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Avro "Lancaster" in Soviet service

38 "Lancasters" from No. 9 and No. 617 Squadrons RAF were despatched to Yagodnik (near Arkhangelsk) to attack the German battleship "Tirpitz" in Altenfjord (Norway) on 12 September 1944. After the attack (Operation "Paravane") on 15 September, all serviceable "Lancasters" returned to the UK between 16 and 28 September. Six damaged "Lancasters" were left behind in the Soviet Union, of which four were investigated by Soviet specialists with possible repair in mind. In the end, only two of them were restored to flying

condition by the repair shops of the White Sea Flotilla (VVS BVF) at Kegostrov. The armament was dismantled and the damaged nose sections were repaired in modified form, similar to the nose of the "Halifax". Contrary to previous reports, ME599 was not among the repaired aircraft, as the inventory of the Northern Fleet Air Force (VVS SF) dated 1 July 1945 includes two "Lancasters" designated as '884' and '985'.

[LL884]	"01" white	Lancaster	Soviet Navy	photo
[NF985]	"02" white	Lancaster	Soviet Navy	no reports

"Lancaster" B Mk.I; built by Armstrong-Whitworth at Whitley, no c/n allocated; probably ex RAF s/n LL884 of No. 9 Sqn, coded 'WS-Q', but tie-up not confirmed; force-landed out of fuel and in poor visibility at 64°23' N 41°20' E 12sep44; repaired by the VVS BVF workshops at Kegostrov; in dark earth/dark green camo c/s with black undersides, all British markings painted out; opb 16 trao VVS BVF since late jan45, used for convoy escort and long-distance reconnaissance tasks; sent to the Pacific Fleet aug45, but ran out of fuel at Krasnoyarsk and did not arrive in the Pacific theatre before VJ-Day; trf to 70 otrap VVS SF in 1946; trf as a ground instructional airframe to the Aviation Engineering College at Riga in summer 1946

"Lancaster" B Mk.I; built by Armstrong-Whitworth at Whitley, no c/n allocated; probably ex RAF s/n NF985 of No. 9 Sqn, coded 'WS-D', but tie-up not confirmed; damaged 12sep44 when overshoot the runway on landing at Vaskovo, t/t 15 hours; repaired by the VVS BVF workshops at Kegostrov; opb 70 otrap VVS SF since early 1945; later trf to 65 apon VVS VMF at Moscow-Izmailovo; damaged on landing at Izmailovo probably in 1946 when overshoot the runway, breaking the landing gear and damaging the nose; scrapped

Bristol "Britannia" in Cuban and Czechoslovakian service

Cubana ordered four "Britannias" 318 on 24 November 1958, still before the revolution. These aircraft were complemented by two "Britannias" 253F which were acquired third-hand for Aerocaribbean in 1984. Some of the Cuban "Britannias" remained in service until the late 1980s. The only other Eastern Bloc operator of the type was Czechoslovakia. Cubana signed an agreement with CSA in 1961 whereby the latter would operate two of the Cuban airline's four "Britannias" on the Prague to Havana route, on Cubana's behalf, but

wearing CSA livery. This came at a time when the United States severed all relations with the Castro regime in Cuba and, as a result, the island nation suffered hard currency problems. This service (via Madrid) was maintained until 1969 and evidently had very good load factors. Both "Britannias" were returned to Cubana at the end of the agreement. Some directories label the secondment as a 'lease' but it is not clear what, if any, monetary transactions took place.

13432	CU-P668 CU-T668 OK-MBA CU-T668	Britannia Britannia Britannia Britannia	Cubana Cubana CSA Cubana	d/d trf ret	1959 03feb62 28feb63
13433	CU-P669 CU-T114 CU-P670 CU-T670 CU-T120	Britannia Britannia Britannia Britannia Britannia	Cubana Cubana Aerocaribbean Cubana Aerocaribbean	d/d CGN trf d/d	1960 12dec80 may84 1959
13508	CU-T120	Britannia	Aerocaribbean	f/f	24aug60
13513	CU-T121	Britannia	Aerocaribbean	f/f	28jan60
13515	CU-P671 CU-T671 OK-MBB CU-T671	Britannia Britannia Britannia Britannia	Cubana Cubana CSA Cubana	d/d trf ret	1959 07may62 may69

"Britannia" 318 became G-APYY according to other sources 11jan61; seconded from Cubana; in full c/s according to other sources 05jan64; wfu by 1983; scrapped at HAV 1997 (according to other sources by 1995)

"Britannia" 318

wfu dec87; scrapped at HAV by 1997

"Britannia" 318; f/n LGW 06apr59 wfu by 1978; scrapped at HAV by 1997

"Britannia" 253F; ex XM496 of the RAF and G-BDUP; rgd aug84; l/n active MAD dec89; last flight 21mar90 (the last flight ever of a Cuban "Britannia"; sold to Trans Air Cargo jan93, left HAV 11sep93; became 9Q-CJH and EL-WXA; preserved at Kemble from 14oct97 (again as XM496 from jun05)

"Britannia" 253F; ex XM519 of the RAF and G-BDUR; rgd aug84; f/n LTN 05sep84; wfu in late 1988; sold to Trans Air Cargo jan93 and broken up for spares at HAV nov95

"Britannia" 318 according to other sources 06jan64; seconded from Cubana; in basic Cubana c/s according to other sources 05jan69; l/n SNN jun75; wfu 1983; scrapped at HAV 1997

Consolidated B-24 "Liberator" in Soviet and Czechoslovakian service

One of these four-engined bombers got stranded in Siberia and was taken over by the GVF (Civil Air Fleet). Apart from that some 20 "Liberators" were requisitioned by the Soviets after forced landings in Eastern Europe and the Far East, these served with the Soviet Air Force until around 1952. Czechoslovak-manned No. 311 Squadron RAF which flew "Liberator" GR Mk.VI since March 1945 was transferred to Transport Command on 25 June 1945 and carried out repatriation flights between the United Kingdom and Czechoslovakia between 30 July and November 1945. Its aircraft received Czechoslovakian markings for these missions, but kept their RAF serials and codes. However, it

is not clear whether really all 17 "Liberators" of the unit received Czechoslovakian markings. No. 311 Squadron relocated to Prague-Ruzyně on 13 August 1945 and was transferred to Czechoslovakian control on 15 February 1946. Its "Liberators" were handed back to the RAF in December 1945, however, as there were not enough airfields available in Czechoslovakia which were suitable for these heavy aircraft. B-24J-40-CF KG862/PP-T (c/n 958, USAAF s/n 44-10367) underwent short trials with the SVZÚ at Kbely in October 1945, a test flight took place on 30 October. It is not known whether this aircraft carried Czechoslovakian markings.

31	not known	B-24D-1-CF	Soviet Air Force		
316	111820	B-24D-CO	Soviet Air Force	trf	31mar43
	URSS-L	B-24D-CO	GVF/Soviet AF c/s	rgd	27aug43
583	EV953/PP-K	B-24J-10CF	Czechoslovak AF	trf	jul45
645	EV985/PP-Z	B-24J-15CF	Czechoslovak AF	trf	jul45
686	not known	B-24D-10CO	Soviet Air Force		
955	KG859/PP-U	B-24J-40CF	Czechoslovak AF	trf	jul45
1594	"7" red	B-24H-20FO	Soviet Air Force		
3141	not known	B-24J-5-FO	Soviet Air Force		

USAAF s/n 42-63782; originally opb 28th BG of the USAAF; force-landed on Kamchatka 16dec44 (date may relate to US time) after being damaged during an attack on Japan; opb the Air Force Directorate of the Far Eastern Front

USAAF s/n 41-11820; used by General Omar Bradley for a visit to Moscow via Siberia nov42 and was left back at Yakutsk when # 4 engine failed shortly after take-off at -30° C and the aircraft was slightly damaged during the ensuing forced landing; trf to the Soviet Union and counted with \$ 340,085 against the Lend-Lease deliveries (already trf 28dec42 according to one source in the US); in olive drab c/s with light grey undersides; repaired by specialists from 1 pad; ferried to Moscow and evaluated by the LII in spring 1943; trf to GVF may43

in the same c/s as above, carried Red Stars although civil-registered; initially belonged to UML (International Directorate) but was rarely used; trf to 10 atd GVF in late 1943 and used predominantly for training

"Liberator" GR Mk.VI; USAAF s/n 42-64334; ex No. 311 Sqn RAF; named 'Kost'a'; in extra dark sea grey/white c/s; arrived as the first "Liberator" at Prague-Ruzyně 25jul45 to explore the airport before the airlift from the UK commenced; dbr 20aug45 on landing at Prague-Ruzyně when overran the runway, damaging its landing gear and left wing; struck off charge 21jun47

"Liberator" GR Mk.VI; USAAF s/n 42-99737; ex No. 311 Sqn RAF; named 'Zuzana'; in extra dark sea grey/white c/s; arrived at Prague-Ruzyně 31jul45; flew 13 missions for the Czechoslovakian Air Force in the second half of 1945 and returned to the UK afterwards; struck off charge 03oct46

USAAF s/n 41-23891; originally opb 28th BG, 21st BS of the USAAF and named 'Tough Boy'; force-landed at Yelizovo 12sep43 after being damaged during an attack on Japan; ferried from Yelizovo to Kratovo near Moscow; toc by 890 bap 45 tbat 23oct43; used for training of B-24 crews; wfu 05nov45; cannibalised for spares

"Liberator" GR Mk.VI; USAAF s/n 44-10364; ex No. 311 Sqn RAF; named 'Ur'ula'; in extra dark sea grey/white c/s; took part in the airlift between the UK and Czechoslovakia jul/dec45 and returned to the UK afterwards; struck off charge 10feb47

USAAF s/n 42-94829; force-landed at Emelczeny (30 km west of Korosten) 14aug44; opb 203 bap 45 tbat; in olive drab c/s with light grey undersides, carried a Guards badge and the inscription 'Orlovski'; f/n Kazan jul45; wfu reportedly in 1948

USAAF s/n 42-51610; originally opb 765th BS, 461st BG of the USAAF; force-landed in south-eastern Europe 21feb45; arrived at Balbasovo from Hungary 30mar45; opb 45 tbat

3521 not known B-24J-15FO Soviet Air Force
 5001 not known B-24J195CO Soviet Air Force

USAAF s/n 42-51990; originally opb 455th BG of the USAAF; force-landed in south-eastern Europe 08mar45; arrived at Balbasovo from Hungary 30mar45; opb 45 tbad
 USAAF s/n 44-41065; originally opb 459th BG of the USAAF; force-landed in south-eastern Europe 08mar45; arrived at Balbasovo from Hungary 30mar45; opb 45 tbad

Curtiss C-46 "Commando" in Soviet service

The Soviet Union requested the supply of 120 C-46s under the 4th Lend-Lease Protocol, but this request was rejected. Eventually, a single aircraft was delivered for evaluation in spring 1945.

342/CK319	347271	C-46A-60CK	Soviet Air Force	photo	USAAF s/n 43-47271; modified with R-2800-75 engines by the Louisville factory; in olive drab c/s with light grey undersides; ferried from Fairbanks to Moscow via ALSIB 28apr/15may45; underwent trials with the NII VVS in summer 1945; used by the Soviet Aeronautical Commission inspecting aircraft and rocket factories and research institutions in Eastern Germany in 1946, undertook several flights to Berlin and Ribnitz-Damgarten mar/apr46 (carried e.g. Ar 234 parts from Ribnitz-Damgarten to the Soviet Union); possibly wfu 1946
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Dornier Do 24 in Soviet service

42 ?	CCCP-X662	Do 24T	MVD	trf	1945	probably ex 5W+BU (c/n 42) of Seenotstaffel 50 of the German Air Force which had arrived at Trelleborg (Sweden) from Ventspils (Latvia) with 37 (!) refugees on board 09may45 and was flown on Soviet request to the Soviet Union 14aug45; repaired and modified for polar duty by Factory # 477 at Krasnoyarsk; opb ao Norilskogo kombinata; carried Red Stars although civil-registered; I/n IAA 1947
	CCCP-N473	Do 24T	Polyarnaya Aviats.	trf	late 47	opb Moskovskaya aviagruppa; stored as 'requiring repair' at Zakharkovo until autumn 1948; damaged 19oct48 while being hauled from water to land when the hull floor was pierced at two points; repaired but wfu in first half of 1950

Douglas A-20 "Boston" / "Havoc" in civil Soviet service

3,049 A-20s were delivered to the Soviet Union under Lend-Lease, of which only 2,771 seem to have actually arrived in the Soviet Union. Some of these light bombers continued their service in civil aviation after the end of the war. The largest number of them served with the Main Directorate of Geodesy and Cartography, which operated no less than 76 A-20s in the late 1940s. The first 40 of them were transferred by the Soviet Air Force on the basis of a decree by the Council of Ministers issued on 13 April 1946. 20 of them had been taken on charge by the end of 1946, the rest followed until 1 October 1947. The peak of 76 was reached in January 1949, while only 63 were left by 1 January 1950. Another important operator was the Civil Air Fleet (GVF), which received its first

two A-20s already in 1943. More aircraft were taken on charge in spring 1945, and by September their number had reached 29. But as they were not really apt for transport duties, they were passed on to other civil operators, and by December 1946 not a single one was left in the GVF inventory. The meteorological service operated 15 A-20s by 1 January 1947 and 23 by 1 October. But its aviation branch was disbanded soon after, and the aircraft were withdrawn from use. The last Soviet A-20s soldiered on until the mid-1950s, mainly as photo survey aircraft (some were operated by 4 avos of the Ukrainian Aeroflot directorate as late as 1956).

---	CCCP-F245	A-20C-10DO	GUGK	TAS	late40s	USAAF s/n 42-33324 (painted on as '23324'); converted to a photo survey aircraft; opb Glavnoye upravleniye geodezii i kartografi (Main Directorate of Geodesy and Cartography) in Central Asia; in dark c/s with light undersides, small 'Aeroyomka G.U.G.K.' titles on nose
21050	321403	A-20G-40DO	Gidrometisluzhba	YKS	24dec46	USAAF s/n 43-21403; opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-M182 ?	A-20G-40DO	GUGK	trf	18may48	c/n not confirmed, may be 21323; converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
21176	321529	A-20G-40DO	Gidrometisluzhba	no	reports	USAAF s/n 43-21529; opb 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); ferried to KJA 25nov46 and trf to KU GMS (Krasnoyarsk Directorate) 14dec46
21323	321676	A-20G-40DO	Gidrometisluzhba	YKS	24dec46	USAAF s/n 43-21676; opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-M184 ?	A-20G-40DO	GUGK	trf	18may48	c/n not confirmed, may be 21050; converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
21703	CCCP-F222	A-20J-20DO	GUGK	no	reports	USAAF s/n 43-22056; converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); CofA valid until 31dec47; dbr 13jul47 on a positioning flight from Yakutsk to Yugoryonok when the crew was not able to find the airfield because of the smoke from forest fires and the lack of radio communications, instead of diverting to the reserve airfield the crew circled the area until the aircraft ran out of fuel, force-landed near the Maya river and the estuary of the Maty river (95 km east of Yugoryonok), one crew member killed; t/ 467 hours 32 minutes
---	CCCP-F214	A-20	GUGK	no	reports	converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); electric and radio equipment removed and sent to repair on the basis of an order dated 09sep46; detached to Olyokminsk aerial survey party 15oct47
---	CCCP-F248	A-20	GUGK	no	reports	arrived at Yakutsk from Tashkent jul47; trf to ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) 16jul47; converted to a photo survey aircraft without armament (to replace CCCP-F222) by 05aug47
---	CCCP-F292	A-20	GUGK	no	reports	powered by Wright "Cyclone" engines c/n 43-85182 and 43-107387; converted to a photo survey aircraft without armament; arrived at Yakutsk from Moscow jul47; trf to ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) 16jul47; crew had to return from aerial survey party No. 2 to Yakutsk 28jul48
---	CCCP-X578	A-20G-1-DO	Minrybprom	no	reports	Ministry of Fishery; opb Sevryba at Arkhangelsk, used for spotting fish shoals

Douglas DC-3, C-47 "Skytrain" and variants in Eastern European service

The Soviet Union bought one DC-2 in August 1935 and some 27 DC-3s via the US-based Soviet foreign trade company Amtorg and its subsidiaries Northeast and X.Cello between November 1936 and March 1939. And 707 C-47s were delivered under Lend-Lease (plus 3 from USAAF stocks at Alaska) between October 1942 and September 1945. 79 C-47s were on the Soviet civil register by March 1944 and some 115 by July 1944. By 1 November 1945, Aeroflot had 236 C-47s, of which only 21 had been converted into passenger aircraft. Factory No. 30 was to convert 20 C-47s per month starting in December 1945. After the war, many C-47s received Soviet engines as there was a problem with spare parts from the United States. The C-47s with ASH-62IR engines received the designation TS-62 and those with ASH-82FN engines the designation TS-82. They were used by Aeroflot until 1957.

DC-2s and DC-3s were used by the airlines of several Eastern European states in the second half of the 1930s, among them Poland (3 DC-2s), Czechoslovakia (four DC-2s and four DC-3s) and Romania (two DC-3s). Poland received its first four C-47As from the Soviet Union in 1944. Another 20 C-47As were bought from surplus USAAF stocks in 1946. 9 of them were used by LOT and 11 by the Polish Air Force. The 8 survivors were sold to Iran in 1958/59.

Czechoslovakia was the largest C-47 operator in Eastern Europe after the Soviet Union. According to different sources, between 60 and 72 aircraft were bought from surplus USAAF stocks between March 1946 and September 1947. 37 of them were used by CSA and some 19 by the Czechoslovakian Air Force (under the designation D-47). There were also several smaller operators. The surviving 18 civil and 7 military C-47s were sold to France in 1960, with the last of them leaving Czechoslovakia on 27 December 1960.

The Yugoslav Air Force (JRV) operated initially 23 military transports of the DC-3/C-47 range between 1945 and the 1980s. According to official sources, among them were four DC-3Ds (used in 1945-51) and 19 C-47s (used in 1953-79). Ten of these C-47s were received straight from the US between 1953 and 1954. As ten more C-47s were acquired on the second-hand market from 1973 onwards, their overall number in the Yugoslav Air Force grew to 29 by the mid-1970s. At least from the 1960s on, all C-47s were on strength of the 111 ppa (transport regiment) at Zagreb, a unit of the 5th Air Corps. Possibly the first 19 C-47s received serial numbers 'in order', but the 'newcomers' seem to have received serials at random. All surviving C-47s were re-serialled from a four-digit 73xx series to a five-digit 712xx series, probably in late 1969. The highest number noted in the old serial system was 7327 and in the new serial system

71288. However, it seems that numbers were allocated 'in order' only up to 71218, while further serials seem to have been allocated at random. At the end of their service life, several of the Yugoslav C-47s were scrapped, while others were stored or put on display. Four aircraft were acquired by the Obrazovni Centar Zravnog Saobracaja (OCZS), a civil aviation training centre at Zagreb, which sold three of them to South Africa illegally - with the knowledge of the Yugoslav civil and military authorities ! Several displayed Yugoslav C-47s survived into the new millenium.

Another large Eastern operator of aircraft from this family was China. The airlines China National Aviation Corporation (CNAC) took delivery of seven DC-2s, about ten C-53s and several dozen C-47s between 1934 and 1945. Many more were used by the airlines Central Air Transport Corporation (CATC) and CNRRA Air Transport/Civil Air Transport (CAT). Apart from that, the Japanese-controlled China Airways used three Nakajima or Showa L2Ds (built under licence in Japan) in the early 1940s. These three aircraft ended up with CATC after the war, but were used for spares only because of their bad technical condition.

1302	26	DC-2-118B	CNAC	d/d	01oct35	ex NC14269; named 'Chengtu'; photo at Kinkiang (?) dec35; destroyed by Japanese air attacks at Hongkong 08dec41
1318	SP-ASJ	DC-2-115D	LOT	rgd	feb37	delivered via Fokker; ex PH-AKF and D-ABEQ; w/o 23nov37 on a flight from Salonika to Sofia when crashed in the Rodopi mountains (Bulgaria), all occupants killed
1350	? not known	DC-2-118B	CNAC	d/d	1935 ?	c/n under question; ex NC14290
1351	? 25	DC-2-118B	CNAC	d/d	jan35	c/n under question; ex NC14291
1369	24	DC-2-118B	CNAC	d/d	01apr35	ex NC14297; named 'Nanking'; i/s 14may35; destroyed by Japanese air attacks at Hongkong 08dec41
1377	SP-ASK	DC-2-115F	LOT	rgd	02aug35	evacuated to Riga sep39; no local marks if any are known; taken over by the Soviets when they invaded Latvia jun40
	not known	DC-2-115F	Soviet Air Force		1940/41	used by a centrally subordinated unit of the Soviet Air Force for some time; destroyed on the ground at Riga-Spilve by German fighters jul41
1378	SP-ASL	DC-2-115F	LOT	rgd	03aug35	escaped to Romania, arriving at Baneasa 06sep39; intended to come to UK, registered G-AGAD for Imperial Airways 07nov39 and painted up, but stored in Romania as property of the Romanian government
	YR-GAD	DC-2-115F	LARES	rgd	25oct41	actually CoFA date; reportedly used for training purposes by the Romanian Air Force; burnt at Boteni due to enemy action at an unknown date (possibly in late August 1944 when Romania changed sides in the war)
1413	CCCP-I145	DC-2-152	NKAP	rgd	03oct35	c/n in register as '174'; ex NC14949; bought via Amtorg aug35; tested and studied by TsAGI and aircraft industry
	URSS-M25	DC-2-152	AFL/International	rgd	31mar36	c/n in register as '174'; opb eon at Moscow-Khodynka; in natural metal c/s; started scheduled services 06may36
	URSS-D25	DC-2-152	Deruluft	r/r	1937	c/n in register as '174'; leased from Aeroflot 01jan/31mar37
	URSS-M25	DC-2-152	AFL/International	r/r	1937	c/n in register as '174'; opb eon at Moscow-Khodynka; w/o 06aug37 when crashed near Bistrita (Romania) some minutes after take-off from Cluj after a passenger lit a cigarette in the toilet where avgas vapours had accumulated so that the aircraft exploded, all 3 crew and 2 passengers killed
1560	not known	DC-2-192	Chinese Government	d/d	27jun36	sold to Dr. Kung and opb Nanking Government; luxury transport for Generalissimo Chiang Kai-shek; named 'Chung-Mei' (Chinese American) but became known as 'The Flying Palace'; opb National Government VIP Flight; destroyed by a Japanese air raid on Chungking in 1938 (or may39) when was hit by a fire-bomb
1562	OK-AIC	DC-2-200	CLS	d/d	24nov36	i/s dec36; trf to Lufthansa 15aug39; became D-AAIC, OH-DLB, OH-LDB and DO-3 (Finnish Air Force); wfu 1951; fuselage preserved in the Finnish Aviation Museum at Helsinki-Vantaa, l/n jan08 became PH-ALZ (05oct/11dec37)
1564	OK-AIZ	DC-2-211	OLZ			
1565	OK-AID	DC-2-211	CLS	d/d	02aug37	i/s aug37; trf to Lufthansa may39; became D-AAID and VG+FJ (Luftwaffe); crashed near Plötzig (Western Prussia) jan44
1567	31	DC-2-221	CNAC	d/d	01jul37	named 'Chungshan'; w/o 14mar42 on a flight from Kunming to Chungking when crashed shortly after take-off; all 3 crew and 10 out of 14 passengers killed
1568	32/XT-OBF	DC-2-221	CNAC	d/d	24jun37	used from 25may38; named 'Kweilin'; allotted also registration XT-OBF (see c/n 1586) for flights to Burma; but was it painted on ?; severely damaged 24aug38 on a flight from Hongkong to Chungking when was shot down by 5 Japanese Nakajima fighters, crash-landed in the Pearl River just north of Macao, 14 out of 17 persons on board killed; was the first ever civil aircraft to be shot down; salvaged and rebuilt
	39	DC-2-221	CNAC	i/s	may39 ?	named 'Chungking'; w/o 29oct40 on a flight from Chungking to Kunming when was strafed by Japanese fighters while taxiing at a small emergency airfield near Changyi after having landed in order not to encounter the fighters in the air, 9 out of 14 occupants killed
1581	OK-AIA	DC-2-115K	CLS	d/d	24mar36	i/s 20apr36; dbr the same day on its first scheduled flight when force-landed near Amsterdam
1582	OK-AIB	DC-2-115K	CLS	d/d	31mar36	i/s 14may36; trf to Lufthansa 08aug39; became D-AAIB, OH-DLA, OH-LDA and DO-2 (Finnish Air Force); wfu 1956 and scrapped
1586	40/XT-OBF	DC-2-190	CNAC	d/d	15may39	ex NC16048; named 'Kangting'; allotted also registration XT-OBF (or XT-DBF ? , see c/n 1586) for flights to Burma, but was it painted on ?; w/o 12feb41 when crashed at Taohsien
1589	URSS-M132	DC-3-196	AFL/International	rgd	25jun37	ex NC14995; bought via X.Cello 30nov36; shipped to Cherbourg 01dec36; studied by TsAGI in 1937; was the first DC-3 which entered Aeroflot service, first scheduled flight to BMA 27jun37; photo 29mar38 in natural metal c/s
	URSS-A	DC-3-196	AFL/International	rgd	05may39	entered service 12jun39; used on the MOW-BMA route jul40; opb 1 eskadrilya magon GVF by 19jul41; canx 01dec44 as worn out
1598	not known	DC-2-193	Chinese Air Force	d/d	28may36	opb Canton Air Force, probably for personal use by General Chen Chi-tang, the ruler of Canton; trf to Nanking Air Force jul/aug36 and opb 4th Route Army; seen Shoukouling jan37; later opb National Government VIP Flight
	36	DC-2-193	CNAC	trf	1938	c/n not confirmed; named 'Kwangtung'; returned to Chinese Air Force in 1939
1600	28	DC-2-118A	CNAC	d/d	28jun36	named 'Szechwan'; w/o 25dec36 when force-landed at Chengtu and burnt out
1973	OK-AIH	DC-3-220	CLS	d/d	08sep37	i/s 23mar38; became D-AAIH; trf to Lufthansa 09aug39 and entered service 24aug39; w/o 29oct40 when crashed on take-off from THF, 2 crew killed and 1 injured
1974	not known	DC-3G2-227	Soviet Air Force ?	d/d	26aug37	bought for non-existing Mongolian Transport Co. aug37; delivered via Fokker; carried test registration 'F-2'
1985	YR-PIF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA 26nov37; last known CoFA expired 28jun40; t/t 684 hours 27 min, 462 cycles by 01aug40; w/o 23aug40 when crashed in a hail storm into Mt. Gaina in the Apuseni range (Transsylvania), all crew (3) and passengers killed; canx 31mar42
1986	YR-PAF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA 26nov37; t/t 614 hours 27 min, 573 cycles by 01aug40; severely damaged 19jun41 on take-off from Bucharest en route Sofia; repaired last CoFA 24mar53
	YR-PAF	DC-3-227	TARS	trf	25apr53	Directorate of Civil Aviation; various vital components like engines, undercarriage, some instruments etc. were replaced by Soviet-made components
	YR-PAF	DC-3-227	TAROM	no	reports	opb "Aurel Vlaicu Flying School for Public Transport" at Popesti-Leordeni around 1956; was used to fly newspapers to various places in the country (after it was considered unfit for passenger service); wfu 07may59 because of fatigue (intercrystalline corrosion); remained for several years roped to the ground at Baneasa; canx 30nov64 as scrapped
1987	not known	DC-3G2-227	Soviet Air Force ?	d/d	20sep37	bought for non-existing Mongolian Transport Co. sep37; delivered via Fokker; carried test registration 'F-2'
1988	not known	DC-3G2-227	Soviet Air Force ?	d/d	20sep37	bought for non-existing Mongolian Transport Co. sep37; delivered via Fokker; carried test registration 'F-2'
1995	OK-XDM (2)	DC-3-229	CSA	mfd	oct37	ex NC18119, N403D and N143JR; bought by the Czech aviation museum at Kbely 07jun91 and arrived there 20jun91; was preserved in these fake markings in the museum at Kbely; preserved in front of the main office complex of CSA at PRG from 20sep03, l/n jun11
2023	OK-AIE	DC-3-220A	CLS	d/d	28feb38	delivered via Fokker; i/s 29apr38; became D-AAIE; trf to Lufthansa 15aug39 and entered service 24aug39; overhauled by Swissair at ZRH 28aug/16nov42; dbr 14aug44 by an attack of USAAF B-17s on Stuttgart-Echterdingen; canx 09dec44
2024	OK-AIF	DC-3-220A	CLS	d/d	05apr38	delivered via Fokker; i/s 14may38; became D-AAIF; trf to Lufthansa may39 and entered service 24aug39; overhauled by Swissair at ZRH 08dec42/24feb43; destroyed by an enemy attack in 1943
2031	URSS-M136	DC-3-196A	AFL/International	d/d	19may38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; rgd 13aug38; used on Kiev and Ashkhabat routes in 1938/39; trf to Soviet-Chinese airline Hamiata in 1939
2032	URSS-M	DC-3-196A	Hamiata	rgd	1940	in full Aeroflot c/s; still in service by apr42; canx 01apr47
	URSS-M135	DC-3-196A	AFL/International	d/d	21may38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; rgd 13aug38; in natural metal c/s; used on the MOW-BMA route sep/dec38 and on the Kiev and Tbilisi routes in 1938/39
	URSS-B (1)	DC-3-196A	AFL/International	rgd	05apr39	entered service 03may39; f/n THF 09jan40, inaugurating the MOW-THF service; used on the MOW-BMA route jul40; opb 1 eskadrilya magon GVF by 19jul41; canx aug41
2033	not known	DC-3-196A	Soviet Air Force ?	d/d	25may38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; probably opb aeon VVS
2034	not known	DC-3-196		no	reports	delivered to the Soviet Union without engines as a pattern aircraft; bought may38, arrived aug38; may have become PS-84 c/n 841 URSS-M138 (see there)
2035	URSS-B (2)	DC-3-196	AFL/International	rgd	06mar43	reportedly delivered without engines as a pattern aircraft; bought may38, arrived aug38; this one may have been the one which was assembled and reported ready 07nov38
2042	not known	DC-3-196A	Soviet Air Force ?	d/d	01jun38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; probably opb aeon VVS
2043	URSS-M137	DC-3-196A	AFL/International	d/d	03jun38	c/n confirmed (not 2033); bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; rgd 13aug38; used on Alma-Ata route in 1938/39; trf to Soviet-Chinese airline Hamiata in 1939
	URSS-N	DC-3-196A	Hamiata	rgd	1940	in full Aeroflot c/s; w/o 06jun43 (according to US reports 09jun43) when crashed in the desert between Tihwa (now Urumqi) and Hami (Xinjiang province of China), all crew and passengers killed
2044	not known	DC-3-196A	Soviet Air Force ?	d/d	18jul38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; probably opb aeon VVS

2045	not known	DC-3-196A	Soviet Air Force ?	d/d	20jul38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; probably opb aeon VVS
2046	URSS-H	DC-3-196A	AFL/International	d/d	25aug38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; in natural metal finish; rgd 21jan40; entered service on international routes jan40, used on the MOW-BMA route jan41; /n BMA 21jun41; canx 10may45 as worn out
2047	URSS-C	DC-3-196A	AFL/International	d/d	30aug38	bought via Northeast 02mar38; delivered via Fokker; carried test registration 'F-2'; rgd 21jan40; used on the MOW-BMA route jul40; w/o reportedly 25apr41 when crashed, details unknown
2095	OK-AIG	DC-3-220B	CLS	d/d	mar39	delivered via Fokker; i/s 14mar39; became D-AAIG; trf to Lufthansa may39 and entered service 24jul40; overhauled by Swissair at ZRH 26jan/03jun43; w/o 21apr44 on a flight from Copenhagen to Oslo when an accidental shot out of a signal pistol incinerated the cockpit, the aircraft made an emergency landing near Vesterø island in Oslofjorden and sank, all 3 crew and 6 out of 17 passengers killed
2096	MT-16	DC-3-260	Mongolian Govmt.	d/d	17jan39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; in natural metal c/s, no markings apart from registration; featured in the Soviet movie "Muzhestvo" (Courage) shot in 1939
	URSS-L3403	DC-3-260	Aeroflot	rgd	29jun39	photo exists
	URSS-D	DC-3-260	AFL/International	rgd	03jan40	impressed by the Soviet Air Force during the 'Winter War' against Finland in 1939/40, conducted eight leaflet dropping flight over Finland; opb 1 eskadriya magon GVF by 19jul41
2097	MT-17	DC-3-260	Mongolian Govmt.	d/d	20jan39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
	URSS-L3402	DC-3-260	Aeroflot	rgd	25jun39	
	URSS-G	DC-3-260	AFL/International	rgd	03jan40	used on the MOW-BMA route jul40; opb 1 eskadriya magon GVF by 19jul41
2098	MT-18	DC-3-260	Mongolian Govmt.	d/d	27jan39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may/jun39; in mottled green over grey/grey c/s, no markings apart from the code and an unknown badge on the fin; photo exists
	URSS-K	DC-3-260	AFL/International	rgd	09mar40	used on the MOW-BMA route jul40; opb 1 eskadriya magon GVF by 19jul41; canx aug41
2099	MT-19	DC-3-260	Mongolian Govmt.	d/d	11feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
2100	MT-20	DC-3-260	Mongolian Govmt.	d/d	12feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may/jun39; modified into an ambulance aircraft by factory # 84 in 1939; used for casevac duties in the 'Winter War' against Finland feb40; in mottled green over grey/grey c/s, no markings apart from the code and an unknown badge on the fin; photo exists
2101	MT-21	DC-3-260	Mongolian Govmt.	d/d	22feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; modified into an ambulance aircraft by factory # 84 in 1939
2112	not known	DC-3-196B	history unknown	d/d	01mar39	bought via Northeast 16dec38; delivered via Fokker; carried test registration 'F-6'
2113	not known	DC-3-196B	Soviet Air Force	d/d	24mar39	bought via Northeast 16dec38; delivered via Fokker; carried test registration 'F-6'
2114	URSS-L3407	DC-3-196B	AFL/International	d/d	25mar39	c/n confirmed (not 2117); bought via Northeast 16dec38; delivered via Fokker; carried test registration 'F-6'; rgd 20jan40
	CCCP-L3407	DC-3-196B	Soviet AF/AFL c/s		photo	in natural metal c/s, Red Star painted over registration; used in the 'Winter War' against Finland in 1939/40; canx 03apr41, but obviously restored; canx 01jun49 as worn out
2115	not known	DC-3-196B	Soviet Air Force	d/d	28mar39	bought via Northeast 16dec38; delivered via Fokker; carried test registration 'F-6'
2116	not known	DC-3-196B	history unknown	d/d	07apr39	bought via Northeast 16dec38; delivered via Fokker; carried test registration 'F-6'
2117	not known	DC-3-196B	history unknown	no	reports	bought via Northeast 16dec38; delivered via Fokker in spring 1939; carried test registration 'F-6' named 'Chiating'; damaged during a Japanese attack on Nanshiung 08dec41, but repaired with patches over the bullet holes and a 950 hp engine; flown to Lashio in Burma, but the patches washed off in a rainstorm
2135	41	DC-3-228B	CNAC	d/d	01oct39	
	XT-BTA ?	DC-3-228B	CNAC	r/r	01may43	
	XT-91	DC-3-228B	CNAC	r/r	1947	
2148	46	DC-3-294A	CNAC	mfd	20feb40	trf to Civil Air Transport dec49; became N8360C delivered via Fokker; was either stored at the factory or used by Air France; d/d jan41; named 'Ermei' (or 'Ormei Shan'); right wing destroyed when the aircraft was damaged by Japanese bombs at Suifu 20may41; repaired with a wing from a DC-2 and continued service as such, became known as 'DC-2 1/2'; flown from Suifu to Hongkong 06jul41; dbr 13feb43 when was chased by Japanese fighters until ran out of fuel and force-landed wheels-up in the Yangtze river south-west of Chungking
2261	47	DC-3-268C	CNAC	d/d	jul41	ex NC19971; i/s 07aug41
	XT-BTB ?	DC-3-268C	CNAC	r/r	01may43	
	XT-92	DC-3-268C	CNAC	r/r	1947	
4608	OK-WBA	C-47-DL	CSA	d/d	06aug46	trf to Civil Air Transport dec49; became N8359C; possibly flown to Communist China 09nov49
4765	not known	C-47-DL	Soviet Air Force	mfd	30sep42	USAAF s/n 41-18516 (d/d 11aug42); i/s 13jan47; converted to freighter at t/t 9,134 hours; wfu 30dec58; last flight 17feb60; sold to France in 1960, left for MRS 26mar60; became '118516' (French Air Force), F-SDKQ, F-BTDK and TT-LAH
4768	URSS-R	C-47-DL	Hamiata	rgd	26aug43	USAAF s/n 41-18604; d/d 31jan43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
4768	not known	C-47-DL	Soviet Air Force	mfd	21oct42	USAAF s/n 41-18607; d/d jan43 or feb43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
4770	not known	C-47-DL	Soviet Air Force	mfd	19oct42	USAAF s/n 41-18609; d/d 02apr43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
4771	CCCP-X361	C-47-DL	NKVD - Dalstroj	mfd	21oct42	USAAF s/n 41-18610; rgd 18mar43; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; the first C-47 on the Soviet civil register
4799	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-18638; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
4852	CCCP-L829	C-47-DL	GVF	rgd	24sep43	
	48 (1)	C-53-DO	CNAC	mfd	28jan42	USAAF s/n 41-20082; d/d 26feb42; w/o 11aug43 on a flight from Dinjan (India) to China when was shot down by a Japanese fighter and crashed in the Fort Hertz Valley (35 miles north of Sumprabum), all 3 crew killed
4853	49	C-53-DO	CNAC	mfd	28jan42	USAAF s/n 41-20083; d/d 26feb42; w/o 13mar43 when disappeared on a flight from Kunming to India, probably crashed on the Patkai Range in Burma, all 3 crew killed, wreckage never found
4871	50	C-53-DO	CNAC	mfd	09feb42	USAAF s/n 41-20101; d/d 12apr42; photo exists
4904	XT-90	C-53-DO	CNAC	r/r	1947	
	53	C-53-DO	CNAC	d/d	26may42	trf to Civil Air Transport dec49; became N8362C (not N8367C), N26H and N39DT; dbr 28jul87
6000	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-20134; w/o 11mar43 on a flight from Kunming to Dinjan (India) when crash-landed on Kao I Kung Shan Ridge south of Hpimaw (now Pima) Pass, all 3 crew either killed or taken prisoner by the Japanese, were never again heard from; wreck found near the Chinese-Myanmar border oct96; right wing is displayed at the Wal-Mart in Kunming since the late 1990s
6001	CCCP-L809	C-47-DL	GVF	rgd	10nov43	USAAF s/n 41-18639; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
6001	not known	C-47-DL	Soviet Air Force	mfd	31oct42	USAAF s/n 41-18640; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
6002	CCCP-L810	C-47-DL	GVF	rgd	24sep43	
6002	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-18641; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
6004	CCCP-L811	C-47-DL	GVF	rgd	24sep43	
6004	not known	C-47-DL	Soviet Air Force	mfd	31oct42	USAAF s/n 41-18643; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
6005	URSS-P	C-47-DL	Hamiata	rgd	06aug43	
6005	not known	C-47-DL	Soviet Air Force	mfd	31oct42	USAAF s/n 41-18644; d/d 31mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943
6228	CCCP-L830	C-47-DL	GVF	rgd	04oct43	
6228	CCCP-L800	C-47-DL	GVF/Moscow	mfd	19jan43	USAAF s/n 42-5640; d/d 04feb43; rgd 26mar43; the second C-47 on the Soviet civil register and the first C-47 of the GVF
6229	CCCP-L801	C-47-DL	GVF	mfd	19jan43	USAAF s/n 42-5641; d/d 04feb43; rgd 07apr43
6230	not known	C-47-DL	Soviet Air Force	mfd	19jan43	USAAF s/n 42-5642; d/d 08feb43
6231	CCCP-L817	C-47-DL	GVF	rgd	24sep43	
6231	not known	C-47-DL	Soviet Air Force	mfd	26jan43	USAAF s/n 42-5643; d/d 15feb43
6232	CCCP-L908	C-47-DL	GVF	rgd	01jun44	
6232	not known	C-47-DL	Soviet Air Force	mfd	18jan43	USAAF s/n 42-5644; d/d 12feb43; opb 8 tap; w/o 28aug43 on a flight from Markovo to Uelkal (Chukotka) when descended through clouds over the foothills of the Zolotoi khibet mountain range at dusk, crashed into a hill on the northern side of the Ushkanyi khibet range (50 km from Egvekinot) and burnt out, all 4 crew killed (their corpses could not be evacuated because of the heavy terrain)
6233	CCCP-L802	C-47-DL	GVF	mfd	15jan43	USAAF s/n 42-5645; d/d 12feb43; rgd 14apr43
6234	not known	C-47-DL	Soviet Air Force	mfd	19jan43	USAAF s/n 42-5646; d/d 21mar43
6235	CCCP-L806	C-47-DL	GVF	rgd	25feb44	
6235	not known	C-47-DL	Soviet Air Force	mfd	18jan43	USAAF s/n 42-5647; d/d 15feb43
6236	CCCP-L818	C-47-DL	GVF	rgd	24sep43	
6236	not known	C-47-DL	Soviet Air Force	mfd	21jan43	USAAF s/n 42-5648; d/d 16mar43
6237	not known	C-47-DL	Soviet Air Force	mfd	20jan43	USAAF s/n 42-5649; d/d 20feb43
6237	CCCP-L807	C-47-DL	GVF	rgd	27apr44	
7367	SP-LCA	C-47-DL	LOT	rgd	16may46	
9016	CCCP-L500	C-47-DL	NKAP	mfd	03feb43	USAAF s/n 42-5673; sold to Iran 28jul58; canx 05feb59; became EP-AED, 90-AED and 9T-PIF
9017	not known	C-47-DL	Soviet Air Force	mfd	31jan43	USAAF s/n 42-32790; d/d 03mar43; rgd 12apr43
9017	CCCP-L814	C-47-DL	GVF	rgd	26jan44	USAAF s/n 42-32791; d/d 30mar43
9018	not known	C-47-DL	Soviet Air Force	mfd	30jan43	USAAF s/n 42-32792; d/d 17mar43
9019	not known	C-47-DL	Soviet Air Force	mfd	31jan43	USAAF s/n 42-32793; d/d 23mar43
9020	CCCP-L815	C-47-DL	GVF	rgd	12oct43	
9020	not known	C-47-DL	Soviet Air Force	mfd	31jan43	USAAF s/n 42-32794; d/d 01apr43
9021	CCCP-L819	C-47-DL	GVF	rgd	24sep43	
9021	not known	C-47-DL	Soviet Air Force	mfd	02feb43	USAAF s/n 42-32795; d/d 29mar43

9022	CCCP-L816 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	05nov43 30jan43	USAAF s/n 42-32796; d/d 17mar43
9023	CCCP-L821 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 31jan43	USAAF s/n 42-32797; d/d 17mar43
9024	not known	C-47-DL	GVF/Soviet AF c/s	mfd	31jan43	USAAF s/n 42-32798; d/d 24mar43; opb 7 pap 1 pad GVF; seconded to Polyarnaya Aviatsiya for ice reconnaissance 08apr43 (pilot: L.G. Kruze)
	CCCP-N329	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	flew some 30 ice reconnaissance missions 12mar/03nov44; trf to unknown operator (GVF ?) in 1944
9025	232799	C-47-DL	Soviet Air Force	mfd	30jan43	USAAF s/n 42-32799; w/o 22feb43 on its delivery flight when crashed 10 miles south of Enterprise, UT
9106	SP-LCH (1)	C-47-DL	LOT	rgd	22oct47	USAAF s/n 42-32880; w/o 13mar53 when crashed at Katowice (Poland); canx 24nov53
9112	not known	C-47-DL	Soviet Air Force	mfd	22feb43	USAAF s/n 42-32886; d/d 18mar43 (via Fairbanks)
9113	not known	C-47-DL	Soviet Air Force	mfd	22feb43	USAAF s/n 42-32887; d/d 15mar43
9114	not known	C-47-DL	Soviet Air Force	mfd	22feb43	USAAF s/n 42-32888; d/d 12mar43
9115	not known	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32889; d/d 15mar43
	CCCP-L832	C-47-DL	GVF	rgd	16oct43	
	CCCP-L820	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32890; d/d 27mar43
	CCCP-L820	C-47-DL	GVF	rgd	24sep43	
9117	not known	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32891; d/d 12mar43; h/o by 7 pap 1 pad GVF at Krasnoyarsk 28mar43
9118	not known	C-47-DL	GVF/Soviet AF c/s	mfd	24feb43	USAAF s/n 42-32892; d/d 12mar43; opb 7 pap 1 pad GVF; seconded to Polyarnaya Aviatsiya for ice reconnaissance 16apr43 (pilot: S.I. Antyushev)
	CCCP-N328	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	flew ice reconnaissance missions over the Kara Sea 22oct/10nov43 and from Amerma 30jun/24jul44; trf to unknown operator (GVF ?) in 1944; opb Chukotskaya aviagruppa by 1945; in olive drab c/s; possibly became CCCP-L1204 (at least on paper), see there; hull with damaged nose sat north-west of Volochanka (Taimyr peninsula), f/n 14jul07; s/n readable very well but registration faded, was probably painted on as 'H-328'
9119	not known CCCP-L843	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	25feb43 30jan44	USAAF s/n 42-32893; d/d 12mar43 opb 1 ae 2 atp 1 atd; w/o 31may44 on a supply flight for the partisan group of V.Z. Korzh in the Starobinsk district (now Soligorsk district) of the Minsk region of Belarus, while attempting to land at the provisional "Korzh" airstrip in a wood south of Khorostov village at night the aircraft overflew the strip, hit trees south of it (near Novy Dvor village) and crashed, all 6 crew and the sole passenger killed
9120	not known	C-47-DL	Soviet Air Force	mfd	25feb43	USAAF s/n 42-32894; d/d 21mar43
9121	not known	C-47-DL	Soviet Air Force	mfd	26feb43	USAAF s/n 42-32895; d/d 28mar43
9151	OK-XDN	C-47A-DL	CSA	d/d	17sep47	USAAF s/n 42-32925; i/s 13may48; fate unknown
9157	OK-WDR	C-47A-DL	CSA	d/d	22aug46	USAAF s/n 42-32931; i/s 06may48; fleet # '18'; wfu 30nov58; last flight 11mar60; sold to France in 1960, left for PAR 01jun60; became F-YESW, '32931' (French Air Force) and TT-EAB
9165	SP-LCG (1)	C-47A-1-DL	LOT	d/d	25apr47	USAAF s/n 42-23303; rgd 24jul47; w/o 15nov51 when crashed near Lodz (Poland), but see Li-2P SP-LKA (same date, same place !); canx 29nov51
9199	D-04 3337	C-47A-1-DL C-47A-1-DL	Czechoslovak AF Czechoslovak AF	mfd r/r	11mar43 jun57	USAAF s/n 42-23337; d/d 09oct46; call-sign OK-VDS
9257	11	C-47A-5-DL	Polish Air Force	mfd	22mar43	wfu 25mar60; fate unknown
9264	OK-WDW	C-47A-5-DL	CSA	d/d	27aug46	USAAF s/n 42-23395; d/d 25apr46; opb SPL; canx 27apr55; fate unknown
9275	D-..	C-47A-5-DL	Czechoslovak AF	mfd	26mar43	USAAF s/n 42-23402 (d/d 20mar43); i/s 16feb47; fleet # '24'; wfu 11dec58; last flight 26apr60; left for PAR 28may60; became '23402' (French Air Force), F-TEBJ, F-WSGQ, N18257, CF-ECY and C-FECY; w/o 25sep75
9293	not known	C-47A-5-DL	Soviet Air Force	mfd	29mar43	USAAF s/n 42-23413; d/d 12dec46; fate unknown
9294	not known	C-47A-5-DL	Soviet Air Force	mfd	28mar43	USAAF s/n 42-23431; d/d 28apr43
9295	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23432; d/d 28apr43
9296	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23433; d/d 21apr43; opb 8 tap; w/o 09jun43 shortly after take-off from Magadan (13 km airfield) when started to descend rapidly after having reached an altitude of around 300 metres and crashed into the left bank of the river Dukcha, 2 out of 3 crew and 4 out of 5 passengers killed, the trimmer of the horizontal stabilizer had been connected the wrong way during the repair by the PARM-1 field workshops at Magadan before that flight
9297	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23434; d/d 29apr43
9298	not known	C-47A-5-DL	Soviet Air Force	mfd	27mar43	USAAF s/n 42-23435; d/d 23apr43
9299	not known	C-47A-5-DL	Soviet Air Force	mfd	29mar43	USAAF s/n 42-23436; d/d 28apr43
9300	not known	C-47A-5-DL	Soviet Air Force	mfd	29mar43	USAAF s/n 42-23437; d/d 28apr43
9301	not known	C-47A-5-DL	Soviet Air Force	mfd	30mar43	USAAF s/n 42-23438; d/d 29apr43
9302	not known	C-47A-5-DL	Soviet Air Force	mfd	30mar43	USAAF s/n 42-23439; d/d 29apr43
9334	YU-ACD	C-47A-5-DL	JAT	mfd	30mar43	USAAF s/n 42-23440; d/d apr43 or may43
9338	D-..	C-47A-20DL	Czechoslovak AF	mfd	06apr43	USAAF s/n 42-23472; ex ZS-AVO and XY-ACU; d/d 30aug50; rgd 31aug50; wfu 29feb68; became 4W-ABI 23jun69; w/o 16sep71 when crashed at PreUevo (Yugoslavia)
9342	OK-WDG	C-47A-20DL	CSA	mfd	06apr43	USAAF s/n 42-23476; d/d 31may46; i/s 17jun46; fate unknown
9357	CCCP-N417	R4D-5	Polyarnaya Aviats.	mfd	08apr43	USAAF s/n 42-23480; d/d 02dec46; i/s 17jun47; fleet # '27'; wfu 12dec58; last flight 01apr60; sold to France in 1960, left for PAR 25may60; became '23480' (French Air Force), F-SCDC, F-RAJM, F-YFLY, F-YCIB, N16896 (ntu), N77777, N95AC (ntu) and N23BA; destroyed
9367	OK-WCS OK-WAB	C-47A-20DL C-47A-20DL	CSA CSA	d/d r/r	06aug46 1948	USAAF s/n 42-23495; ex BuAer 12417 of US Navy; had been used in Operation "Skijump II" out of Point Barrow (Alaska); damaged 27mar52 during taxiing for take-off on drifting ice at 82°34' N, 145°20' W (790 miles due north of Point Barrow) when the left-hand ski landing gear hit a soft snow ridge and collapsed, causing additional damage to the left engine; abandoned because of the difficulties and cost of repair and struck off charge 08apr52; discovered by the Soviets near the Pole of Relative Inaccessibility (80 km west of the drifting polar station SP-2) may54; repaired with parts from a Soviet Air Force C-47 with 'zero hours' left (dispatched to the site to be cannibalised and left behind); registration painted on as 'CCCP H417'; in natural metal c/s with probably day-glow tail and (partially) undersides of wings, later with an additional 'lightning-bolt' cheeline; flown to Kresty 15jun54; used to resupply the drifting polar station SP-3 oct54; dbr in late 1954 on landing at SP-3 in bad visibility when the landing gear struck a hummocked ice ridge and the aircraft belly-landed; fuselage used as a sauna; eventually sank
9371	OK-VAV	C-47A-5-DL	Min. Dopravy	mfd	13apr43	USAAF s/n 42-23505 (d/d 12apr43); i/s 18sep46
	D-05	C-47A-5-DL	Czechoslovak AF	trf	02dec50	w/o 26jul50 when fire broke out on board after take-off from Kosice, destroyed during emergency landing
9423	not known	C-47A-25DL	Soviet Air Force	mfd	22apr43	USAAF s/n 42-23509; d/d 14sep46
9424	not known	C-47A-25DL	Soviet Air Force	mfd	22apr43	wfu 25mar60; became '23509' (French Air Force), F-WSGY, N18262 and C-GWIR
9425	not known	C-47A-25DL	Soviet Air Force	mfd	22apr43	USAAF s/n 42-23562; d/d 14may43; trf to TO Upr. VTKU 05aug43; damaged (probably dbr) 06jan44 on landing at Yakutsk in fog when veered off the runway centreline while flaring out, approached the apron of the Yakutian aviation group and hit P-5 CCCP-N65 with its right wing, right wing destroyed
	CCCP-L831	C-47A-25DL	GVF	rgd	16oct43	USAAF s/n 42-23563; d/d 18may43
	"831"	C-47A-25DL	GVF/Soviet AF c/s	Ksv	27aug44	opb 101 apdd
9426	not known	C-47A-25DL	Soviet Air Force	mfd	23apr43	USAAF s/n 42-23564; d/d 07may43
	CCCP-L891	C-47A-25DL	GVF	rgd	10may44	
9427	not known	C-47A-25DL	Soviet Air Force	mfd	24apr43	USAAF s/n 42-23565; d/d 07may43
	CCCP-L835	C-47A-25DL	GVF	rgd	29oct43	
9428	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23566; d/d 15may43
9429	not known	C-47A-25DL	Soviet Air Force	mfd	24apr43	USAAF s/n 42-23567; d/d 22may43
9430	not known	C-47A-25DL	Soviet Air Force	mfd	24apr43	USAAF s/n 42-23568; d/d 22may43
9431	not known	C-47A-25DL	Soviet Air Force	mfd	24apr43	USAAF s/n 42-23569; d/d 22may43
	CCCP-L838	C-47A-25DL	GVF	rgd	04dec43	
9432	not known	C-47A-25DL	Soviet Air Force	mfd	24apr43	USAAF s/n 42-23570; d/d may43
9433	not known	C-47A-25DL	Soviet Air Force	mfd	27apr43	USAAF s/n 42-23571; d/d may43
9434	not known	C-47A-25DL	Soviet Air Force	mfd	27apr43	USAAF s/n 42-23572; d/d 18may43
9435	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23573; d/d 14may43
9436	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23574; d/d may43
	CCCP-L825	C-47A-25DL	GVF	rgd	24sep43	
9437	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23575; d/d 14may43
9438	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23576; d/d may43
9439	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23577; d/d 17may43
9440	not known	C-47A-25DL	Soviet Air Force	mfd	26apr43	USAAF s/n 42-23578; d/d 18may43
	CCCP-L822	C-47A-25DL	GVF	rgd	24sep43	
9441	not known	C-47A-25DL	Soviet Air Force	mfd	27apr43	USAAF s/n 42-23579; d/d 20may43
	CCCP-L823	C-47A-25DL	GVF	rgd	24sep43	
9598	not known	C-47A-30DL	Soviet Air Force	mfd	26may43	USAAF s/n 42-23736; d/d 03jun43; trf to ATO Upr. VTKU 07jan44
	CCCP-L914	C-47A-30DL	GVF	rgd	22jun44	
9599	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23737; d/d 05jun43
9600	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23738; d/d 04jun43
9601	not known	C-47A-30DL	Soviet Air Force	mfd	26may43	USAAF s/n 42-23739; d/d 05jun43
	CCCP-L827	C-47A-30DL	GVF	rgd	06sep43	
9602	not known	C-47A-30DL	Soviet Air Force	mfd	26may43	USAAF s/n 42-23740; d/d 07jun43; trf to TO Upr. VTKU 05aug43 (renamed ATO Upr. VTKU 07jan44); opb 8 tap by dec44; t/t 1,756 hours by 29dec44
9603	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23741; d/d 04jun43; trf to ATO Upr. VTKU 07jan44; opb 8 tap by dec44; t/t 1,785 hours by 29dec44
9604	not known CCCP-L839	C-47A-30DL C-47A-30DL	Soviet Air Force GVF	mfd rgd	29may43 06dec43	USAAF s/n 42-23742; d/d 12jun43

9605	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23743; d/d 04jun43; trf to TO Upr. VTKU 05aug43 (renamed ATO Upr. VTKU 07jan44); damaged 31jul43 when the cockpit emergency hatch tore off on take-off and the aircraft had to make a forced landing; opb 8 tap by dec44; t/t 1,839 hours by 29dec44
9606	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23744; d/d 04jun43
9607	not known	C-47A-30DL	Soviet Air Force	mfd	02jun43	USAAF s/n 42-23745; d/d 04jun43
9608	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23746; d/d 09jun43
9609	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23747; d/d 17jun43
9610	not known	C-47A-30DL	Soviet Air Force	mfd	27may43	USAAF s/n 42-23748; d/d 07jun43
9611	not known	C-47A-30DL	Soviet Air Force	mfd	28may43	USAAF s/n 42-23749; d/d 29jun43
9612	not known	C-47A-30DL	Soviet Air Force	mfd	28may43	USAAF s/n 42-23750; d/d 04jun43
		CCCP-L824	C-47A-30DL	rgd	24sep43	
9613	not known	C-47A-30DL	Soviet Air Force	mfd	29may43	USAAF s/n 42-23751; d/d 09jun43
9614	not known	C-47A-30DL	Soviet Air Force	mfd	28may43	USAAF s/n 42-23752; d/d 10jun43; trf to TO Upr. VTKU 05aug43; opb 8 tap by dec44; t/t 1,426 hours by 29dec44
	not known	C-47A-30DL	GVF/Yakutiya	trf	1946	opb 14 TO
9615	not known	C-47A-30DL	Soviet Air Force	mfd	28may43	USAAF s/n 42-23753; d/d 10jun43
	CCCP-L837	C-47A-30DL	GVF	rgd	20nov43	
9801	not known	C-47A-35DL	LOT	mfd	01jul43	USAAF s/n 42-23939; d/d 21apr47; rgd 24feb48; canx 28dec56 as wfu
9837	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23975; d/d 12jul43
9838	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23976; d/d 13jul43; trf to ATO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk; damaged 30sep44 on landing at Yakutsk when the left wing hit a car; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44
9839	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23977; d/d 12jul43; trf to TO Upr. VTKU 05aug43 (renamed ATO Upr. VTKU 07jan44); opb 8 tap by dec44; t/t 1,625 hours by 29dec44
9840	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23978; d/d 13jul43
9841	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23979; d/d 14jul43
9842	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23980; d/d 13jul43
9843	not known	C-47A-40DL	Soviet Air Force	mfd	08jul43	USAAF s/n 42-23981; d/d 10jul43
9844	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23982; d/d 13jul43
9845	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23983; d/d 13jul43
9846	not known	C-47A-40DL	Soviet Air Force	mfd	10jul43	USAAF s/n 42-23984; d/d 12jul43
9847	not known	C-47A-40DL	Soviet Air Force	mfd	13jul43	USAAF s/n 42-23985; d/d 13jul43
9848	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23986; d/d 13jul43; opb 8 tap; w/o in the morning of 26nov43 (according to Moscow time still 25nov43) on a flight from Uelkal to Seimchan when a short circuit in the wiring in the cockpit caused a fire, the crew was unable to extinguish it and the smoke frustrated proper navigation, the aircraft crashed in the Ushkany mountains 50-60 km west of Uelkal (Chukotka), all 3 crew and the sole passenger killed; wreck found only 29nov43
9849	not known	C-47A-40DL	Soviet Air Force	mfd	10jul43	USAAF s/n 42-23987; d/d 13jul43
9850	not known	C-47A-40DL	Soviet Air Force	mfd	09jul43	USAAF s/n 42-23988; d/d 13jul43
9851	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23989; d/d 13jul43
9852	not known	C-47A-40DL	Soviet Air Force	mfd	10jul43	USAAF s/n 42-23990; d/d 13jul43
	CCCP-L836	C-47A-40DL	GVF	rgd	13nov43	
9853	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23991; d/d 13jul43
9854	not known	C-47A-40DL	Soviet Air Force	mfd	12jul43	USAAF s/n 42-23992; d/d 12jul43; trf to ATO Upr. VTKU 07jan44
	CCCP-L892	C-47A-40DL	GVF	rgd	15may44	
9898	7	C-47A-40DL	Polish MoI	mfd	20jul43	USAAF s/n 42-24036; diverted 23may46; d/d 1946; opo 9 SELL-T (independent liaison and transport flight) KBW (Interior Security Corps); in two-tone camo c/s with white code; wfu 1948; fate unknown
9903	SP-LCC (1)	C-47A-40DL	LOT	mfd	19jul43	USAAF s/n 42-24041; rgd 14jun46; w/o 28mar50 when crashed in Poland; canx 29mar50
9915	OK-VAJ	C-47A-40DL	Min. Dopravy	mfd	21jul43	USAAF s/n 42-24053; d/d 26nov46
	D-..	C-47A-40DL	Czechoslovak AF	trf	1950	
	4053	C-47A-40DL	Czechoslovak AF	r/r	jun57	wfu 21apr60; fate unknown
9938	SP-LCF	C-47A-40DL	LOT	mfd	26jul43	USAAF s/n 42-24076; d/d 12mar46; rgd 13dec46; in olive drab c/s with light grey undersides, with 'LOT' titles; wfu 12jan59; canx 05feb59; sold to Iran 15nov59; became EP-AEG, 90-AEG and 9Q-AEG
10002	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24140
10003	not known	C-47A-50DL	Soviet Air Force	mfd	07aug43	USAAF s/n 42-24141
10004	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24142; trf to ATO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,912 hours by then
10005	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24143; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,297 hours by then
10006	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24144
10007	CCCP-L828	C-47A-50DL	GVF	mfd	05aug43	USAAF s/n 42-24145; rgd 24sep43
10008	not known	C-47A-50DL	Soviet Air Force	mfd	11aug43	USAAF s/n 42-24146
10009	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24147
10010	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24148
10011	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24149; opb 8 tap by dec44; t/t 1,686 hours by 29dec44
	not known	C-47A-50DL	GVF/Yakutiya	trf	1946	opb 14 TO
10012	not known	C-47A-50DL	Soviet Air Force	mfd	05aug43	USAAF s/n 42-24150
10013	not known	C-47A-50DL	Soviet Air Force	mfd	09aug43	USAAF s/n 42-24151; opb 8 tap by dec44; t/t 1,485 hours by 29dec44
	not known	C-47A-50DL	GVF/Yakutiya	trf	1946	opb 14 TO
10014	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24152
10015	not known	C-47A-50DL	Soviet Air Force	mfd	07aug43	USAAF s/n 42-24153
10016	not known	C-47A-50DL	Soviet Air Force	mfd	06aug43	USAAF s/n 42-24154
10044	SP-LCB (1)	C-47A-50DL	LOT	mfd	11aug43	USAAF s/n 42-24182; diverted to Poland 11apr46; rgd 10jul46; dbr 10jun47 on landing at Stockholm; canx 24may48
11746	71237	DC-3A	Yugoslav Air Force	mfd	28jun43	USAAF s/n 42-68819; built as C-53D-DO; ex SE-APG, F-BEIS, '68819' (French Air Force), F-SCDJ, F-BRGI; d/d late 72; opb 111 ppa at Zagreb (evidence for feb/oct75)
	YU-ABW	DC-3A	OCZS	rgd	02aug79	Obrazovni Centar Zravnog Saobracaja (civil training center) at Zagreb; sold nov79; became N8071Z, 9Q-CYI and '6875' (South African Air Force); converted to C-47TP; still active by nov03
11813	D-..	C-47A-DK	Czechoslovak AF	mfd	09jun43	USAAF s/n 42-92055; d/d 12jun46; fate unknown
11866	not known	C-47A-1-DK	Soviet Air Force	mfd	24aug43	USAAF s/n 42-92103; d/d 19apr44; opb 8 tap by dec44; t/t 1,266 hours by 29dec44
11879	not known	C-47A-1-DK	Soviet Air Force	mfd	aug43	USAAF s/n 42-92114; d/d 17aug43
	CCCP-L888	C-47A-1-DK	GVF	rgd	10may44	
11881	not known	C-47A-1-DK	Soviet Air Force	mfd	aug43	USAAF s/n 42-92116; d/d 17aug43
11884	not known	C-47A-1-DK	Soviet Air Force	mfd	16aug43	USAAF s/n 42-92119; d/d 17aug43; opb 8 tap by dec44; t/t 1,205 hours by 29dec44
11885	CCCP-L834	C-47A-1-DK	GVF	mfd	16aug43	USAAF s/n 42-92120; d/d 17aug43; rgd 28oct43
11886	not known	C-47A-1-DK	Soviet Air Force	mfd	19aug43	USAAF s/n 42-92121
11887	not known	C-47A-1-DK	Soviet Air Force	mfd	20aug43	USAAF s/n 42-92122
	CCCP-L841	C-47A-1-DK	GVF	rgd	20dec43	
11889	CCCP-L833	C-47A-1-DK	GVF	mfd	19aug43	USAAF s/n 42-92123; rgd 16oct43
11890	not known	C-47A-1-DK	Soviet Air Force	mfd	19aug43	USAAF s/n 42-92124; opb 8 tap by dec44; t/t 929 hours by 29dec44
11891	not known	C-47A-1-DK	Soviet Air Force	mfd	24aug43	USAAF s/n 42-92125
	CCCP-L851	C-47A-1-DK	GVF	rgd	07mar44	
11892	not known	C-47A-1-DK	Soviet Air Force	mfd	21aug43	USAAF s/n 42-92126; opb 8 tap by dec44; t/t 1,154 hours by 29dec44
	not known	C-47A-1-DK	GVF/Yakutiya	trf	1946	opb 14 TO
11893	not known	C-47A-1-DK	Soviet Air Force	mfd	25aug43	USAAF s/n 42-92127
	CCCP-L840	C-47A-1-DK	GVF	rgd	11dec43	
11894	not known	C-47A-1-DK	Soviet Air Force	mfd	27aug43	USAAF s/n 42-92128
11895	not known	C-47A-1-DK	Soviet Air Force	mfd	27aug43	USAAF s/n 42-92129
	CCCP-L842	C-47A-1-DK	GVF	rgd	22dec43	
11896	not known	C-47A-1-DK	Soviet Air Force	mfd	03sep43	USAAF s/n 42-92130; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,246 hours by then
11897	not known	C-47A-1-DK	Soviet Air Force	mfd	28aug43	USAAF s/n 42-92131
11899	not known	C-47A-1-DK	Soviet Air Force	mfd	11sep43	USAAF s/n 42-92132
	CCCP-L875	C-47A-1-DK	GVF	rgd	08apr44	
11900	not known	C-47A-1-DK	Soviet Air Force	mfd	10sep43	USAAF s/n 42-92133
11901	not known	C-47A-1-DK	Soviet Air Force	mfd	19sep43	USAAF s/n 42-92134
	CCCP-L907	C-47A-1-DK	GVF	rgd	31may44	
11902	not known	C-47A-1-DK	Soviet Air Force	mfd	18sep43	USAAF s/n 42-92135
11929	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92159
11930	not known	C-47A-1-DK	Soviet Air Force	mfd	25sep43	USAAF s/n 42-92160
	CCCP-L859	C-47A-1-DK	GVF	rgd	18mar44	
11934	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92164
11935	not known	C-47A-1-DK	Soviet Air Force	mfd	26sep43	USAAF s/n 42-92165
	CCCP-L860	C-47A-1-DK	GVF	rgd	18mar44	
11936	not known	C-47A-1-DK	Soviet Air Force	mfd	26sep43	USAAF s/n 42-92166; opb 8 tap by dec44; t/t 936 hours by 29dec44
11937	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92167
11939	not known	C-47A-1-DK	Soviet Air Force	mfd	27sep43	USAAF s/n 42-92168
	CCCP-L846	C-47A-1-DK	GVF	rgd	09feb44	
11940	not known	C-47A-1-DK	Soviet Air Force	mfd	25sep43	USAAF s/n 42-92169
11941	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92170
	CCCP-L852	C-47A-1-DK	GVF/West Sib.-Ovn	rgd	07mar44	op 4 TO; left Novosibirsk in early 1946 for conversion to a passenger aircraft and did not return
11942	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92171; d/d 02oct43
11943	not known	C-47A-1-DK	Soviet Air Force	mfd	30sep43	USAAF s/n 42-92172; d/d 03nov43; opb 8 tap by dec44; t/t 945 hours by 29dec44

11944	not known CCCP-L868 CCCP-L868	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF C-47A-1-DK Aeroflot	mfd rgd VKO	30sep43 08apr44 1948	USAAF s/n 42-92173; d/d 03nov43 in dark green ? c/s
11945	not known	C-47A-1-DK Soviet Air Force	mfd	28sep43	USAAF s/n 42-92174; d/d 09nov43
11946	not known	C-47A-1-DK Soviet Air Force	mfd	06oct43	USAAF s/n 42-92175; d/d 08nov43
11947	not known	C-47A-1-DK Soviet Air Force	d/d	28sep43	USAAF s/n 42-92176; d/d nov43; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,256 hours by then opb 14 TO
11949	not known	C-47A-1-DK GVF/Yakutiya	trf	1946	
11950	not known	C-47A-1-DK Soviet Air Force	d/d	04oct43	USAAF s/n 42-92177; d/d 08nov43
11951	not known	C-47A-1-DK Soviet Air Force	d/d	02oct43	USAAF s/n 42-92178; d/d 07nov43
11952	not known	C-47A-1-DK GVF	rgd	27mar44	
11953	not known	C-47A-1-DK Soviet Air Force	d/d	07oct43	USAAF s/n 42-92179; d/d nov43
11954	not known	C-47A-1-DK Soviet Air Force	d/d	09oct43	USAAF s/n 42-92180; d/d 09nov43
11955	not known	C-47A-1-DK GVF	rgd	11feb44	
11956	not known	C-47A-1-DK Soviet Air Force	d/d	04oct43	USAAF s/n 42-92181; d/d 14nov43
11957	not known	C-47A-1-DK Soviet Air Force	d/d	07oct43	USAAF s/n 42-92182; d/d 11nov43
11959	not known	C-47A-1-DK GVF/Yakutiya	trf	1946	
11960	not known	C-47A-1-DK Soviet Air Force	mfd	07oct43	USAAF s/n 42-92186; d/d nov43
11961	not known	C-47A-1-DK Soviet Air Force	trf	1946	
11962	not known	C-47A-1-DK GVF/Yakutiya	mfd	07oct43	USAAF s/n 42-92187; d/d nov43; staff aircraft of General Yevgeni F. Loginov, CO of 2 gv. korpus ADD; in olive drab c/s with light grey undersides, with large red flag (with '2 gvardeiski Bryanski' titles) on fin
11963	not known	C-47A-1-DK Soviet Air Force	mfd	09oct43	USAAF s/n 42-92188; d/d nov43
11964	not known	C-47A-1-DK GVF	rgd	11oct43	opb 14 TO
11965	not known	C-47A-1-DK Soviet Air Force	mfd	14mar44	USAAF s/n 42-92189; d/d nov43
11966	not known	C-47A-1-DK GVF	mfd	09oct43	USAAF s/n 42-92190; d/d nov43
11969	not known	C-47A-1-DK Soviet Air Force	mfd	09oct43	USAAF s/n 42-92191; d/d 12nov43; opb 8 tap by dec44; t/t 1,129 hours by 29dec44
12030	not known	C-47A-1-DK GVF	rgd	1945	opb 14 TO
12031	not known	C-47A-1-DK Soviet Air Force	mfd	09oct43	USAAF s/n 42-92192; d/d 03nov43
12032	not known	C-47A-1-DK Soviet Air Force	mfd	no	reports
12033	not known	C-47A-1-DK Soviet Air Force	mfd	12oct43	opb 14 TAO; engines exchanged at ARB-401 may45; transported flight crews from Yakutsk to Moscow sep45 for examination by the central qualification commission; ferried to ARB-401 08oct45; underwent rework by 01jan47
12034	not known	C-47A-1-DK GVF	rgd	11oct43	USAAF s/n 42-92193; d/d 11nov43
12046	not known	C-47A-1-DK Soviet Air Force	mfd	08apr44	USAAF s/n 42-92195; d/d nov43
12117	not known	C-47A-1-DK GVF	mfd	02nov43	USAAF s/n 42-92250; d/d 16dec43; rgd 14mar44; in camo c/s; seen Poreba (southern Poland) 25apr45
12118	not known	C-47A-1-DK Soviet Air Force	mfd	02nov43	USAAF s/n 42-92251; d/d 12dec43
12119	not known	C-47A-1-DK GVF	rgd	06nov43	USAAF s/n 42-92252; d/d 19dec43
12120	not known	C-47A-1-DK Soviet Air Force	mfd	04nov43	USAAF s/n 42-92253; d/d 14dec43
12121	not known	C-47A-1-DK Soviet Air Force	mfd	06nov43	USAAF s/n 42-92254; d/d 23dec43
12122	not known	C-47A-1-DK GVF	rgd	29nov43	USAAF s/n 42-92265; d/d 17dec43; opb 8 tap by dec44; t/t 1,216 hours by 29dec44
12123	not known	C-47A-1-DK Soviet Air Force	mfd	29nov43	USAAF s/n 42-92329; d/d 04jan44
12124	not known	C-47A-1-DK GVF	rgd	10may44	
12125	not known	C-47A-1-DK Soviet Air Force	mfd	30nov43	USAAF s/n 42-108827; d/d 02jan44
12126	not known	C-47A-1-DK Soviet Air Force	mfd	30nov43	USAAF s/n 42-92330; d/d 02jan44; rgd 14mar44
12127	not known	C-47A-1-DK GVF	mfd	30nov43	USAAF s/n 42-92331; d/d 24dec43
12128	not known	C-47A-1-DK Soviet Air Force	mfd	04dec43	USAAF s/n 42-92332; d/d 30dec43
12129	not known	C-47A-1-DK Soviet Air Force	mfd	29nov43	USAAF s/n 42-92333; d/d 30dec43; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 917 hours by then
12130	not known	C-47A-1-DK GVF	mfd	29nov43	USAAF s/n 42-92334; d/d 26jan44; rgd 09feb44
12131	not known	C-47A-1-DK Soviet Air Force	mfd	02dec43	USAAF s/n 42-92335; d/d 26jan44
12132	not known	C-47A-1-DK Soviet Air Force	mfd	01dec43	USAAF s/n 42-92336; d/d 24jan44
12133	not known	C-47A-1-DK Soviet Air Force	mfd	03dec43	USAAF s/n 42-92337; d/d 05jan44
12134	not known	C-47A-1-DK GVF	mfd	08dec43	USAAF s/n 42-92338; d/d 05jan44; in olive drab c/s with light grey undersides, colour of code probably yellow; f/n Paris-Orly 1945; see rgd date below
12135	not known	C-47A-1-DK Soviet Air Force	rgd	10may44	
12136	not known	C-47A-1-DK Soviet Air Force	mfd	30nov43	USAAF s/n 42-108828; d/d 30dec43; opb 8 tap by dec44; t/t 927 hours by 29dec44
12137	not known	C-47A-1-DK GVF	mfd	07dec43	USAAF s/n 42-92339; d/d 05jan44; rgd 10apr44
12138	not known	C-47A-1-DK Soviet Air Force	mfd	06dec43	USAAF s/n 42-92340; d/d 04jan44
12139	not known	C-47A-1-DK Soviet Air Force	mfd	04dec43	USAAF s/n 42-92341; d/d 04jan44
12140	not known	C-47A-1-DK GVF/Yakutiya	trf	1946	opb 14 TO
12141	not known	C-47A-1-DK Soviet Air Force	mfd	04dec43	USAAF s/n 42-92342; d/d 02jan44
12142	not known	C-47A-1-DK GVF	mfd	02dec43	USAAF s/n 42-92343; d/d 05jan44; rgd 10feb44
12143	not known	C-47A-1-DK Soviet Air Force	mfd	04dec43	USAAF s/n 42-92344; d/d 05jan44
12144	not known	C-47A-1-DK Soviet Air Force	mfd	04dec43	USAAF s/n 42-92345; d/d 13jan44
12145	not known	C-47A-1-DK GVF	mfd	09dec43	USAAF s/n 42-92346; d/d 17jan44; rgd 25mar44
12146	not known	C-47A-1-DK JAT	mfd	31dec43	USAAF s/n 42-92412; ex RAF s/n FZ651; rgd 02may47; became 4W-ABW jan74, ET-AHP; w/o 24aug82 when crashed on take-off at Makele
12224	not known	C-47A-5-DK GVF	mfd	04jan44	USAAF s/n 42-92425; d/d 18jan44; rgd 08apr44
12225	not known	C-47A-5-DK AFL/Moscow	mfd	07jan44	USAAF s/n 42-92426; d/d 31jan44; rgd 07mar44; opb 15 ATO; w/o 31jan46 on a positioning flight from Bykovo to Vnuukovo when the left engine failed 15 minutes into the flight and the propeller could not be feathered, the crew decided to make an emergency landing at Sukovo airfield (now the Solntsevo district of Moscow) but had to go around as the landing gear had not been locked after lowering, during the initial climb the right engine overheated (as it was on automatic depletion mode) and failed as well, the aircraft entered a spin and crashed into a forest, 3 out of 5 crew killed and the other 2 seriously injured
12226	not known	C-47A-5-DK Soviet Air Force	mfd	05jan44	USAAF s/n 42-92427; d/d 30jan44
12227	not known	C-47A-5-DK Soviet Air Force	mfd	08jan44	USAAF s/n 42-92428; d/d 01feb44
12229	not known	C-47A-5-DK Soviet Air Force	mfd	06jan44	USAAF s/n 42-92429; d/d 01feb44
12230	not known	C-47A-5-DK GVF	mfd	03jan44	USAAF s/n 42-92430; d/d 18jan44; rgd 03feb44
12231	not known	C-47A-5-DK GVF	mfd	11jan44	USAAF s/n 42-92431; d/d 09feb44; rgd 27mar44
12232	not known	C-47A-5-DK Soviet Air Force	mfd	22jan44	USAAF s/n 42-92432; d/d 14feb44
12233	not known	C-47A-5-DK Soviet Air Force	mfd	05jan44	USAAF s/n 42-92433; d/d 09feb44
12234	not known	C-47A-5-DK Soviet Air Force	mfd	18jan44	USAAF s/n 42-92434; d/d 10feb44
12235	not known	C-47A-5-DK Soviet Air Force	mfd	05jan44	USAAF s/n 42-92435; d/d 19jan44
12236	not known	C-47A-5-DK Soviet Air Force	mfd	17jan44	USAAF s/n 42-92436; d/d 09feb44
12237	not known	C-47A-5-DK GVF	mfd	jan44	USAAF s/n 42-92437; d/d 09feb44; rgd 06mar44
12239	not known	C-47A-5-DK Soviet Air Force	mfd	17jan44	USAAF s/n 42-92438; d/d 18feb44
12240	not known	C-47A-5-DK Soviet Air Force	mfd	05jan44	USAAF s/n 42-92439; d/d 04feb44
12241	not known	C-47A-5-DK Soviet Air Force	mfd	15jan44	USAAF s/n 42-92440; d/d 05feb44
12242	not known	C-47A-5-DK GVF/Yakutiya	trf	1946	opb 14 TO
12243	not known	C-47A-5-DK Soviet Air Force	mfd	19jan44	USAAF s/n 42-92441; d/d 11feb44
12244	not known	C-47A-5-DK GVF	mfd	22jan44	USAAF s/n 42-92442; d/d 07feb44; rgd 08apr44
12245	not known	C-47A-5-DK GVF/Soviet AF c/s	no	reports	
12246	not known	C-47A-5-DK Soviet Air Force	mfd	15jan44	USAAF s/n 42-92443; d/d 04feb44
12247	not known	C-47A-5-DK Soviet Air Force	mfd	19jan44	USAAF s/n 42-92444; d/d 24feb44
12381	not known	C-47A-5-DK JAT	mfd	24jan44	USAAF s/n 42-92566; ex RAF s/n KG372; rgd 30aug47; w/o 08jun51 on a flight from Frankfurt to Munich when a fire broke out on board and the aircraft made an emergency landing at Wittelsbach (Germany), all 3 crew and 8 passengers escaped
12390	not known	C-47A-10DK GVF	mfd	01feb44	USAAF s/n 42-92574; d/d 22feb44; rgd 06mar44
12391	not known	C-47A-10DK Soviet Air Force	mfd	01feb44	USAAF s/n 42-92575; d/d 18feb44
12392	not known	C-47A-10DK Soviet Air Force	mfd	01feb44	USAAF s/n 42-92576; d/d 27feb44
12393	not known	C-47A-10DK GVF	mfd	05feb44	USAAF s/n 42-92578; d/d 08mar44; rgd 08apr44
12394	not known	C-47A-10DK Soviet Air Force	mfd	07feb44	USAAF s/n 42-92579; d/d 27feb44
12395	not known	C-47A-10DK Soviet Air Force	mfd	01feb44	USAAF s/n 42-92580; d/d 27feb44
12396	not known	C-47A-10DK Soviet Air Force	mfd	01feb44	USAAF s/n 42-92581; d/d 24feb44
12397	not known	C-47A-10DK GVF	mfd	04feb44	USAAF s/n 42-108855; d/d 11mar44; rgd 03apr44
12398	not known	C-47A-10DK GVF	mfd	01feb44	USAAF s/n 42-92582; d/d 24feb44; rgd 07mar44
12399	not known	C-47A-10DK GVF	mfd	01feb44	USAAF s/n 42-92583; d/d 22feb44; rgd 18mar44
12400	not known	TS-62 AFL/Moscow	no	reports	w/o 23dec48 on a positioning flight from VKO to BKA in bad visibility when collided 6 km south-east of VKO with Il-12 CCCP-L1731 which had changed its destination without informing ATC, the TS-62 lost its tail, entered a dive and crashed near Valuyevo, all 4 crew and 4 passengers (a reserve crew) killed
12401	not known	C-47A-10DK Soviet Air Force	mfd	02feb44	USAAF s/n 42-92584; d/d 22feb44
12402	not known	C-47A-10DK GVF	mfd	01feb44	USAAF s/n 42-92585; d/d 24feb44; rgd 04apr44
12403	not known	C-47A-10DK GVF/Soviet AF c/s	photo		modified with a Soviet MV gun turret (later removed); in camo c/s with a guards badge on the nose; opb 10 gadt GVF (alias mil. unit 40430); reportedly opb GC3 "Normandie-Niemen" in 1944
12404	not known	C-47A-10DK Soviet Air Force	mfd	04feb44	USAAF s/n 42-92586; d/d 03mar44

12404	not known	C-47A-10DK	Soviet Air Force	mfd	01feb44	USAAF s/n 42-92587; d/d 03mar44
12405	CCCP-L872	C-47A-10DK	GfV	mfd	01feb44	USAAF s/n 42-92588; d/d 27feb44; rgd 08apr44
12406	not known	C-47A-10DK	Soviet Air Force	mfd	02feb44	USAAF s/n 42-92589; d/d 24feb44
12407	not known	C-47A-10DK	Soviet Air Force	mfd	04feb44	USAAF s/n 42-92590; d/d 03mar44
12408	not known	C-47A-10DK	Soviet Air Force	mfd	02feb44	USAAF s/n 42-108856; d/d 10mar44
12409	not known	C-47A-10DK	Soviet Air Force	mfd	02feb44	USAAF s/n 42-92591; d/d 18feb44
12410	CCCP-L853	C-47A-10DK	GfV	mfd	01feb44	USAAF s/n 42-92592; d/d 24feb44; rgd 07mar44
12407	CCCP-L879	C-47A-10DK	Aeroflot	mfd	04feb44	USAAF s/n 42-92590; d/d 03mar44; rgd 19apr44
12409	not known	TS-62	Aeroflot	photo		in dark green ? c/s; shown in the "Krylya Rossii" chronicle
		C-47A-10DK	Soviet Air Force	mfd	02feb44	USAAF s/n 42-92591; d/d 18feb44; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 668 hours by then
						opb 14 TO
12531	not known	C-47A-10DK	GfV/Yakutiya	trf	1946	
	5	C-47A-10DK	Polish Air Force	mfd	13feb44	USAAF s/n 42-92701; d/d 12apr46; opb SPL; reported to have carried code '9' at the same time or later; canx 13sep51; fate unknown
12599	"10" white	C-47A-15DK	Soviet Air Force	mfd	23feb44	USAAF s/n 42-92762; d/d 12mar44; opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Pavel Mikhailov); in light grey c/s with olive drab fin; f/n Bari summer 1944; received nose-art (a bird-like pin-up girl painted by an artist from New York City) during heavy maintenance with the USAAF at Bari 01may45, but it was removed soon; reportedly still in service with Aeroflot in the 1950s
12600	CCCP-L869	C-47A-15DK	GfV	mfd	23feb44	USAAF s/n 42-92763; d/d 10mar44; rgd 08apr44
12601	CCCP-L866	C-47A-15DK	GfV	mfd	23feb44	USAAF s/n 42-92764; d/d 08mar44; rgd 04apr44
12602	CCCP-L883	C-47A-15DK	GfV	mfd	23feb44	USAAF s/n 42-92765; d/d 13mar44; rgd 03may44
	USSR-883	C-47A-15DK	GfV	no	reports	in document jun45
12603	not known	C-47A-15DK	Soviet Air Force	mfd	24feb44	USAAF s/n 42-92766; d/d 23mar44
12604	not known	C-47A-15DK	Soviet Air Force	mfd	24feb44	USAAF s/n 42-92767; d/d 16mar44
12605	not known	C-47A-15DK	Soviet Air Force	mfd	24feb44	USAAF s/n 42-92768; d/d 18mar44
12606	not known	C-47A-15DK	Soviet Air Force	mfd	24feb44	USAAF s/n 42-92769; d/d 18mar44
12607	not known	C-47A-15DK	Soviet Air Force	mfd	24feb44	USAAF s/n 42-92770; d/d 15mar44
12608	not known	C-47A-15DK	Soviet Air Force	mfd	24feb44	USAAF s/n 42-108876; d/d 16mar44
12611	D-..	C-47A-15DK	Czechoslovak AF	mfd	25feb44	USAAF s/n 42-92773; d/d 1946
	OK-WCT	C-47A-15DK	CSA	trf	1947	fate unknown
12617	D-19	C-47A-15DK	Czechoslovak AF	mfd	26feb44	USAAF s/n 42-92779; d/d 17jun46; in olive drab c/s; fate unknown
12698	not known	C-47A-15DK	Soviet Air Force	mfd	07mar44	USAAF s/n 42-108885; d/d 22mar44
12699	not known	C-47A-15DK	Soviet Air Force	mfd	07mar44	USAAF s/n 42-92852; d/d 21mar44
12700	not known	C-47A-15DK	Soviet Air Force	mfd	07mar44	USAAF s/n 42-92853; d/d 30mar44
12701	not known	C-47A-15DK	Soviet Air Force	mfd	07mar44	USAAF s/n 42-92854; d/d 20apr44
12702	not known	C-47A-15DK	Soviet Air Force	mfd	08mar44	USAAF s/n 42-92855; d/d 05apr44
12703	CCCP-L884	C-47A-15DK	GfV	mfd	07mar44	USAAF s/n 42-92856; d/d 28mar44; rgd 03may44
12704	not known	C-47A-15DK	Soviet Air Force	mfd	07mar44	USAAF s/n 42-92857; d/d 30mar44
	04 (1)	C-47A-15DK	Polish Air Force	trf	19jul44	opb SET (independent transport flight) PKWN from 01aug44; later opb SPL (in document 03sep49)
	SP-LCB (2)	C-47A-15DK	LOT	trf	15sep46 ?	rgd 14oct57 (or 14oct58 ?); canx 05feb59; sold 12nov59; became OY-AIC, '92857' (French Air Force) and F-BRGM
	71241	C-47A-15DK	Yugoslav Air Force	trf	late 72	opb 111 ppa at Zagreb (evidence for aug74/jul75)
	YU-ABU	C-47A-15DK	OCZS	rgd	02aug79	Obrazovni Centar Zravnog Saobracaja (civil training centre) at Zagreb; sold 05nov79; became N8071X, TN-ADS and '6887' (South African Air Force); converted to C-47TP 01aug95; still active by may05
12705	not known	C-47A-15DK	Soviet Air Force	mfd	08mar44	USAAF s/n 42-92858; d/d 30mar44
12706	not known	C-47A-15DK	Soviet Air Force	mfd	08mar44	USAAF s/n 42-92859; d/d 06apr44
12707	CCCP-L870	C-47A-15DK	GfV	mfd	08mar44	USAAF s/n 42-92860; d/d 28mar44; rgd 08apr44
12774	6	C-47A-15DK	Polish Air Force	mfd	16mar44	USAAF s/n 42-92920; d/d 25apr46; opb SPL; in olive drab c/s with light grey undersides, white code
	SP-LCG (2)	C-47A-15DK	LOT	rgd	08jan59	canx 05feb59; sold to Iran; became EP-AEH
12796	not known	C-47A-20DK	Soviet Air Force	mfd	21mar44	USAAF s/n 42-92940; d/d 08apr44
12797	CCCP-L878	C-47A-20DK	GfV	mfd	21mar44	USAAF s/n 42-92941; d/d 08apr44; rgd 17apr44
12799	not known	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92942; d/d 07apr44
12800	not known	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92943; d/d 09apr44
12801	292944	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92944; dbr 27mar44 on its delivery flight when crashed at Buckley Field, CO
12802	CCCP-L880	C-47A-20DK	GfV	mfd	20mar44	USAAF s/n 42-92945; d/d 18apr44; rgd 25apr44
12803	not known	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92946; d/d 06apr44
12804	not known	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92947; d/d 06apr44
12805	not known	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92948; d/d 14apr44
12806	not known	C-47A-20DK	Soviet Air Force	mfd	20mar44	USAAF s/n 42-92949; d/d 08apr44
12830	71288	C-47A-20DK	Yugoslav Air Force	mfd	24mar44	USAAF s/n 42-92970; ex N57779, N5108, N51080, N622NU, N62DN; d/d 1976; used as calibration aircraft; sold feb91; became TC-ALI; preserved
12870	D-..	C-47A-20DK	Czechoslovak AF	mfd	27mar44	USAAF s/n 42-93006; d/d 11jun45 ?; fate unknown
12881	not known	C-47A-20DK	Soviet Air Force	mfd	02apr44	USAAF s/n 42-93016; d/d 16apr44
12882	not known	C-47A-20DK	Soviet Air Force	mfd	02apr44	USAAF s/n 42-93017; d/d 16apr44
12883	CCCP-L896	C-47A-20DK	GfV	mfd	20mar44	USAAF s/n 42-93018; d/d 16apr44; rgd 17may44
12884	CCCP-L882	C-47A-20DK	GfV	mfd	30mar44	USAAF s/n 42-93019; d/d 14apr44; rgd 30apr44
12885	not known	C-47A-20DK	Soviet Air Force	mfd	31mar44	USAAF s/n 42-93020; d/d 13apr44
12886	not known	C-47A-20DK	Soviet Air Force	mfd	29mar44	USAAF s/n 42-93021; d/d 14apr44
12887	not known	C-47A-20DK	Soviet Air Force	mfd	30mar44	USAAF s/n 42-93022; d/d 10apr44
12888	not known	C-47A-20DK	Soviet Air Force	mfd	30mar44	USAAF s/n 42-108904; d/d 14apr44
12889	not known	C-47A-20DK	Soviet Air Force	mfd	30mar44	USAAF s/n 42-93023; d/d 14apr44
12890	CCCP-L901	C-47A-20DK	GfV	mfd	29mar44	USAAF s/n 42-93024; d/d 16apr44; rgd 25may44
12948	D-17	C-47A-20DK	Czechoslovak AF	mfd	05apr44	USAAF s/n 42-108910; d/d 17jun46; VIP aircraft; in natural metal c/s with blue 'lightning-bolt' cheatline
	D-03	C-47A-20DK	Czechoslovak AF	r/r		crashed 25sep51
12993	not known	C-47A-20DK	Soviet Air Force	mfd	12apr44	USAAF s/n 42-93117; d/d 21apr44
12994	CCCP-L885	C-47A-20DK	GfV	mfd	11apr44	USAAF s/n 42-93118; d/d 27apr44; rgd 06may44
12995	not known	C-47A-20DK	Soviet Air Force	mfd	12apr44	USAAF s/n 42-93119; d/d 23apr44
12996	CCCP-L881	C-47A-20DK	GfV	d/d	11apr44	USAAF s/n 42-93120; d/d 22apr44; rgd 27apr44
	"881"	C-47A-20DK	GfV/Soviet AF c/s	no	reports	modified with a gun turret
12997	CCCP-L886	C-47A-20DK	GfV	mfd	14apr44	USAAF s/n 42-93121; d/d 02may44; rgd 08may44
12998	CCCP-L897	C-47A-20DK	Soviet Air Force	mfd	12apr44	USAAF s/n 42-108915; d/d 10may44; rgd 19may44
	"897" white	C-47A-20DK	GfV/Soviet AF c/s	photo		
12999	not known	C-47A-20DK	Soviet Air Force	mfd	13apr44	USAAF s/n 42-93122; d/d 25apr44
13000	CCCP-L887	C-47A-20DK	GfV	mfd	12apr44	USAAF s/n 42-93123; d/d 26apr44; rgd 08may44
13001	CCCP-L902	C-47A-20DK	GfV	mfd	12apr44	USAAF s/n 42-93124; d/d 28apr44; rgd 25may44; in document 30nov44 as '902'
13002	CCCP-L898	C-47A-20DK	AFL/International	mfd	12apr44	USAAF s/n 42-93125; d/d 11may44; rgd 23may44; opb OAG MVS; made an emergency landing at Kiev 11dec48
13014	YU-ACC	C-47A-20DK	JAT	mfd	14apr44	USAAF s/n 42-93136; ex RAF s/n KG531, ZS-BCY; bought 30aug50; d/d 26apr51; w/o 24oct51 (not 24nov51 or 27nov51) when burnt out in an accident near Skopje; t/t in Yugoslav service 662.46 hours
13089	CCCP-L903	C-47A-20DK	GfV	mfd	23apr44	USAAF s/n 42-93203; d/d 03may44; rgd 26may44
13090	CCCP-L904	C-47A-20DK	GfV	mfd	23apr44	USAAF s/n 42-93204; d/d 05may44; rgd 26may44
13091	CCCP-L905	C-47A-20DK	GfV	mfd	23apr44	USAAF s/n 42-93205; d/d 03may44; rgd 25may44
13092	not known	C-47A-20DK	GfV/Soviet AF c/s	mfd	23apr44	USAAF s/n 42-93206; d/d 03may44; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 686 hours by then
	293206	C-47A-1-DK	GfV/Yakutiya	no	reports	opb 14 TAO; w/o at an unknown date when suffered an accident and burnt out; canx 17aug46
13093	CCCP-L911	C-47A-20DK	GfV	mfd	23apr44	USAAF s/n 42-93207; d/d 06may44; rgd 16jun44
13094	CCCP-L906	C-47A-20DK	GfV	mfd	24apr44	USAAF s/n 42-93208; d/d 06may44; rgd 01jun44
13095	not known	C-47A-20DK	Soviet Air Force	mfd	23apr44	USAAF s/n 42-93209; d/d 05may44
13096	CCCP-L893	C-47A-20DK	GfV	mfd	23apr44	USAAF s/n 42-93210; d/d 09may44; rgd 15may44
13097	CCCP-L894	C-47A-20DK	GfV	mfd	24apr44	USAAF s/n 42-93211; d/d 03may44; rgd 15may44
	"894" white	C-47A-20DK	GfV/Soviet AF c/s	Utt	20sep44	opb ote GfV; in olive drab c/s with light grey undersides
13098	not known	C-47A-20DK	Soviet Air Force	mfd	25apr44	USAAF s/n 42-108925; d/d 06may44
13144	8	C-47A-20DK	Polish Air Force	mfd	28apr44	USAAF s/n 42-93253; d/d 25apr46; opb SPL; canx 21may55; fate unknown
13146	9	C-47A-20DK	Polish Air Force	mfd	28apr44	USAAF s/n 42-93255; d/d may46; opb SPL; dbr at Bydgoszcz in 1949
	no serial	C-47A-20DK	Polish Air Force	photo		in natural metal c/s
13211	not known	C-47A-25DK	Soviet Air Force	mfd	05may44	USAAF s/n 42-93313; d/d 18may44
13212	not known	C-47A-25DK	Soviet Air Force	mfd	06may44	USAAF s/n 42-93314; d/d 30may44
13213	not known	C-47A-25DK	Soviet Air Force	mfd	06may44	USAAF s/n 42-93315; d/d 24may44
13214	not known	C-47A-25DK	Soviet Air Force	mfd	06may44	USAAF s/n 42-93316; d/d 15may44
13215	"3"	C-47A-25DK	Soviet Air Force	mfd	06may44	USAAF s/n 42-93317; d/d 13may44; opb magon GfV; operated in Yugoslavia in 1944/45
	CCCP-L895	C-47A-25DK	GfV	rgd	15may44	
13216	CCCP-L910	C-47A-25DK	GfV	mfd	06may44	USAAF s/n 42-93318; d/d 18may44; rgd 14jun44
13217	not known	C-47A-25DK	Soviet Air Force	mfd	09may44	USAAF s/n 42-93319; d/d 21may44
	10 (1)	C-47A-25DK	Polish Air Force	trf	25jul44	opb SPL; still active by 01jul52; fate unknown
13218	not known	C-47A-25DK	Soviet Air Force	mfd	may44	USAAF s/n 42-108937; d/d 17may44
13219	not known	C-47A-25DK	Soviet Air Force	mfd	08may44	USAAF s/n 42-93320; d/d 30may44
13220	not known	C-47A-25DK	Soviet Air Force	mfd	08may44	USAAF s/n 42-93321; d/d 30may44
13346	CCCP-L913	C-47A-25DK	GfV	mfd	18may44	USAAF s/n 42-93435; d/d 14jun44; rgd 19jun44; in olive drab ? c/s; shown in the "Krylya Rossii" chronicle
	CCCP-L913	TS-62	Aeroflot	no	reports	

13347	not known	C-47A-25DK	Soviet Air Force	mfd	18may44	USAAF s/n 42-93436; d/d 02jun44
13348	CCCP-L909 3 SP-LCC (2)	C-47A-25DK C-47A-25DK C-47A-25DK C-47A-25DK	GVF Polish Air Force LOT	mfd mfd trf rgd	may44 25apr46 06mar58	USAAF s/n 42-108950; d/d 03jun44; rgd 08jun44 opb SPL; personal aircraft of Marshal Michal Rola-Zymierski sold to Iran 07jan59; canx 05feb59; became EP-AEE, 9Q-AEE, 9Q-CKA and 9T-PKL (last one not confirmed)
13349	not known	C-47A-25DK	Soviet Air Force	mfd	18may44	USAAF s/n 42-93437; d/d 05jul44
13350	CCCP-L915	C-47A-25DK C-47A-25DK	Polish Air Force GVF	trf mfd	29jul44 18may44	opb SPL; personal aircraft of prime minister Józef Cyrankiewicz; canx 07jan56; fate unknown USAAF s/n 42-93438; d/d 29jun44; rgd 03jul44; opb 1 ae 1 atp 10 atd GVF at Insterburg (Eastern Prussia, now Chernyakhovsk); w/o 04mar45 on a flight from Wormditt (now Ornet) to Insterburg in bad visibility and snowfall, the intoxicated crew had been ordered to return to Wormditt but continued the flight towards their base, the aircraft flew so low that it touched trees with its right wing, the wing was ripped off and the aircraft crashed in a forest clearing 3 km north of Mulden (27 km south-west of Insterburg, now Perevalovo) and burnt out, all 5 crew killed; wreck found 07mar45
13351	not known	C-47A-25DK	Soviet Air Force	mfd	20may44	USAAF s/n 42-93439; d/d 03jun44
13352	not known	C-47A-25DK	Soviet Air Force	mfd	20may44	USAAF s/n 42-93440; d/d 02jun44
13353	CCCP-L912	C-47A-25DK	GVF	mfd	20may44	USAAF s/n 42-93441; d/d 01jun44; rgd 19jun44
13354	not known	C-47A-25DK	Soviet Air Force	mfd	20may44	USAAF s/n 42-93442; d/d 30may44
13355	not known	C-47A-25DK	Soviet Air Force	mfd	20may44	USAAF s/n 42-93443; d/d 30may44
13367	YU-ACB	C-47A-25DK	JAT	mfd	20may44	USAAF s/n 42-93454; ex RAF s/n KG608; d/d 01apr50; w/o 20feb65 when crashed into the Sava River at Belgrade; t/t in Yugoslav service 9916.48 hours
13548	not known	C-47A-25DK	Soviet Air Force	mfd	09jun44	USAAF s/n 42-108970; RAF s/n KG681 ntu; d/d 26jun44
13550	not known	C-47A-25DK	Soviet Air Force	mfd	09jun44	USAAF s/n 42-93618; RAF s/n KG683 ntu; d/d 23jun44
13552	not known	C-47A-25DK	Soviet Air Force	mfd	09jun44	USAAF s/n 42-93620; RAF s/n KG685 ntu; d/d 23jun44
1	(1)	C-47A-25DK	Polish Air Force	trf	25jul44	opb SPL; personal aircraft of president Boleslaw Bierut
13553	SP-LCH (2) not known	C-47A-25DK C-47A-25DK	LOT Soviet Air Force	rgd mfd	29jan59 09jun44	canx 05feb59; sold to Iran; became EP-AEI; w/o 20feb62 when crashed near Ahwaz (Iran) USAAF s/n 42-93621; RAF s/n KG686 ntu; d/d 21jun44; w/o 03nov44 when went missing on its delivery flight
13554	not known	C-47A-25DK	Soviet Air Force	mfd	09jun44	USAAF s/n 42-93622; RAF s/n KG687 ntu; d/d 23jun44
13575	not known	C-47A-25DK	Soviet Air Force	mfd	15jun44	USAAF s/n 42-93641 (struck off charge 29aug46); RAF s/n KG708 ntu; d/d 03jul44
13654	OK-VDZ D-..	C-47A-25DK C-47A-25DK	Min. Dopravy Czechoslovak AF	mfd trf	20jun44 1950	USAAF s/n 42-93712; d/d 1947
13713	3654 YU-ABB	C-47A-25DK C-47A-25DK	Czechoslovak AF JAT	r/r mfd	jun57 25jun44	became '13654' (French Air Force) USAAF s/n 42-93765; d/d 04mar47; in white c/s; canx 19dec67; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade- Surcin from apr68, seen without markings aug08, l/n sep10 USAAF s/n 42-100543; d/d 12sep46
19006	OK-WDO D-.. 0543	C-47A-65DL C-47A-65DL C-47A-65DL	CSA Czechoslovak AF Czechoslovak AF	mfd mfd r/r	28oct43 jun57	became '100543' (French Air Force), F-BTDC, F-BRGE, F-BRGP, N87604, F-BTDJ, ET-AGI and C9-STE
19287	? 12	C-47A-70DL	Polish Air Force	mfd	17dec43	USAAF s/n 42-100824; d/d 1946; opb OSL Deblin in 1951/53; according to the Air-Britain DC-3 book, this c/n crashed 15may45 while on USAAF service!
19289	SP-LCE	C-47A-70DL	LOT	mfd	17dec43	USAAF s/n 42-100826; d/d 29sep46 ?; rgd 01oct46; wfu 22apr58 ?; canx 05feb59; became EP-AEF; w/o 17mar67 when crashed at Bandar Abbas (Iran) USAAF s/n 42-100866; d/d 20nov46
19329	OK-WDQ D-.. 0866	C-47A-75DL C-47A-75DL C-47A-75DL	CSA Czechoslovak AF Czechoslovak AF	mfd trf r/r	24dec43 31dec50 jun57	wfu 21apr60; fate unknown
19474	OK-WDF	C-47A-75DL	CSA	mfd	19jan44	USAAF s/n 42-101011; d/d 13jun46; opened PRG - AMS route crashed 30nov52
19493	D-21	C-47A-75DL	Czechoslovak AF	mfd	24jan44	USAAF s/n 42-101030; d/d jul46; fate unknown
19499	D-.. SP-LCD	C-47A-75DL C-47A-80DL	Czechoslovak AF LOT	mfd mfd	22jan44	USAAF s/n 43-15033; d/d 20oct47; sold to Iran 03jan59; canx 05feb59; became OY-AIA, '315033' (French Air Force), F-UKCY, F-UKCX, F-WSGN, N18261 and CF-IAX; w/o 10dec76 USAAF s/n 43-15059; d/d 17jun46 opb SPL
19525	D-27 not known	C-47A-80DL C-47A-80DL	Czechoslovak AF Polish Air Force	mfd d/d	26jan44 08jun49	wfu 14oct60; became '15059' (French Navy), N97BF and 5R-MMG
19539	D-36 5059 OK-XDM (1)	C-47A-80DL C-47A-80DL C-47A-80DL	Czechoslovak AF Czechoslovak AF CSA	ret r/r mfd	30apr51 jun57 29jan44	USAAF s/n 43-15073; d/d 15feb48; fleet number 02; underwent trials with the VZLÚ in 1953; wfu 28jun58; last flight 20feb60; sold to France in 1960, left for MRS 26mar60; became '15073' (French Air Force), F-TEBE, F-RAUK and F-BTDF probably opb 111 ppa at Zagreb; was preserved at the Rajlovac Institute in Sarajevo, used as a 'summer bar' for the Italian EUFOR soldiers stationed there, seen sep11/feb05; arrived by truck in France 06dec07; preserved in the D-Day Museum at Merville-Franceville (Normandy), presented 07jun08, marked as '315073/9X-D' of the USAAF USAAF s/n 43-15114; d/d 17jun46; in olive drab c/s with light blue undersides opb SPL underwent trials with the SVZÚ in 1956 ex USAAF s/n 43-15252; d/d jul46; fate unknown ex USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding to Belgrade 19nov51 and was forced down at Pápa by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASH-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16274; d/d 15jul46 wfu 1957; fate unknown
71248		C-47A-80DL	Yugoslav Air Force	d/d	11apr73 ?	USAAF s/n 43-48117; d/d 27jul44 (via Fairbanks) USAAF s/n 43-48118; d/d 08aug44 (via Fairbanks) USAAF s/n 43-48119; d/d 30jul44 (via Fairbanks) USAAF s/n 43-48120; d/d 30jul44 (via Fairbanks) USAAF s/n 43-48121; d/d 18aug44 (via Fairbanks) USAAF s/n 43-48122; d/d 02aug44 (via Fairbanks) USAAF s/n 43-48123; d/d 08aug44 (via Fairbanks) USAAF s/n 43-48124; d/d 10aug44 (via Fairbanks) USAAF s/n 43-48125; d/d 20aug44 (via Fairbanks) USAAF s/n 43-48126; d/d 10aug44 (via Fairbanks) USAAF s/n 43-48127; d/d 10aug44 (via Fairbanks) USAAF s/n 43-48128; d/d 31jul44 (via Fairbanks) USAAF s/n 43-48129; d/d 02aug44 (via Fairbanks) USAAF s/n 43-48130; photo at Great Falls, MT, in the process of Red Stars being painted on; d/d 20aug44 (via Fairbanks)
19580	D-23 not known	C-47A-80DL C-47A-80DL	Czechoslovak AF Polish Air Force	mfd d/d	04feb44 08jun49	USAAF s/n 43-15114; d/d 17jun46; in olive drab c/s with light blue undersides opb SPL underwent trials with the SVZÚ in 1956
19718	D-23	C-47A-80DL	Czechoslovak AF	ret	unknown	ex USAAF s/n 43-15252; d/d jul46; fate unknown
19718	D-..	C-47A-80DL	Czechoslovak AF	mfd	26feb44	ex USAAF s/n 43-15252; d/d jul46; fate unknown
20492	026	C-47A-90DL	Hungarian AF	mfd	09jun44	ex USAAF s/n 43-15252; d/d jul46; fate unknown
	HA-TSA	TS-62	MALÉV	trf	1956	re-engined with ASH-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16274; d/d 15jul46 wfu 1957; fate unknown
20740	D-26 6274	C-47B-1-DL C-47B-1-DL	Czechoslovak AF Czechoslovak AF	mfd r/r	jul44 jun57	USAAF s/n 43-48117; d/d 27jul44 (via Fairbanks) USAAF s/n 43-48118; d/d 08aug44 (via Fairbanks) USAAF s/n 43-48119; d/d 30jul44 (via Fairbanks) USAAF s/n 43-48120; d/d 30jul44 (via Fairbanks) USAAF s/n 43-48121; d/d 18aug44 (via Fairbanks) USAAF s/n 43-48122; d/d 02aug44 (via Fairbanks) USAAF s/n 43-48123; d/d 08aug44 (via Fairbanks) USAAF s/n 43-48124; d/d 10aug44 (via Fairbanks) USAAF s/n 43-48125; d/d 20aug44 (via Fairbanks) USAAF s/n 43-48126; d/d 10aug44 (via Fairbanks) USAAF s/n 43-48127; d/d 10aug44 (via Fairbanks) USAAF s/n 43-48128; d/d 31jul44 (via Fairbanks) USAAF s/n 43-48129; d/d 02aug44 (via Fairbanks) USAAF s/n 43-48130; photo at Great Falls, MT, in the process of Red Stars being painted on; d/d 20aug44 (via Fairbanks)
13933/25378	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48117; d/d 27jul44 (via Fairbanks)
13934/25379	not known	C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48118; d/d 08aug44 (via Fairbanks)
13935/25380	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48119; d/d 30jul44 (via Fairbanks)
13936/25381	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48120; d/d 30jul44 (via Fairbanks)
13937/25382	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48121; d/d 18aug44 (via Fairbanks)
13938/25383	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48122; d/d 02aug44 (via Fairbanks)
13939/25384	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48123; d/d 08aug44 (via Fairbanks)
13940/25385	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48124; d/d 10aug44 (via Fairbanks)
13941/25386	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48125; d/d 20aug44 (via Fairbanks)
13942/25387	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48126; d/d 10aug44 (via Fairbanks)
13943/25388	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48127; d/d 10aug44 (via Fairbanks)
13944/25389	not known	C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48128; d/d 31jul44 (via Fairbanks)
13945/25390	not known	C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48129; d/d 02aug44 (via Fairbanks)
13946/25391	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48130; photo at Great Falls, MT, in the process of Red Stars being painted on; d/d 20aug44 (via Fairbanks)
14008/25453	YU-ABI	C-47A-30DK	JAT	mfd	24jul44	USAAF s/n 43-48192; ex RAF s/n KG776, G-AHLZ; bought 23dec47; d/d 20jan49; wfu 1970; stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin, seen aug08/jun11
14035/25480	YU-ABG	C-47A-30DK	JAT	mfd	27jul44	USAAF s/n 43-48219; ex RAF s/n KG803, G-AHLX; bought 23dec47; d/d 07sep48; dbr on take-off at Skopje 16apr66; stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin from 1968
14101/25546	71254	C-47B-1-DK	Yugoslav Air Force	mfd	31jul44	USAAF s/n 43-48285; ex '348285' (French Air Force), F-BTDE; d/d 27nov72; opb 111 ppa at Zagreb (evidence for jun74/mar75)
	YU-ABV	C-47B-1-DK	OCZS	rgd	02aug79	Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; canx 02oct79; became N80781Y, TN-ADT, '6880' (South African Air Force); converted to C-47TP aug95; became N330RD, ZS-OJL, 9U-BHL, ZS-OJM, N330RD and ZS-OJM
14144/25589	not known	C-47B-1-DK	Soviet Air Force	mfd	11aug44	USAAF s/n 43-48328; RAF s/n KJ805 ntu; d/d 22aug44
14151/25596	not known	C-47B-1-DK	Soviet Air Force	mfd	aug44	USAAF s/n 43-48335; RAF s/n KJ812 ntu; d/d 22aug44
14199/25644	D-20	C-47B-1-DK	Czechoslovak AF	mfd	17aug44	USAAF s/n 43-48338; d/d 17jun46; call-sign OK-XAB; became '48383' (French Air Force), '48383' (Mauritanian Air Force) and 5T-MAD
14208/25653	D-24	C-47B-1-DK	Czechoslovak AF	mfd	17aug44	USAAF s/n 43-48392; d/d 15jul46
	8392	C-47B-1-DK	Czechoslovak AF	r/r	jun57	wfu 01mar60; became '48392' (French Air Force)
14222/25667	D-18	C-47B-1-DK	Czechoslovak AF	mfd	23aug44	USAAF s/n 43-48406; d/d 15jul46; call-sign OK-WZA
	8406	C-47B-1-DK	Czechoslovak AF	r/r	jun57	wfu 01mar60; became D-CABE, 4X-AOA, '48406' (French Navy), N95BF and PNC-211; converted to BT-67
14242/25687	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48426; d/d 02sep44 (via Fairbanks); probably returned to the USAAF in Iran after VJ day; became reportedly 4X-AOJ 03apr62 (or N4947V in 1954)
14243/25688	not known	C-47B-1-DK	Soviet Air Force	mfd	18aug44	USAAF s/n 43-48427; d/d 29aug44 (via Fairbanks)
14244/25689	not known	C-47B-1-DK	Soviet Air Force	mfd	18aug44	USAAF s/n 43-48428; d/d 29aug44 (via Fairbanks)
14245/25690	not known	C-47B-1-DK	Soviet Air Force	mfd	23aug44	USAAF s/n 43-48429; d/d 15sep44 (via Fairbanks)
14246/25691	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48430; d/d 10sep44 (via Fairbanks)
14247/25692	not known	C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48431; d/d 10sep44 (via Fairbanks)
14248/25693	not known	C-47B-1-DK	Soviet Air Force	mfd	23aug44	USAAF s/n 43-48432; d/d 13sep44 (via Fairbanks)
14249/25694	not known	C-47B-1-DK	Soviet Air Force	mfd	20aug44	USAAF s/n 43-48433; d/d 04sep44 (via Fairbanks)
14250/25695	not known	C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48434; d/d 08sep44 (via Fairbanks)
14251/25696	not known	C-47B-1-DK	Soviet Air Force	mfd	20aug44	USAAF s/n 43-48435; d/d 09sep44 (via Fairbanks)
14252/25697	not known	C-47B-1-DK	Soviet Air Force	mfd	18aug44	USAAF s/n 43-48436; d/d 05sep44 (via Fairbanks)
14253/25698	not known	C-47B-1-DK	Soviet Air Force	mfd	27aug44	USAAF s/n 43-48437; d/d 04sep44 (via Fairbanks)
14254/25699	not known	C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48438; d/d 02sep44 (via Fairbanks)
14255/25700	not known	C-47B-1-DK	Soviet Air Force	mfd	24aug44	USAAF s/n 43-48439; d/d 07sep44 (via Fairbanks)
14256/25701	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48440; d/d 05sep44 (via Fairbanks)
14257/25702	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48441; d/d 10sep44 (via Fairbanks)

14258/25703	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48442; d/d 05sep44 (via Fairbanks)
14259/25704	not known	C-47B-1-DK	Soviet Air Force	mfd	21aug44	USAAF s/n 43-48443; d/d 04sep44 (via Fairbanks)
14735/26180	D-16	C-47B-10DK	Czechoslovak AF	mfd	30sep44	USAAF s/n 43-48919; d/d 20may46; call-sign OK-VDA
	D-11	C-47B-10DK	Czechoslovak AF	r/r		fate unknown
14876/26321	not known	C-47B-10DK	Soviet Air Force	mfd	16oct44	USAAF s/n 43-49060; d/d 23nov44; opb 8 tap by dec44; t/t 158 hours by 29dec44
14887/26332	not known	C-47B-10DK	Soviet Air Force	mfd	17oct44	USAAF s/n 43-49071; d/d 20nov44
	CCCP-L976	C-47B-10DK	GVF	ph.	27jul45	in olive drab c/s with light grey undersides, no titles; was the first Soviet aircraft to land in Switzerland when carried a Soviet delegation from Moscow to Dübendorf 27jul45 which conducted negotiations about the extradition of the some 10.500 Soviet displaced persons interned in Switzerland; in document as '976' sep46
14889/26334	not known	C-47B-10DK	Soviet Air Force	mfd	19oct44	USAAF s/n 43-49073; d/d 26nov44
	CCCP-L977	C-47B-10DK	GVF	WAW	1951	in olive drab c/s with light grey undersides
15002/26447	D-22	C-47B-10DK	Czechoslovak AF	mfd	14nov44	USAAF s/n 43-49186; d/d 17jun46
	D-13	C-47B-10DK	Czechoslovak AF	r/r		crashed 03jul56
15007/26452	D-25	C-47B-10DK	Czechoslovak AF	mfd	28oct44	USAAF s/n 43-49191; d/d 15jul46; call-sign OK-XAA; in olive drab c/s with light blue undersides; fate unknown
15112/26557	71255	C-47B-15DK	Yugoslav Air Force	mfd	08nov44	USAAF s/n 43-49296; ex RAF s/n KK107, '349296' (French Air Force), F-RAFI, F-RAVA; preserved near a partisan field at Otocac (Croatia) from jun82, derelict by aug85, l/n aug09
15211/26656	not known	C-47B-15DK	Soviet Air Force	mfd	21nov44	USAAF s/n 43-49395; d/d 03jan45
	not known	C-47B-15DK	GVF/Yakutiya	trf	1946	opb 14 TO
15275/26720	7311	C-47B-15DK	Yugoslav Air Force	mfd	23nov44	USAAF s/n 43-49459; ex RAF s/n KK138; opb 111 ppa at Zagreb; l/n Surcin 11aug69
	71202	C-47B-15DK	Yugoslav Air Force	r/r	jul71 ?	opb 111 ppa at Zagreb (evidence for apr75); wfu and used as a restaurant in NiU (Serbia) in early 1980s; sat on a dump at NiU; scrapped at Zadar AB nov95
15612/27057	not known	C-47B-20DK	Soviet Air Force	mfd	04jan45	USAAF s/n 43-49796; d/d 25jan45
	349796	C-47B-20DK	GVF/Yakutiya	no	reports	opb 14 TAO; in document 05jul46
15616/27061	349800	C-47B-20DK	Soviet Air Force	mfd	05jan45	USAAF s/n 43-49800; d/d 31jan45; opb 8 tap 1 pad; mentioned in incident report at Vitim 27mar45 (came in too fast on landing with strong cross-winds, bounced several times, touched down late and overran the runway)
15960/32708	476376	C-47B-25DK	Soviet Air Force	mfd	15feb45	USAAF s/n 44-76376; d/d 09mar45; probably opb Polyarnaya Aviatsiya after WWII; photo at bukhta Sv. Lavrentiya (St. Laurentius bay) in early 1946; in olive drab c/s with rudder in a different colour; s/n used as code
16057/32805	not known	C-47B-25DK	Soviet Air Force	mfd	13mar45	USAAF s/n 44-76473; d/d 25mar45; reportedly crashed 16oct44 at Maly Gapel in the Tatra mountains (Slovakia), but see mfd and d/d !
16163/32911	"033"	C-47B-30DK	Soviet Air Force	mfd	22mar45	USAAF s/n 44-76579; d/d 04apr45; f/n PRG 1945
16299/33047	not known	C-47B-30DK	Soviet Air Force	mfd	07apr45	USAAF s/n 44-76715; d/d 28apr45
	CCCP-L1011	C-47B-30DK	Aeroflot	PRG	1945	
16346/33094	"019"	C-47B-30DK	Soviet Air Force	mfd	23apr45	USAAF s/n 44-76762; d/d 02may45; f/n ORY ca. 1951
16410/33158	"007"	C-47B-30DK	Soviet Air Force	mfd	27apr45	USAAF s/n 44-76826; d/d 12may45; f/n PRG 1945
16421/33169	"13"	C-47B-30DK	Soviet Air Force	mfd	28apr45	USAAF s/n 44-76837; d/d 13may45; opb 19 otap GVF; in olive drab c/s; photo exists
16454/33202	"800"	C-47B-35DK	GVF/Soviet AF c/s	mfd	08may45	USAAF s/n 44-76870; d/d 24may45; f/n PRG 1945; not CCCP-L800, see c/n 6228
16472/33220	7323	C-47B-35DK	Yugoslav Air Force	mfd	05may45	USAAF s/n 44-76888; ex RAF s/n KN586; d/d 23feb54; rgd 08mar54; initially opb 119. vtp; trf to 32. bd jun55; trf to 678. trae at Mostar oct61; trf to 679. trae at Pleso jan66
	71214	C-47B-35DK	Yugoslav Air Force		photo	opb 679. trae at Pleso; trf to 677. trae at Nis apr71; based at Batajnica later and again at Nis mar75/sep76; in camo c/s; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin since 24sep76, l/n sep10
16474/33222	not known	C-47B-35DK	Soviet Air Force	mfd	08may45	USAAF s/n 44-76890; d/d 27may45
	CCCP-L1027	C-47B-35DK	Aeroflot	PRG	1945	
16582/33330	"26"	C-47B-35DK	Soviet Air Force	mfd	21may45	USAAF s/n 44-76998; d/d 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945
16585/33333	"77" white	C-47B-35DK	Soviet Air Force	mfd	22may45	USAAF s/n 44-77001; d/d 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20Jun45
16607/33355	7317	C-47B-35DK	Yugoslav Air Force	mfd	25may45	USAAF s/n 44-77023; ex RAF s/n KN657; d/d 19jan54; f/n FAB 1958
16622/33370	CCCP-L1026 ?	C-47B-35DK	GVF	mfd	28may45	never painted on; USAAF s/n 44-77038; d/d 09jun45
	"1026" white	C-47B-35DK	GVF/Soviet AF c/s	ph.	29dec45	in olive drab c/s with light grey undersides; transported the two Soviet defectors Gennadi Kochetov and Vladimir Novikov from Dübendorf (Switzerland) to Moscow 29dec45 (Switzerland extradited them in exchange for the release of 5 Swiss diplomats which had been taken prisoner by the Soviet Army at Budapest and Elbing in early 1945)
16639/33387	"29"	C-47B-35DK	Soviet Air Force	mfd	29may45	USAAF s/n 44-77055; d/d 06jun45; photo at Mukden aug45
16661/33409	CCCP-L1203	C-47B-35DK	AFL/International	mfd	02jun45	USAAF s/n 44-77077; d/d 11jun45; opb 29 otryad OAG MVS; made an emergency landing at Kiev 20feb49
16669/33417	"085" yellow	C-47B-35DK	Soviet Air Force	mfd	31may45	code is last 3 digits of USAAF s/n, so must be s/n 44-77085 as this is the only Soviet C-47 ending in '085'; d/d 11jun45; probably opb 19 otap GVF; in olive drab c/s with light grey undersides
16679/33427	not known	C-47B-35DK	Soviet Air Force	mfd	07jun45	USAAF s/n 44-77095; d/d 20jun45; probably returned to the USAAF in Iran after VJ day; reportedly became HZ-AAR in 1960
16684/33432	not known	C-47B-35DK	Soviet Air Force	mfd	08jun45	USAAF s/n 44-77100; d/d 18jun45
	CCCP-N425	C-47B-35DK	Polyarnaya Aviats.	DKS	01jun47	registration painted on as 'CCCP-H-425'; with 'Aviaarktika' titles
16691/33439	not known	C-47B-35DK	Soviet Air Force	mfd	07jun45	USAAF s/n 44-77107; d/d 17jun45; re-engined with M-88 engines; converted to, see next line
	CCCP-L1201	TS-82	Aeroflot		photo	used for tests with the ASH-82FN engines at NII GVF; in olive drab c/s
16972/34232	not known	C-47B-45DK	Soviet Air Force	mfd	20jul45	USAAF s/n 45-969; d/d 05aug45
16973/34233	CCCP-L1055	C-47B-45DK	GVF	mfd	21jul45	USAAF s/n 45-970; d/d 05aug45
	CCCP-L1055	TS-62	AFL/Northern-SCW	no	reports	w/o 05oct52 on a flight from Leningrad-Shosseinaya (now Pulkovo) to Minsk-1 when collided in clouds with Il-12 CCCP-L1328 due to negligence of ATC, the right wings of both aircraft came down north of Skvoritsy (Gatchina district of the Leningrad region), while the TS-62 crashed on a field 250 metres to the north-east of the village and exploded, all 4 crew and 3 passengers killed; t/t 4,042 hours
17039/34304	not known	C-47B-45DK	Soviet Air Force	mfd	04aug45	USAAF s/n 45-1036; d/d 16aug45
	CCCP-L1058	C-47B-45DK	Aeroflot	PRG	1945	
17040/34306	no code	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1037; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks 15aug45; diverted to USAAF 14sep45
17041/34307	CCCP-L1214	C-47B-45DK	AFL/International	mfd	04aug45	USAAF s/n 45-1038; d/d 11aug45; opb 29 otryad OAG MVS; went tech VKO 06mar49
17042/34308	not known	C-47B-45DK	Soviet Air Force	mfd	02aug45	USAAF s/n 45-1039; d/d 09aug45
17044/34310	not known	C-47B-45DK	Soviet Air Force	mfd	04aug45	USAAF s/n 45-1041; d/d 21aug45
	CCCP-L1059	C-47B-45DK	Aeroflot	no	reports	in dark green ? c/s
17045/34311	no code	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1042; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45; became CP-734
17046/34312	no code	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1043; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17047/34313	no code	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1044; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF 10oct45; became '51044' (South Vietnamese Air Force) and '51044' (Thai Navy)
17048/34314	no code	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1045; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45; became N5504V
17050/34316	no code	C-47B-45DK	Soviet Air Force	mfd	11aug45	USAAF s/n 45-1047; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; photo at FAI aug45; diverted to USAAF 13oct45; probably became '51047' (South Vietnamese Air Force)
17051/34317	no code	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1048; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks 17aug45; diverted to USAAF 14sep45
17052/34319	not known	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1049; d/d 14aug45
17053/34320	no code	C-47B-45DK	Soviet Air Force	mfd	07aug45	USAAF s/n 45-1050; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17054/34321	not known	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1051; d/d 16aug45
17055/34322	not known	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1052; d/d 14aug45
	CCCP-L1060	C-47B-45DK	Aeroflot	PRG	1945	in dark green ? c/s
17056/34323	no code	C-47B-45DK	Soviet Air Force	mfd	09aug45	USAAF s/n 45-1053; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17057/34324	not known	C-47B-45DK	Soviet Air Force	mfd	08aug45	USAAF s/n 45-1054; d/d 16aug45
	CCCP-L1212(*)	C-47B-45DK	Aeroflot		photo	in dark green c/s

Aircraft with unknown construction numbers include

---	CCCP-L803	C-47	GVF	no	reports	not on pre-1944 register
	"803" white	C-47	GVF/Soviet AF c/s	Ksv	1944	opb 101 apdd; with UTK-1 dorsal turret; in olive drab c/s with light grey undersides, '2574E' on fin; seen in Slovakia 01jun44
---	CCCP-L804	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L805	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L808	C-47	GVF	no	reports	not on pre-1944 register
	"808" white	C-47	GVF/Soviet AF c/s	ph.	1943	opb 62 ad dd; in camo c/s
---	CCCP-L812	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L813	C-47	GVF	no	reports	not on pre-1944 register
---	CCCP-L826	C-47A	GVF	rgd	24sep43	USAAF s/n given on Soviet register as 42-25648, but that was the s/n of a P-47D-22-RE !
---	CCCP-L900	C-47A	GVF	rgd	23may44	USAAF s/n given on Soviet register as 42-92249, but that one was not delivered to the Soviet Union
---	CCCP-L918	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO

---	CCCP-L924	C-47	GVF	no	reports	registration not on pre-1944 register; opb 2 atp 10 gv. atd GVF; w/o 02apr46 on a flight from Tbilisi to Rostov-na-Donu when the crew decided to cut the route short and overfly the main ridge of the Caucasus, the aircraft entered clouds and crashed into the slope of Mt. Guram (Northern Osetiya) at about 3,000 metres above sea level, 93 km to the right of the prescribed flight path, all 5 crew and 2 passengers killed; wreck found only 20jul47
---	CCCP-L929	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L937	C-47	Aeroflot	no	photo	registration not on pre-1944 register; in dark green ? c/s; shown in the "Krylya Rossii" chronicle
---	CCCP-L940	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in documents 18mar45 & jun45
---	CCCP-L943	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L946	C-47	GVF	no	reports	registration not on pre-1944 register; opb 10 gv. atd GVF; w/o 05nov46 on a flight from SXF via Riga to VKO when the airport at VKO was overstrained due to bad weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for two hours the aircraft tried to land in thick fog but had to go around, pulled up too steeply, stalled and crashed some 600-700 metres from the landing 'T', 13 occupants out of 4 crew and 22 passengers killed; see also Li-2s CCCP-L4181 and CCCP-L4207 which all crashed within one hour
---	CCCP-L952	C-47	AFL/Georgia	no	reports	registration not on pre-1944 register; w/o 05mar47 on a flight from Tbilisi to Moscow-Vnukovo when the crew decided to cut the route short and overfly the main ridge of the Caucasus, the aircraft entered clouds and crashed into a mountain in the Nizhnesvanetski khrebet ridge, all 4 crew and 19 passengers killed; wreck found only 20jun47
---	CCCP-L963	C-47	AFL/Azerbaijan	no	reports	registration not on pre-1944 register; w/o 22jan45 on the leg from Makhachkala to Grozny of a flight from Baku to Simferopol when took off despite weather conditions below the minimum and missing weather data for Grozny, the crew followed a railway line but lost orientation near Gudermes in fog and crashed into the slope of Terski khrebet mountain (near Chervlyonnaya in the Shelkovskaya district of the Grozny region), all 4 crew and the sole passenger killed
---	CCCP-L970	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '970' jun46
---	CCCP-L988	C-47	Aeroflot	no	photo	registration not on pre-1944 register; in olive drab c/s with light grey undersides
---	CCCP-L997	C-47	Aeroflot	no	reports	registration not on pre-1944 register; w/o 18dec47 on a test flight from Vnukovo after overhaul by ARB-400 GVF when entered fog on approach to Vnukovo, hit a hill with the right wing near km 18 of the Kaluga highway (close to Tyoply Stan), collided with a high-voltage power-line and crashed upside down
---	CCCP-L1002	C-47	Aeroflot	ph.	oct45	registration not on pre-1944 register; in olive drab c/s with light grey undersides; l/n EVN sep48
---	CCCP-L1003	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1003' sep46
---	CCCP-L1004	C-47	Aeroflot	no	reports	registration not on pre-1944 register
---	"1004" black	C-47	GVF/Soviet AF c/s	no	photo	in white winter c/s; opb GVF during WWII
---	CCCP-L1005	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1005' apr46
---	CCCP-L1006	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1006' aug46
---	CCCP-L1008	C-47B	Aeroflot	ph.	1948	registration not on pre-1944 register; passenger door on right-hand side; in olive drab c/s; in document sep46
---	CCCP-L1011	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1011' feb47
---	CCCP-L1013	C-47	AFL/West Sib.-Ovn	trf	1944/45	registration not on pre-1944 register; opb 4 TO; in document apr45; left Novosibirsk in early 1946 for conversion to passenger aircraft and did not return
---	CCCP-L1015	C-47B	Aeroflot	HEL	06jun49	registration not on pre-1944 register; in olive drab c/s with light grey undersides
---	CCCP-L1019	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1019' jan46
---	CCCP-L1020	TS-62	AFL/Yakutiya	YKS	06jul50	registration not on pre-1944 register; had to return to Yakutsk on a flight to Aldan because of bad weather 06jul50
---	CCCP-L1040	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1042	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1042' nov45
---	CCCP-L1048	C-47	AFL/Far East	no	reports	registration not on pre-1944 register; w/o 16may47 on landing at Khabarovsk in bad visibility (weather was below minimum) when the wing hit the mast of a radio transmitter and the aircraft crashed and burnt out, all 5 crew and 17 passengers killed
---	"1052"	C-47 ?	GVF/Soviet AF c/s	ph.	1944	in green or olive drab c/s; type given as Li-2K in photo caption, but the code fits into the C-47 range
---	CCCP-L1053(*)	C-47	Aeroflot	no	reports	registration not on pre-1944 register; was reported to be USAAF s/n 45-1038, but that one is CCCP-L1214
---	CCCP-L1054	TS-62 ?	Aeroflot	KRR	jan56	registration not on pre-1944 register
---	CCCP-L1062(*)	TS-62	AFL/Yakutiya ?	no	reports	registration not on pre-1944 register
---	CCCP-L1063	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1069	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1073	C-47	AFL/Far East	no	reports	registration not on pre-1944 register; opb 12 ATO; w/o 22may48 on a flight from Yelizovo to Magadan when approached the 13 km airport in weather conditions which were below the minimum while the drunk head of the airport gave unfounded orders for the approach, after the captain had descended to 500 metres without breaking through the cloud cover he decided to divert to Seimchan but the aircraft crashed into the western slope of the Marchekanskaya sopka mountain (707 metres) some 70 metres below its summit, all 4 crew and 4 out of 5 passengers killed
---	CCCP-L1074	TS-82	Aeroflot	Khg	1950	registration not on pre-1944 register; re-engined with ASh-82FN engines; in dark green c/s
---	CCCP-L1100	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1204	C-47	AFL/Krasnoyarsk	no	reports	registration not on pre-1944 register; possibly c/n 9118, see there; opb 26 TAO by 1947; dbr 22apr47 on a flight from Kosisty to Khatanga when the left engine failed and the aircraft force-landed in the tundra 180 km north-west of Volochanka on the Taimyr peninsula some 1.5 hours later, all 5 crew and 28 passengers survived the accident, but the captain and 8 other persons left the site 26apr47 to seek help and were never seen again (the body of the captain was found some 120 km south-west of the accident site oct53), the remaining 24 occupants were rescued 11may47
---	CCCP-L1209	TS-62	AFL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1215	C-47	AFL/East Siberia	no	reports	registration not on pre-1944 register; opb 11 ATO; w/o 21apr48 on an SAR flight from Takhtamygda (searching for a Li-2 which had force-landed near Tynda) which should not have taken place as the weather was below minimum, when the right engine developed strong vibrations the crew decided to return, but while overflying khrebet Yangan ridge near Tynda along the railway line the propellers collided with tree tops and the left stabiliser hit a telegraph pole, the aircraft went out of control and crashed on the railway embankment, 3 out of 6 crew killed
---	CCCP-L1269	C-47 ?	no titles	no	photo	registration not on pre-1944 register; in natural metal c/s with Aeroflot cheatine
---	CCCP-L1285	C-47 ?	AFL/Far East-PKC	KhI	1953	registration not on pre-1944 register; in dark green ? c/s
---	CCCP-L1289	C-47 ?	Aeroflot	no	photo	registration not on pre-1944 register; photo in "Grazhdanskaya Aviatsiya" magazine
---	CCCP-L4286	C-47 ?	Aeroflot	VKO	1946	type not confirmed, may be a DC-3; in natural metal c/s
---	CCCP-N361	C-47	Polyarnaya Aviats.	trf	1944	opb Moskovskaya aviagruppa by 1945, piloted by M.A. Titlov; f/n MOW 29sep45; flew non-stop Mys Chelyuskin - North Pole - Chokurdakh 02oct45, but this flight was not made public because the aircraft was not Soviet-built (this flight is sometimes attributed to CCCP-N331, but there was no C-47 with that registration, it belonged to a KOR-2)
---	CCCP-N362	C-47	Polyarnaya Aviats.	trf	1944	f/n MOW 14nov45; left Moscow for Chukotka 14nov45; opb Chukotskaya aviagruppa by 1945 (pilot: Tomilin); severely damaged late nov45 when the crew lost orientation and force-landed 2 km from Tiksi when ran out of fuel, undercarriage and wings damaged, possibly dbr
---	CCCP-N367	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1945 (pilot: Kaminski)
---	CCCP-N368	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1945/46 (pilot: Kruze)
---	CCCP-N369	C-47	Polyarnaya Aviats.	no	photo	in light green c/s with polar bear badge on nose; opb Moskovskaya aviagruppa by 1945/46 (pilot: Agrov); dropped parachutists over the North Pole 09may49; dbr 28oct50 on take-off from the drifting polar station SP-2 when lost speed immediately after getting airborne and inclined to the left, the left wing and the left gear hit ice heaps (the gear was ripped off), then bounced, inclined to the right and the right gear hit an ice heap as well, came to rest 800 m from the airstrip, crew and passengers escaped with minor injuries; fuselage used as a make-shift kitchen until the station was abandoned 11apr51; l/n drifting on ice at 75°40' N, 183°55' E 06jun54; eventually sank
---	CCCP-N420	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946
---	CCCP-N423	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946
---	CCCP-N424	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946
---	CCCP-N798	C-47	Polyarnaya Aviats.	no	reports	may have been CCCP-L798 initially; flew 8 reconnaissance missions 21apr/30may43 and 3 missions 06/29oct43
---	"07" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Trofimov)
---	"09" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Kuritsyn)
---	"12" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944
---	"20" yellow	DC-3	Soviet Air Force	w/o	1939/40	used in the 'Winter War' against Finland; in camo c/s
---	"42" red	C-47	Soviet Air Force	w/o	07jan50	on a flight from Kazan to Chelyabinsk when had to divert to Sverdlovsk-Koltsovo due to bad weather, four attempts to land failed because of bad visibility and tail wind, on the 5th attempt the aircraft crashed several hundred metres from the runway threshold and to the right of its centreline, all 6 crew and 13 passengers (the hockey team of the Soviet Air Force) killed
---	not known	C-47	Soviet Air Force	no	reports	reported in Russian source as USAAF s/n 43-49573, but that one was NOT delivered to the Soviet Union; converted in 1945 to, see next line
---	not known	UChShLi-2	Soviet Air Force	no	reports	first UChShLi-2 (Li-2 training version for navigators); successfully completed trials at the NII VVS in early 1946; h/o to OKB-30 as pattern aircraft for the conversion of Li-2Ts to UChShLi-2s sep46
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 29may43 when crashed into a hill near Uelkal (Chukotka), while descending through clouds, all 3 crew killed
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 30may44 when crashed into zaliv Kresta bay (Bering Sea), all 3 crew killed
---	not known	C-47	Soviet Air Force	no	reports	damaged 26mar45 when collided with Il-2 c/n 307892 45092698 in the aerodrome circuit at Monino, the Il-2 crashed while the extent of damage to the C-47 is not known

---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 23aug45 when crashed 50 km north of Jilin (Russian transcription Girin) in the Chinese region of Manchuria, at least one crew member killed
---	not known	C-47	Soviet Air Force	no	reports	w/o 03dec45 when crashed on a test flight, all 4 crew killed (pilot: LTC A.A. Zhivopistsev)
---	not known	C-47	Soviet Air Force	no	reports	w/o 25dec45 when crashed near Dudinka, 10 occupants killed
---	not known	C-47	Soviet Navy	no	reports	opb 72 otac of the Northern Fleet at Vayenga; crashed 23jan49, all 6 crew and 3 passengers killed (pilot: V.G. Taran)
---	XT-115	C-47A	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-121	C-53-DC	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-123	C-47B	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-125	C-47A-DC	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-129	C-47-DC	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-131	C-47B	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-139	C-47A-DC	CNAC			defected from Hong Kong to Communist China 09nov49
---	XT-801	C-47	Civil Air Transp.		photo	named 'Tientsin'; in natural metal c/s with blue trim
---	48 (2)	C-47	Centr Air Trp Corp			w/o 25dec46 on a flight from Chongqing to Shanghai when crashed into a farmhouse 3 km north of the airport on final approach to Shanghai-Jiangwan in heavy fog, all 4 crew and 7 passengers plus 1 person on the ground killed
---	51	C-53	CNAC	w/o	24mar44	on a flight from Dinjan to Kunming, lost orientation when the radio beacons were switched off as Japanese bombers were approaching, ran out of fuel after 11 hours 25 minutes, so crew bailed out, 1 of 3 injured on landing
---	52	C-53	CNAC	w/o	10oct42	during training at Balijan (a small dirt strip near Dinjan, India), when failed to become airborne and burnt, both pilots injured
---	57	C-47	CNAC	dbr	17feb44	when crashed on take-off at Dinjan as the two pilots did not decide who is actually in control, aircraft ploughed into trees at the end of the runway, crew escaped
---	58	C-53	CNAC	w/o	07apr43	on a flight from Dinjan (India) to China when crash-landed at 13,750 feet in the Naga Hills in adverse weather, 1 of 3 crew members killed
---	59	C-53	CNAC	w/o	19nov43	on instrument approach to Kunming, flew into the ground in adverse weather, 2 of 3 crew members killed; was the last C-53 in CNAC service
---	60	C-47	CNAC	no	reports	the first CNAC C-47; w/o 17nov42 when disappeared on a flight from Kunming to Dinjan (India), all 3 crew killed, wreckage never found; first fatal CNAC accident on the Hump
---	61	C-47	CNAC	no	reports	damaged 23oct43 when crash-landed on take-off from Kunming because of engine problems, crew escaped, aircraft repaired
---	62	DC-3	CNAC		photo	at Shanghai
---	63	C-47	CNAC	w/o	19nov43	while making a night landing at Kunming in poor visibility, crashed into the mountain just west of the city, all 3 crew killed
---	67	DC-3	CNAC		photo	of accident, wing hit the tail of another DC-3/C-47
---	69	C-47	CNAC	w/o	06oct42	or 06oct43 when lost oil pressure on one engine on take-off at Kunming and crash-landed, burnt out, crew escaped
---	72	C-47	CNAC	w/o	13oct43	on a flight from Kunming to Dinjan (India) when shot down by a Japanese fighter, all 3 crew killed, wreck is located at 26°53' N, 97°38' E
---	75	C-47	CNAC	no	reports	damaged 17jan44 when caught fire while on the ground at Kunming, left engine burnt out; repaired; w/o 20feb44 on a flight from Dinjan to Kunming when crashed on the pass after entering a small cloud, all 2 crew killed, wreck found 7 months later
---	78	C-47	CNAC	no	reports	damaged 26oct43 when landed by mistake on a river in adverse weather, adjacent to the runway of an ATC airport in the Assam Valley (India)
---	79	C-47	CNAC	w/o	18dec43	on landing at Suifu in poor visibility, did not make contact the first time around (as the radio station had been moved two days before) and pulled up into a cliff 10 minutes after the crash of '83', all 3 crew killed
---	83	C-47	CNAC	w/o	18dec43	on landing at Suifu in poor visibility, did not make contact the first time around (as the radio station had been moved two days before) and pulled up into a cliff (150 feet from the top), all 3 crew killed
---	84	C-47	CNAC	w/o	16oct43	when lost right engine on take-off from Kunming, landed wheels-up, plane and cargo burnt, but crew escaped
---	86	C-47	CNAC	no	reports	damaged 11mar44 on a flight from Kunming to Dinjan when lost orientation while low on fuel, landed on a sand bar in the Manas Moras River, a branch of the Bramaputra River north-east of Dinjan, no-one injured; repaired and flown out
---	88	C-47	CNAC	no	reports	damaged 10jan44 on landing at Suifu when the landing gear collapsed, no fatalities; aircraft repaired
---	90	C-47	CNAC	w/o		on take-off from Cuba, was overloaded with alcohol, crashed and burnt out, all aboard killed
---	91 (1)	C-47	CNAC	w/o	07mar44	replaced '91' (1) in 1944
---	91 (2)	C-47	CNAC	no	reports	type not confirmed, in Chinese register as a C-47; ex "National Day"; canx 1964; confirmed to be the same aircraft as next line
---	101	TS-62	Civ Avn Adm China	rgd	dec49	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2), but not on the right-hand side; in grey c/s with white cheatline; preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours, l/n nov08
---	XT-115 (2)	TS-62	CNAC	Dts	20nov91	canx 1964; ex "China Youth"; preserved in the Beijing Aeronautical Institute in a dismantled state, seen oct86/feb02
---	102	C-47	Civ Avn Adm China	rgd	dec49	type not confirmed, in Chinese register as a C-47; canx 1966; confirmed to be the same aircraft as next line
---	117	TS-62	Civ Avn Adm China	rgd	dec49	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed props and yellow spinners; in white c/s with light grey undersides; preserved in the China Aviation Museum at Shahezhen AFB (Changping), l/n nov92
97042		TS-62	Chinese Air Force	Dts	28nov91	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed props and yellow spinners; in dark green c/s with USAAF roundels; preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; seen mar94 parked in a display of aircraft flown-in by Chairman Mao (presumably when registered as '117'), 26oct96
4766		TS-62	US Army Air Force	Dts	28oct93	preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; in dark green c/s with what looks like a false Israeli badge ?
476		TS-62	Taiwan AF c/s ?	Dts	apr97	with three-bladed props and yellow spinners; in the same c/s as above, but without the badge; preserved in the China Aviation Museum at Shahezhen AFB (Changping), not seen 04dec02, but seen again mar04/dec08; painted up to represent USAAF C-47B s/n 44-76650 c/n 16234/32982 which was used by Chairman Mao to fly to the Chongqing negotiations 28aug45, seen as such mar11
4766		TS-62	Chinese Air Force	Dts	01jun01	w/o 25jan47 (not 26jan47) on a flight from Guangzhou to Chongqing when crashed in a mountainous area 190 km south of Chongqing, all 3 crew and 19 passengers killed
---	138	C-47	CNAC			w/o 25dec46 on a flight from Chongqing to Shanghai when crashed on final approach to Shanghai-Jiangwan in heavy fog, 2 out of 3 crew and 17 out of 27 passengers killed
---	140	DC-3	CNAC			fake identity for a Soviet aircraft which was used to fly to Belgrade Hungarian pilots who were to ferry 11 Li-2s of Justa from Belgrade via Hungary to the Soviet Union; in all-grey (or natural metal) c/s with Hungarian flag on fin, no other markings or titles
---	D-02	C-47	Czechoslovak AF	no	reports	
---	D-06	C-47	Czechoslovak AF	no	reports	
---	D-07	C-47	Czechoslovak AF	no	reports	
---	D-08	C-47	Czechoslovak AF	no	reports	
---	D-09	C-47	Czechoslovak AF	no	reports	
---	D-10	C-47	Czechoslovak AF	no	reports	
---	D-11	C-47	Czechoslovak AF	no	reports	
---	D-12	C-47	Czechoslovak AF	no	reports	
---	D-14	C-47	Czechoslovak AF	no	reports	
---	D-15	C-47	Czechoslovak AF	no	reports	underwent trials with the SVZÚ in 1956
---	V-17	C-47	Czechoslovak AF	no	reports	underwent trials with the SVZÚ in 1956
---	not known	DC-3	North Korean AF	no	reports	underwent trials with the SVZÚ, probably apr50
---	921	C-47	Polish Air Force	no	reports	former South Korean airliner which had been hijacked by its pilots to North Korea in late 1969; may have been used for covert operations, possibly in its former markings
---	922/1	C-47	Polish Air Force	ph.	1945	opb SET (independent transport flight) PKWN 01aug44/15feb45
---	927	C-47	Polish Air Force	no	reports	opb Samodzielna Eskadra Transportowa PKWN in 1944/45 and later by naval aviation; in olive drab c/s with light grey undersides, white serial and code
---	7304	C-47	Yugoslav Air Force	no	reports	opb 2. SES2t and 6. SETSP 01nov44/31oct45
---	7312	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for sep69)
---	71203	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for may/jun70); sat wfu at Zadar-Zemunik (Croatia), without serial, l/n aug09
---	7313	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb
---	7314	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for dec67)
---	7315	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for apr68/may69)
---	7318	C-47	Yugoslav Air Force	ph.	1958	opb 111 ppa at Zagreb (evidence for oct68)
---	7321	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb
---	7322	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for mar68/aug69)
---	7324	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb
---	7326	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb
---	7327	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb
---	71201	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for dec68/jul69)
---	71204	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven
---	71205	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for jan70/dec74); wfu and stored at Zadar (Croatia), l/n 1988; broken up
---	71205	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven

---	71206	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for jun70/aug74)
---	71207	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven
---	71208	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven
---	71209	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for aug70/jul74)
---	71210	C-47	Yugoslav Air Force	1960s		
---	71211	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven
---	71212	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for sep69/oct75); wfu and preserved at Bihac-Zeljava, damaged during the Civil War, l/n aug09
---	71213	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for mar70/jun75)
---	71215	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven
---	71216	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for aug70/sep75); wfu post 11jan77; preserved at Mostar AB, l/n 1992
---	71217	C-47	Yugoslav Air Force	no	reports	existence probable, but not proven
---	71218	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zravnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, l/n jul95/jun01; scrapped in 2004
---	71219	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for nov69/jan74)
---	71229	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb; probably broken up
---	71245	C-47	Yugoslav Air Force	no	reports	probably opb 111 ppa at Zagreb; wfu and preserved at Batajnica AB in 1970s; sat dismantled at Vidikovac scrapyard later, l/n aug08
---	71253	C-47	Yugoslav Air Force	no	reports	opb 111 ppa at Zagreb (evidence for jun74); preserved at a partisan field at Otok near Metlika (Slovenia) since 10dec80, l/n as such aug84; repainted in fake RAF c/s in 1986, l/n as such jan97, l/n aug09
---	71273	C-47	Yugoslav Air Force	1974		probably opb 111 ppa at Zagreb

The following CCCP- prefixed Aeroflot C-47s/TS-62s have been reported, but no dates and locations are known: -L1025, -L1057, -L1058, -L1105, -L1108, -L1378, -L1679 and -L1783.

Fieseler Fi 156 "Storch" & Aero L-60 "Brigadyr" in Soviet service

The Soviet Union purchased two "Störche" in Germany in 1940, while more were captured during WW2. Six of them entered service with Aeroflot in Latvia in 1946, and one of these was later tested by the GosNII GVF. By the end of 1946, only two of the "Störche" were airworthy, one in Latvia and the one in the NII GVF. Production of the "Storch" continued in Czechoslovakia after WWII as the Mráz K-65 "Čáp" (stork), with at least 138 having been built at Chocen by 1949. A further development of the concept was the Aero L-60 "Brigadyr" of which 273 were built between 1953 and 1960. Two of them were delivered to the Soviet Union for evaluation in 1959, but failed to attract a follow-on order.

---	CCCP-L556	Fi 156	AFL/Baltics	no	reports	opb Latviskaya OAG; w/o 27jul46 on a test flight from Ventspils after an aileron Flettner tab had been adjusted when flew a tight upward turn with such a high g-load that part of the leading edge slot came off, the aircraft went out of control and crashed, pilot and both (illegal) passengers killed
---	CCCP-N430	Fi 156	Polyarnaya Aviats.	no	reports	ferried from Germany to Moscow in summer 1945; repaired and modified for polar duty by Factory # 477 at Krasnoyarsk in 1947
---	not known	Fi 156K	Soviet Air Force	d/d	06oct39	ex D-IXWO; delivered to Moscow via Kaunas; reportedly a gift by Reichsmarschall Hermann Göring to Josef Stalin; underwent trials with the NII VVS
---	not known	Fi 156K	NKAP	d/d	1940	used as a pattern aircraft by Antonov (for the design of the OKA-38 "Aist")
---	no code	Fi 156	Soviet Air Force	ph.	1944	underwent trials with the NII VVS in 1944; in dark green c/s with light blue undersides
---	not known	Fi 156	Soviet Air Force	no	reports	used as a courier aircraft by 122 iap 311 iad in Hungary in 1944/45
---	not known	Fi 156	Soviet Air Force	no	reports	found at the former Luftwaffe base at Sochaczew (Mazovia) jan45; used by the commissar of 812 iap (Major Timofei Pasynok) as his personal hack
5044	not known	Fi 156	not known	no	reports	ex KC+LJ of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
5323	not known	Fi 156	not known	no	reports	ex PV+ZZ of 14./Fl.Verb.G. 2 of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
---	not known	Fi 156	not known	no	reports	ex U2+OB of Stab 1./NAGR 5 of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
---	not known	Fi 156	not known	no	reports	ex KP+GI of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45

Focke-Achgelis Fa 223 "Drachen" (Avia VR-1) in Czechoslovakian service

Three incomplete production aircraft (construction numbers S52 to S54) of this twin-rotor helicopter were found by Soviet troops in the Weser Flugzeugbau factory at Berlin-Tempelhof in May 1945 and later handed over to the Czechoslovakian authorities. Two of them were finished by Avia and received the Czechoslovakian military designation VR-1 (helicopter type 1). Both of these helicopters underwent trials until they were severely damaged by accidents in 1949.

55.	OK-BZX	VR-1.1	Czechoslovak MoI	f/f	12mar48	in greyish blue c/s with red nose; dbr in 1949 when crashed at Tyn nad Vltavou
55.	V-25	VR-1.2	Czechoslovak AF	f/f	05jul48	in silver c/s; underwent trials with the SVZÚ; dbr in 1949 when crashed at Hradec Králové

Focke-Wulf Fw 58 "Weihe" in Soviet and Czechoslovakian service

According to the German-Soviet agreement of 11 February 1940, Germany was to supply three of these twin-engine transition trainers and multi-purpose aircraft to the Soviet Union. They were delivered in May 1940 and underwent trials with the NII VVS and the LII. One Fw 58 which had defected from Slovakia joined the Soviet Air Force in 1944. Finally, Finland had to hand over one "Weihe" to the Soviet Union after the armistice, it was transferred on 16 March 1945. By 1947 the NKAP had two Fw 58s, possibly captured former Luftwaffe aircraft. The last one was written off as late as 1950.

Czechoslovakia had reportedly ordered two Fw 58K-9s in the late 1930, but they were not delivered. The Slovakian airline SLS bought two Fw 58K-1s with Hirth HM 508D engines and a fuselage modified to house eight instead of the standard six passengers in 1943, and the Slovakian Air Force took delivery of ten Fw 58C-2s in July 1943. Two of them defected to the Soviet Union in August 1944, with one of them continuing to serve in the Czechoslovakian Air Force until 1953.

2754	not known	Fw 58B-2	Soviet Air Force	d/d	may40	ex D-OXWR; on photo with Red Stars and German registration D-OXWR; underwent trials with NII VVS in summer 1940 (63 flights with a t/t of 36 hours 50 minutes)
---	CCCP-1488	Fw 58B-2	NKAP zavod # 22	rgd	29jan43	based at Moscow-Fili
3100	OK-TRE	Fw 58K-1	SLS	f/f	19nov36	built as Fw 58V13; ex D-OTRE "Rhein"; h/o 18apr43 at Vienna-Aspern; based at Bratislava in 1943 and at Tri Duby in 1944; destroyed by the Germans on the ground at Tri Duby probably aug44
3101	OK-HLM	Fw 58K-1	SLS	mfd	1936 ?	ex D-OHLM "Donau"; h/o 18apr43 at Vienna-Aspern; based at Bratislava in 1943 and at Tri Duby in 1944; destroyed by the Germans on the ground at Tri Duby aug44
3547	not known	Fw 58C-2	Soviet Air Force	d/d	may40	ex TR+AS and D-OXWS; on photo with Red Stars and German registration D-OXWS; underwent trials with NII VVS in summer 1940 (112 flights with a t/t of 32 hours 35 minutes)
3548	not known	Fw 58C-2	Soviet Air Force	d/d	may40	ex TR+AT and D-OXWT; underwent trials in summer 1940
---	A	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by CMK Kits as 58459 and by "Slovenŭti letci 1939-1945" as 32, code/former code from Jan Mace, ATM No. 8 2007; ex A1+AN of the German Air Force; opb 2. letka; defected from ŭla in eastern Slovakia to the Soviet Union 31aug44, was intercepted by Soviet La-5 fighters and escorted to Kalinovo
---	no code	Fw 58C-2	Soviet Air Force	ph.	1944 ?	actually Czechoslovakian Air Force, opb 1. cs. smiŭená letecká divize; retained its original German camo c/s (probably dark greyish green/medium green with light grey undersides)
---	BZ-7	Fw 58C-2	Czechoslovak AF	drawing		serial from Slovakian website, but no drawings without serial, no photo known; type designated as D-58; opb 4. letecká divize; repainted in silver grey c/s; damaged in 1953 when one engine failed and the aircraft made a belly landing, a repair was deemed not economical
---	not known	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by "Slovenŭti letci" as 454; opb 2. letka; carried a delegation of the Slovakian National Council from Mokrad in central Slovakia to the Soviet Union 04aug44, was shot at from the ground while crossing the front-line but was able to land safely at Chortkov; did obviously not enter Soviet service

Focke-Wulf Fw 200 "Condor" in Soviet service

The first "Condor" fell into Soviet hands during the battle of Stalingrad. A former Luftwaffe crew member (albeit not from KG 40) related that his crew was lured with the help of a captured German direction finder to a Soviet-held airfield east of the Stalingrad pocket. It is not clear, though, whether the aircraft in question was c/n 0034 (the known details of the capture of which differ) or another Fw 200. Two Fw 200Cs were converted to Arctic configuration by the Polar Aviation aircraft repair workshops at Leipzig-Schkeuditz in 1946, with the first one being delivered in April. A third Fw 200C was delivered to Polar Aviation and re-engined with ASH-62IR engines in 1948 and then designated MK-200. Neither of them served very long in the Soviet Union.

0034	no code	Fw 200C-3	Soviet Air Force	photo		Fw 200C-3/U2; ex F8+GW of I./KG 40 of the German Air Force; lost 31jan43 on a supply flight to Stalingrad (the day when the Germans surrendered) when was damaged by ground fire, force-landed at Gumrak and was abandoned; repaired by the Soviets and tested at the NII VVS 23mar/21apr43; retained its German colours (RLM 72 and 73 with undersides in RLM 65), but Red Stars painted on fuselage and wings; some equipment passed on to the Soviet aviation industry for study after the end of the trials; the aircraft ended up in the war booty exhibition in Gorki Park in Moscow which existed in 1943/48, painted again in German markings, l/n 1945; scrapped
0164	CCCP-N401	Fw 200C-4	Polyarnaya Aviats.	mfd	14feb43	ex CH+CE of III./KG 40 of the German Air Force; toc 1947; opb Moskovskaya agon at Zakharkovo; in natural metal c/s with red cheatline and trim, 'Polyarnaya Aviatsiya' titles; registration painted on fuselage as 'H-401', prefix on wings only; used to resupply the Arctic expedition "Sever-4" in 1949
0199	CCCP-N500	MK-200	Polyarnaya Aviats.	toc	1949	ex Fw 200C-4 D-ACBD and TA+MA of Deutsche Lufthansa; modified for Arctic duty and re-engined with ASH-62IR engines by Factory # 23 at Moscow in 1948; opb Moskovskaya agon at Zakharkovo; used to resupply the Arctic expedition "Sever-4" in 1949; damaged 14feb50 during a ground-test of the landing gear at Zakharkovo when fell off the jacks, oil coolers damaged; repaired; dbr 23apr50 on landing at Yakutsk in cross-wind of 5 m/s when overran the runway, left main gear collapsed, left wing and engines damaged, all occupants (pilot: F.A. Shtrov) escaped unhurt; t/t 318 hours 40 minutes (of them 183 hours 23 minutes in the Soviet Union)
---	CCCP-N400	Fw 200C-3	Polyarnaya Aviats.	h/o	apr46	opb Moskovskaya agon at Zakharkovo; dbr 13dec46 on a flight from Igarka to Arkhangelsk when two engines failed and a third also developed problems, the aircraft force-landed on the ice of Baidaratskaya guba bay between Ust'-Kara and Marrasale (69°20' N, 67°30' E), all 21 occupants (pilot: Mikhail A. Titov) escaped unhurt and were rescued by 3 Po-2s 16 days later; eventually sank; flew only some 90 hours in the Soviet Union

HAL "Chetak" (K-1) in Soviet service

The "Chetak" is an Aérospatiale SA316B "Alouette" III built under licence by Hindustan Aeronautics Ltd. at Bangalore. When the C-in-C of the Soviet Navy, Admiral S.G. Gorshkov, visited India in the early 1980s, he also rode in a "Chetak" of the Indian Navy. Gorshkov seems to have liked the agile helicopter, and as the Indians had always complained that the Soviet Union did not buy any Indian weapons while India bought a lot of Soviet ones, he decided to acquire some "Chetaks" for the Soviet Navy. The General Staff was not really in favour of this idea, but Gorshkov made his point. So the Soviet Council of Ministers allowed the import of "Chetaks" in March 1982. Two pilots and six ground-crew members went to Bangalore in April 1984 to be trained on the type. The "Chetak" was commissioned by the Soviet Navy 'in absentia' on 22 February 1984. Eight "Chetaks" arrived by sea in the Black Sea port of Ilyichovsk and were transported to Kacha on the Crimea where they were

assembled and test-flown in May/June 1985. For unknown reasons, the "Chetak" received the designation K-1 in Soviet military service. Six of the helicopters were handed over to the Navy's transport regiment at Kacha, one to the Mil OKB and one to the Kamov OKB (the latter one was seen at the flight-test station of Kamov OKB in 1990). The Navy pilots were sceptical of the Indian helicopter, however. And when one of the K-1s crashed on 9 July 1985, the untimely end of the type's service with the Soviet Navy had come: Soon after that accident the remaining five K-1s were transferred to the Feodosiya branch of DOSAAF by a decree of the General Staff. After the break-up of the Soviet Union several "Chetaks" ended up in private hands. One crashed near Krasnogorsk in August 1994 and another one was seen during the "Aviasvit-21" exhibition at Kiev in 2000 (possibly the one which crashed on 8 January 2009).

AH-263	not known 01187	K-1 K-1	Soviet Navy Tropos-Avia	mfd Tus	1983 aug94	c/n also reported as 6735002 type painted on as 'K1'; in white c/s with trim in two shades of blue, photos both with and without titles exist; w/o 31aug94 on a flight from Tushino to Vyazma when the engine failed at an altitude of 100 metres, the helicopter went out of control, touched tree tops, fell into a forest near Voronki village (3 km south of Krasnogorsk, Moscow region) and was completely destroyed, all 3 crew and 3 passengers killed
---	"92" not known	K-1 K-1	Soviet Navy Soviet Navy	Kac w/o	1985 09jul85	based at Kacha; in white c/s with trim in two shades of blue on a flight from Kacha with three high-ranking officers on board when the rotor started to overspeed, the pilot shut the engine down and attempted an auto-rotation landing, unfortunately the General in the left-hand seat inadvertently touched the collective pitch control and the helicopter crashed from a height of some 8-10 metres, all 3 passengers killed and the pilot severely injured
---	GL-0389	Chetak	privately owned	no	reports	opb "Aeromaster" aero club; w/o 08jan09 on an illegal flight when hit a high-voltage power-line and crashed near Makeyevka (Ukraine), pilot killed

Hawker "Hurricane" in civil Soviet service

3,360 "Hurricanes" were delivered to the Soviet Union (including 117 aircraft rejected by the Soviets and 399 lost in sunken ships). More than 150 of them continued to serve as unarmed weather reconnaissance aircraft after the war. These aircraft were operated by Gidrometsluzhba, the Hydrological and Meteorological Service which was subordinated to the Ministry of Interior (NKVD) at that time. Four "Hurricanes" were lost in accidents in 1946, two in 1947 and another two in 1948. By 1 October 1947, Gidrometsluzhba had 104

"Hurricanes" on strength, among them 81 operational ones. Their number decreased to 50 by 1 July 1948 and to 48 by 1 January 1949. Mass withdrawal of the type started in early 1949, and a decree forbade their usage after 1 January 1950. By that time, only ten "Hurricanes" were still extant in the Gidrometsluzhba inventory, with only five of them being airworthy. They were all cancelled by 1 April 1950. The history of the Hawker "Hurricane" in Soviet service ended by this.

---	CCCP-M292	Hurricane	Gidrometsluzhba	no	reports	opb Tashkent detachment; w/o 04dec48 when disappeared, neither wreck nor pilot found
---	CCCP-M309	Hurricane	Gidrometsluzhba	no	reports	opb Kiev detachment; dbr 14feb48 when a piston rod broke and the aircraft force-landed, pilot escaped unhurt
---	CCCP-M324	Hurricane	Gidrometsluzhba	no	reports	equipped with a MN-26 radio compass taken from a P-63 "Kingcobra"
---	707	Hurricane	Gidrometsluzhba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46
---	742	Hurricane	Gidrometsluzhba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46
---	768	Hurricane	Gidrometsluzhba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46; was the reserve aircraft of the commander of 37 osao YaU GMS

Junkers G 24 and R 42 (JuG-1 & PS-5) in Soviet service

One G 24 was tested in the Soviet Union in spring 1925, but this was not followed by orders. Apart from that, one G 24 was used by the secret German flying school and test centre at Lipetsk which was officially part of the Soviet Air Force.

The R 42 was a version of the K 30 (itself based on the G 24) developed specially for the Soviet Union. The airframes were built at Dessau, knocked down and delivered as kits to the Swedish Junkers subsidiary AB Flygindustri at Limhamn near Malmö where they were assembled, equipped with Junkers L 5 engines and test-flown. Then the aircraft flew on to the Soviet Junkers Factory

at Moscow-Fili (later Factory # 22) where they received their armament. This complicated scheme was invented to circumvent Entente sanctions against the German aviation industry. 23 R 42s were delivered to the Soviet Union between 1925 and 1928. They started their service life as bombers with the Soviet Air Force (some of them on floats), where they received the designation JuG-1. Most of them were passed on to Dobrolyot (became VO GVF on 1 November 1930 and Aeroflot on 25 March 1932) and Polyarnaya Aviatsiya after the TB-1 had started to replace the JuG-1 in July 1929. 15 had been converted to PS-5 passenger aircraft with nine seats by the Central Repair Workshops (TsARB) in

Moscow by 1932. By October 1935, seven remained in service, mainly in Central Asia, but most of them were scrapped in 1936. The last of them was

withdrawn from use in 1939.

835	R-RECL	G 24	Junkers LV Russld.	mfd	1925	Junkers Luftverkehr Russland; built as a G 23; ex D-543; tested in the Soviet Union 11apr/jun25; rgd 12jun25; became D-543 jun25, M-CADA and EC-ADA; wfu nov40
844	"78"	G 24bi	Soviet Air Force	mfd	1925	built as a G 23; ex S-AAAM, H-NADA and D-878; converted to G 24 in 1925 and to G 24bi dec26; officially belonged to DVL as D-878 but was evaluated as an auxiliary bomber by the secret German test centre at Lipetsk as "78" from jul28; in natural metal c/s, no markings carried apart from code; l/n Lipetsk 1929; scrapped in 1931
901	not known CCCP-L82	JuG-1 PS-5	Soviet Air Force Dobrolyot/Ukr.-HRK	mfd trf	sep25 oct30	shipped to Leningrad nov25
903	"4"	JuG-1W	Soviet Air Force	f/f	15sep25	in natural metal c/s with black trim; rgd only 28feb31; w/o, scrapped 05apr32
906	CCCP-L741 "3" (2)	PS-5 JuG-1W	Dobrolyot Soviet Air Force	trf mfd	summ.31 1925	from Dessau; shipped to Leningrad nov25; opb 62 ae at Leningrad; in dark green c/s; l/n BMA 1928
	CCCP-L990	PS-5W	AFL/East Sib.-IKT	trf	nov32	rgd only 21jan32; canx 04may36
930	"1" (1)	JuG-1	Soviet Air Force	h/o	13mar26	test registration S-AAAV; shipped to Leningrad nov25; taken on charge nov25; opb 60 ae at Sevastopol from apr26 and by 62 ae at Leningrad from may28; used for float-plane trials and torpedo dropping tests from 16apr26
	CCCP-L718	PS-5	Dobrolyot	trf	oct30	opb Lenskaya aviagruppa; in natural metal c/s; operated on the route along the Lena river to Yakutsk in 1933; operated in Yakutiya from summer 1934; opened the regular route from Yakutsk to Aldan 19aug34; rgd only 15nov34; l/n Yakutsk 08aug35; canx 28feb39
932	not known	JuG-1	Soviet Air Force	h/o	16jun26	the first JuG-1 with the new square fin; left Sweden mar26; opb 57 ae and later by 62 ae at Leningrad; damaged oct27 during trials of new Soviet skis when these stood up almost vertically on landing
934	"3" (1) CCCP-L742	JuG-1 PS-5	Soviet Air Force Dobrolyot	h/o trf	01aug26 summ.31	rgd only 16aug31; w/o 27jun32 (not 22feb32) on a flight to the Far East when crashed at Nizhnetambovsk
935	not known CCCP-L81	JuG-1 JuG-1	Soviet Air Force Dobrolyot	h/o trf	01aug26 oct30	test registration S-601; fate unknown
936	not known CCCP-L743	JuG-1W PS-5	Soviet Air Force Dobrolyot	h/o trf	01aug26 aug30	underwent trials with NII VVS; opb 62 ae at Leningrad; converted to JuG-1W in 1930
938	not known CCCP-L743	JuG-1 PS-5	Soviet Air Force Dobrolyot	h/o trf	01aug26 summ.31	possibly not registered, but only used as a source of spare parts
940	"2" ?	JuG-1W	Soviet Air Force	h/o	19aug26	converted to JuG-1W in 1930
942	"2" CCCP-N17 CCCP-L1455	JuG-1W PS-5W PS-5	Soviet Air Force Polyarnaya Aviats. AFL/Central Asia	h/o rgd rgd	19aug26 02aug33 04oct34	rgd only 21jan32; w/o 13aug33, details unknown
943	not known CCCP-L710 (2) CCCP-L710 (2)	JuG-1 PS-5 PS-5	Soviet Air Force Dobrolyot AFL/Far East-KHV	h/o rgd rgd	19aug26 15sep32 1933	or "5"; opb 62 ae at Leningrad; fate unknown
945	not known	JuG-1	Soviet Air Force	h/o	31aug26	opb 62 ae at Leningrad
	CCCP-... CCCP-L43 (*) CCCP-L43 (*)	PS-5 PS-5 PS-5	Dobrolyot Dobrolyot/Ukr.-HRK AFL/Far East-KHV	trf rgd h/o	may30 20feb31 1933	taken over from OSTEKHBYuRO at Leningrad; opb Severo-vostochnaya lyotnaya gruppa
946	not known	JuG-1	Soviet Air Force	h/o	31aug26	canx 04may36
	CCCP-238 CCCP-L1453	PS-5 PS-5	Dobrolyot Aeroflot	toc rgd	1930 27sep34	possibly canx 07oct33, but restored; in document 20mar34; canx 1935; see c/n 959
948	not known	JuG-1	Soviet Air Force	h/o	31aug26	personal aircraft of the commander of the Air Force; German turrets replaced by Soviet TOZ turrets aug28
	CCCP-... CCCP-L84 CCCP-L84	PS-5 PS-5 PS-5	Dobrolyot Dobrolyot AFL/Far East-KHV	trf rgd	aug30 28feb31	canx 19apr35
952	"1" (2)	JuG-1W	Soviet Air Force	mfd	1926	underwent trials by NII VVS; German turrets replaced by Soviet Tur-4 turrets jul29; was the first JuG-1 to be converted to the passenger version (may30)
	CCCP-L991	PS-5	AFL/Central Asia	trf	nov32	c/n not confirmed !
954	not known CCCP-L1456	JuG-1 PS-5	Soviet Air Force Aeroflot	h/o rgd	14jan28 01nov34	c/n confirmed; canx 04may36
955	not known	JuG-1	Soviet Air Force	h/o	14jan28	opb 57 ae; damaged 11aug27 on landing after a night flight when touched trees, all crew escaped unhurt; repaired in Moscow
956	CCCP-L54 (*) not known CCCP-N4	PS-5 JuG-1 JuG-1W	Dobrolyot/Ukr.-HRK Soviet Air Force Komseverput'	trf h/o rgd	oct30 14jan28 05mar32	canx 04aug33
	CCCP-N4	JuG-1W	Polyarnaya Aviats.	rgd	22apr33	test registration S-AABF; f/f 02feb27; used for demonstrations; h/o 14jan28; opb 62 ae at Leningrad
957	"6" CCCP-L1454	JuG-1W PS-5	Soviet Air Force Aeroflot	h/o rgd	14jan28 27sep34	operated a cargo service between Ashkhabad and Kara Kумы in 1933; assembled (probably as a JuG-1W) by the GVF workshops at Irkutsk in 1934 and put in service by AFL/East Siberia-IKT, opb Lenskaya aviagruppa; rgd only 31may34; canx 04may36
958	not known CCCP-L83	JuG-1 PS-5	Soviet Air Force Dobrolyot/Ukr.-HRK	h/o trf	14jan28 oct30	in document mar36
959	"5" ? CCCP-L710 (1)	JuG-1W PS-5	Soviet Air Force Dobrolyot	h/o trf	14jan28 oct30	opb 55 ae at Krechevitsy; damaged 04sep29 when the left engine failed on take-off and the aircraft nosed over, repaired the next day
960	not known CCCP-X183	JuG-1 PS-5	Soviet Air Force LIEM	h/o rgd	14jan28 27jun38	in natural metal c/s with black trim; rgd only 08may31; in document 16feb35; wfu
967	967	G 24nao	Yugoslav Air Force	mfd	1928	first test flight from Komendantski aerodrome at Leningrad 24feb28; converted to JuG-1W in 1931
968	968	G 24nao	Yugoslav Air Force	mfd	1928	named 'Yuga'; in dark green c/s with light blue undersides, no titles; operated on the Krasnoyarsk-Dudinka route along the river Yenisei for some time
						part in the Obruchka expedition to Chukotka starting jul33; damaged in an accident and repaired only by feb34; in document 17nov34; canx 05jan35 (year not confirmed)
						rgd only 22jul31; canx before sep32; see c/n 943
						Leningrad Institute of Experimental Meteorology
						test registration D-4; d/d oct31
						test registration D-4; d/d oct31

Junkers Ju 52/3m in Soviet and Chinese service

The first 'Tante Ju' (Auntie Ju) appeared in the Soviet Union as war booty from Spain in early 1937, and two more were requisitioned in occupied Estonia in September 1940. Ten of these tri-mots were ordered in Germany on 18 February 1941, with four of them being delivered in March and April 1941. The other six aircraft were to be modified into engine test-beds for Jumo 211 (one), DB 601 (one), BMW 801 and unspecified 2.000 hp engines (three). The first one (c/n 7205) was ready for delivery in June, but did not reach the Soviet Union because of the German attack on 22 June 1941. All six were diverted to the German Air Force.

The first German war booty Ju 52/3m entered Aeroflot service in October 1942, and a large number of these sturdy transports became available to the Soviet side after the Battle of Stalingrad in early 1943, as many had been abandoned by the Germans. Quite a lot of those 'Iron Annies' were damaged beyond repair, but could still serve as a source of spares. The main Ju 52/3m repair facility was the aviation repair base ARB-405 at Alma-Ata, but ARB-401 at Novosibirsk, ARB-403 at Irkutsk and ARZ-243 at Tashkent participated in the Ju 52/3m programme as well. 15 Ju 52/3ms were on strength of Soviet civil aviation (GVF) by 1 April 1943, and another 15 were earmarked for repair in May 1943. By 25 October, Aeroflot had 31 of these tri-mots, with 23 of them being airworthy. There was always a shortage of spare parts, especially engines and tyres, so many aircraft were grounded at any time. Nevertheless, there were 30 Ju 52/3ms on strength of the GVF by 1 June 1944 and 31 by 1 January 1945. On 12 December 1944, it was decided to transfer all captured Ju 52/3ms to the GVF. In June 1945 it was reported that 37 ex-Luftwaffe aircraft and 102 BMW

132 engines had been rebuilt or repaired by the GVF. Another big influx of aircraft and spare parts came after the German capitulation. So no less than 37 Ju 52/3ms were on Aeroflot/E's strength by 1 October 1945, among them five aircraft requisitioned in Romania. The last Junkers was handed over to Aeroflot in 1946, and the demise of the type in Soviet service began soon after. Already on 28 June 1947, the Main Directorate of Civil Aviation issued an order providing for the phasing-out of the type. 23 remained on strength by 1 December 1947, but their number was reduced to only two by May 1948 and a sole one by 1 June 1948 which was eventually withdrawn from use in 1949.

The second largest operator in the Soviet Union was the Ministry of Aircraft Industry (NKAP) which received its first Ju 52/3m in June 1941. Six were on strength by April 1947 and ten by 1 October. They were phased out starting in 1948, and only five remained by 1 January 1950. These were eventually withdrawn from use during the first quarter of 1951. The Ministry of Interior (NKVD) also operated the Ju 52/3m - two were on strength of the squadron of the Norilsk Metallurgical Combine by April 1947. Only a sole Junkers remained in NKVD service by April 1949, it was withdrawn from use in early 1950. The Fisheries Ministry had one Ju 52/3m by April 1947, and three were operated by the Sevryba Trust at Arkhangelsk in early 1949. Only one of them remained on strength by 1 April. Last not least Polar Aviation collected two Ju 52/3ms (one of them was fitted with floats) in Germany in June/August 1945 and operated them until 1949. The last Soviet Ju 52/3m was withdrawn from use in 1951. The Chinese-German airline Eurasia received a total of 10 Ju 52/3ms between 1935 and 1940. Another one served with the Chinese Air Force.

2897	CCCP-L39	Ju 52/3m	Aeroflot	f/f	jul40	built by ATG at Leipzig; ex NI+NK of 3./KGrzbV 700 of the German Air Force; damaged by bombs at Pitomnik 24dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 05jul43
2901	CCCP-L32	Ju 52/3m	Aeroflot	f/f	jul40	built by ATG at Leipzig; ex NI+NO of the German Air Force; German records do not contain any information about the loss of this aircraft; probably seized after the Battle of Stalingrad; rgd 31mar43

3092	CCCP-L49	Ju 52/3m	Aeroflot	f/f	jul41	built by ATG at Leipzig; ex KJ+MP of KGrzbV 9 of the German Air Force; damaged 10jan43 when touched the ground near Pitomnik in bad weather (damage reported as 70 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
3244	CCCP-L56	Ju 52/3m	Aeroflot	f/f	15apr42	built by ATG at Leipzig; ex TF+KB of KGrzbV 500 of the German Air Force; damaged 09dec42 when crash-landed at Barsagino due to bad weather (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44
3322	CCCP-1510	Ju 52/3m	NKAP zavod # 26	f/f	oct42	built by ATG at Leipzig; ex PI+BE of KGrzbV 102 of the German Air Force; damaged 11jan43 when crash-landed at Pitomnik-Basargino (damage reported as 35 %); abandoned by the German troops and repaired by the Soviets; rgd 12may43
3325	CCCP-L40	Ju 52/3m	AFL/West Siberia	f/f	oct42	built by ATG at Leipzig; ex PI+BH of KGrzbV 102 of the German Air Force; damaged 03jan43 when crash-landed at Pitomnik due to bad weather (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 04jun43; w/o 20jul44
4044	not known	Ju 52/3m	Chinese Air Force	d/d	apr35	Ju 52/3mge; ex D-3382 and D-ABAN; used for a propaganda flight from Germany to China, left Germany 29aug34 and arrived at Shanghai 06sep34, then undertook a tour to Canton, Nanking, Peking, Tientsin and Tsingtao; offered for sale to T.V. Soong nov34 but was not sold and remained at Shanghai; sold to the Chinese Government apr35 and used as a VIP transport for Generalissimo Chiang Kai-shek; opb National Government VIP Flight; evacuated to Ichang sep37; carried Chinese Air Force roundels and its previous German registration D-ABAN at the same time for some time (photo-proof)
4068	Eurasia XXII	Ju 52/3m	Eurasia	d/d	mar38	ex D-ABIZ; named 'Chungking'; destroyed by Japanese air attacks at Hongkong 08dec41
4069	CCCP-L60	Ju 52/3m	Aeroflot	f/f	early35	built at Dessau; ex D-ABIK, was the personal aircraft of Marshall Hermann Göring; later opb KGrzbV 700 of the German Air Force; damaged 11jan43 when touched the ground near Barsagino in bad weather (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44
4072	Eurasia XXIV	Ju 52/3m	Eurasia	d/d	feb39	ex D-AMIP
	XT-AGE	Ju 52/3m	Eurasia	rgd	1940	destroyed by Japanese air attacks at Hongkong 08dec41
4074	Eurasia XXIII	Ju 52/3m	Eurasia	d/d	sep38	Ju 52/3mge; ex D-ASIS; named 'Chiao Tung 1' (Communication 1) feb39; w/o 12mar39 on a flight from Chungking to Kunming when crashed into a mountain at Weining (west of Kweichow) in bad visibility
5087	Eurasia XXI	Ju 52/3m	Eurasia	mfd	jun36	ex D-ASEV; d/d may37; w/o 16jul38 when attempted to land in strong cross winds at Hankow and crashed
5104	Eurasia XVII	Ju 52/3m	Eurasia	d/d	oct35	ex D-AGES; named 'Lanchow'; damaged by Japanese bombs at Nanking 17aug37; repaired; again damaged 06sep38 after take-off from Hankow when was chased by 3 Japanese fighters and shot down near Wuchang, the aircraft suffered about 100 bullet holes and made a forced landing on the left bank of the Yangtze river, all 3 crew escaped unhurt; repaired within 6 months; w/o 06may39 when was strafed by Japanese fighters on the ground at Hanchung, caught fire and burnt out built at Dessau; opb KGrzbV 700 of the German Air Force; damaged 11jan43 when crashed near Pitomnik due to icing (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
5192	CCCP-L43 (*)	Ju 52/3m	Aeroflot	f/f	jan35	ex D-AMAK; w/o 01aug37 when developed engine trouble and crashed at Kunming
5294	Eurasia XVIII	Ju 52/3m	Eurasia	d/d	jan36	ex D-ANYK; arrived at Shanghai 11sep35; named 'Suchow'; damaged 05sep38 while flying over Fukiang near Hongkong when was fired at by 3 Japanese fighters; received 10 bullet holes in fuselage and wings, but all 2 crew and 7 passengers escaped unhurt; damaged again 08apr39 during a Japanese attack on Kunming airport
5329	Eurasia XV	Ju 52/3m	Eurasia	mfd	sep34	ex D-AMAK; w/o 01aug37 when developed engine trouble and crashed at Kunming
5338	XT-ABE	Ju 52/3m	Eurasia	rgd	1940	destroyed by Japanese bombing at Kweilin 11dec41
	CCCP-L62	Ju 52/3m	Aeroflot	f/f	19jun35	built at Dessau; ex D-AMQ; later opb KGrzbV 500 of the German Air Force; damaged 13dec42 when crash-landed south-east of Pitomnik due to bad weather (damage reported as 40 %); abandoned by the German troops and repaired by the Soviets; rgd 23feb44
5457	CCCP-L61 (1)	Ju 52/3m	Aeroflot	f/f	nov35	built at Dessau; ex D-AKOO; later opb KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 03dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44; probably lost before jun44, see c/n 5882
5472	Eurasia XIX	Ju 52/3mge	Eurasia	mfd	feb36	ex D-AGEI; d/d jul36; named 'Chengtu'; damaged 13apr39 on a flight from Hanoi to Kunming when was shot at by 3 Japanese bombers immediately after it crossed the border between Indochina and Yunnan, force-landed on a mountainside at Maupingchen (one mile inside the border), one crew member injured; the aircraft was repaired on-site and an auxiliary airstrip was carved out of the mountain so that the aircraft could take off successfully 15oct39
5502	XT-ATA	Ju 52/3m	Centr Air Trp Corp	trf	03mar43	fleet number 'Chung 5'; in natural metal c/s with black engines; rgd may43; w/o in 1945
	Eurasia XX	Ju 52/3m	Eurasia	mfd	apr36	ex D-ALUE; d/d mar37; severely damaged 22jan38 when was bombed by the Japanese at Chou Chia Kow (340 km north of Hankow); sent by railway to Hongkong for repair; was out of service for more than a year; destroyed by Japanese fighters on the ground at Chengtu 30dec40
5882	CCCP-L61 (2)	Ju 52/3m	Aeroflot	f/f	sep37	built at Dessau; ex 4U+NL of KGrzbV 106 of the German Air Force; later opb KGrzbV 700 of the German Air Force; damaged 30dec42 when touched the ground near Pitomnik in bad weather (damage reported as 50 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; see c/n 5457
6014	Eurasia XXV	Ju 52/3m	Eurasia	mfd	aug38	ex D-ASFD; d/d 15oct40; dbr 26oct40 on its delivery flight to China when was attacked by 3 Japanese fighters, force-landed in a rice field near Kunming, was strafed on the ground and caught fire
6053	CCCP-L46	Ju 52/3m	AFL/Tajikistan	f/f	sep38	built at Bernburg; opb KGrzbV 172 of the German Air Force; reportedly destroyed by German troops at Pitomnik 17jan43 (damage reported as 100 %); repaired by the Soviets; rgd 07jun44; w/o 14jan45
6445	? CCCP-L35	Ju 52/3m	AFL/Turkmenistan	f/f	may39	built at Bernburg; c/n from Soviet register, but according to German records that aircraft was opb KGrzbV 101 in the Mediterranean theatre and lost at Malames (Crete) may41 (damage reported as 100 %), so is the c/n given in the Soviet register correct ?; rgd 31mar43; used for trials of modified air filters; w/o 06sep46
6486	CCCP-L37	Ju 52/3m	AFL/Moscow	f/f	01jun39	built at Bernburg; opb KGrzbV 50 of the German Air Force; damaged 26dec42 when was hit by anti-aircraft artillery near Pitomnik (damage reported as 30 %); abandoned by the German troops and repaired by the Soviets; rgd 05jul43; w/o 24oct43 on a flight from Ufa to Chelyabinsk when crashed near Asha train station and burnt out, crew (pilot: P.M. Nikitin) killed
6538	CCCP-L51	Ju 52/3m	Aeroflot	f/f	jul39	built at Bernburg; opb KGrzbV 1 of the German Air Force; damaged 01jan43 while taxiing at Pitomnik (damage reported as 15 %); abandoned by the German troops and repaired by the Soviets; rgd 14feb44
6613	ES-AUL	Ju 52/3m	AGO	f/f	04sep39	built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-AXWA; ferried Dessau-Königsberg- Reval 05oct39; AGO was nationalised by the Soviet authorities 26sep40
	CCCP-L22	Ju 52/3m	AFL/Baltics	toc	sep40	rgd 20feb41; trf to eon Moskovskogo aeroporta jul41 ?; trf to the Directorate of the Moscow-Irkutsk route 20sep41; trf to AFL/West Siberia-Novosibirsk-Severnoy 1943, opb 4 TO; in cargo/para-dropping configuration by then; based at Tisul (Kemerovo region) in summer and autumn 1946/47 for supply flights to Semyonovka
6633	ES-AGO	Ju 52/3m	AGO	f/f	05oct39	built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-AXWB; ferried Dessau-Königsberg- Reval 20oct39; AGO was nationalised by the Soviet authorities 26sep40
	CCCP-L23	Ju 52/3m	AFL/Baltics	toc	sep40	rgd 20feb41; trf to eon Moskovskogo aeroporta jul41 ?; trf to the Directorate of the Moscow-Irkutsk route 20sep41; equipped with skis (developed by NII GVF) oct43
6717	CCCP-L63	Ju 52/3m	Aeroflot	f/f	nov39	built at Bernburg; opb KGrzbV 900 of the German Air Force; lost 31jan43 when went missing in the Stalingrad area due to unknown reasons; repaired by the Soviets; rgd 13jun44
7082	CCCP-L55	Ju 52/3m	Aeroflot	f/f	12dec40	built at Bernburg; probably ex DD+ZA of 4./KGrzbV 900 of the German Air Force; damaged 30dec42 while parked on the ground at Pitomnik when was hit by a landing He 111 (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44
7118	not known	Ju 52/3m	not known	d/d	mar41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVB; tested by either NII VVS or NII GVF
7119	CCCP-1505	Ju 52/3m	NKAP LII	mfd	feb41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVC; accepted by a Soviet commission at Dessau 12mar41; h/o in Moscow 26mar41; tested by either NII VVS or NII GVF; rgd 07may43
7120	CCCP-1354	Ju 52/3m	NKAP zavod # 26	f/f	09feb41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVD; ferried for modifications to Dessau 13feb41 and reflown 07mar41; ferried Bernburg-Königsberg 21mar41, Königsberg-Bialystok 22mar41 and Bialystok-Moscow (via Minsk and Smolensk) 25mar41; h/o in Moscow 26mar41; rgd 13jun44; tested by either NII VVS or NII GVF; in dark green c/s, carried Red Stars; w/o jun44 when crashed on a flight from Ufa to Gorki (now Nizhni Novgorod)
7180	CCCP-1350	Ju 52/3m	NKAP zavod # 153	mfd	apr41	built at Bernburg; probably a modified Ju 52/3mg7e, 'civil transport version'; h/o 25apr41; ferried to Moscow may41; tested by either NII VVS or NII GVF; rgd 29mar43
7189	CCCP-L45	Ju 52/3m	Aeroflot	f/f	may41	built at Bernburg; ex KC+RM of Flugschule C11 of the German Air Force; later opb TG 4 of the German Air Force; reportedly destroyed by German troops at Pitomnik 29dec42 (damage reported as 100 %); repaired by the Soviets; rgd 05jul43
7335	CCCP-L54 (*)	Ju 52/3m	AFL/East Siberia	f/f	oct41	built at Bernburg; ex BV+OJ of 1./KüFlGr 706 of the German Air Force; later opb KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 05dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44; dbr 03feb49 on a flight from Chita to Krasnoyarsk when encountered a snow shower and crash-landed on the slope of a mountain, both crew (pilot: A.F. Bazanov) escaped unhurt
7341	CCCP-L27	Ju 52/3m	AFL/Moscow-Irkutsk	f/f	oct41	built at Bernburg; ex BV+OP of KGrzbV 800 of the German Air Force; lost 31mar42 when went missing in the Korovyev selo/Pyeski (?) area due to unknown reasons; repaired by the Soviets; in cargo/para-dropping configuration; rgd 21oct42; trf to the Directorate of the Moscow-Irkutsk route oct42; trf to AFL/West Siberia-Novosibirsk- Severny 1943, opb 4 TO; damaged 06jan44 on a flight from Khandy- Mansisk to Salekhard when could not land at Salekhard airfield because of fog but ran out of fuel and force-landed in the tundra some 30 km from Salekhard, running into bushes, landing gear, cabin floor and all 3 propellers damaged, all occupants escaped without injuries;

7512	CCCP-L57	Ju 52/3m	AFL/Yakutiya	mfd	may42	repaired on-site within 15 days; w/o in late apr46 on a flight from Kazan to Moscow when one engine caught fire and a second one failed shortly afterwards, the aircraft force-landed in a wooded area near Kazan, no casualties but all crew and many passengers injured
7568	CCCP-L59	Ju 52/3m	Aeroflot	f/f	aug42	probably a Ju 52/3mg7e or Ju 52/3mg8e; ex DP+EK of KGrzbV 700 of the German Air Force; damaged by bombs in the Stalingrad area 08dec42 (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; opb 14 TO; trf to AFL/ Krasnoyarsk jun46
7586	CCCP-L33	Ju 52/3m	Aeroflot	f/f	aug42	built at Bernburg; ex DG+KR of 3./KGrzbV 700 of the German Air Force; damaged by bombs at Pitomnik 24dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44; in cargo configuration; in dark green c/s with light blue undersides, small titles; f/n Ufa 1945
7598	CCCP-L48	Ju 52/3m	Aeroflot	f/f	sep42	built at Bernburg; ex NB+GV of KGrzbV 700 of the German Air Force; damaged by bombs at Gumrak 20jan43 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44
7658	CCCP-IS11	Ju 52/3m	NKAP zavod # 26	f/f	oct42	or nov42; built at Bernburg; ex GG+FF of KGrzbV 172 of the German Air Force; damaged 30dec42 while taxiing at Pitomnik (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 12may43; w/o 07feb49 (not 07feb48) on a flight from Verkhnyaya Salda when encountered a snow flurry, the engines failed as they got clogged by snow and the aircraft crashed near Beloyarsk, pilot (N.D. Svimpul) killed
05210021	CCCP-L42	Ju 52/3m	AFL/Yakutiya	rgd	14feb44	built by Amiot in France; must be a Ju 52/3mg10e; ex NI+MT of KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 06dec42 (damage reported as 35 %); abandoned by the German troops and repaired by the Soviets; opb 14 TO; trf to AFL/Krasnoyarsk jun46
801250 ?	CCCP-L30	Ju 52/3m	AFL/Yakutiya	rgd	16feb43	c/n given as such in Soviet register, but this c/n does not exist !; probably captured after the Battle of Stalingrad; opb 14 TO; in documents 01apr44
808999 ?	CCCP-L31	Ju 52/3m	Aeroflot	rgd	16feb43	c/n given as such in Soviet register, but this c/n does not exist !; probably captured after the Battle of Stalingrad
809899 ?	CCCP-L34	Ju 52/3m	Aeroflot	rgd	16feb43	c/n given as such in Soviet register, but this c/n does not exist !; probably captured after the Battle of Stalingrad
---	CCCP-L26	Ju 52/3m	Aeroflot	no	reports	in cargo/para-dropping configuration; possibly trf to the Directorate of the Moscow-Irkutsk route oct42; trf to AFL/West Siberia-Novosibirsk-Severny 1943, opb 4 TO
---	CCCP-L28	Ju 52/3m	AFL/West Sib.-Ovn	trf	1943	in cargo/para-dropping configuration; opb 4 TO
---	CCCP-L58	Ju 52/3m	Aeroflot	rgd	13jun44	c/n given in Soviet documents as '58'; converted to a regular passenger transport in 1943 (as one of a few Ju 52s only)
---	CCCP-L64	Ju 52/3m	AFL/Turkmenistan	ASB	1947	Ju 52/3mg4e; in cargo configuration; in dark green c/s with light blue undersides, small titles; was used to transport sulphur from mines in Central Asia
---	CCCP-L68	Ju 52/3m	AFL/Turkmenistan	no	reports	equipped with air filters developed by NII GVF Jun45
---	CCCP-N380	Ju 52/3m	Polyarnaya Aviats.	trf	summ 45	modified with cockpit heating and cold-weather engine cowlings by Factory # 477 at Krasnoyarsk; repaired dec45 with parts from a Ju 52/3m from the war booty exhibition in Gorki Park in Moscow; opb Igarskaya aviagruppa; wfu in early 1949
---	not known	Ju 52/3m	AFL/Turkmenistan	dbr	15mar45	when one engine failed in-flight and the aircraft force-landed (pilot: Borovoi)
---	not known	Ju 52/3m	AFL/West Sib.-Ovn	trf	1943	either CCCP-L26 or L28 (pilot: Sedov); re-engined with 2 M-62IR engines instead of 3 BMW 132 engines by ARB-405 at Alma-Ata in 1946; w/o on the ferry flight from Alma-Ata to Novosibirsk when encountered a thunderstorm in the mountains and crashed near Taldy-Kurgan, all 4 crew killed
---	no code	Ju 52/3m	Soviet Air Force	photo		Ju 52/3mg3e, in auxiliary bomber configuration with dorsal gun turret and two windows only; had been opb the Spanish Nationalist Air Force during the Spanish Civil War; probably the aircraft which was flown to Republican-held Alcalá de Henares by defecting Nationalist pilot Ananiás Sanjuán from 1a Escuadrilla 10nov36; transported to the Soviet Union jan37 and test-flown by NII VVS under the designation DB-29 mar/may37 (70 flights with t/t 32 hours 45 minutes, according to other sources 193 flights until 1938); in natural metal c/s, no markings apart from Red Stars on fuselage and wings; disassembled and studied by Factory # 156 in Moscow after completion of the tests
---	"51" yellow ?	Ju 52/3m	Soviet Air Force	photo		in dark green c/s with light blue undersides
---	not known	Ju 52/3m	Soviet Air Force	mfd	apr39	Ju 52/3mg7e; in cargo configuration; captured after the Battle of Stalingrad; one plate shows part number '35202.52136' and another one by Weser Flugzeugbau 'Instands.Art: R, Bef.Ber.: 7056/41, Abnahme: 11.41'; might be ex DS+AE c/n 2841 of KGrzbV 700 of the German Air Force which went missing 20feb42 while on a supply flight to Demyansk, but this is just speculation based on the Weser Flugzeugbau repair date nov41; dbr around 1948 when had to force-land on a mountain ridge near Chita; wreck found only some 50 years later; remains transported to Novosibirsk-Yevsino in 2004, seen may05/jun09

Junkers Ju 252 in Soviet & Ju 352 (Letov D-352) in Czechoslovakian service

The Soviet Air Force used one heavily modified Ju 252 as an engine test-bed. And one Ju 352A-1 was restored to airworthiness by the Letov factory at Prague-Ruzyně in 1945. It received the Czechoslovakian military designation D-352.

---	no code	Ju 252	Soviet Air Force	mfd	1943	engine test-bed; could be either Ju 252V9 c/n 009 or Ju 252V15 c/n 015 (both of the Ju 252A-1 version) as both were engine test-beds, but was heavily modified: the fuselage was shortened between the first two windows and the tail fin of a Ju 352 fitted; a Jumo 213E and later Soviet engines were fitted on # 2 position; probably in dark green c/s with light blue undersides; photo in winter 1945/46
---	no code	Ju 352A-1	Soviet Air Force	PRG	22aug45	actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs. smíUené letecké divize; captured at PRG and first flown by Czechoslovakian pilots 09may45; overhauled by Letov jun/jul45 and painted in light grey c/s with blue cheatline and trim, Red Stars on fin and wings and small Czechoslovakian roundel behind the cockpit; received these temporary Soviet markings for a flight to Moscow-Vnukovo 22aug45 to deliver a "Tatra" Stalin limousine to Joseph as a gift of the Czechoslovakian government; toured several European countries afterwards reportedly later received Czechoslovakian markings (possibly also military ones); registration from "War Prizes" by Phil Butler
OK-JUE		Ju 352A-1	not known	no	reports	

Junkers Ju 290 (Letov L-290 "Orel") in Czechoslovakian service

Major assemblies of the Ju 290 four-engined transport and reconnaissance aircraft were built by Letov at Prague-Ruzyně during WWII, although final assembly of the type remained in Germany. After the end of the war, several of those assemblies were left at the Ruzyně factory. So it was decided to complete one Ju 290 as a 40/48 seat airliner. The aircraft received the designation Letov L-290 "Orel" (eagle). It underwent trials, but did not find favour with either the state airline CSA or the Czechoslovakian military. So the L-290 was abandoned in 1947 after only 43 flying hours, although it was not actually scrapped until 1956.

11 0212	no reg	L-290	Letov	f/f	01aug46	c/n also given as 290/0212; rebuild of an unfinished Ju 290A-8 with parts from a Ju 290B; in light greenish grey c/s, no markings apart from Czechoslovakian flag on fin; wfu in 1947 with t/t 43 hours; scrapped in 1956
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Lockheed L-10 "Electra", L-14 "Super Electra" & Kawasaki Ki-56 in Soviet service

The Soviet Union bought two "Electras" in 1937 while two more were captured in Poland in 1939. In addition, a former Polish "Super Electra" was captured in Estonia in 1940. There is a report that an aircraft similar to an "Electra" was abandoned in the taiga near Verkhoyansk and was still seen there decades later. Unfortunately, nothing more is known about that.

Kawasaki produced the "Super Electra" under licence and derived a military transport version in 1940, the Ki-56 (Type 1 Freight Transport). This aircraft was powered by two Mitsubishi Ha-25 radial engines and could be distinguished by the large freight-loading door on the left-hand side. 121 were built between 1941 and 1943, and at least one of them was captured by Soviet troops in 1945 and pressed into service with the Soviet Ministry of the Interior (MVD).

1035	not known	L-10A	not known	d/d	nov37	ex NC14948; purchased from R.W. Norton of Texas by Amtorg in 1937; way-bill dated 20nov37; was either examined by the Soviet aviation industry or used by the Soviet Air Force
	CCCP-L3451	L-10A	Aeroflot/Moscow	rgd	19jul39	opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet) by 01jan40; still in service by dec42
1065	USSR-N214	L-10E	Polyarnaya Aviats.	photo		Latin N in registration ('USSR' on fuselage and 'N-214' on rudder); ex NR16059 "Daily Express"; purchased from B. Smith by Amtorg 11oct37, export licence issued 15oct37, way-bill dated only 16nov37; in natural metal c/s, no titles; ferried from Winnipeg to Edmonton (Canada) 11nov37, took part in the search for the Bolkhovitinov DB-A CCCP-N209 (which had disappeared during a flight across the North Pole to the USA) 15dec37/mar38, piloted by Hubert Wilkins and Herbert Cannon
	CCCP-N214	L-10E	Polyarnaya Aviats.	rgd	17jun38	opb Moskovskaya aviagruppa; in natural metal c/s, no titles; studied and dismantled by BIT TsAGI oct38 and probably returned to Polar Aviation by the end of 1938; opb Moskovskaya aviagruppa; landing gear damaged on landing at Pura (Taimyr) 31mar39, but repaired; severely damaged on landing at Moscow-Khimki 22may39 when overshoot, touched down 430 metres behind the landing T and struck a ditch, damaging landing gear, propellers, lower fuselage and empennage; trf to Aeroflot as spare parts 15apr40
1089	not known	L-10A	Aeroflot/Moscow	no	reports	ex SP-BGN of LOT; abandoned at Kolomyja and captured there by Soviet troops 17sep39; either this aircraft or c/n 1090 was still in the charge of the Kiev Military District as war booty by 01may40 and ordered by a government commission to be trf to the GVF; opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet) for non-regular flights; either this aircraft or c/n 1090 crashed in autumn 1941 (or 1940), the other one was still in service by dec41 (or dec40)
1090	not known	L-10A	Aeroflot/Moscow	no	reports	ex SP-BGK of LOT; damaged at Horodenka 12sep39 and captured there by Soviet troops 17sep39; either this aircraft or c/n 1089 was still in the charge of the Kiev Military District as war booty by 01may40 and ordered by a government commission to be trf to the GVF; opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet) for non-regular flights; either this aircraft or c/n 1089 crashed in autumn 1941 (or 1940), the other one was still in service by dec41 (or dec40)
1495	CCCP-L3453	L-14H	Aeroflot/Baltics	mfd	may39	ex SP-BGN of LOT; abandoned at Estonia sep39 and interned there; probably impressed and used by the Estonian Air Force although no serial is known; captured by Soviet troops at Jägala jun40; reportedly crashed on a positioning flight to Riga aug40, but this is either not correct or the aircraft was repaired; rgd 30may41, c/n given in Soviet register as '12811' (the c/ns of the P&W engines were 3128 and 3129); trf to Aeroflot/Moscow and opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet); w/o 18dec41 on a test flight from Moscow-Khodynka when the left engine failed, the aircraft stalled in a tight left turn at a height of some 90-100 metres, entered a flat spin and crashed in a park near the Air Force Academy not far from the airport, pilot injured and both passengers killed
---	"6"	Ki-56	MVD - Dalstroi	photo		captured by Soviet troops in 1945 without any documents so that c/n, t/t etc. remain unknown; in Soviet documents as a Lockheed 14 "Super Electra", but photos clearly show the distinctive cargo door of the Ki-56 on the left-hand side; in Soviet Air Force c/s with non-standard Red Stars; the right engine was changed at Susuman (then Khabarovsk region, now Magadan region) early dec46, but the aircraft was not test-flown after that; w/o 07dec46 on its first flight after the engine change, a flight to deliver a mine rescue team and its equipment (oxygen cylinders) to Zyryanka, the left (sic) engine lost power during the take-off run and stopped completely when the aircraft climbed through 100-150 metres, the pilot tried to return to the airfield in a right turn, giving the right engine full power immediately and thus causing it to choke, the aircraft lost speed during the tight turn, stalled, crashed near Berelyokh (10 km from the airfield) and exploded, all 4 crew and 3 passengers killed
---	"514"	Ki-56	MVD - Dalstroi	photo		captured by Soviet troops in 1945 without any documents so that c/n, t/t etc. remain unknown; in Soviet documents as a Lockheed 14 "Super Electra", but photos show the distinctive cargo door of the Ki-56 on the left-hand side; the aircraft was probably not officially registered as it was in the documents as just 514 and not CCCP-X514; in Soviet Air Force c/s with Red Stars painted over the Japanese Hinomarus; w/o 28mar46 on take-off from Zyryanka for a cargo flight to Seimchan, being overloaded (1,125 kg of cargo and 1,400 kg of fuel) and covered with white frost, the right main wheel touched an unevenness on the surface of the airstrip immediately after take-off, causing the aircraft to bank left, when the pilot tried to counteract the aircraft banked right and the right wing and wheel touched the ground, causing the aircraft to crash, 1 out of 4 crew members killed and the other 3 slightly injured

North American B-25 "Mitchell" in civil Soviet service

A total of 870 B-25s of all versions was despatched to the USSR under the Lend-Lease programme (out of 914 allocated). Of them, 861 reached their destination. They were supplemented by a certain number of B-25s that had been interned after having made forced landings in the Far East. Some of the Soviet B-25s continued their service in civil aviation after the end of the war. They were used e.g. as photo survey aircraft, and as many as 8 B-25s were used by the Hydrological and Meteorological Service (Gidrometsluzhba) by June 1947.

108-34873	CCCP-A370	B-25J-5-NC	AFL/Northern-RVH	RVH	late40s	USAAF s/n 43-27860; converted to a photo survey aircraft; in dark c/s with light undersides, small titles on nose
---	CCCP-I850	B-25	NKAP	no	reports	used as a cargo aircraft
---	CCCP-L1169	B-25D	GVF	UCT	1955	in olive drab c/s, probably no titles; used for geological research at Ukhta in 1955
---	CCCP-M178 ?	B-25	Gidrometsluzhba	YKS	24dec46	opb 2 zveno 37 osao YaLU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-M178	B-25	GUGK	trf	14sep48	probably the same aircraft as above; converted to a photo survey aircraft; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
---	CCCP-M345	B-25	Gidrometsluzhba		jun47	
---	CCCP-N336	B-25	Polyarnaya Aviats.	trf	1944	
---	not known	B-25	NKVD - Dalstroi	trf	jan45	
---	CCCP-X717	B-25	MMP - Dalstroi	no	reports	
---	CCCP-N445	B-25	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa at Zakharkovo; wfu in the first half of 1950

Savoia-Marchetti SM.79 "Sparviero" in Soviet service

At least one former Yugoslav example of this Italian three-engined medium bomber was briefly used by the Soviet Air Force as a transport in 1941.

37.. ?	no code ?	SM.79K	Soviet Air Force	photo		ex Yugoslav Air Force, escaped to the Soviet Union during the German invasion of Yugoslavia apr41; opb 69 lap in Besarabia as a transport; in camo c/s; dbr during the evacuation of Odessa oct41 when suffered engine problems and crash-landed in a field
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Short "Stirling" in Soviet service

One Short "Stirling" B Mk.III was delivered to the Soviet Union via Lend-Lease. The aircraft arrived at 119 MU at Shaibah (a unit primarily involved with aircraft for the USSR) on 2 March 1945 to be prepared for delivery to the Soviet Air Force. After Soviet markings had been applied the aircraft was checked, modified and then flown by Flight Lieutenant J. Weber to Meherabad airfield near Teheran for handing over on 25 March, but the Russians insisted it was flown to their air base at Qaleh Morgeh. There it suffered various snags: During taxiing tests the tail wheel was damaged and later (while stationary) the port main tyre burst and the blast blew out the wing bomb doors. Repairs were still being carried out on 30 April, but eventually the "Stirling" was accepted by the Russians on 5 May 1945.

[LK615]	no code	Stirling	Soviet Air Force	mfd	jul44	"Stirling" B Mk.III; built by Austin Motors, no c/n allocated; ex RAF s/n LK615; arrived at Qaleh Morgeh (Iran) 25mar45 for transfer to Soviet representatives (already with Soviet markings), but was rejected because of various defects; repaired at Habbaniya (Iraq) until 30apr45 and finally accepted at Qaleh Morgeh 05may45; evaluated by LII NKAP at Kratovo in summer 1945, but did not arise any enthusiasm; in dark earth/dark green camo c/s with black undersides, all British markings painted out
	CCCP-N415	Stirling	Polyarnaya Aviats.	trf	1946	opb Moskovskaya aviagruppa at Zakharkovo since spring 1946; used for familiarisation flights may46 (2 hours 40 minutes); was to be adapted for use in the Arctic by Factory # 477 at

Krasnoyarsk in 1947, but this did not happen (the type was not apt for use as a transport because of its aft centre-of-gravity position); considered non-airworthy since apr47; canx between oct47 and dec47; rumours say the hulk is still extant and shall be recovered

Siebel Si 204 in Soviet service

Several Si 204s were converted to Arctic configuration by the Polar Aviation aircraft repair workshops at Leipzig-Schkeuditz in 1946/47. Nine were on charge by 1 April 1947 and twelve by 1948. They were withdrawn in 1948 after several accidents had occurred. Aeroflot also used several Siebels.

---	CCCP-L540	Si 204D	Aeroflot	no	reports	w/o 30oct47
---	CCCP-N370	Si 204D	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa since jul45/sep46; ferried to Moscow for modernisation sep46
---	CCCP-N376	Si 204D	Polyarnaya Aviats.	CYX	1946	in dark green c/s with light blue undersides, 'Aviaarktika' titles; registration painted on fuselage as 'H-376', prefix on wings only; ferried to Moscow in summer 1945; h/o to Chukotskaya aviagruppa may/jun46; returned to Moscow for modifications sep46
---	CCCP-N379	Si 204D	Polyarnaya Aviats.	no	reports	ferried to Moscow in summer 1945; was destined for Chukotskaya aviagruppa; dbr may/jun46 on the leg from Zyryanka to Kresty Kolymskiye of the ferry flight to the Far East when the left engine failed and the right one got overheated, the aircraft force-landed on a foreland of the river Fedotikha, pilot (K.F. Kukanov) escaped unhurt
---	CCCP-N398	Si 204D	Polyarnaya Aviats.	IAA	1947	in natural metal c/s with red cheatline and trim; registration painted on fuselage as 'H-398', prefix on wings only
---	CCCP-N408	Si 204D	Polyarnaya Aviats.	w/o	1947	on landing at Chokurdakh with only one engine working, but the pilot (Vyaltsev) did not cope with the situation, the aircraft veered off the runway and crashed into the embankment of the river Indigirka
---	CCCP-N409	Si 204D	Polyarnaya Aviats.	w/o	1947	on take-off from Dudinka when lost speed and crashed, pilot (V.L. Brekhov) killed
---	CCCP-N414	Si 204D	Polyarnaya Aviats.	dbr	may47	when one engine failed and the other one developed problems, the aircraft crash-landed in the Tula region
---	"20" black	Si 204D	Soviet Air Force	ph.	1945	actually an Aero C-103, with tall fin; actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs. smíUené letecké divize; in all-cream c/s
---	"21" yellow	Si 204D	Soviet Air Force	ph.	1945	underwent trials with the NII VVS in 1945; in dark green c/s with light blue undersides
---	not known	Si 204D	AFL/Armenia	dbr	mar47	when one engine failed on finals and the aircraft crashed into a barn, all 3 crew (pilot: Simonyants) injured

Sikorsky S-58 & H-34 "Seahorse" in Soviet service

When Soviet leader Nikita Khrushchov visited the USA in September 1959, he also rode in a "Marine One" HUS-1Z helicopter (the military VIP version of the S-58, which was re-designated VH-34D in 1962) with President Eisenhower. Khrushchov, who had not trusted helicopters before, did enjoy that flight. Eisenhower said something like "So why don't you order a few of these?", and surprisingly, Khrushchov said "Yes". The military as well as Sikorsky Aircraft were not at all enthusiastic about Eisenhower's offer, but it was too late - the President could not back out. The Soviet Council of Ministers ordered the Ministry of Foreign Trade on 18 November 1959 to buy two S-58 helicopters in VIP configuration (similar to the HUS-1Z) and two Vertol V-44 utility helicopters, and the contract for these four was signed in March 1960. The "Seahorses" were accepted by a Soviet delegation at the Stratford factory in December 1960. They were sent by sea together with the Vertols and arrived in Moscow in January/February 1961. The helicopters were handed over to the

Ministry of Aviation Industry (MAP), assembled and exhibited at the territory of Factory # 22 and later relocated to the LII at Zhukovski where they were exhibited as well at first. Of course, the Soviet Union did not use the S-58s to transport Khrushchov, but to study state-of-the-art US technology. The VIP interior was removed, and one S-58 was used for flight tests by the LII at Zhukovski (along with one V-44), while the other one (and the second V-44) ended up with the Mil Design Bureau at Factory # 329. The flight test campaign by the LII consisted of three stages: The first one until 31 August 1961 (handling evaluation of the helicopter and autopilot tests), the second one until 30 November (checking the flight performance of the helicopter and establishing the tensions in the system of the main rotor) and the third one until 30 December (studying the flutter of the main rotor blades and establishing the dynamic stability). Sadly, none of the S-58s tested in the Soviet Union survived to this day.

58-1241	L-27491	S-58	MAP LII Zhukovski	d/d	early61	with large window in the cabin door; ex '5' and N74162; no titles; during test flights at Stratford in all-grey (?) c/s with both US and Soviet registration on; later with only the Soviet registration on and with a cheatline, Soviet flag on fin
	I-274FI	S-58	Sikorsky		photo	painted up in these fake markings (with US flag on fin) probably for a movie, registration with Latin letters; was preserved in the Soviet Air Force museum at Monino, slowly decayed and was eventually scrapped
58-1242	L-27492	S-58	MAP Mil OKB	d/d	early61	with small window in the cabin door; ex '6'; no titles; during test flights at Stratford in Sikorsky company colours; later with a cheatline, Soviet flag on fin; trf to the Moscow Aviation Institute (MAI) as an instructional airframe and disassembled there, some parts still exist there
---	not known	UH-34D	Soviet Air Force	no	reports	originally opb the US Marine Corps, captured in Vietnam and sent to the Soviet Union by the government of North Vietnam in 1965; underwent trials with the NII VVS at Chkalovski; later studied by Mil OKB and eventually scrapped