun17	RRJ-95LR-100; ferried via OVB to ULY 31mar17 in white c/s with orange and blue trim; ferried to ULY 30jun17; h/o at ULY 07jul17 and ferried to RVI the same day; l/n ROV 14jul17; started revenue flights 09sep17 and scheduled flights 21sep17; l/n VKO 19jan18
95 129	89080 RA-89080		RRJ-95LR RRJ-95LR	primer Azimuth	f/f rgd	06apr17 08jun17	RRJ-95LR-100; ferried via OVB to ULY 10apr17; ferried to ULY for painting 06jul17 in white c/s with orange and blue trim; f/n ULY 14jul17; h/o at ZIA 18jul17 and ferried to RVI 08aug17; named 'Don' 17nov17 after the river in southern Russia; l/n ROV 20jan18
95 130	97017(3) 89088		RRJ-95LR RRJ-95LR	primer primer	f/f Kxy	12apr17 20sep17	RRJ-95LR-100; see c/ns 95069 and 95106 ferried via OVB to ULY 20sep17; painted in all-white c/s, no titles; f/n as such ULY 05oct17, marked '13089088'; ferried from ULY to ZIA 28nov17, absence or presence of prefix not known
95 131	RA-89088 89081 RA-89081		RRJ-95LR RRJ-95LR RRJ-95LR	not known primer Yamal	rgd f/f rgd	29dec17 21apr17 31oct17	RRJ-95LR-100; ferried via OVB to ULY 15may17; ferried from ULY to ZIA 30may17; painted in all-white c/s, no titles; f/n as such ZIA 20jun17; ferried from ZIA to DME 02nov17 initially in all-white c/s, no titles; h/o 02nov17 and ferried from ZIA to DME the same day; started revenue flights 10nov17; ferried from DME to WOE for painting 16nov17; painted in white c/s with light blue, dark blue and red trim on the tail and ferried from WOE to DME 25nov17; new CoFR issued 04dec17 see c/ns 95054 and 95095; ferried via OVB to ULY 01jun17
95 132	97014(3)		RRJ-95 RRJ-95LR	primer Thai Air Force	f/f Kxy	23may17 10jun17	made its first two flights with this registration; see c/ns 95066 and 95093 registration changed after the first two flights; ferried via OVB to ULY 13jun17
95 133	97015(3) 89097 89097		RRJ-95B RRJ-95B RRJ-95B	primer primer Aeroflot	f/f Kxy ULY	29may17 02jun17 30jun17	named 'P. Derunov' (Pavel Derunov) after a manager of the Soviet aero engine industry; ferried from ULY to ZIA 30jun17; l/n ZIA 28aug17
95 134	RA-89097 89082		RRJ-95B RRJ-95LR	Aeroflot primer	rgd f/f	14sep17 09jun17	named 'P. Derunov'; h/o 20sep17 and ferried to SVO the same day; started revenue flights 22sep17 RRJ-95LR-100; ferried via OVB to ULY 22jun17; painted in all-white c/s, no titles; ferried from ULY to ZIA 08jul17; l/n ZIA dec17
95 135	RA-89082 97002(6) 89098 97002(6) RA-89098		RRJ-95LR RRJ-95B RRJ-95B RRJ-95B RRJ-95B	for GTLK primer primer Aeroflot Aeroflot	rgd Kxy f/f ZIA rgd	29dec17 10jun17 21jun17 20jul17 14sep17	see c/ns 95023, 95043, 95049, 95086 and 95096 ferried via OVB to ULY 29jun17 named 'M. Karim' (Mustai Karim) after a Bashkir poet named 'M. Karim'; h/o 27sep17 and ferried from ZIA to SVO the same day; started revenue flights 28sep17; l/n SVO 03nov17
95 136	89089		RRJ-95LR	primer	f/f	05jul17	RRJ-95LR-100; ferried via OVB to ULY 08jul17; painted in all-white c/s, no titles; ferried from ULY to ZIA 21jul17; l/n ZIA 21jul17
95 137	RA-89089 89099 89099 RA-89099		RRJ-95LR RRJ-95B RRJ-95B RRJ-95B	for GTLK primer Aeroflot Aeroflot	rgd f/f ZIA rgd	29dec17 13jul17 12sep17 07dec17	ferried via OVB to ULY 15jul17 named 'K. Kuliev' (Kaisyn Kuliyev or Qaysin Quli) after a Balkar poet named 'K. Kuliev'; h/o 19dec17 and ferried from ZIA to SVO the same day; started revenue flights 22dec17
95 138	89100 89100		RRJ-95B RRJ-95B	primer Aeroflot	f/f ZIA	19jul17 02oct17	ferried via OVB to ULY ? 14sep17 named 'Yu. Izrael' (Yuri Izrael) after a Soviet meteorologist; ferried from ULY to ZIA 02oct17; l/n ZIA 17oct17
95 139	RA-89100 89101 RA-89101		RRJ-95B RRJ-95LR RRJ-95LR	Aeroflot primer Aeroflot	rgd f/f rgd	09nov17 25jul17 28nov17	named 'Yu. Izrael'; h/o 15nov17 and ferried to SVO the same day; started revenue flights 18nov17 RRJ-95LR-100; ferried via OVB to ULY 31jul17 named 'Yu. Lomonosov' (Yuri Lomonosov) after a Russian railway engineer; h/o 07dec17 and ferried from ZIA to SVO the same day; started revenue flights 09dec17

95 140	89090	RRJ-95LR	primer	f/f	30aug17	RRJ-95LR-100; ferried via OVB to ULY 11sep17; painted in all-white c/s, no titles; ferried from ULY to ZIA 27sep17
95 141	RA-89090 89102	RRJ-95LR RRJ-95B	not known primer	rgd f/f	29dec17 07sep17	ferried via OVB to ULY 16oct17; ferried from ULY to ZIA 05nov17
95 142	RA-89102 89103 RA-89103	RRJ-95B RRJ-95B RRJ-95B	Aeroflot primer Aeroflot	h/o f/f rgd	dec17 ? 15sep17 21dec17	ferried via OVB to ULY 21sep17 named 'V. Bykov' (Vasil Bykau) after a Belarusian writer; ferried from ULY to ZIA 12oct17; h/o 30dec17 and ferried from ZIA to SVO the same day; started revenue flights 31dec17; l/n SCW 03jan18 RRJ-95LR-100; ferried via OVB to ULY 02oct17; ferried from ULY to ZIA 19oct17
95 143	89091	RRJ-95LR	primer	f/f	25sep17	ferried via OVB to ULY 10oct17
95 144	RA-89091 89104 RA-89104	RRJ-95LR RRJ-95B RRJ-95B	not known primer Aeroflot	rgd f/f rgd	29dec17 03oct17 21dec17	named 'V. Astafyev' (Viktor Astafyev) after a Soviet writer; ferried from ULY to ZIA 01nov17; h/o 30dec17 and ferried from ZIA to SVO the same day; started revenue flights 31dec17; l/n SVO 23jan18 ferried via OVB to ULY 18oct17 named 'V. Zhukovsky' after a 19th century Russian poet; ferried from ULY to ZIA 11nov17; h/o 29jan18 and ferried from ZIA to SVO the same day; started revenue flights 30jan18 ferried via OVB to ULY 26oct17 named 'V. Kaverin' (Veniamin Kaverin) after a Soviet writer; ferried from ULY to ZIA 14nov17; h/o 30jan18 and ferried from ZIA to SVO the same day; started revenue flights 30jan18; l/n GOJ 01feb18 ferried via OVB to ULY 03nov17 h/o 13feb18 and ferried from ZIA to SVO the same day ferried via OVB to ULY 10nov17 named 'V. Aksyonov' (Vasili Aksyonov) after an emigrated Soviet writer; ferried from ULY to ZIA 05dec17; h/o 01feb18 and ferried from ZIA to SVO the same day; started revenue flights 02feb18; l/n PEE 15feb18 RRJ-95LR-100; ferried via OVB to ULY 18nov17 in all-white c/s, no titles; f/n ULY 05dec17; ferried from ULY to ZIA 08dec17 RRJ-95LR-100; assembly completed 02nov17; ferried via OVB to ULY 25nov17 in white c/s with orange and blue trim; ferried from ULY to ZIA 15dec17 ferried via OVB to ULY 04dec17 named 'V. Vereshchagin' (Vasili Vereshchagin) after a 19th century Russian painter; ferried from ULY to ZIA 13feb18 RRJ-95LR-100; ferried via OVB to ULY 12dec17 in white c/s with orange and blue trim; f/n ULY 08jan18; ferried from ULY to ZIA 10jan18 RRJ-95LR-100; ferried via OVB to ULY 20dec17 in white c/s with orange and blue trim; ferried from ULY to ZIA 10jan18; l/n ZIA 12feb18 RRJ-95LR-100, demonstrator of the business jet version ?; ferried via OVB to ULY 27dec17; see c/ns 950034, 95050, 95091, 95111 and 95120 named 'M. Gromov' (Mikhail Gromov) after a legendary Soviet pilot of the 1930s/1940s RRJ-95LR-100 named 'I. Kozhedub' (Ivan Kozhedub) after the top-scoring Soviet fighter pilot of WWII named 'V. Kokkinaki' (Vladimir Kokkinaki) after a legendary Soviet test pilot of the 1930s/60s named 'A. Maresyev' (Alexei Maresyev) after a legendary Soviet fighter pilot of WWII named 'V. Chkalov' (Valeri Chkalov) after a legendary Soviet pilot of the 1930s named 'V. Polenov' (Vasili Polenov) after a 19th century Russian painter named 'K. Rokossovsky' (Konstantin Rokossovski) after one of the most Soviet Army commanders of WWII 95157, 95164, 95168, 95170 Interjet --- I-PDVX (5) RRJ-95B SuperJet Internat. VCE 21may16 test registration; in full Interjet c/s; see c/ns 95024, 95038, 95048, 95050, 95105, 95111, 95117 and 95118 test registration; in full Interjet c/s; l/n VCE 01mar17; see c/ns 95028, 95040, 95065 and 95087
95 145	89105 RA-89105	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	11oct17 16jan18	
95 146	89106 RA-89106	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	19oct17 16jan18	
95 147	89107 RA-89107	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	27oct17 16jan18	
95 148	89108 RA-89108	RRJ-95B RRJ-95B	primer Aeroflot	f/f rgd	06nov17 16jan18	
95 149	89092 RA-89092	RRJ-95LR RRJ-95LR	primer primer	f/f rgd	13nov17 29dec17	
95 150	89093 RA-89093	RRJ-95LR RRJ-95LR	primer Azimuth	f/f rgd	23nov17	
95 151	89109 RA-89109	RRJ-95B RRJ-95B	primer Aeroflot	f/f	28nov17	
95 152	89096 RA-89096	RRJ-95LR RRJ-95LR	primer Azimuth	f/f rgd	06dec17 18	
95 153	89094 89094	RRJ-95LR RRJ-95LR	primer Azimuth	f/f ULY	14dec17 10jan18	
95 154	97011(6)	RRJ-95LR ?		f/f	22dec17	
95 155	RA-89110 89095	RRJ-95B RRJ-95LR	Aeroflot primer	f/f	09feb18	
95 156	RA-89111	RRJ-95B	Aeroflot			
95 158	RA-89112	RRJ-95B	Aeroflot			
95 160	RA-89113	RRJ-95B	Aeroflot			
95 162	RA-89114	RRJ-95B	Aeroflot			
95 166	RA-89115	RRJ-95B	Aeroflot			
95 169	RA-89116	RRJ-95B	Aeroflot			
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