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Ilyushin Il-18 & variants

A four-engined piston powered aircraft with this designation saw brief operational service with Aeroflot on a trial basis during the late 1940s. The more familiar version of the Il-18 made its first flight on 4 July 1957 and entered Aeroflot service on 20 April 1959, on the Moscow - Sochi-Adler route.

The type was manufactured exclusively at Moscow Machinery Plant No. 30 "Banner of Labour" (MMZ No. 30 "Znamya Truda"), Moscow-Khodynka where a total of 564 production aircraft plus two prototypes are known to have been completed between 1957 and 1969. After completion of the Il-18 production, production continued into the mid-seventies of the Il-20, Il-22 and Il-38 modified versions, used for such purposes as maritime reconnaissance, long range communications and all other sorts of sneaky work. By 2004 probably no more than a few dozen original Il-18s remained airworthy.

Of the Il-38 we can tell the following. The first prototype flew first on 28 September 1961 and the second prototype on 28 September 1962. Only 58 Il-38s were built for the Soviet Union, and five of them were later sold to India. The first aircraft was c/n 10106 and was handed over to the Soviet Navy on 23 December 1967. The first Il-38 test-bed, a converted Il-18, flew 28 September 1961. The last aircraft was delivered on 22 February 1972. One Soviet Navy aircraft crashed on 12 December 1987. Their c/ns and manufacture dates perfectly fit between the regular Il-18 production at Khodynka. By 2000 the Russian Navy still operated 36 Il-38s.

75 Il-18s were exported to twelve countries - China, Czechoslovakia, East Germany, Poland, Bulgaria, Romania, Hungary, Cuba, Vietnam, North Korea, Guinea and Mali.

As can be seen in the list below BASCO (Bykovo Air Service Company, ARZ-402) was the leading repair and overhaul plant for the Il-18. Another ARZ famous for repairs of GVF/MGA Il-18s was ARZ-243 in Tashkent, mainly concentrating on the servicing of planes of the Central Asian Republics and the South Asian countries. The repair facility in Pushkin in the Leningrad Region (20 ARZ) was known for the repairs of most military Il-18s and their modifications, specifically the Soviet Navy anti-submarine and patrol birds. However, it overhauled some civil (notably ex-military) Il-18s.

Many BASCO maintained Il-18s were finally broken up at Bykovo. This was confirmed by veteran BASCO personnel who mentioned many were disassembled at the plant and taken away on trucks to a place where wings, parts of the fuselage and so on were scrapped. In no such cases were aircraft taken away by truck to be reassembled for any ground purpose. Where we report on a last overhaul we mean the last overhaul carried out by BASCO before this plant stopped overhauling Il-18s.

The life limit for the Il-18 was 35,000 hours and for civil airliners usually this has never been extended but it has been for military and industrial operated aircraft

in some cases. This system was applied very strictly in the old Soviet Union. The maximum hours were soon achieved by many Il-18s in a few years compared to many other types in the former Soviet Union as the Il-18 was used intensively. Average was some 2,000 + hours per year, some 6 hours per day, for civil operated aircraft.

According to Ilyushin OKB sources, Il-18 production by variants was split as follows: Il-18 sans suffixe (the prototypes) batch 0; Il-18A batches 1 through 4 (c/ns 187000101 through 188000405); Il-18B batches 5 through 17 (c/ns 188000501 through 189001801); Il-18V batches 18 through 84 (c/ns 189001802 through 185008501); Il-18E batches 85 through 92 (c/ns 185008502 through 186009205); Il-18D batches 93 through 113 (c/ns 186009301 through 189011304). In other words, Russian sources do not confirm any cases of Il-18Bs being converted to Il-18Vs or later versions.

However, there were Il-18V to Il-18D conversions. The Il-18D has an auxiliary fuel tank in the centre of fuselage, The NI-50 navigation system is improved to NAC with doppler radar and this antenna is at the bottom of tail section of the aircraft. The passenger seats are 100 or more, so this aircraft has ten windows between the two entry doors. Most of Il-18V converted to 100 or 105 seat configuration also had this additional window!

The Il-18V-26A was a special polar variant, featuring improvements in the engine oil system, extra cabin fuel tanks and additional navigation systems.

The c/n of the Il-18 and family, is often painted on the tail and also to be noted on the forward underside of the wing, close to the fuselage. The construction number itself is straight-forward, commencing with 18 being the inhouse product code followed by one digit representing the year of manufacture, followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch.

For the Il-38 the c/n commences with 8 being the inhouse product code (stated as 08) followed by one digit representing the year of manufacture followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch.

Regarding the izdeliye (inhouse product code) we can tell the following: izdeliye 18 = Il-18 (passenger versions), izdeliye 17 = Il-20M ELINT aircraft and Il-20RT space tracker/telemetry relay aircraft, izdeliye 8 = Il-38 (stated in the c/n as 08 to keep the nine-digit c/n format). (Similarly, the MiG-29/izdeliye 9.12 Fulcrum-A and MiG-29/izdeliye 9.13 Fulcrum-C have the factory codes izdeliye 5 and izdeliye 7 respectively but this is stated in the c/ns as 05 and 07 e.g., 039.05.02.020, 296.05.36.034, 296.07.31.646).

564 Il-18 and 58 Il-38 built by Moscow Machinery Plant # 30 "Znamya Truda" Moscow-Khodynka 1957 to 1968

187 0000 01	CCCP-L5811	Il-18	Ilyushin OKB	f/f	04jun57	
187 0000 02	CCCP-75420 CCCP-L5812 CCCP-75888 CCCP-75888	Il-18 Il-18 Il-18 Il-18I	MAP Ramenskoye Ilyushin OKB Ilyushin OKB Ilyushin OKB	rgd f/f	30apr66 1961	from Moscow-Khodynka to Zhukovskii; first prototype, powered by four NK-4 turboprops; construction started sep56; presented to Soviet leadership with Nikita Khrushchov jun57; named 'Moskva' along a proposal of the Secretary of the Moscow CPSU Committee, Yekaterina Furtseva; started taxi trials 01jul57; presented to the public VKO 10jul57; took part in air parade above Tashkent 20jul58; underwent trials on unpaved runways 04/14mar63 c/n in all old Soviet documents as 1, so probably ex CCCP-L5811; fate unknown second prototype, powered by NK-4 turboprops c/n not confirmed; converted to, see next line sole Il-18I; had an TG-16 APU under the fuselage, cabin extended aft by 1.64 m at the expense of the rear baggage compartment (the fuselage was NOT stretched as the overall length was the same; what really happened was that the rear pressure bulkhead was moved aft by 1.64 m); factory trials started 21dec60; state trials completed 14dec61; fate unknown first production aircraft, powered by NK-4 turboprops; in Aeroflot c/s; rgd 03apr58; delivered to Kiev Institute of Civil Aviation 01oct65 with t/t 1,926 hours and 3,499 cycles; canx 18may66; was preserved in the Kiev Institute of Civil Engineering f/n jun93, l/n aug02; trf to the State Aviation Museum at Kiev, f/n oct03, l/n sep09 carried 'Moskva' titles; to Kharkov Aviation Institute as a training bed 03mar60; t/t 317 hours and 370 cycles established several world records 14/17nov58 tie-up from book "Half a century the first", but not confirmed; established several world records 19aug59, 25nov59 and 02feb60; canx 1962; t/t 542 hours and 433 cycles; see c/n 182004805 powered by NK-4 engines; opb AKDON (Aviatsionnaya Krasnoznamyonnaya diviziya osobogo naznacheniya - Red Banner Special Task Aviation Division); w/o 07may58 on a test-flight when # 2 engine flamed out and the NK-4 did not have a feathering system, the crew tried to reach SVO for an emergency landing, but the aircraft crashed at the premises ul. Chkalova 17 at Sheremetyevskii settlement, all 5 crew and 5 passengers killed; t/t 67 hours and 120 cycles registration not used, line for this reg and c/n left blank in the post-1958 Soviet register apart from a remark as canx 17aug64 rgd 06aug59; pre-1959 reg, if any, unknown; f/n VKO 30jun70; trf to AFL/Tajikistan; canx 24sep73, t/t 16,592 hours and 9,030 cycles; was preserved in a park at Sverdlovsk since sep77, removed before 1993 test-bed (probably used e.g. as a 'tanker' for de-icing systems tests) f/n TAS 31aug60; trf to AFL/Tajikistan 14jul62; l/n DYU 16apr72; canx 1973; the fuselage remains in use as a store at Dushanbe, still in old Aeroflot c/s, f/n as such 22nov08 f/n SVX nov58; l/n DYU jun73; canx 1973 canx 25mar61 trf to AFL/Turkmenistan-ASB 14may60; canx 24sep73; reported l/n SVO 20jun77 and wfu SVO 29apr84 but see -75671 c/n 08005 and probably this was a misread trf to AFL/Tajikistan 19may60; f/n DYU 01mar61; l/n AER 30jun70 in Aeroflot c/s; canx 24sep73; preserved in Kryvyi Rih Aeronautical School, seen jul96/may98, was broken up by apr99 in Aeroflot c/s test-bed for the Il-38's search radar; seen as such VKO 26jun65; later converted to test-bed for the GlONASS satellite navigation system; arrived at BASCO for last overhaul sep87 with 28,806 hours; canx 28jan88; l/n Pushkin 29may90; wfu by jun91, was preserved near '32nd Kilometer' railway station at Pushkin, f/n 07sep92; broken up in summer 1998 rgd only 11nov58; was displayed at the VDNKh exhibition in Moscow from 27aug59 until 1961; l/n SXF 10aug68 canx but date unknown f/n VKO dec58; featured in the Soviet movie "Idu na grozu" shot in 1965; l/n DME aug65; canx 24sep73; used as GIA by the Riga aviation institute (RKIIIGA), f/n RSC 1983, without engines and already in bad condition, l/n sep93/sep94, derelict; scrapped reportedly in late 1994 trf to AFL/Kazakhstan 28sep59; f/n ALA 01mar61; seen Sperenberg 18nov73; canx 24sep73; fuselage seen SVO Technical School mar90/sep95 Ulyanovsk Higher Aviation School of Civil Aviation avionics test-bed in Aeroflot c/s; converted to Il-20RT(SIP) prototype with large fairing on top of the fuselage and underwent trials in 1971/74; canx 26jul82; seen Zhukovskii aug92/sep93, derelict
187 0001 01	CCCP-75634	Il-18A	GosNII GVF	f/f	26oct57	
187 0001 02	CCCP-L5819	Il-18A	Ilyushin OKB	mfd	02oct57	
188 0001 03	CCCP-L5820 CCCP-75820(1)	Il-18A Il-18A	Ilyushin OKB Ilyushin OKB			
188 0001 04	CCCP-L5821	Il-18A	Soviet AF/AFL c/s			
188 0001 05	CCCP-75636 CCCP-75748	Il-18A Il-18A	AFL/Moscow-VKO	mfd	26oct57	
188 0002 01	CCCP-75637 CCCP-75637 CCCP-75638	Il-18A Il-18LL Il-18A	AFL/Moscow MAP LII Zhukovskii AFL/Moscow	rgd trf rgd	08may58 31jan66 07aug58	
188 0002 03	CCCP-75639	Il-18A	AFL/Moscow	rgd	11aug58	
188 0002 04	CCCP-75640	Il-18A	AFL/Moscow	rgd	11nov58	
188 0002 05	CCCP-75641	Il-18A	AFL/Moscow	rgd	08dec58	
188 0003 01	CCCP-75642 CCCP-75642	Il-18A Il-18A	AFL/Moscow NII VVS	rgd	11nov58	
188 0003 02	CCCP-75643 CCCP-75643 CCCP-75643	Il-18A Il-18A Il-18SL	AFL/Moscow NII VVS MRP NPO Leninets	rgd	11nov58	
188 0003 03	CCCP-75644	Il-18A	AFL/Moscow	PRG	oct58	
188 0003 04	CCCP-75644 CCCP-75645	Il-18A Il-18A	NII VVS AFL/Moscow-VKO	rgd	19nov58	
188 0003 05	CCCP-75646	Il-18A	AFL/Moscow	rgd	11nov58	
188 0004 01	CCCP-75647 CCCP-06180 CCCP-27220	Il-18A Il-18A Il-18RTL	UVAU GA, AFL c/s MAP LII Zhukovskii MAP LII Zhukovskii	rgd rgd rgd	19nov58 12dec64 31jan66	

188 0004 02	CCCP-75648	II-18A	UVAU GA, AFL c/s	rgd	02dec58	Ulyanovsk Higher Aviation School of Civil Aviation; f/n VKO dec58; trf to AFL/Urals; crashed 27apr60 on final approach to Sverdlovsk; canx 11Jun60
188 0004 03	CCCP-75649	II-18A	UVAU GA, AFL c/s	rgd	02dec58	Ulyanovsk Higher Aviation School of Civil Aviation; f/n GYD dec58; canx 24sep73
188 0004 04	CCCP-75650	II-18A	UVAU GA, AFL c/s	rgd	19nov58	Ulyanovsk Higher Aviation School of Civil Aviation; canx 1973
188 0004 05	CCCP-75651	II-18A	AFL/Moscow	rgd	08feb59	crashed ULY 26dec60 (same accident as report of crash 28dec60 on take-off from Ulyanovsk ?) probably due to icing problems, reported in crash report as opb Ulyanovsk Higher Aviation School of Civil Aviation; canx 14feb61
188 0005 01	CCCP-75652	II-18B	Aeroflot			registration possibly allocated but not taken up; c/n not confirmed and line left blank on Soviet register with only a canx remark, but without date
	CCCP-75473	II-18B	Aeroflot	f/f	30sep58	first II-18 powered by AI-20 turboprops
	CCCP-75473	II-18B	Soviet AF/AFL c/s	rgd	20dec73	c/n confirmed; d/d reported as 02feb68; f/n KBP 27nov70; canx but date unknown
188 0005 02	CCCP-75653	II-18B	AFL/Moscow	rgd	10feb59	overshot runway Riga in fog on 13aug61 and crashed; canx 08sep61
188 0005 03	CCCP-75654	II-18B	AFL/Moscow	rgd	24nov59	w/o 17dec61 when the flight engineer extended the flaps fully at 8,400 m altitude by mistake, the aircraft entered an uncontrollable spin and crashed near Millerovo; however, there are rumours that the aircraft was in fact shot down; in Soviet register as canx already 06jun60, cover-up ?
188 0005 04	CCCP-75655	II-18B	UVAU GA, AFL c/s	rgd	02dec58	Ulyanovsk Higher Aviation School of Civil Aviation; trf to AFL/Moscow 20feb74; f/n DME 15sep74; l/n DME 13nov77 in Aeroflot c/s; canx 1978
188 0005 05	CCCP-75656	II-18B	UVAU GA, AFL c/s	rgd	09mar59	Ulyanovsk Higher Aviation School of Civil Aviation; trf to AFL/Azerbaijan 13jan66; f/n GYD jan66; l/n GYD 05jul71; canx 1976
188 0006 01	CCCP-75657	II-18B	SIBNIA			canx 1959; no data found and line on Soviet register left blank apart from an unreadable remark dated 01dec69
188 0006 02	CCCP-75658	II-18B	AFL/Moscow	rgd	10feb59	trf to AFL/Ukraine 21sep77; canx 1978; preserved in a park at Zaporozhye, f/n may98, l/n apr99
188 0006 03	CCCP-75659	II-18B	AFL/Moscow	rgd	17feb59	ALA 20mar61; trf to Ulyanovsk Higher Aviation School of Civil Aviation 28dec79; reported preserved 1995, location ?; canx 1980
188 0006 04	CCCP-75660	II-18B	AFL/Northern-LED	rgd	20dec58	f/rf to LED dec58; first based II-18
	CCCP-06187	II-18B	GKAT Ramenskoye	rgd	12dec64	
	CCCP-48093	II-18B	LII Zhukovski	rgd	13mar66	avionics test-bed with large fairing under the aft fuselage; in pre-1973 Aeroflot c/s; trf to LNPO Lenintets; canx 1981 ?; preserved in a pioneers' camp at Losevo (NW of St. Petersburg), l/n jan09
188 0006 05	CCCP-75661	II-18B	AFL/Moscow	rgd	20dec58	f/n GYD apr62; dbr Krasnodar 02jul64; canx 19aug65; rear section of fuselage preserved in the Kiev Institute of Civil Engineering, f/n 01jun02; l/n aug08
188 0007 01	CCCP-75662	II-18B	AFL/Moscow	rgd	16dec58	f/n VKO 08jul59; l/n VNO 04oct72; canx 1977
188 0007 02	CCCP-75663	II-18B	AFL/Northern-LED	rgd	20dec58	f/rf to LED dec58; second based II-18; f/n LED 26mar60; l/n LED 22apr72; dbr on landing in ground fog 26aug72 Arkhangelsk; canx 1973
188 0007 03	CCCP-75664	II-18B	AFL/Azerbaijan	mfd	22sep58	rgd 22oct58; f/n VKO jan60; l/n GYD 26jun72; canx 1976
188 0007 04	CCCP-75665	II-18B	AFL/Moscow	rgd	10feb59	trf to AFL/Kazakhstan jun61; l/n ALA 01aug61; veered off runway on take-off Alma Ata on 22nov66, fell into a ravine and broke up; canx 08dec66
188 0007 05	CCCP-75666	II-18B	MAP Zhukovski	rgd	26jan66	in Aeroflot c/s; joint trials by GK NII VVS and GosNII GVF started 12jan59; f/n LBG 04jun70; late rgd confirmed !
	CCCP-75666	II-18D	Soviet Navy/AFL cs	HEL	07oct72	Soviet Navy Commander's aircraft, had a modernized fuselage; rgd 13feb73 to the Soviet Air Force; photo HEL 08nov73; arrived BASCO 03jul81 with 6,742 hours for last overhaul; l/n Spenberg 10feb82; canx 1989
189 0008 01	CCCP-04330	II-18B	Polyarnaya Aviats.	photo		in basic pre-1973 II-18 c/s with bold titles above the windows instead of 'Aeroflot' titles and a small 'GUSMP' (GlavSevMorPut') logo on fin in lieu of a flag; rgd 23feb59; in fleet list 13mar59 as just delivered
	CCCP-04330	II-18B	AFL/Polar	SVO	jun65	re-painted in standard pre-1973 c/s with additional small 'Polyarnaya Aviatsiya' titles below windows
	CCCP-75479	II-18B	AFL/Moscow	VKO	06apr72	photo with c/n 0801 on tail and confirmed in Soviet register; trf to AFL/Ukraine 02aug78; canx 1978
188 0008 02	CCCP-75668(1)	II-18B	AFL/Moscow	rgd	10feb59	canx 25mar61; see c/n 183005704
188 0008 03	CCCP-75669	II-18B	AFL/Moscow	rgd	10feb59	first flight 22apr59 with passengers VKO-ALA; f/n VKO sep59; was declared a write off after flying through heavy turbulence 11dec69; canx 1977
189 0008 04	CCCP-75670	II-18B	UVAU GA, AFL c/s	rgd	14apr59	Ulyanovsk Higher Aviation School of Civil Aviation; canx 1974
189 0008 05	CCCP-75671	II-18B	GosNII GA	mfd	26jan59	according to Ilyushin OKB this was the first operator, but no mention of this in register
	CCCP-75671	II-18B	ShVLP, AFL c/s	rgd	14apr59	Higher Flying School; f/n SVO 19dec75; canx 30dec76; sat derelict at SVO, l/n sep91/apr97
189 0009 01	CCCP-75672	II-18B	AFL/Moscow-VKO	rgd	15apr59	first passenger service 20apr59 (VKO-ALA); dbr 22jun61 on a flight from Moscow to Sochi when the generator of # 3 engine failed and caused an engine fire, the aircraft force-landed in a field near Bogoroditsk (Tula region), all 8 crew and 89 passengers escaped unhurt; the aircraft was provisionally repaired on-site and ferried to Riga where it was used as GIA by the Riga aviation institute (RKIIAG); on Soviet register as already canx 05jun60 !
189 0009 02	CCCP-75673	II-18B	GosNII GVF	rgd	27apr60	in Aeroflot c/s; f/f 26feb59 !; joint trials of the autopilot and other systems started 24mar59; f/n LBG 11jun59; late rgd confirmed
	CCCP-75673	II-18B	AFL/Latvia	trf	30jun69	trf to AFL/Ukraine dec76; canx 1979
189 0009 03	CCCP-75674	II-18B	GosNII GVF	rgd	14sep59	in Aeroflot c/s; first passenger service 20apr59 (MOW-AER); f/n SVO 24may68; canx 1979
189 0009 04	CCCP-75675	II-18B	AFL/Moscow	rgd	26mar59	f/n VKO 01aug59; trf to AFL/Azerbaijan jun60; f/f from GYD to VKO 02jun60; canx 14jan77
189 0009 05	CCCP-75676(1)	II-18B	AFL/Moscow	rgd	20may59	f/rf 20apr59; crashed 02sep59 when no's 1 and 4 engines flamed out at 3000 feet; canx 25mar61; see c/n 185008605
189 0010 01	CCCP-75749	II-18B	AFL/Moscow	rgd	06aug59	in USAF documents 12sep59, used by advance party for Khrushchev visit to the States; f/n CIA 19jul60; seen BUD 1961 with Soviet AF cheatline, presumably delivered to the military before trf to AFL/Moscow !; canx 1977
189 0010 02	CCCP-75677	II-18B	AFL/Northern	rgd	13jul59	f/n LED 07mar60; trf to SibNIA 26jan65; canx 14jan77
189 0010 03	CCCP-75678	II-18B	AFL/Moscow	rgd	20may59	f/n VKO 01aug59; trf to AFL/Azerbaijan 16jun69; canx 14jan77
189 0010 04	CCCP-75679	II-18B	AFL/Northern	rgd	13jul59	f/n LED apr61; l/n LED 24jan75; canx 1977
189 0010 05	CCCP-75680	II-18B	AFL/Kyrgyzstan-FRU	rgd	02jun59	f/rf to FRU 02jun59; first II-18 in FRU; f/n LED 28sep72; canx 1978; rear part of fuselage only seen Frunze may95/sep04
189 0011 01	CCCP-75681	II-18B	AFL/Moscow	rgd	02feb59	f/n VKO 13may61 on a test flight; used to test the de Havilland XQ-1120 propeller synchronization system; canx 1969
189 0011 02	CCCP-75682	II-18B	AFL/Kazakhstan	rgd	17jun59	f/n ALA 17oct59; l/n AER 03jun71; canx 1977
189 0011 03	CCCP-75683	II-18B	AFL/Moscow	rgd	07jul59	f/n VKO 06jan60 on first flight with passengers Moscow-Krasnoyarsk; seen VKO 23jun70; photo PEE sep77; canx 1977
189 0011 04	CCCP-75684	II-18B	AFL/Moscow	rgd	09jun59	f/n VKO 23apr60, in old c/s; trf to AFL/East Siberia 11aug72; canx 1977
189 0011 05	CCCP-75685	II-18B	AFL/Moscow	rgd	08aug59	f/n VKO 05sep64; trf to AFL/Kazakhstan; crashed Alma-Ata 03jan65 in below minima weather; canx 1965
189 0012 01	CCCP-75686	II-18B	AFL/Moscow	rgd	04jul59	f/n LBG jun59; dbr Kuibyshev 10nov63; canx 29dec63
189 0012 02	CCCP-75687	II-18B	AFL/Azerbaijan	rgd	21feb59	f/n SVO 24may68; crashed near Semipalatinsk, Kazakhstan 11may73; canx 15aug73
189 0012 03	CCCP-75688	II-18B	AFL/Moscow	rgd	06oct59	dbr Magadan 23dec65 when suffered structural damage after a dive from 8,000 metres; canx 1971
189 0012 04	CCCP-75689	II-18B	AFL/Kazakhstan-ALA	rgd	11sep59	f/n ALA 10dec62; canx 1977; was preserved as "Ilyusha" cinema in the Gagarin Park at Simferopol since 13apr78, seen 29apr99, broken up by 2000
189 0012 05	CCCP-75690	II-18B	AFL/Kyrgyzstan	rgd	14jul59	f/n FRU 01mar61; canx 1978; l/n FRU 09may95 rear part of fuselage only
189 0013 01	CCCP-75691	II-18B	AFL/Kazakhstan	rgd	11feb59	f/n VKO jan60; l/n DME 07oct76; canx 1977
189 0013 02	CCCP-75710	II-18V	AFL/Uzbekistan	f/f	10dec59	II-18V prototype with AI-20K engines and re-configured cabin; rgd 22apr60; f/n DME summer 1967 at airshow; canx 24oct78
189 0013 03	CCCP-75693	II-18B	AFL/Kyrgyzstan	rgd	12aug59	f/n FRU 26feb73; l/n AER 16jun76; canx 1978
189 0013 04	CCCP-75694	II-18B	AFL/Moscow	rgd	05sep59	f/n VKO 17aug59; trf to AFL/Latvia 20dec65; l/n RIX 13sep68; canx 1977
189 0013 05	CCCP-75695	II-18B	AFL/Northern	rgd	08aug59	f/n LED 06jul70; l/n DYU may73; canx 1973
189 0014 01	202	II-18B	Civ Avn Adm China	d/d	21nov59	first export II-18, exported to China by Aviaexport
	B-202	II-18B	Civ Avn Adm China	CAN	20dec80	w/o 24dec82 when crashed on emergency landing at Canton
189 0014 02	CCCP-75699	II-18B	AFL/Moscow	mfd	31aug59	first II-18 with AI-20 series 2 turboprops; rgd 26sep59; trf to AFL/Urals-SVX 27aug61; f/n LED 12sep70; dbr 11dec69, location unknown but possibly LED regarding the f/n location; canx 1971
189 0014 03	CCCP-75696	II-18B	Soviet Gvt/AFL c/s	rgd	16sep59	in USAF documents 17nov59, routed YHZ-MEX; trf to AFL/Urals-SVX may63; f/n VKO 04oct72; canx 1978
189 0014 04	CCCP-75697	II-18B	AFL/Turkmenistan	rgd	25oct59	f/n VKO 30sep59; l/n VKO 04oct72; canx 1979
189 0014 05	CCCP-75698	II-18B	AFL/Kazakhstan	rgd	17sep59	f/n ALA 05dec62; l/n DME 04oct72; canx 1977
189 0015 01	CCCP-75700	II-18B	AFL/Urals-SVX	rgd	09dec59	f/rf 09sep59 to SVX and first based II-18; l/n OVB 20mar72; canx 1978
189 0015 02	CCCP-75701	II-18B	AFL/Moscow	rgd	24nov59	trf to AFL/Turkmenistan-ASB 23may61; f/n AER 06jul70; canx 1978
189 0015 03	CCCP-75702	II-18B	AFL/Moscow	rgd	03nov59	f/n LHR 08nov59; l/n DME summer 1967 at airshow; trf to AFL/Magadan 01aug78; canx 1979
189 0015 04	B-200	II-18B	Civ Avn Adm China	photo		c/n confirmed as exported to China by Aviaexport; c/n from Chinese register; not in official CAAC files; fate unknown
	240	II-18B	Civ Avn Adm China	CZX	mar75	c/n not confirmed, photo as such
	B-240	II-18B	Civ Avn Adm China	photo	sep85	c/n not confirmed, c/n 184007604 in Chinese register but this is 100 % wrong !; see c/n 185008604 and details next line
	240	II-18B	Civ Avn Adm China			c/n not confirmed; preserved at the Huaminglou memorial to Liu Shaoqi, Hunan province since 02sep03; aircraft 240 was his personal aircraft, and confirmed that this is the actual aircraft that he used which was delivered in 1959; photos show it is an II-18B; l/n oct09
189 0015 05	CCCP-75703	II-18B	AFL/Latvia	mfd	30oct59	rgd 28apr60; f/n RIX may65
	CCCP-75703	II-18B	MPR NPO "Vzlyot"	trf	03jan67	II-38 radar test-bed; f/n SVO 08apr91; 'Aeroflot' titles; arrived BASCO 20may85 with only 7,232 hours for last overhaul
	RA-75703	II-18B	Bykovo ARZ-402	BKA	06may94	l/n BKA aug02/jun03 RA- prefix faded looking like CCCP-; Aeroflot c/s, n/t; canx but date unknown; gone by jul04, broken up ?
189 0016 01	not known	II-18B	Civ Avn Adm China			c/n confirmed as exported to China by Aviaexport
	XT-806	II-18B	Civ Avn Adm China	GVA	24nov67	c/n not confirmed; see line below
	206	II-18B	Civ Avn Adm China	photo		c/n given by CAAC as 0601 !; see this c/n !
	B-206	II-18B	Civ Avn Adm China	photo		with Deng Xiao Ping disembarking; photo KWL 1984; wfu TSN apr84 !; l/n CTU 02nov86
189 0016 02	XT-804	II-18B	Civ Avn Adm China	GVA	28nov67	c/n confirmed as exported to China by Aviaexport; c/n not confirmed
	204	II-18B	Civ Avn Adm China	CGK	10sep60	c/n confirmed; reported ex XT-804
	B-204	II-18B	Civ Avn Adm China	GVA	28nov67	w/o after accident Shenyang feb77
189 0016 03	CCCP-75704	II-18B	AFL/Turkmenistan	rgd	17dec59	f/n ASB oct60; canx 1979

189 0016 04	OK-NAA	Il-18B	CSA	d/d	08jan60	named "PieUt'any"; f/n AMS 29jul61; converted to Il-18V feb69; hit by CSA Tu-134A OK-CFD on landing PRG 02Jan77 and dbr (other reports state it was repaired and wfu in 1981); t/t 24,542 hours and 19,999 cycles; preserved in the Kbely Museum, l/n jun09
189 0016 05	OK-NAB	Il-18B	CSA	d/d	08jan60	named "Kulice"; converted to Il-18V apr69; crashed on approach to BTS 28jul76 after two engines caught fire, missed the runway and crashed into a lake, all 76 occupants killed; painted in KLM colours with water paint for a film for one day in 196
189 0017 01	CCCP-75601	Il-18B	Aeroflot	DAR	26feb66	c/n not confirmed but confirmed as an Il-18B; probably a military aircraft, not on Soviet register
189 0017 02	CCCP-75705	Il-18B	AFL/Moscow	rgd	20jan60	f/n DKR jun60; crashed near Kiev, 17aug60, after an in-flight fire; canx 03dec60
189 0017 03	CCCP-75706	Il-18B	AFL/Moscow	rgd	20jan60	f/n LHR 07aug60; canx 1975
189 0017 04	CCCP-75707	Il-18B	AFL/Moscow	rgd	03feb60	f/n DKR jun60; l/n DME summer77; canx 1979
189 0017 05	CCCP-75708	Il-18B	AFL/Moscow	rgd	03feb60	in Soviet register as such, but see next line
	CCCP-75708	Il-18B	Soviet Gvt/AFL c/s	CAI	23jul61	opb 235 OAO; at CAI 23jul61 with Yuri Gagarin aboard; trf to AFL/Polar, as such in fleet list 22nov61
	CCCP-75708	Il-18B	AFL/Moscow-VKO	trf	unknown	opb 65 LO; dbr 26aug69 on a flight from Norilsk to Vnukovo when the crew forgot to lower the undercarriage and the aircraft caught fire after the belly-landing, the fuselage burnt out internally, all 8 crew escaped but 16 out of 94 passengers killed; canx 1969
189 0018 01	CCCP-75709	Il-18B	AFL/Tajikistan	rgd	14apr60	f/n DYU 26sep72; canx 1980
189 0018 02	CCCP-75711(1)	Il-18V	AFL/Moscow	rgd	01apr60	trf to AFL/Urals 05mar60; f/n AER 06jul70; canx 1977; l/n SVO 01sep81 wfu; see c/n 185008503
189 0018 03	CCCP-75712	Il-18V	AFL/Tajikistan	rgd	14apr60	f/n DYU 24aug60; went into spin and crashed near Leninabad 24feb73; canx 18jul73
180 0018 04	CCCP-75713(1)	Il-18V	MAP Ramenskoye	f/f	28jan60	see c/n 186009403
	CCCP-75713(1)	Il-18V	GosNII GVF	rgd	03sep60	canx 17apr74
189 0018 05	CCCP-75714	Il-18V	AFL/Moscow	rgd	13apr60	f/n VKO 09jun60; l/n VKO 14nov77; canx 1979
180 0019 01	CCCP-75715	Il-18V	AFL/Moscow	rgd	13apr60	f/n STO 1960; l/n DME feb73; canx 1977
180 0019 02	CCCP-75716	Il-18V	AFL/Moscow	rgd	21apr60	f/n PIK 29apr62; was reportedly the personal aircraft of Soviet leader Nikita Khrushchov - but then it should have been opb 235 oao ? !
	CCCP-75716	Il-18V	AFL/Polar	no	reports	carried large 'Aeroflot' and small 'Pol'yarnaya Aviatsiya' titles; converted to meteorological research aircraft by Factory # 30 in 1963; in fleet list 25aug64
	CCCP-75716	Il-18V	GosNII GA			formally trf to 63 oao of Central Directorate of MVS in 1968, but in fact opb to GosNII GA; the belly-pod was removed mar74 and transferred to CCCP-75598
	CCCP-75716	Il-18V	UVAU GA, AFL c/s	trf	24oct77	Ulyanovsk Higher Aviation School of Civil Aviation; last flight 14mar79 to BASCO; broken up; canx 1980
180 0019 03	HA-MOA	Il-18V	MALÉV	mfd	22feb60	d/d 01apr60; CoFA issued 02may60; at AMS 29mar61; converted to cargo, but with a small door, nov77; last flight and wfu 19feb87; in delivery c/s since jun91 and to Ferihegy Airport Museum since jun92, l/n oct09
180 0019 04	CCCP-75717	Il-18V	Soviet Gvt/AFL c/s	mfd	18apr60	first Il-18 with AI-20 series 3 engines; rgd 16may60; opb 235 oao; carried cosmonaut Yuri Gagarin to VKO 14apr61; later reportedly transferred to Soviet Air Force and used as personal aircraft of the commander of the Far Eastern military district, but see next line !
	CCCP-75717	Il-18V	AFL/Latvia-RIX	no	reports	trf not mentioned in Soviet register; dbr in summer 1975 on landing at Chelyabinsk when one of the main landing gears did not lower (because a cable bond had not been secured so that the wheel well doors did not open), part of one wing together with one engine were ripped off during the landing run, no casualties; canx 1976
180 0019 05	DM-STA	Il-18V	Deutsche Lufthansa	rgd	28apr60	renamed; l/n SXF 30apr80
	DM-STA	Il-18V	Interflug	rgd	01sep63	arrived at BASCO for last overhaul 05apr85 with t/t 32,005 hours; canx 26sep88; preserved at Leipzig airport, seen mar90/jun09; in the process of being repainted 30aug09
	DDR-STA	Il-18V	Interflug	rgd	22jul81	repainted in to original colours with old prefix (originally the lower fuselage was not grey, it was only nature metal, but now it is protected with special enamel/lacquer); l/n LEJ dec09
	DM-STA	Il-18V	Deutsche Lufthansa	LEJ	13sep09	
180 0020 01	DM-STB	Il-18V	Deutsche Lufthansa	rgd	02apr60	renamed; l/n SXF 30apr80
	DM-STB	Il-18V	Interflug	rgd	01sep63	arrived at BASCO for last overhaul 25oct85 with t/t 29,883 hours; wfu 18oct87; canx 05nov87; was preserved at Finow, seen in 1992; moved to SXF aug93; was preserved in Aeropark Diepensee, seen 1994/jun98; moved on trailer to Leipzig-Plagwitz in summer 1999; preserved on the roof of the "Da Capo" company at Karl-Heine-Strasse, seen may00/jun09
	DDR-STB	Il-18V	Interflug	rgd	08sep81	HA-MOD, and not HA-MOB, because of the English word 'mob' !; f/n LGW 04jul60; horizontal stabilizer stalled on approach Le Bourget 23nov62 and crashed upside down after making a forward half loop; pre-flight calculations of the centre of gravity were not available
180 0020 02	HA-MOD	Il-18V	MALÉV	d/d	02apr60	f/n LED 02oct72; 'Aeroflot' titles; transferred to State Geophysical Observatory late 1972 or early 1973, converted to geophysical survey aircraft; arrived BASCO ju85 with 11,818 hours for last overhaul
180 0020 03	CCCP-75431	Il-18V	MRP Zhukovski	rgd	16may66	f/n Zhukovski 11aug92 modified Aeroflot polar c/s with red cheatline but white tail, survey equipment removed; c/n checked; converted to Il-18Gr returned this day after lease
	CCCP-75431	Il-18V	MPR NPO "Vzlyot"	rgd	20mar91	trf 23aug94 to Elf Air; Aeroflot c/s, no titles; l/n MST 18nov99; seen Zhukovski 18aug00 freshly painted and with "CAA" (= Compagnie Africaine d'Aviation) titles c/s; canx 14sep00 as to Congo acquired by CAA 09sep00; in light grey c/s with red cheatline and fin, 'Il-18B' painted on nose; f/n FIH 15mar01; l/n intact FIH 23sep07; seen FIH 04mar08, minus rear fuselage, being broken up
	RA-75431	Il-18Gr	Rep Guinea-Bissau	MLA	16dec92	
	RA-75431	Il-18Gr	MPR NPO "Vzlyot"	SHJ	05mar93	
	9Q-CHB	Il-18Gr	Comp. Afriq. d'Avn	rgd	19oct00	
180 0020 04	CCCP-75719	Il-18V	AFL/Moscow	rgd	25may60	returned same year; see c/n 181003704
	3X-NZE (1)	Il-18V	Air Guinée	lsd	1960	f/n SVO 24aug60; canx 1978; seen DME mar90/sep95 dumped; an Il-18 fuselage was seen at the fuel depot at Domodedovo 20sep98, registration not visible but probably the same aircraft
	CCCP-75719	Il-18V	AFL/Turkmenis.-ASB	trf	17jun62	named "Silacské Kupela"; f/n AMS 05aug62; wfu 30may80; t/t 24,847 hours and 20,957 cycles, destroyed during Semtex tests 19/20nov84
180 0020 05	CCCP-75718	Il-18V	AFL/Moscow	rgd	25may60	crashed near Nürnberg 28mar61 after fuselage broke up in severe turbulence
180 0021 01	OK-OAC	Il-18V	CSA	d/d	31may60	c/n from test report; in fleet list 22jun60 as just delivered; still in fleet list may62
180 0021 02	OK-OAD	Il-18V	CSA	d/d	31may60	canx 1978
180 0021 03	CCCP-04356	Il-18V	AFL/Polar	rgd	10jun60	f/n HEL 07aug68; l/n TAS apr73; canx 1976
	CCCP-75422	Il-18V	AFL/Moscow	rgd	18may66	f/n VKO 09jun60; l/n DME 27aug75; canx 1977
	CCCP-75720	Il-18V	AFL/Northern	rgd	11aug60	f/n LHR 18aug60; seen KRT oct60; trf to AFL/Latvia 17jun67; l/n RIX 27may69; canx feb76
180 0021 04	CCCP-75721	Il-18V	AFL/Moscow	rgd	19apr60	converted to Il-18D jun68
180 0022 01	CCCP-75722	Il-18V	AFL/Moscow	rgd	19apr60	renamed; at AMS 24jun78
180 0022 02	DM-STC	Il-18V	Deutsche Lufthansa	rgd	16jul60	photo AMS 08feb86
	DM-STC	Il-18V	Interflug	rgd	01sep63	converted to Il-18LL; stored Kbely for many years until broken up jan96
	DDR-STC	Il-18V	Interflug	rgd	06oct81	f/n STO 1960; trf to AFL/Azerbaijan 28sep67; canx 14jan77
	OK-018	Il-18V	VZLU	rgd	30nov87	f/n Halifax 05oct61
180 0022 03	CCCP-75723	Il-18V	AFL/Moscow	rgd	06aug60	trf to AFL/Urals-PEE from jan71; f/n DME 27aug75; l/n PEE 30jun76; canx 1977; was reportedly preserved in a part at Perm, broken up before 1997
180 0022 04	CCCP-75724	Il-18V	Soviet Gvt/AFL c/s	rgd	11aug60	last flight 27jan77; last Il-18 at RIX; canx 1978
	CCCP-75724	Il-18V	AFL/Urals-SVX	trf	12aug67	trf to AFL/Kazakhstan-ALA 19sep64; canx 1978
180 0022 05	CCCP-75725	Il-18V	AFL/Latvia-RIX	rgd	12aug60	rgd 28oct62 with call-sign DM-VAX
189 0023 01	CCCP-75726	Il-18V	AFL/Moscow	rgd	03oct60	l/n SXF 30apr80
180 0023 02	493	Il-18V	East German AF	l/s	28oct60	wfu 26oct86 at SXF; canx 24nov88; dismantled in 1991, fuselage only seen SXF 01sep91; moved by trailer to Harbke and used as restaurant 'Fany-Fly' on the road to Helmstedt since 1992, l/n aug08; offered for sale around 2006; arrived Teuge, Holland, 24apr09 to become a hotel; l/n 26jun09; repainted in brown/white colours and 'hotelsuites.nl' on forward fuselage; f/n 30jul09, as such
	DM-STD	Il-18V	EGAF/DLH c/s	rgd	1964	f/n in Aeroflot c/s LHR 17apr67; dbr Rostov-on-Don 21jan71 canx 1971
	DM-STD	Il-18V	Interflug	rgd	03sep64	f/n AER 1960; l/n DME 03oct72; canx 1977
	DDR-STD	Il-18V	Interflug	rgd	01jul81	f/n SVX 23feb63; trf to AFL/Urals-CEK from 07jul65; l/n DME 1977; canx 1978
180 0023 03	CCCP-75727	Il-18V	GosNII GVF	rgd	23mar61	f/n VKO 24dec60; l/n DME 27aug75; canx 1977; was reported Monino Museum sep77, probably in error for CCCP-757377; fate unknown
180 0023 04	CCCP-75728	Il-18V	AFL/Moscow	rgd	07oct60	returned Soviet Union jun63
180 0023 05	CCCP-75729	Il-18V	AFL/Urals-SVX	rgd	29oct60	in fleet list 25aug64
180 0024 01	CCCP-75730	Il-18V	AFL/Moscow	rgd	21nov60	canx 1979
180 0024 02	9G-AAI	Il-18V	Ghana Airways	d/d	03dec60	according to other sources 23mar61; named 'Warszawa'; f/n AMS 11apr62; converted 13mar/14apr76 to, see next line
	CCCP-75534	Il-18V	AFL/Polar	rgd	29feb64	
	CCCP-75534	Il-18V	AFL/Ukraine	trf	03jun77	
180 0024 03	SP-LSA	Il-18V	LOT	trf	21apr61	arrived at BASCO for last overhaul 15jan84 with t/t 25,709 hours; last flight 20oct88; canx 16jun89; broken up at Warsaw feb90 but reported l/n WAW 11jul90 !
	SP-LSA	Il-18Gr	LOT	OST	09mar87	according to other sources 23mar61; named 'Westerplatte'; f/n AMS 18apr62; arrived at BASCO for last overhaul 13mar86 with t/t 31,543 hours; last flight 02nov88; canx 24aug89; broken up at Warsaw feb90 but reported l/n WAW 11jul90 !
	SP-LSA	Il-18Gr	Excelsior Airlines	WAW	oct88	f/n RAF Idris, Libya jun61; l/n SXF 1963 on a state visit; returned to the Soviet Union jun63
180 0024 04	SP-LSB	Il-18V	LOT	rgd	21apr61	reported LED 06jul70; trf to AFL/Arkhangelsk 01jan71
180 0024 05	9G-AAJ	Il-18V	Ghana Airways	d/d	03dec60	ret to AFL/Northern dec77; in 1973-standard Aeroflot c/s (photo proof exists); last flight 16feb84 (AFL/Kazakhstan but no mention as such in Soviet register) and BASCO and scrapped but according Soviet register canx 1981 !
	CCCP-75535	Il-18V	AFL/Northern	rgd	28mar64	returned Soviet Union jun63
	CCCP-75535	Il-18V	Hàng Không Vietnam	lsd	oct72	f/n TAS 12dec66; canx 1978
	CCCP-75535	Il-18V	AFL/Northern	LED	1978	photo LHR 08jun61; returned Soviet Union jun63
180 0025 01	9G-AAK	Il-18V	Ghana Airways	d/d	14feb61	crashed on take-off with locked rudder Samarkand 05jun70; canx 1970
	CCCP-75532	Il-18V	AFL/Uzbekistan	d/d	14jan64	static test frame
180 0025 02	9G-AAL	Il-18V	Ghana Airways	d/d	14feb61	see c/ns 185008305 and 185008503
	CCCP-75533	Il-18V	AFL/Uzbekistan	rgd	14jan64	
180 0025 03	not known	Il-18V	GosNII GVF			
180 0025 04	101 (1)	Il-18V	Polish Air Force	d/d	02mar61	

	SP-LSE	II-18V	LOT	rgd	11sep65	named 'Lenino'; f/n AMS 19aug67; arrived at BASCO for last overhaul 26may86 with t/t 28,702 hours; wfu 28nov89; canx 29dec89; seen wfu WAW jan90; sold as scrap 28nov90; was preserved in the Ursynow area of Warsaw and was to become a cafe, seen in 1991; later moved near Poniatowski Bridge in downtown Warsaw where it was destroyed by vandalism 26sep95
180 0025 05	CCCP-75731	II-18V	Soviet Gvt/AFL c/s	rgd	06feb61	trf to AFL/Moscow-VKO 25may63; canx 1980
181 0026 01	CCCP-75732	II-18V	AFL/Polar	rgd	06feb61	in fleet list 03mar61 as just delivered; w/o 26feb63 on a flight from Anadyr to Magadan when landed on ice near Cape Schmidt and sank; canx 06apr63
181 0026 02	CCCP-75733	II-18V	AFL/Krasnoyarsk	rgd	16mar61	first II-18 delivery to KJA, arrived 09feb61 I; canx 1978
181 0026 03	CCCP-75734	II-18V	AFL/Azerbaijan	rgd	18feb61	f/n oct73; canx 1977
181 0026 04	CCCP-75735	II-18V	AFL/Kyrgyzstan	rgd	02mar61	f/n jul68; canx 1978
181 0026 05	CCCP-75736	II-18V	AFL/Moscow	rgd	18feb61	trf to AFL/Urals 1978; arrived BASCO 15may80 for last overhaul; canx 1982
181 0027 01	102 (1) SP-LSH SP-LSH	II-18V II-18V II-18Gr	Polish Air Force LOT LOT	d/d rgd rgd	09mar61 16jul66	see c/n 186008905 named 'Kolobrzeg'; f/n AMS 08apr67; converted jun82 to, see next line wfu 30apr89; canx 22nov89; was preserved as a restaurant near Radomsko (on the E75 road south-bound), f/n 19jan90, l/n 1995; moved to Strumien, date unknown; preserved at Strumien, f/n 09aug97 with 'Air Natalia' titles, seen 16aug06 with 'Pepsi' titles; l/n feb09
181 0027 02	CCCP-75737	II-18V	AFL/Northern-LED	rgd	15feb61	f/n HEL 16sep72; canx 1977; last flight 12jul77 (to Monino), preserved in the Russian Air Force museum at Monino since 12jul77, l/n sep09 in poor condition
181 0027 03	CCCP-75738	II-18V	AFL/Urals	rgd	28mar61	f/n SVO 17jul70; canx 1977; seen preserved sep77 in a Sverdlovsk city park but later destroyed by fire and scrapped
181 0027 04	CCCP-75739	II-18V	AFL/Moscow	rgd	05may61	trf to AFL/Kyrgyzstan 02oct74; canx 1978
181 0027 05	CCCP-75740	II-18V	Soviet Gvt/AFL c/s	rgd	24mar61	f/n PIK 15sep62; trf to AFL/Turkmenistan 12jun64; canx 1978
181 0028 01	CCCP-75741	II-18V	AFL/Krasnoyarsk	rgd	28mar61	f/n feb69; canx 1977
181 0028 02	CCCP-75742	II-18V	Soviet Gvt/AFL c/s	rgd	24mar61	opb 25 oao; f/n DKR 04apr61; carried cosmonaut German Titov to Moscow 08aug61; canx 1977
181 0028 03	9G-AAAX	II-18V	Ghana Airways	d/d	08sep61	in fleet list may62; used in Antarctica in 1963
	CCCP-75426	II-18V	AFL/Moscow	rgd	20jun66	f/n AER 30jun70; trf to AFL/West Siberia 21sep72; canx 1979
181 0028 04	9G-AAAY	II-18V	Ghana Airways	d/d	08sep61	seen Dakar jun61 I, wfu 14jun63, returned to Soviet Union
	CCCP-75421	II-18V	AFL/Krasnoyarsk	rgd	19jul66	canx 1979
181 0028 05	SP-LSC	II-18V	LOT	rgd	21apr61	according to other sources 23mar61; named 'Narwik'; f/n AMS 22dec61; converted 09/27feb76 to, see next line
	SP-LSC LZ-BEI	II-18Gr II-18Gr	LOT Balkan	d/d	18apr88	canx 01jun88; sold to Balkan 17jun88
181 0029 01	CCCP-75743	II-18V-26A	AFL/Polar	rgd	17mar61	wfu at Varna, seen sep97/jun99; broken up
	CCCP-75743	II-18V	AFL/Moscow-VKO	trf	31mar70	long-range polar version; in fleet list 22nov61 as just delivered; f/n SVO 15dec61; took part in Antarctic expeditions 15dec61/02feb62 and 20nov63/11jan64; equipped with 'Igla' (Needle) side-looking radar in 1965/66 and undertook trials on behalf of LNPO 'Leninets'; l/n SYD dec66
181 0029 02	OK-PAE	II-18B	CSA	f/f	22feb61	f/n VKO 02oct72; trf to AFL/Moscow-DME 31aug76; canx 1979; l/n Zhukovski 16aug92 dumped, c/n checked this date
	HA-MOC	II-18V	MALÉV	d/d	mar61	named "Karlovy Vary"; commenced scheduled services 22apr61; converted to II-18V jun71; hijacked to Munich 28oct76; last flight 18may80; t/t 26,651 hours and 20,818 cycles; served as a restaurant on a camping site (not visible from the outside) near Sec airport (20 km south-east of Chrudim) since 17mar82; l/n aug02, in good condition, no titles or registration; moved to Zruc Airpark 09dec03, repainted into old CSA c/s including titles and registration, l/n apr09
181 0029 03	OK-PAF	II-18V	CSA	d/d	22apr61	CofA issued 12apr61; at AMS 28jul61; crashed into sea on approach to Copenhagen runway 27, 28aug71; possible wind shear, flight data recorder not yet installed
181 0029 04	CCCP-75744	II-18V	AFL/Polar	rgd	14apr61	f/n AMS 01jul61; hit power cables on approach to Casablanca 12jul62
181 0029 05	CCCP-75744	II-18V	AFL/Moscow-VKO	trf	1969	f/n VKO 06apr72; modernised to II-18D standard in mid-1970s; trf to AFL/Krasnoyarsk-KJA 18aug77; arrived at BASCO for last overhaul 09jan79 with t/t more than 30,000 hours; canx mar83; was preserved near the Hotel "Abkhaziya" at Gagry (Abkhaziya, Georgia) from 1983, was to become a children's cinema, but inside damaged by fire during work (probably in 1988), condition ever deteriorating, right wing spar broke in 2006, l/n oct06; broken up by 2008
181 0030 01	CCCP-75745	II-18V	AFL/Krasnoyarsk	mfd	18apr61	first II-18 with TG-16 APU; rgd 13may61; f/n LED 09jul70; canx 1977
181 0030 02	CCCP-75746	II-18V	AFL/Krasnoyarsk	rgd	13may61	canx 1977
181 0030 03	CCCP-75747	II-18V	AFL/Kazakhstan	rgd	20may61	f/n oct73; trf to AFL/?? 12dec75; canx 1977
181 0030 04	CCCP-75750	II-18V	AFL/Latvia	rgd	13may61	canx 1978
181 0030 05	CCCP-75751	II-18V	AFL/Turkmenis.-ASB	rgd	15jun61	f/n VKO 04oct72; canx 1978; was preserved in a park at Adler, seen aug84/27aug97; destroyed by fire jul99 and scrapped
181 0031 01	CCCP-75752	II-18V	AFL/Kyrgyzstan	f/f	18apr61	rgd 14jun61; arrived at BASCO for overhaul 29may79 with 35,000 hours; converted to, see next line
	CCCP-75752	II-18T	AFL/Magadan	trf	26jul79	canx 1983
181 0031 02	CCCP-75753	II-18V	AFL/Krasnoyarsk	rgd	30jun61	canx 1977
181 0031 03	CCCP-75754	II-18V	AFL/Armenia	rgd	07jul61	f/n EVN apr67; canx 1979; fuselage was used as a fire-trainer at Krasnodar, l/n there on photo in "Vozdushny Transport" 10aug89; later moved to the dump at AER, f/n 14may96, l/n jul07, partly broken up
181 0031 04	CCCP-75755	II-18V	AFL/Tajikistan	rgd	07jul61	arrived BASCO 16nov79 with 34,997 hours for last overhaul; trf to AFL/East Siberia 21mar80; canx 1983
181 0031 05	OK-BYP OK-PAI	II-18V II-18V	CS-Gvt (LSFMV) CSA	d/d trf	11jul62 21jan77	f/n already LHR 09jul62; rgd 29jul62 arrived at BASCO for last overhaul 06may86 with 14,506 hours; wfu 15dec87; last flight 29jan90 to Nürnberg; t/t 18,322 hours and 16,684 cycles; preserved at Auto & Technik Museum Sinshelm since feb90, l/n jun07
181 0032 01	CCCP-75756	II-18V	AFL/Tajikistan	rgd	07jul61	f/n LED 11oct75; canx 1979
181 0032 02	CCCP-75757	II-18V	AFL/Armenia	rgd	27jun61	crashed MRV 31dec61; canx 06feb62
181 0032 03	CCCP-75758	II-18V	Soviet Gvt/AFL c/s	rgd	14jun61	f/n LED 06jul70; canx 1976
181 0032 04	CCCP-75759	II-18V	AFL/Urals	rgd	12jul61	canx 1977
181 0032 05	CCCP-75760	II-18V	AFL/Latvia	rgd	27jul61	canx 1977
181 0033 01	CCCP-75761	II-18V	AFL/Uzbekistan	rgd	18aug61	f/n DME 19aug75; l/n AER 1977; canx 1978
181 0033 02	CCCP-75762	II-18V	AFL/Kazakhstan	rgd	14jul61	f/n AER 30jun70; canx 1977
181 0033 03	TZ-ABD	II-18V	Air Mali	LBG	jun63	and LBG 28mar64; according CAA rgd 08jan65 I, renewal of CofA this date ?; returned to Soviet Union 1967/1968
	CCCP-75477	II-18V	AFL/Moscow	rgd	15aug68	f/n SVO 29jul69; canx 1979
181 0033 04	TZ-ABE	II-18V	Air Mali	LBG	may62	according CAA rgd 08jan65 I, renewal of CofA this date ?; l/n LBG jul74; w/o 11aug74 when ran out of fuel and crashed near Lingomin (Upper Volta)
181 0033 05	9G-AAM CCCP-75424	II-18V II-18V	Ghana Airways AFL/Northern	d/d rgd	21apr61 09sep66	wfu jul64 f/n LED 27may70; trf to AFL/Magadan 01aug78; arrived at BASCO 14apr80; canx 1980; was preserved in "Leninski Komsomol" park at Tashkent from 02jul83
181 0034 01	CCCP-75763	II-18V	Soviet Gvt/AFL c/s	rgd	04oct61	canx 1976
181 0034 02	CCCP-75764 7T-VRA	II-18V II-18V	Soviet Gvt/AFL c/s Algerian Gvt	rgd d/d	16oct61 06jan64	f/n PIK 24nov63; canx 21dec64 as to Algeria at LHR 25may74 and SXF 04apr78; arrived at BASCO for last overhaul jun83 with t/t 34,215 hours; canx 1989; so did not crash at Tamansasset 12jun71 I
181 0034 03	9G-AAN CCCP-75425	II-18V II-18V	Ghana Airways AFL/Urals-CEK	mfd rgd	27jul61 30jul66	d/d 28sep62; wfu jul64, returned to Soviet Union 1965 dbr 09may74 Ivano-Frankovsk due to crew error, mistakenly landed on airstrip only 500 m long used by agricultural aircraft, overran into ravine and broke in two; t/t 19,767 hours and 8,373 cycles; canx 30may74
181 0034 04	CCCP-75765	II-18V	AFL/Turkmenistan	rgd	02aug61	crashed 05mar63 on landing Ashkhabad in a dust storm; canx 04apr63
181 0034 05	CCCP-75766	II-18V	Aeroflot	photo		line on Soviet register left blank; dbr 28jul61 on a test-flight from Tretyakovo when # 1 engine flamed out on finals to Tretyakovo and the aircraft crash-landed, left wing ripped off, no casualties; t/t 15 hours 18 minutes and 8 cycles
181 0035 01	CCCP-75767	II-18V	AFL/Moscow-VKO	rgd	15sep61	trf to AFL/Armenia-EVN 28jul62; f/n KBP 20aug75; arrived at BASCO for last overhaul nov77, partially modified to II-18D standard; canx 1979; last flight may81 to the grass strip at Stavropol-Grushovy; preserved as café "Liner" in Park Pobedy (Victory Park) at Stavropol since may81, l/n aug09 in good condition, without titles
181 0035 02	CCCP-75768	II-18V	GosNII GVF	rgd	12jun61	canx 1979
	CCCP-75768	II-18V	AFL/Uzbekistan	trf	04sep64	f/n DME 03oct72; canx 1977
181 0035 03	CCCP-75769	II-18V	AFL/Urals	rgd	15sep61	f/n LED 11aug75; canx 1977
181 0035 04	CCCP-75770	II-18V	AFL/Kazakhstan	rgd	07sep61	f/n CPN 04nov61; trf to AFL/Kyrgyzstan 26feb62; trf to AFL/Krasnoyarsk 16oct63; l/n DME 04oct72; canx 1977
181 0035 05	CCCP-75771	II-18V	AFL/Moscow	rgd	18sep61	trf to AFL/Kyrgyzstan 26jan65; f/n in Aeroflot c/s LED 11aug75; canx 1978
181 0036 01	CCCP-75772	II-18V	GosNII GVF	rgd	18oct61	d/d 14sep61
181 0036 02	YR-IMA B-230 (1) YR-IMA	II-18V II-18V II-18V	TAROM Civ Avn Adm China TAROM	rgd ret ret	15sep61 28mar85 30mar87	leased from TAROM; see c/n 184007605; f/n SIA 04apr85 wfu 07aug91; canx 01feb96; l/n OTP 23sep98 used for fire training
181 0036 03	CCCP-75773	II-18V	AFL/Armenia-EVN	d/d	12jul61	rgd 12sep61; w/o 31dec70 on a flight from Leningrad to Yerevan when took off from Pulkovo with retracted flaps (the crew had forgotten to extend them) and crashed immediately after lift-off, 78 occupants killed; canx 1971
181 0036 04	CCCP-75774	II-18V	AFL/Moscow	rgd	18sep61	f/n SXF early 1963; trf to AFL/Armenia, but date unknown; canx 1979; used as a café on a square at Yerevan (Armenia) since 1980, destroyed by explosives 01apr90, broken up
181 0036 05	CCCP-75775	II-18V	AFL/Northern	rgd	15sep61	f/n HEL 30jun67; trf to AFL/Uzbekistan 31mar78; canx 1978
181 0037 01	CCCP-75776	II-18V	AFL/Moscow	rgd	29sep61	in Soviet register as such, but possibly opb Soviet Gvt; f/n S Sprenberg 14jun73; canx 1978
181 0037 02	YR-IMB	II-18V	TAROM	rgd	20oct61	force landed Paphos 24feb62 with all engines out and came to rest on belly, no one was injured and the crew were decorated; returned to the Soviet Union 11nov62 for repairs, still awaiting repairs at Vnukovo by 1977 but never repaired and went to Ivanovo as an instructional airframe
181 0037 03	3X-KKN 3X-GAB	II-18V II-18V	Air Guinée Air Guinée	d/d r/r	1961	crashed Casablanca 09jul67 after hitting building, wreck still present Casablanca 1992
181 0037 04	3X-NZE 3X-GAC	II-18V II-18V	Air Guinée Air Guinée	d/d r/r	1961	see c/n 180002004

181 0037 05	CCCP-75428 3X-LBE 3X-GAA CCCP-74299	II-18V II-18V II-18V II-18V	AFL/Uzbekistan Air Guinée Air Guinée AFL/Krasnoyarsk	rgd mfd r/r rgd	10oct66 30sep61 18jun67 06apr78	canx 1980; f/n PPK 11ju193 preserved d/d 1961 seen CVA 27nov67 and wfu SVO 08oct77 f/n SVO apr79; arrived BASCO 03aug81 for last overhaul; trf to West Siberia 14apr83; trf to AFL/Moscow 06may85; t/ 31,319 hours and 10,894 cycles as of 20jul87 according to an in incident report this date !; canx 08oct91; l/n DME aug92/sep95 derelict
181 0038 01	CCCP-75777	II-18V	AFL/Krasnoyarsk	rgd	18oct61	f/n DME 03oct72; canx 1977
181 0038 02	CCCP-75778	II-18V	AFL/Uzbekistan	rgd	17nov61	f/n SVO 04oct72; canx 27dec77
181 0038 03	CCCP-75779	II-18V	AFL/Tajikistan	rgd	22dec61	first aircraft to be configured to 89 seater layout; canx 1979
181 0038 04	CCCP-75780(1)	II-18V	Aeroflot			no details for this on Soviet register as line for this c/n is overwritten with the details of c/n 187009805, see this c/n !
181 0038 05	CCCP-75781	II-18V	AFL/Turkmenis.-ASB	mfd	sep61	rgd 17nov61; arrived at BASCO 13mar80 to be scrapped according to BASCO files; canx nov81; transported to Brest (Belarus) about nov/dec81 and preserved in a housing estate near the airport in full Aeroflot c/s with Soviet flag, f/n ju193, housed an aviation and space museum but the exhibits were destroyed by arson in 2003, in reasonable condition jun06, but littered with graffiti, seen apr09, in grey colours with blue cheatline; moved to Borovaya airfield, f/n 07jun09 dismantled; in good condition and complete 23jun09
181 0039 01	CCCP-75782	II-18V	AFL/Azerbaijan	rgd	10nov61	f/n in (former) East Germany 09sep75; canx 1977
181 0039 02	CCCP-75783	II-18V	AFL/Krasnoyarsk	rgd	17nov61	canx 1977
181 0039 03	CCCP-75784	II-18V	AFL/Northern	rgd	11dec61	trf to AFL/Arkangelsk-ARH 04jan71 until 26dec77; f/n TAS 12jun71; trf to AFL/Kazakhstan 01mar78; canx 1979
181 0039 04	CCCP-75785	II-18V	AFL/Kazakhstan	rgd	17nov61	f/n DME 03oct72; in service date as II-18GM (cargo door) 04mar78; trf to AFL/Moscow 19oct78; last flight 23dec81 to BASCO and scrapped; canx 1982
181 0039 05	CCCP-75786 CCCP-75786	II-18V II-18V	AFL/Moscow MRP NPO "Leninets"	rgd trf	12jan62 30mar69	arrived BASCO sep83 for last overhaul; f/n Pushkin 28may90 in Aeroflot c/s; was operational Brest 02jul93; was a Si-18V Tu-160 "Obzor-K" radar test-bed for a while
181 0040 01	RA-75786 75786 CCCP-75787	II-18V II-18V II-18V	MRP NPO / AFL c/s MRP NPO / AFL c/s AFL/Urals-SVX	Siv Pus rgd	26oct94 05aug01 26sep63	was used for radar tests; reported for NPP-MIR; l/n Pushkin 25aug99 engineless/wfu; still present as such may06 late rgd confirmed; trf to AFL/Urals-CEK from 01sep65; f/n DME 30oct77; trf to AFL/Kazakhstan 17may83; arrived BASCO 07mar84 for last overhaul; trf to AFL/Turkmenistan 16nov84; canx 1986
181 0040 02	CCCP-75788 CCCP-75788 CCCP-75788 CCCP-75789	II-18V II-18V II-18T II-18V	Soviet Gvt/AFL c/s AFL/Krasnoyarsk AFL/Krasnoyarsk Soviet Gvt/AFL c/s	rgd trf rgd	22dec61 20nov63 13jan62	f/n PIK 12aug62 arrived at BASCO for last overhaul 16may79 with 34,997 hours; converted to, see next line canx 1983
181 0040 03	CCCP-75789 CCCP-75789	II-18V II-18V	AFL/Northern AFL/Azerbaijan	trf rgd	10mar67 22dec61	f/n HEL 10aug74; canx 1977
181 0040 04	CCCP-75790	II-18V	AFL/Krasnoyarsk	rgd	05jan62	f/n Grossenhain 05may75; canx 1977
181 0041 01	CCCP-75791	II-18V	AFL/Kazakhstan	rgd	22dec61	dbt when collided with an ambulance after landing Yakutsk 10sep69; canx 1970
181 0041 02	CCCP-75792	II-18V	AFL/Kazakhstan	rgd	05jan62	f/n DME 10apr72; canx 1977
181 0041 03	CCCP-75793 CCCP-78732	II-18V II-18V	AFL/Krasnoyarsk LII Zhukovski	rgd Zuk	05jan62 26dec64	canx 1977 avionics test-bed; late rgd confirmed !; photo exists with cylindrical pod under the forward fuselage; arrived BASCO 30jun86 for last overhaul
181 0041 04	RA-78732	II-18V	LII Zhukovski	Zuk	03sep93	l/n Zhukovski 23aug03, no titles, wfu and without engines; reported for Gromov Air; canx 23nov01 as life time expired
181 0041 05	CCCP-75797	II-18V	AFL/Northern	rgd	13jan62	f/n HEL 18may74; arrived BASCO 23jun80 for last overhaul and according AFL/Krasnoyarsk but not as such in Soviet register; canx 1982
181 0042 01	CCCP-75796 DM-STF (1) CCCP-75475(1) OK-PAG	II-18V II-18V II-18V II-18V	Aeroflot Interflug AFL/Krasnoyarsk CSA	d/d rgd rgd d/d	27nov61 13sep62 29feb68 04jan62	line left blank on Soviet register damaged by fire on overhaul ARZ-402 Bykovo 28feb67, repaired, and to Aeroflot; see c/n 184007405 retired 1979; see c/n 184007401; canx 1979 named "Vysoké Tatry"; f/n AMS 23mar63; wfu 21feb80; t/ 25,572 hours and 20,846 cycles; served as a restaurant near SluŮovice from 25may82, l/n sep96; moved to the zoo at Lesna (near SluŮovice) to become a restaurant there, but never opened; scrapped at Lesna in 2001
181 0042 02	OK-PAH	II-18V	CSA	d/d	04jan62	named "Mariánské Lázně"; f/n AMS 21may63; wfu 31oct79; t/ 24,543 hours and 20,699 cycles; was used for TV series "Ambulance"; scrapped aug81 at Prague
182 0042 03	CCCP-75602	II-18V	Soviet AF/AFL c/s	SVO	1970	with additional HF communications equipment, later opb 8 adon at Chkalovski; arrived at BASCO for last overhaul oct86 with 11,776 hours; l/n Demmin-Tutov 28jun93
182 0042 04	RA-75602 CCCP-75799	II-18V II-18V	Russian AF/AFL c/s AFL/Moscow	Ckl rgd	28aug95 06feb62	wfu 1998; canx 12mar01 reportedly as destroyed l/n DKR 11oct62; trf to AFL/West Siberia jun67; arrived BASCO 25jun79 with 34,992 hours for last overhaul; trf to AFL/Far East 17dec79; canx 1982
182 0042 05	CCCP-75800 75800 CCCP-75800 CCCP-75801	II-18V II-18V II-18V II-18V	AFL/Moscow Air Guinée AFL/Moscow AFL/Moscow	rgd DKR DME rgd	06feb62 30mar63 27aug75 06feb62	and Abidjan 1964, leased for a short time canx 1978 f/n oct/3; dbr Krasnoyarsk 12dec75 when undershot 250 m in bad weather, collapsing the nose and port main gear units and suffering damage to the port wing and fuselage; t/ 27,440 hours and 7,976 cycles; canx 1976
182 0043 01	CCCP-75802 CCCP-75798 CCCP-75803 75803 CCCP-75803	II-18V II-18V II-18V II-18V II-18V	AFL/Latvia AFL/Uzbekistan AFL/Moscow Air Guinée AFL/Moscow	rgd rgd rgd DKR ret	01mar62 20mar62 01mar62 30mar63 unknown	flew into high ground 32 km from Samarkand, 06feb70; canx 10mar70 leased, returned to Aeroflot trf to AFL/Krasnoyarsk 31jul68; arrived BASCO 14may79 with 34,994 hours for last overhaul; canx 1983
182 0043 02	CCCP-75804	II-18V	GKPE NII"Leninets"	rgd	19jun62	trf to MRP NPO "Leninets" Leningrad 10sep68 arrived BASCO 22dec86 with only 3.259 hours for last overhaul; was used for radar tests designated Si-181; f/n Pushkin 28may90 in Aeroflot c/s; experimental equipment removed in 1993
182 0044 01	75804 RA-75804 RA-75804 75804	II-18V II-18V II-18V II-18V	Daallo Airlines MRP NPO / AFL c/s NPP-MIR NPP-MIR	SHJ Siv trf	07jul93 26oct94 24apr95 19nov04	large external antenna pods and long nose; l/n JIB sep93 f/n Pushkin 05aug01; canx 08dec03 at Raduzhny with "RA-" totally faded; l/n Pushkin 07jul06/01jun08 in bad condition without engines
182 0044 02	CCCP-75805 DM-STG DDR-STG	II-18V II-18V II-18V	UVAU GA, AFL c/s Interflug Interflug	rgd rgd rgd	07apr62 24mar62 19aug81	Ulyanovsk Higher Aviation School of Civil Aviation; f/n jun75; canx 1978 had possibly CCCP-75806 allocated; in DLH c/s until at least may64; l/n SXF 30apr80 wfu 09nov88; last flight 18nov88 (to Erfurt); canx 25nov88; used as a rescue trainer at Erfurt airport; seen jun06 without registration, with "Flughafen Erfurt Training" titles, l/n oct09 canx 1977
182 0044 03	CCCP-75807	II-18V	AFL/Azerbaijan	rgd	29mar62	f/n DME 19aug75; canx 1978
182 0044 04	CCCP-75806	II-18V	AFL/Kazakhstan	rgd	29mar62	with additional HF communications equipment and later opb 223 opas at Chkalovski; f/n Sperenberg 09may74; arrived at BASCO for last overhaul jan87 with 11,820 hours; l/n Pushkin 06jul94
182 0044 05	CCCP-75606	II-18V	Russian AF/AFL c/s	Pus	24oct94	l/n Chkalovski 15aug96 c/n checked; l/n Chkalovski 05aug00, titles not reported; wfu 1998; canx 12mar01 reportedly as destroyed
182 0045 01	CCCP-75808	II-18V	AFL/Northern	rgd	19jun62	f/n HEL 31may67; canx 1978
182 0045 02	CCCP-75809	II-18V	AFL/Moscow	rgd	12jun62	f/n AER 30jun70; trf to AFL/Urals-SVX 14dec71; canx 1977
182 0045 03	CCCP-75810	II-18V	AFL/Moscow	rgd	19jul62	f/n VKO 1965; l/n DME 13nov77; canx 1982
182 0045 04	CCCP-75811 CCCP-75811	II-18V II-18V	AFL/Moscow MRP Zhukovski	rgd trf	17jul62 03jan67	operated as an II-18REO avionics test-bed; arrived BASCO 23aug84 with 6,788 hours for last overhaul; seen DME 04sep91 in Aeroflot c/s, no titles
182 0046 01	RA-75811 RA-75811 RA-75811 RA-75811 RA-75811	II-18V II-18V II-18V II-18V II-18V	MRP Zhukovski Ilavia Elf Air no titles Grizodubova AvCo	SHJ Zuk MST VKO rgd	05mar93 11may96 04feb98 28jun02 24oct02	Aeroflot c/s, no titles l/n SHJ feb97 slide available l/n SHJ 29dec01 l/n DME 25aug02 Grizodubovoy was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n Zuk 23aug03 no titles; l/n FJR 19apr04, with titles ?; canx 17mar04 as sold to Kyrgyzstan
182 0046 02	CCCP-75812 CCCP-75812	II-18V II-18T	AFL/Latvia AFL/Far East	rgd BKA	12jun62 05mar79	l/n RKT 15apr05; c/n checked owned by Gulf Aero Freight FZE; f/n SIP 30may05; CofA issued 09jun05 to Sevastopol Avia; l/n active DME 19feb06; stored without engines at SIP, seen 06jun07/16jul08; seen 18jul08 in the process of being broken up photo as such; seen LBG 19jun65; l/n ABJ 12sep69; returned to Soviet Union 1971 crashed near Magnitogorsk 31aug72 after a fire in the baggage compartment; canx 19feb73
182 0046 03	LZ-BEL LZ-BEL LZ-BEL	II-18V II-18V II-18V	TABSO Bulair Balkan	d/d rgd rgd	30mar62 jun68 03oct72	at AMS 28mar64 f/n LGW 27sep69; l/n SXF 1971 l/n LBG aug74; photo ZRH jun76; returned to Soviet Union (when ?), but never on the Soviet register l/n DME 25aug02
182 0046 04	CCCP-75813	II-18V	AFL/Kazakhstan	rgd	12jun62	trf to AFL/Far East 17dec76; arrived at BASCO for last overhaul 05mar79; converted to, see next line
182 0046 05	CCCP-75814	II-18V	AFL/Urals	BKA	05mar79	canx 1983; fuselage seen derelict KHV jul94/may95
182 0047 01	CCCP-75815	II-18V	AFL/Kazakhstan	rgd	12jun62	at LBG 15jun65
182 0047 02	CCCP-75816	II-18V	AFL/Krasnoyarsk	rgd	12jun62	at LGW jun69; photo GLA 1970 at MAN may72 and LGW 22jul72; broken up Varna around 1985, parts still seen during 1992
182 0047 03	CCCP-75817	II-18V	AFL/Moscow	rgd	12jun62	featured in the Soviet movie 'Idu na grozu' shot in 1965; f/n DME 1966; l/n KBP 06apr72; canx 1980 f/n KBP 06apr72; canx 1979
182 0047 04	CCCP-75818	II-18V	AFL/Moscow	rgd	12jun62	arrived BASCO 12apr79 with 34,998 hours for last overhaul; canx 1982
182 0047 05	CCCP-75819	II-18V	AFL/Moscow	rgd	19jun62	f/n in Aeroflot c/s LHR 19apr64; arrived at BASCO 14feb79 (AFL/Azerbaijan according to BASCO but not as such in Soviet register) for last overhaul; canx 1979 f/n ASF 10jul70; possibly trf to AFL/Krasnoyarsk but no record as such in Soviet register; arrived at BASCO for last overhaul 13mar79 with t/ 34,987 hours; canx 1982 canx 1978; seen AKX 14jul93 derelict trf to AFL/Urals-SVX 01aug64; arrived BASCO may80 for last overhaul; canx 1985

182 0048 01	CCCP-75894 CCCP-75894	II-18V II-18V	Soviet AF/AFL c/s MRP NPO "Vzlyot"	rgd rgd	20dec73 05jul85	opb 223 lo at Chkalovski; f/n Sperenberg 27feb76; l/n Sperenberg 11feb83 equipped with a pod under its fuselage as a test aircraft; arrived BASCO 27jul87 for last overhaul; still CCCP 06ju83
	RA-75894 RA-75894	II-18V II-18V	MRP NPO "Vzlyot" Grizodubova AvCo	Zuk rgd	03sep93 28may02	no titles; l/n Zhukovski 09aug02
	EX-059 YR-IMC	II-18V II-18V	Aquila, n/t TAROM	SHA rgd	24nov05 29may62	f/n Zhukovski 24aug03, no titles; Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; l/n Zhukovski 17aug05 in light blue colours, no titles; l/n FJR 17oct09
182 0048 02						at LBG 10jun63; arrived BASCO may87 with 37,781 hours for last overhaul; preserved in Banasti city, 90km North of Bucharest, near a monument; present there 1992 l/n jun00 in bad condition; finally canx 01feb96
182 0048 03	CCCP-75821	II-18V	AFL/Northern	rgd	26jun62	f/n LED 11jul70 and HEL 02aug75; canx 1978
182 0048 04	YR-IMD	II-18V	TAROM	rgd	11may62	rgd 11jun62; arrived BASCO 24sep85 with 31,578 hours for last overhaul; wfu 26jun91; canx 04may98
	3D-ALQ EL-ADY (3) EX-7504 ER-ICM ER-ICM	II-18V II-18V II-18V II-18V II-18V	Air Cess, n/t Santa Cruz, n/t Star Airlines Star Airlines Star Airlines, n/t	SHJ SHJ SHJ rgd SHJ	may98 01dec98 19sep99 30dec99 07feb00	basic TAROM c/s l/n SHJ 29may99; according Liberian register rgd 24may99 1; c/n checked; see c/n 184007405 l/n SHJ 07dec99; c/n not checked but ex EL-ADY under wings; ex Santa Cruz c/s f/n DXB 30jan00; ex Santa Cruz c/s; titles removed 07feb00 l/n SHJ 15sep01; operated by Aerovista/Star Airlines; in Renan fleet list 31dec00; ex EL-ADY visible under wings
	ER-ICM ER-ICM	II-18V II-18V	Sud Aerocargo blue/white, n/t	DXB SHJ	20aug01 15sep01	in white c/s with dark blue tail and cheatline and light blue trim; l/n SHJ 04feb03; canx 06feb03 as to Kyrgyzstan; offered for sale on the internet dec03 with t/t 18,711 cycles
	EX-011 EX-011	II-18V II-18V	Aerovista, n/t all white, n/t	SHJ SHJ	09feb03 05may03	in same c/s as above l/n SHJ 26jan04; no reports until seen FJR 16nov07
182 0048 05	CCCP-75820(2)	II-18V	AFL/Moscow	rgd	01aug62	rgd 03oct72; trf to AFL/Tajikistan 29apr72; canx 1979; see story with c/n 188000103
182 0049 01	CCCP-75822 CCCP-75822	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Far East	rgd trf	30jun62 04may68	f/n PPK may68 arrived at BASCO for last overhaul 17mar81 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line
	CCCP-75822	II-18T	AFL/Krasnoyarsk	rgd	canx 1983	
182 0049 02	CCCP-75823	II-18V	Soviet Gvt/AFL c/s	rgd	30jun62	opb 235 OAO; carried cosmonauts Andriyan Nikolayev and Pavel Popovich to Moscow 17aug62; f/n PIK 17oct63; l/n LHR 19apr64
	CCCP-75823	II-18V	AFL/Far East	trf	03aug64	canx 02nov64 according to the Soviet register but was obviously restored; dbr 23aug70 (according to other sources aug71) on a flight from KHV to UUS when landed at night in adverse weather, approached too high and was 'forced down' by the pilot, the nose gear touched down first and broke, the aircraft slid off the runway and the wings broke, no casualties (there was no fire due to the heavy rain)
182 0049 03	CCCP-75824	II-18V	AFL/Moscow	rgd	14jul62	landed short of runway Magadan, 03aug64, landing gear collapsed; canx 01nov64
182 0049 04	CCCP-75825	II-18V	AFL/Moscow	mfd	28jun62	rgd 14jul62; f/n PIK 20jun62; trf to AFL/Tajikistan 20mar78; arrived BASCO 11aug80 with only 4,200 hours for last overhaul
	CCCP-75825 RA-75825 RA-75825 EL-ALW EL-ALW EX-75825 EX-904	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	MAP Kuibyshev MPO SP Air ex AFL c/s, n/t Santa Cruz Imp. Phoenix Phoenix Phoenix c/s, n/t	rgd IST BKA SHJ SHJ SHJ SHJ	10jun82 jun94 21may96 10oct97 19sep99 01oct99 28dec01	photo exists, date unknown in full Aeroflot colours with blue tail no titles c/n checked l/n BKA 24aug97, c/n checked; canx 16oct97 as to United Arab Emirates l/n SHJ 05apr99; according Liberian register rgd 01apr99 1; c/n checked; named 'Swallow' l/n SHJ 23oct99; c/n not checked; white c/s, red cheatline f/n SHJ 03nov01; registration was painted on 29oct99 l/n SHJ 05aug02; rumoured it was dbr when overshot at Neghazi, Angola, 15sep02 and not in fleet list according JP-03; sole report as EX-75825 Phoenix SHJ 03mar03 therefore doubtful!
182 0049 05	CCCP-75826 CU-T830	II-18V II-18V	AFL/Moscow Cubana	rgd d/d	14jul62 1964	canx 24jun64 so report VIE 14apr73 cannot be correct!
182 0050 01	CCCP-75827 CCCP-75827	II-18V II-18T	AFL/Armenia AFL/Magadan	rgd trf	03aug62 06jul79	photo MEX oct65; crashed near Cienfuegos, Cuba, 10jul66
182 0050 02	CCCP-75828	II-18V	AFL/Moscow	rgd	01aug62	arrived at BASCO for last overhaul 05may79 with 34,993 hours; converted to, see next line
	CCCP-75828	II-18T	AFL/Moscow	rgd	01aug62	canx oct82
	CCCP-75828	II-18V	AFL/Latvia	trf	05oct66	f/n PIK 02dec62; trf to AFL/Latvia 05oct66; trf to AFL/Krasnoyarsk jan77; arrived at BASCO for last overhaul 24jul79 with 34,998 hours; converted to, see next line
182 0050 03	CCCP-75829	II-18V	AFL/Turkmenistan	rgd	16nov62	canx 1983
182 0050 04	CCCP-75830	II-18V	AFL/Polar	rgd	11aug62	f/n LED 09jul70; canx 1978
	CCCP-75831 DM-STE DM-STE DM-STE DDR-STE	II-18V II-18V II-18V II-18V II-18V	AFL/Tajikistan EGAF/DLH c/s EGAF/Interflug c/s Interflug Interflug	rgd rgd rgd trf rgd	23aug62 27sep62 01sep63 03jun64 10oct81	trf to AFL/Ukraine, date unknown (but not before 1967); f/n VKO 02oct72; arrived at BASCO for last overhaul 02mar79; trf to AFL/Moscow-VKO 24apr79; canx 1982
182 0051 01	CCCP-75831	II-18V	AFL/Tajikistan	rgd	23aug62	f/n SVO 30mar72; canx 1979
182 0051 02	DM-STE	II-18V	EGAF/DLH c/s	rgd	27sep62	also rgd 10oct62 with call-sign DM-VAY; some reports say EGAF serial '499' was allocated
182 0051 03	DM-STE	II-18V	EGAF/Interflug c/s	rgd	01sep63	renamed
182 0051 04	DDR-STE	II-18V	Interflug	trf	03jun64	l/n SXF 30apr80
182 0051 05	CCCP-75832 CCCP-75833 CCCP-75834	II-18V II-18V II-18E	AFL/Northern AFL/Ural MAP Zhukovski	rgd rgd mfd	30aug62 05sep62 01aug62	arrived at BASCO for last overhaul feb88 with t/t 30,947 hours; canx 24nov89; flown to Borkheide and preserved there, l/n sep09 f/n HEL 25nov72; l/n HEL 03apr76; canx 1977 trf to AFL/Far East 10sep71; canx 1982
	CCCP-75834 RA-75834 RA-75834 RA-75834 RA-75834 RA-75834 RA-75834 RA-75834	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	Ilyushin OKB Ilyushin OKB Ilavia Titan Aero ASK Tretyakov Al AstAir	trf Zuk Zuk rgd DME SHJ RKT	15mar85 06may94 jan96 20oct99 28aug02 04dec02 14mar04	trf to AFL/Far East 10sep71; canx 1982 II-18E prototype; for 122 pax; in Aeroflot c/s; trials completed 14nov64; rgd 26jan66, late rgd confirmed; f/n SVO 12jul68; underwent special trials at Norilsk 14/19feb74; arrived at BASCO for last overhaul 12jan87 with t/t only 2,532 hours
182 0051 05	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	in Aeroflot c/s; l/n Zhukovski 03sep93
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	in Aeroflot c/s; l/n Zhukovski 07jul95
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	l/n Zhukovski 08jul98
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	f/n SHJ 21nov99; l/n DME 24oct01, operational
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	l/n SHJ 24sep02
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	rgd 28oct03 to Tital Aeri
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	wfu at DME and seen wfu parked on the grass jun06/aug09
	CCCP-75835	II-18V	AFL/Moscow	rgd	05sep62	featured in the Soviet movie 'Vystrel v tumanye' shot in 1963; f/n DME 04oct72; trf to AFL/Ukraine-KBP 11jul74; last flight aug82 (to BASCO); broken up by BASCO; canx 1983
182 0052 01	CCCP-75842	II-18V	GosNII GVF	rgd	24dec62	arrived BASCO 26may81 with 30,750 hours for last overhaul; trf to AFL/Leningrad 04mar80; last flight 26may81; canx 1982
	CCCP-75842	II-18V	AFL/Uzbekistan	trf	31mar78	sold 12sep63 to Cuba
182 0052 02	CCCP-75836 CU-T831	II-18V II-18V	AFL/Moscow Cubana	rgd d/d	20sep62 1964	named 'Capitan Fernando Alvarez', photo as such BGI 16oct76; ; seen HAV sep84 wfu
182 0052 03	CCCP-75837	II-18V	AFL/Latvia	rgd	14sep62	f/n LED 26mar72; canx 1977
182 0052 04	CCCP-75838	II-18V	AFL/Moscow	rgd	10oct62	trf to AFL/Tajikistan 19jan78; arrived BASCO 19jan79 for last overhaul; canx 1980
182 0052 05	CCCP-75839	II-18V	AFL/Uzbekistan	rgd	30nov62	f/n LED 11aug75; canx 1978
182 0053 01	CCCP-75840 CCCP-75840	II-18V II-18RT	AFL/Moscow Sov. Navy/AFL c/s	mfd trf	25sep62 10feb65	rgd 24dec62; f/n VKO sep64; converted by OKB Ilyushin in 1961 to, see next line
	CCCP-75840	II-18V	AFL/Moscow	rgd	10feb65	communications relay aircraft (SIP) with special radio aeri and fairings; based at Ostrov; arrived at BASCO for last overhaul jan88; re-converted to standard configuration
	CCCP-75840	II-18V	AFL/Moscow	rgd	10feb65	rgd 08feb99; f/n Zhukovski 18aug99; completed last overhaul (by 20 ARZ at Pushkin) 30sep98; l/n Zhukovski 15aug01 operational, still with non-standard tail cone, no c/n on; w/o 19nov01 on a flight from Khatanga to DME when crashed between the villages of Zakharovka and Overkovo 15 km SE of Kalyazin, Tver Region (57°12'50" N, 38°07'00" E), suspected in-flight explosion, autopilot failure caused uncommanded elevator deflection, causing the aircraft to dive into the ground, all 27 aboard (six crew, two technicians, an IRS-Aero manager and 18 paying passengers) killed; t/t 11,617 hours and 5,582 cycles
182 0053 02	CCCP-75841 75841	II-18V II-18V	AFL/Moscow Air Guinée	rgd DKR	18nov62 20mar65	leased, returned to Aeroflot
	CCCP-75841	II-18V	AFL/Moscow	ret	unknown	trf to AFL/Moscow-DME 19jan71; trf to AFL/Kazakhstan-KGF 20dec72; arrived BASCO 12jan79 for last overhaul; canx 1980
182 0053 03	CCCP-75843	II-18V	AFL/Moscow	rgd	16oct62	crashed 29nov62 and canx same date
182 0053 04	CCCP-75844 CCCP-75844	II-18V-26A II-18V	AFL/Moscow AFL/Moscow-DME	rgd DME	30nov62 1977	was the first II-18V-26A long-range polar version; later de-converted to a standard II-18V
	CCCP-75844	II-18V	AFL/Moscow-DME	DME	1977	canx 1978; preserved as café 'Karlsson' in the centre of Nikolayev (Ukraine), f/n jul96, l/n may02, to be scrapped soon after last sighting
182 0053 05	CCCP-75845	II-18V-26A	AFL/Moscow	rgd	23nov62	delivered as II-18V-26A long-range polar version; took part in Antarctic expeditions 20nov63/11jan64 and 24dec65/1966; later de-converted to a standard II-18V
	CCCP-75845	II-18V	AFL/Moscow	rgd	29nov62	arrived at BASCO for last overhaul 23apr80; canx 1983
182 0054 01	CCCP-75846 CCCP-75846	II-18V-26A II-18V	AFL/Moscow AFL/Moscow	rgd NIC	29nov62 1964	delivered as II-18V-26A long-range polar version; later converted to a standard II-18V
182 0054 02	CCCP-75847 CCCP-75847	II-18V-26A II-18V	AFL/Moscow AFL/Moscow	rgd rgd	23nov62 23nov62	trf 31mar78 to AFL/Uzbekistan; arrived at BASCO for last overhaul 28jul81; canx 1984
	CCCP-75847	II-18V-26A	AFL/Moscow	rgd	23nov62	delivered as II-18V-26A long-range polar version; later converted to a standard II-18V
	CCCP-75847	II-18V	AFL/Moscow	rgd	23nov62	f/n oct73; trf to AFL/Magadan 05oct74; canx 1983; fuselage only seen GDX 08jul94/12may95 with c/n painted on; hulk removed by aug96
182 0054 03	CCCP-75848 CCCP-75848	II-18V-26A II-18V	AFL/Moscow AFL/Moscow	rgd DME	23nov62 19aug75	delivered as II-18V-26A long-range polar version; later converted to a standard II-18V
	CCCP-75848	II-18V	AFL/Moscow	rgd	23nov62	trf to AFL/Uzbekistan 13sep72; trf to AFL/Far East 30nov81; arrived at BASCO for last overhaul 15jul86; canx 1982
182 0054 04	CCCP-75849	II-18V	AFL/Krasnoyarsk	rgd	24dec62	f/n LED 12aug68; canx 1977
182 0054 05	CCCP-75850(1)	II-18V	AFL/Uzbekistan	rgd	25jan63	f/n TAS 12jun71; canx 1977; see c/n 185008503
182 0055 01	CCCP-75851 CU-T832 CCCP-75851	II-18V II-18V II-18V	AFL/Northern MRP Zhukovski Cubana	mfd trf d/d	28nov62 19sep64 1964	rgd 07jan63
	CCCP-75851	II-18V	MRP Ramenskoye	rgd	29mar67	returned to Soviet Union feb85; see rgd next line!
	CCCP-75851	II-18V	LII Zhukovski	Zuk	16aug92	arrived at BASCO for last overhaul 21feb85; operated by NPO "Vzlyot", converted to missile guidance systems test-bed
	RA-75851	II-18V	Rep Guinea-Bissau	MLA	16dec92	reconverted to standard by this date; in Aeroflot c/s
	RA-75851	II-18V	Rep Guinea-Bissau	MLA	16dec92	returned to Russia this date after lease; converted to II-18Gr

	RA-75851	II-18Gr	Elf Air	SHJ	23feb93	in Aeroflot c/s, no titles; leased to IRS Aero 18jun99/29nov01; seen RKT 03mar02 with 'RA-' faded; l/n DME 27aug02
	RA-75851	II-18Gr	Grizodubova AvCo	rgd	25apr02	Grizodubova was a highly decorated female pilot during the Great Patriotic War and a Hero of the Soviet Union; f/n SHJ 03nov03, no titles; seen SHJ 11feb04 with titles; canx 17mar04 as sold to Kyrgyzstan; l/n RKT 24jun05
	EX-026 UR-CEY UR-CFR	II-18Gr II-18Gr II-18Gr	Aeroflot c/s, n/t Sevastopol Avia Expo Aviation	DXB RKT d/d	15sep04 02oct05 may07	c/n checked; l/n RKT 24jun05 c/n confirmed; offered for sale with t/t 14,493 hours; l/n RKT 24nov05 photo as such MLE may07; arrived FJR 27nov07 and parked; l/n FJR 25jul08; serial removed and in poor condition, FJR 14sep08/10apr09, to be broken up
182 0055 02	CCCP-75852	II-18V	AFL/Northern	rgd	07jan63	f/n LED 27may70; trf to AFL/West Siberia 05nov75; canx 1982
182 0055 03	CCCP-75853	II-18V	AFL/Kazakhstan	rgd	24dec62	canx 1978; seen AKX apr93/jan03 derelict
182 0055 04	CCCP-75854	II-18V	AFL/Armenia	rgd	07jan63	f/n may68; trf to AFL/Uzbekistan 11apr79; trf to AFL/Far East 30dec81; canx 1982
182 0055 05	HA-MOE	II-18V	MALÉV	mfd	14nov62	d/d 28dec62; at AMS 10mar63; operated freight flight LGW 24oct77; converted to II-18Gr 1979; wfu and last flight 22apr87 to Szolnok Air Force museum, l/n jul09
182 0056 01	CCCP-06160 CCCP-75423	II-18V II-18V	G.K. Electronic MRP Zhukovski	mfd Zuk	14nov62 16may66	rgd 07jan63; was a test aircraft ! environmental monitoring and research aircraft during the 1980s; arrived BASCO 31jul85 with only 6,912 hours for last overhaul
	CCCP-75423 RA-75423 RA-75423	II-18V II-18V II-18V	Zhukovski LII Zhukovski LII IRS Aero	rgd Zuk rgd	23jul92 03sep93 15jun00	f/n Zhukovski 16aug92; c/n checked; Aeroflot c/s l/n Pushkin 24may99 and 07aug99; Aeroflot c/s, no titles f/n DME 15aug00; l/n DME 18aug02; reconvered to standard configuration, no c/n on; last reported BKA 15sep02 in incident report (overran 60 m), t/t 10,058 hours and 3,176 cycles as of this date, was operated in combi configuration, although the airworthiness certificate listed it as a pure cargo aircraft, this and other violations (forged paperwork and spare parts of doubtful origin) eventually led the Russian CAA to withdraw IRS Aero's operating licence in early 2003; current on RFR mar04 and seen stashed Zhukovski aug03/aug07 without markings
	EX-603	II-18V	all white, n/t	Zuk	19aug09	c/n not confirmed, but probably ex RA-75423 which was stored Zhukovski in the same colours and parked in the same position; l/n Zhukovski 23aug09
182 0056 02	LZ-BEM LZ-BEM LZ-BEM	II-18V II-18V II-18V	TABSO Bulair Balkan	d/d trf trf	06mar63 1968 1972	l/n VIE 12jun67 photo; l/n DUS 1971 l/n LGW 30jul72; w/o 03mar73 on a flight from Sofia to Moscow when suddenly descended below the glide-path on its second approach to Sheremetyevo and struck the ground, probably due to tail plane icing, all 8 crew and 17 passengers killed
182 0056 03	CCCP-75856	II-18V	AFL/Northern	rgd	28mar63	f/n LED 09jul70 and HEL 19apr75; canx 1978
182 0056 04	CCCP-75857	II-18V	AFL/Kazakhstan	rgd	11apr63	canx 1978; seen derelict SVX apr93/jul06, but not present aug07
182 0056 05	CCCP-75877	II-18V	AFL/Kazakhstan	rgd	28mar63	canx 1978
182 0057 01	CCCP-75878	II-18V	AFL/Krasnoyarsk	rgd	28mar63	canx 1977
182 0057 02	CCCP-75858	II-18V	AFL/Azerbaijan	rgd	18feb63	canx 1977
182 0057 03	CCCP-75859	II-18V	AFL/Latvia	rgd	18feb63	trf 01dec67 to AFL/Northern-LED; f/n LED 11jul70; l/n SXF 10apr76; canx 1978; was preserved at Rzhnevka, remains seen 1991/2002
183 0057 04	CCCP-75668(2)	II-18V	Soviet AF/AFL c/s	w/o	19oct64	when crashed into Mount Avala near Belgrade, on board was the Chief of General Staff, Beryuzov; see c/n 0802
183 0057 05	CCCP-75860	II-18V	AFL/Uzbekistan	rgd	05mar63	trf ro AFL/West Siberia 22jun79; arrived BASCO 06aug79 for last overhaul; canx 1982
183 0058 01	CCCP-75861	II-18V	AFL/Krasnoyarsk	rgd	22feb62	canx 1978
183 0058 02	CCCP-75862	II-18V	AFL/Azerbaijan	rgd	18feb63	canx 1977
183 0058 03	CCCP-75863	II-18V	AFL/Northern	rgd	22feb63	f/n HEL 12jul67; canx 1978
183 0058 04	CCCP-75864	II-18V	AFL/Kyrgyzstan	rgd	09mar63	f/n jun70; canx 1978
183 0058 05	CCCP-75865	II-18V	AFL/Urals	rgd	05mar63	f/n late77; arrived BASCO 31jan80 for last overhaul; canx 1982
183 0059 01	CCCP-75866	II-18V	AFL/Krasnoyarsk	rgd	25mar63	w/o 04apr63 when crashed near Kazan after technical problems; canx 28apr64
183 0059 02	CCCP-75867	II-18V	AFL/Uzbekistan	rgd	10apr63	canx 1977
183 0059 03	CCCP-75868	II-18V	AFL/Armenia	rgd	25mar63	f/n TAS 01apr68; trf to AFL/Magadan 01aug78; trf to AFL/Urals 22dec79; arrived BASCO mar83 with 38,923 hours for last overhaul; canx 1984
183 0059 04	CCCP-75869	II-18V	AFL/Tajikistan	rgd	25mar63	f/n DYU 25aug75; last flight 07may76; subsequently used as a ground rescue trainer; canx 1979; preserved on the banks of the river Syr-Darya at Khujand (at 40°17'41" N, 69°38'16" E), painted with advertising for beverages ('RC Cola' on the left-hand side and 'Obi Zulo' on the right-hand side) in the 1990s, in poor condition by oct07
183 0059 05	CCCP-75870 YE-AYE 4W-ABO 4W-ABO LZ-BEU LZ-BFU LZ-BFU LZ-BFU EX-75427 EX-75427 EX-75427	II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V II-18V	Soviet Gvt/AFL c/s Yemen Government Yemen Airways Yemen Government Balkan Bulg.Flying Cargo Inter Tropic Al no titles Daallo Airlines Intal Air, n/t Daallo Airlines	rgd d/d rgd SXF d/d ATH SHJ SHJ SHJ DIR NBO	15apr63 24nov63 1971 03sep81 24sep84 10apr00 22sep00 22sep00 19oct00 23mar02 30sep05	canx 09may64 as to Yemen f/n ORY 26feb72; l/n LHR 11apr77 carried 'Yemen Arab Republic Aviation' titles arrived BASCO may87 with only 8,838 hours for last overhaul; l/n VAR jun99/jul99 enginesless l/n SHJ 11oct00 being painted in Daallo colours l/n SHJ 20feb02; c/n checked; leased from Phoenix; line left blank in the old Soviet register for CCCP-75427 l/n SHJ 15may05 l/n JIB 22aug06; offered for sale by Intal Air sep06 t/t 21,556 hours; l/n JIB 29sep08/FJR 08oct08 no titles
	3X-GEZ CCCP-75871 CCCP-75872 CCCP-75873	II-18V II-18V II-18V II-18V	G-R Avia AFL/Azerbaijan AFL/Uzbekistan Soviet Gvt/AFL c/s	FJR rgd rgd rgd	01nov08 15apr63 15apr63 15apr63	c/n confirmed, in blue/green c/s, no titles; l/n FJR 17feb09/12dec09, being broken up canx 1978 opp 235 oao; f/n LHR jul64; carried cosmonauts Vladimir Komarov, Konstantin Feoktistov and Boris Yegorov to Moscow 19oct64; trf to AFL/Krasnoyarsk 25aug70; last flight jun83 to BASCO and scrapped, but according to Soviet register already canx 1982 !
183 0060 04	CCCP-75874 CCCP-75874	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Far East	rgd trf	15apr63 29may68	f/n LHR 01may64 trf to AFL/Turkmenistan 15mar79; arrived BASCO jun82 for last overhaul; canx 1984; l/n ASB may96/oct09 dumped, in good condition and complete canx 1978
183 0060 05	CCCP-75875	II-18V	AFL/Krasnoyarsk	rgd	07jun63	f/n EVN 12nov70; canx 1979
183 0061 01	CCCP-75876	II-18V	AFL/Armenia	rgd	18may63	f/n DAR 1963; trf to AFL/Far East 29may68
183 0061 02	CCCP-75879	II-18V	Soviet Gvt/AFL c/s AFL/Kazakhstan-KGF	rgd trf	02may63 06jun79	arrived BASCO 22apr81 for last overhaul; t/t 34,368 hours; canx 1982; seen preserved in Shymkent City, Kazakhstan, oct05/nov06
183 0061 03	CCCP-75880 CCCP-75880	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Uzbekistan	rgd trf	08may63 31mar78	f/n PIK 15sep63 arrived BASCO 27nov79 with 34,998 hours for last overhaul; trf to AFL/Kyrgyzstan 24mar80; canx 1983
183 0061 04	CCCP-75881	II-18V	AFL/Latvia	mfd	24apr63	first II-18 with a modified cabin for 110 (24+72+14) passengers; rgd 05jun63; f/n LBG 16jun65; trf to AFL/Moscow-VKO 12feb76; canx 1978
183 0061 05	CCCP-75882	II-18V	Soviet Gvt/AFL c/s	rgd	12jun63	f/n DME 19aug75 canx 1983
183 0062 01	CCCP-75883 CCCP-75883 CCCP-75883	II-18V II-18V II-18V	AFL/Moscow-DME Soviet Gvt/AFL c/s AFL/Moscow	trf rgd trf	16feb71 05jun63 16feb71	f/n VKO 03oct72; trf to AFL/Far East 23dec80; canx 1983
183 0062 02	CCCP-75884	II-18V	AFL/Moscow	rgd	19aug63	f/n VKO 30jun70; canx 1981; l/n Zhukovski 03sep93/21aug99 dumped
183 0062 03	CCCP-75885	II-18V	AFL/Latvia	rgd	05jun63	f/n VKO 02oct72; canx 1978
183 0062 04	CCCP-75886	II-18V	AFL/Moscow	rgd	19jun63	f/n BOJ sep69; arrived BASCO 14jul81 with 34,970 hours for last overhaul; canx 1983
183 0062 05	YR-IME B-232 YR-IME	II-18V II-18V II-18V	TAROM Civ Avn Adm China TAROM	mfd lsd GLA	15may63 sep85 27mar86	rgd 07jun63; at FRA 02mar69 was leased only for a short time arrived BASCO may87 with 35,134 hours for last overhaul; CofA expired 15jun91; wfu 26jun91; canx 14apr98
	3D-AHO EL-AHO	II-18V II-18V	Southern Cross Air Cess, n/t		1998 06may98	believed not taken up; was in official register basic TAROM c/s; not on the Liberian register 13jul01; the aircraft was destined for the Muzeul Aviatiei at Otopeni, however never made it and presumed to have been broken up; see also An-26 c/n 8610
183 0063 01	HA-MOF	II-18V	MALÉV	d/d	12jun63	CofA issued 04dec63; at AMS 19jan64; dbr when hit by truck during taxiing on cleared taxiway after landing on Otopeni 23nov77
183 0063 02	CCCP-75887	II-18V	AFL/Moscow	rgd	04jul63	f/n VKO 06apr72; arrived BASCO 17apr80 for last overhaul; canx 1983
183 0063 03	CCCP-75500 CCCP-75500	II-18V II-18V	AFL/Moscow Soviet Navy/AFL/c/s	rgd VKO	04jul63 31aug81	f/n VKO 30jun70; arrived BASCO 02sep80 for last overhaul VIP aircraft ?; l/n STW jun83; canx 1983 but also 1995 in an incident report !
183 0063 04	CCCP-75501	II-18V	AFL/Latvia	rgd	02jul63	f/n AER 06jul70; trf to AFL/West Siberia 24aug76; canx jan78
183 0063 05	CCCP-75502	II-18V	AFL/Moscow	rgd	31jul63	f/n VKO 30jun70; trf to AFL/Far East 25mar75; trf to AFL/Urals 10oct80; arrived BASCO sep83 for last overhaul; canx 1984
183 0064 01	CCCP-75503	II-18V	AFL/Moscow	rgd	31jul63	f/n VKO 04oct72; trf to AFL/West Siberia 05nov75; arrived BASCO 15aug79 for last overhaul; canx 1982
183 0064 02	CCCP-75504	II-18V	AFL/Latvia	rgd	09aug63	f/n VKO 02oct72; canx 1978
183 0064 03	CCCP-75505	II-18V	AFL/Latvia	rgd	09aug63	f/n SVO 08jul70; canx 1977
183 0064 04	CCCP-75506	II-18V	AFL/Moscow	mfd	31jul63	first II-18 with AI-20K (AI-20 series 5) engines; rgd 19aug63; converted by ARZ-402 to 100-seater, trials completed 16dec66; f/n EVN 01jul72; trf to AFL/Urals and AFL/Armenia, but dates unknown; last flight 08may79 (to BASCO); t/t 34,998 hours; canx 1979; broken up
183 0064 05	CCCP-75507	II-18V	AFL/Moscow	rgd	14oct63	f/n VKO 30jun70; ditched after take-off from Sochi Adler 01oct72; canx 19feb73
183 0065 01	CCCP-75508 CCCP-75508	II-18V II-18V	Soviet Gvt/AFL c/s AFL/Northern	rgd trf	14dec63 01dec67	f/n TAS 12jun71 trf to AFL/Leningrad 01feb67; arrived BASCO 03jun80 for last overhaul; l/n LED 04sep81; last flight 11apr83; canx 1983
183 0065 02	CCCP-75509	II-18V	AFL/Latvia	rgd	10sep63	f/n VKO 06apr72; trf to AFL/West Siberia 24aug76; report as l/n Chkalovski 24sep91 operational but this sole report is impossible as according to Soviet register it was already canx 1978
183 0065 03	CCCP-75510	II-18V	AFL/Latvia	rgd	10sep63	f/n jun69; canx 1978

183 0065 04	CCCP-75511	II-18V	AFL/Moscow	rgd	24sep63	trf to AFL/West Siberia 24may69; arrived 23jul79 at BASCO for last overhaul; trf to AFL/Magadan 05oct79; canx 17jan83
183 0065 05	CCCP-75512	II-18V	AFL/Northern	rgd	23sep63	f/n LHR 10apr66; canx 1978
183 0066 01	CCCP-75518	II-18V	Soviet Gvt/AFL c/s	rgd	22feb64	
	CCCP-75518	II-18V	AFL/Moscow-DME	rgd	18feb71	f/n DME 18aug75; arrived at BASCO for last overhaul 08oct80; canx 1984; last flight 28jun84 (according to other sources 20oct84) to Vologda; preserved in the Tsiolkovski (or rather Mozhaiski ?) museum at Vologda-Zarechye since 1984, l/n 06sep09
183 0066 02	CCCP-75514	II-18V	AFL/Krasnoyarsk	rgd	17oct63	f/n VKO 31aug81; last flight date unknown, to BASCO and scrapped; canx 1982
183 0066 03	CCCP-75515	II-18V	AFL/Kazakhstan	rgd	22oct63	trf to AFL/Moscow 06apr79; photo in experimental Aeroflot c/s with additional small 'Soviet Airlines' titles in English; canx 1982
183 0066 04	CCCP-75516	II-18V	Soviet AF/AFL c/s	Spr	29may71	oph 223 lo at Chkalovski; arrived at BASCO for last overhaul 20feb85; l/n Demmin-Tutow 06jul93
	RA-75516	II-18V	Russian AF/AFL c/s	Ckl	08aug99	l/n Chkalovski 22aug05; photo feb06 in flight; featured in tender issued 04apr07
	RA-75516	II-18V	Russian Air Force	Ckl	06may08	in basic Rossiya c/s with a '223 lo' badge, no titles; l/n Chkalovski dec09, active
183 0066 05	CCCP-75517	II-18V	AFL/Kyrgyzstan	rgd	22oct63	arrived BASCO 22mar79 with 35,002 hours for last overhaul trf to AFL/Magadan 04jun79; canx 1983
183 0067 01	not known	II-18V	SIBNIA			static test frame
183 0067 02	CCCP-75519	II-18V	AFL/Northern	rgd	13nov63	dbf when landed 700 metres short of runway Karaganda, Kazakhstan 09jan68; canx 1968
183 0067 03	CCCP-75520	II-18V	AFL/Uzbekistan-TAS	mfd	19oct63	rgd 29dec63; w/o 15feb77 on a flight from Tashkent to Mineralnyye Vody when had to go around at MRV because of bad weather, the pilot retracted the flaps too early making the aircraft plunge down, in response the pilot increased the angle of attack until it reached critical 18 degrees (combined with a bank angle), the aircraft became uncontrollable and crashed, all 7 crew and 70 passengers killed; t/t 29,443 hours 11 min and 10,817 cycles; canx 1977
183 0067 04	CCCP-75521	II-18V	AFL/Kazakhstan	rgd	20nov63	arrived BASCO 16jun79 for last overhaul; trf to AFL/Magadan 28aug79; canx 1983
183 0067 05	CCCP-75522	II-18V	AFL/Urals	rgd	28nov63	f/n oct73; trf to AFL/Far East 08aug74; arrived BASCO mar84 with 38,828 hours for last overhaul; canx 1985
183 0068 01	CCCP-75523	II-18V	GosNII GVF	mfd	30dec63	rgd 15feb64; trf to OLAGA 05jan1973; f/n LED 04sep81; trf to AFL/Moscow 26jul85; arrived BASCO feb88 for last overhaul; l/n DME aug92/sep93 derelict; was an II-18USh navigator trainer reconverted to standard II-18V and reported 23feb87 (in incident report) with 22,102 hours and 15,036 cycles; canx 13nov91
183 0068 02	CCCP-75524	II-18V	AFL/Kazakhstan	rgd	11dec63	f/n DME 03oct72; trf to AFL/Urals 06sep79; last flight feb83 to BASCO and scrapped; t/t 39,258 hours; canx 1983
183 0068 03	CCCP-75525	II-18V	AFL/Northern-LED	mfd	dec63	rgd 03jan64; toc 04jan64; f/n HEL 08feb75; last flight 14sep79; t/t 37,302 hours; canx but date unknown; preserved in a park at Pereyaslav-Khmel'nitski (near Kiev), no reports as such but photos exist
183 0068 04	CCCP-75526	II-18V	AFL/Moscow	rgd	14jan64	struck wires on a training flight from Domodedovo on 22apr68 and crashed; canx 1968
183 0068 05	CCCP-75527	II-18V	AFL/Moscow	rgd	14jan64	l/n aug68; arrived at BASCO for last overhaul 06mar81 with t/t 34,980 hours; canx 18aug83; was displayed in a park at Sergiyev Posad (formerly Zagorsk) since 1984 or 1985, used as a café; destroyed by arson and removed around 2004
183 0069 01	CCCP-75528	II-18V	AFL/Moscow	rgd	14jan64	converted by OKB Ilyushin in 1961 to, see next line
	CCCP-75528	II-18RT	Soviet Navy/AFLc/s	trf	28oct65	communications relay aircraft (SIP) with special radio aeralars and fairings; arrived at BASCO for last overhaul 29sep86; re-converted to standard configuration, retains probe at base of fin and fairings at end of tail plane; canx, but see next line
	RA-75528	II-18	Russ. Navy/AFL c/s	Sev	08aug06	probably oph 403 osap at Severomorsk-1; initially without nose-art; seen Chkalovski jun07 with a 'polar bear' badge below cockpit; l/n Chkalovski 04aug08 and Moscow-Ostafyevy 13may09, still retains probe at base of fin and fairings at end of tail plane
183 0069 02	CCCP-75529	II-18V	AFL/Moscow	rgd	14jan64	f/n DME 03oct72; arrived at BASCO for last overhaul 02sep79 with 34,993 hours; canx 1983
183 0069 03	CCCP-75530	II-18V	AFL/Northern	mfd	12dec63	rgd 15jan64; VIP aircraft
	CCCP-75530	II-18V	Soviet AF/AFL c/s	trf	01mar65	f/n LHR 16jan66; arrived BASCO may83 for last overhaul; trf to MAP Zhukovski probably on 15mar85; l/n Zhukovski 03sep93; canx 24dec94 as to Bulgaria
	LZ-AZC	II-18V	Air Zory	LJU	03dec93	l/n IST 22sep97; basic ex Aeroflot c/s
	LZ-AZC	II-18V	Air Cess	SHJ	ju197	l/n SHJ 06feb98; again 11mar98 registration removed
	3D-SBC	II-18V	Air Cess	SHJ	16mar98	l/n SHJ 04apr98; c/n checked
	3C-KKJ	II-18V	Air Cess	SHJ	22nov98	l/n SHJ 20feb01; c/n checked
	3C-KKJ	II-18V	Air Cess, n/t	SHJ	13mar01	l/n SHJ 05aug02
	UN-75003	II-18V	IRBIS	SHJ	19aug02	c/n from JP-03; in basic Air Cess c/s, no titles; l/n JED 03jan08, reported operating for Jubba Airways; operator reported as Mega Aircompany FJR 23mar08
	UP-11803	II-18V	ex Air Cess c/s	JIB	29jul08	l/n FJR 12dec09; c/n confirmed; in basic Air Cess c/s, no titles
183 0069 04	CCCP-75531	II-18V	AFL/Krasnoyarsk	rgd	21jan64	crashed into hill on approach to Yuzhno Sakhalinsk 02sep64; canx 24dec64
183 0069 05	CCCP-75536	II-18V	AFL/Urals	rgd	21jan64	l/n LED 11aug75; arrived BASCO oct79 with 33,757 hours for last overhaul; canx 1981
184 0070 01	CCCP-75537	II-18V	AFL/Tajikistan	rgd	22feb64	f/n DME sep65; arrived BASCO for last overhaul 15dec80; trf to AFL/Turkmenistan 11mar81; canx 1983
184 0070 02	CCCP-75538	II-18V	AFL/International	rgd	07apr64	trf to AFL/Uzbekistan-TAS 09jul66; later trf to AFL/Urals-SVX and still oph 120 LO at Koltsovo at the time of the crash; w/o 16nov67 when crashed after take-off from Sverdlovsk-Koltsovo; canx 1968
184 0070 03	CCCP-75539	II-18V	AFL/Northern	rgd	22feb64	f/n HEL 09dec72; trf to AFL/Leningrad 18feb78; arrived at BASCO for last overhaul 18mar80; canx 1982
184 0070 04	CCCP-75540	II-18V	AFL/Urals-CEK	rgd	18apr64	photo PEE sep77; arrived at BASCO for last overhaul 22may79 with 30,909 hours; canx 1981; was preserved on a square at Saratov since nov81, destroyed by fire and finally scrapped in 1988
184 0070 05	CCCP-75541	II-18V	AFL/Azerbaijan	rgd	29feb64	f/n TAS 01apr68; trf to AFL/Kazakhstan-KGF 03aug78; arrived BASCO 29jul80 for last overhaul; canx 21jun81
184 0071 01	LZ-BEN	II-18V	TABSO	d/d	30mar64	w/o 24nov66 on a flight from Bratislava to Prague when crashed into wooded ground in the mountains at 288 metres above sea level 8 km NNW of Bratislava, all 8 crew and 74 passengers killed
184 0071 02	SP-LSD	II-18V	LOT	rgd	05apr64	named 'Tobruk'; l/n AMS 17apr64; arrived at BASCO for last overhaul 15jul86 with t/t 29,321 hours; canx 21sep90; seen by the roadside near Podlaski 02jul93; was used as a restaurant near Wiklow (on road # 1 from Katowice to Lodz, just north of Kruszyna), in basic LOT c/s without titles; registration checked in cockpit; moved near village of Koscielce (close to Czestochowa) in 1999; seen aug07 on a site close to road # 1; l/n aug09
184 0071 03	HA-MOG	II-18V	MALÉV	mfd	jan64	d/d 28mar64; CoFA issued 01apr64; f/n AMS 07jun64; converted to II-18Gr in 1979; arrived at BASCO for last overhaul 13dec83 with t/t 32,399 hours; wfu 06dec88, handed over to MALÉV educational centre and preserved at Ferihegy airport, l/n aug06; towed to the terminal area 09nov06; moved to the museum 01dec06 and preserved there since, l/n oct09
184 0071 04	HA-MOH	II-18V	MALÉV	mfd	jan64	d/d 04apr64; at AMS 17jun64; on 15jan75 crew changed decision to land or go around about three times on final approach to Ferihegy in fog, hit ground and exploded; some minutes earlier HA-MOA aborted approach and safely landed at the Soviet Air Base of Debrecen
184 0071 05	YR-IMF	II-18V	TAROM	rgd	30apr64	f/n SIA 04apr85
	B-234	II-18V	Civ Avn Adm China	lsd	28mar85	converted to II-18GrM; still operational for cargo sep95
	YR-IMF	II-18V	TAROM	ret	21mar86	l/n IST may98
	YR-IMF	II-18GrM	Alfa Line, n/t	ALA	13nov97	CoFA exp 15apr98; canx 01jun98
	YR-IMF	II-18GrM	Air GVG Company	AWA	27feb98	f/n IST 20jun98; l/n DME 01jun01
	UN-75111	II-18GrM	Air GVG Company	WJD	04jun98	l/n DME jun03/nov03 stored; was leased from Air GVG Company
	UN-75111	II-18GrM	Tretyakovo AI	DME	29jun01	stored at DME since at least summer 2004, l/n may09/oct09
	UN-75111	II-18GrM	Aeroflot c/s, n/t	DME	30jun04	l/n LED 11aug75; trf to AFL/Krasnoyarsk but date unknown; arrived BASCO 16feb81 for last overhaul; canx 1983
184 0072 01	CCCP-75543	II-18V	AFL/Far East	rgd	11aug64	demonstrated in India 25may65; f/n VKO 30jun70; arrived at BASCO for last overhaul 03mar80; canx 1984
184 0072 02	CCCP-75544	II-18V	AFL/Moscow	rgd	17jun64	d/d quoted as being 12jun64; photo DUS 23jul64
184 0072 03	LZ-BER	II-18V	TABSO	BQH	09may64	canx 1980
184 0072 04	CCCP-74297	II-18V	AFL/Urals	rgd	24jun71	f/n LHR 23jan66; trf to AFL/Krasnoyarsk 06sep72; arrived BASCO 25nov80 with t/t 34,996 and scrapped; canx 1983
184 0072 05	CCCP-75546	II-18V	AFL/International	rgd	06may64	f/n AER 30jun70; trf to AFL/Kazakhstan 08aug73; trf to AFL/Moscow-DME 11mar79; arrived BASCO 29aug79 for last overhaul; canx 1983
184 0073 01	YR-IMG	II-18V	TAROM	mfd	03apr64	rgd 30apr64; mfd given by Moldovan CAA as 03mar64; at FRA 05may65
	YR-IMG	II-18V	Cubana	SNN	02feb90	on delivery to Cubana
	YR-IMG	II-18V	TAROM	SNN	07aug90	date of return; CoFA expired 15feb96; canx 30jul98
	ER-ICG	II-18V	Renan	rgd	30jul98	f/n BUD 18apr01; l/n BUD 04may01; current on register 26dec05; stored SAH, photo confirmation feb05/dec09; was canx 01feb06 as for sale
184 0073 02	CCCP-75547	II-18V	AFL/International	rgd	21may64	trf to AFL/Northern 10mar67; photo THR 1967; at HEL 06jun69; l/n HEL 18jan75; canx 1979
184 0073 03	CCCP-75548	II-18V	AFL/International	rgd	17jun64	trf to AFL/West Siberia-OVB 01apr67; first based II-18; f/n dec99; arrived BASCO 04may84 with 30,189 hours for last overhaul; trf to AFL/Turkmenistan 15mar85; canx 1986
184 0073 04	CCCP-75549	II-18V	AFL/International	rgd	20jul64	Vladimir Kokhinaki made his last flight as a test pilot with this aircraft 01oct64; trf to AFL/Far East 04aug65; f/n PPK may68; trf to AFL/Magadan 08feb79; arrived at BASCO for last overhaul apr82; trf to AFL/Turkmenistan 15mar85; canx 27jan86
184 0073 05	DM-STH	II-18V	EGAF/Interflug c/s	rgd	12sep64	
	DM-STH	II-18V	Interflug	trf	feb70	l/n SXF 30apr80
	DDR-STH	II-18V	Interflug	rgd	19aug81	arrived at BASCO for last overhaul 27dec86 with t/t 24,810 hours; wfu 29apr90; last flight 05may90 (to Augsburg); canx 11jun90; was preserved at Augsburg; moved to Hermeskeil in spring 1994 and preserved at Flugausstellung Junior since, l/n jun09
184 0074 01	497	II-18V	East German AF	mfd	04jun64	officially registered as such 02jul70 !
	DM-STP	II-18V	EGAF/Interflug c/s	PRG	02feb70	l/n SXF 30apr80
	DM-STP	II-18V	Interflug	trf	01apr70	arrived BASCO sep83 with 18,067 hours for last overhaul; calibration aircraft all grey c/s
	DDR-STP	II-18V	Interflug	rgd	08sep81	f/n SXF 03oct90; l/n SXF 24aug91
	D-AOAQ	II-18V	Interflug	rgd	03oct90	
	D-AOAQ	II-18V	BerLine	SXF	mar92	
	UR-75475(2)	II-18V	BerLine	SXF	27jan93	see c/n 181004105
	UR-75475(2)	II-18V	Avialini. Ukrainy	LED	16jun93	l/n LED 01dec98

184 0074 02	UR-75475(2) D2-FAM CCCP-75550	II-18V II-18V II-18V	Kryla Alada AFL/International	DXB HLA rgd	29jul99 13jan03 01jul64	with additional 'I.F.A.' titles SXF 20may01; l/n DUS sep01 registration 3D-SEP visible under paint (reg known as a SE210); in fleet list dec01; l/n LAD 06feb03 f/n KBP 06apr72; trf to AFL/Ukraine-KBP 1972; at FRA 24jun73; trf AFL/Ukraine-LWO jul77 arrived BASCO 21may90 for last overhaul; trf to AFL/Far East 14jan81; canx 1983
184 0074 03	CCCP-75551	II-18V	AFL/Kyrgyzstan	rgd	01jul64	f/n DME 27aug75; canx 1983; arrived BASCO 17jul80 for last overhaul; canx 1983; seen derelict, but complete, FRU may95/nov04
184 0074 04	CCCP-75552	II-18V	AFL/Latvia	rgd	20jul64	took off from Arkhangelsk-Talagi with locked rudder on 27aug66, overran and was destroyed; canx 1966
184 0074 05	CCCP-75553 DM-STF (2) DDR-STF D-AOAO D-AOAO D-AOAO RA-75553	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	Soviet Gvt/AFL c/s Interflug Interflug Interflug Tigerflug BerLine German Europ Al German Europ Al	mfd rgd rgd rgd FFD SXF SXF	16jun64 07mar67 21aug81 03oct90 20jul91 nov91 26may94 20dec95	d/d 05jul64; rgd 30jul64; canx 05feb68 as trf to Interflug see c/n 181004105; l/n SXF 30apr80 f/n SXF 02oct90! l/n SXF 05feb94 l/n 14oct95 d/d ex SXF 22dec95 to Viola Avia Trans, seen Sofia apr/may96 still with 'German European' titles; canx but date unknown
	LZ-AZO EL-ADY (1) T9-ABB T9-ABB T9-ABB EX-405 EX-405	II-18V II-18V II-18V II-18V II-18V II-18V II-18V	European Al tit European Al tit European Al tit Phoenix Phoenix, n/t Phoenix, n/t Anikay Air	SHJ SHJ SHJ DXB SHJ SHJ PMI	04oct96 07may97 07may98 feb99 30oct00 28dec01 11mar05	l/n SHJ 03apr97; small 'chartered by Air Zory' titles l/n SHJ 16mar98 but registration removed; see c/n 182004804 l/n SHJ 22jan99; opd Bio Air Company l/n SHJ 13feb00; carried additional 'Sudan Airways' titles from late 1999 l/n SHJ 03nov01 l/n SHJ 27nov04; not seen anywhere between jan02 and mar03! basic Phoenix c/s; l/n ESB 21mar06; reported aug06 leased to BlueSky Aviation; reported sep06 for Galek Guinea Air!
184 0075 01	CCCP-75554(1)	II-18V	AFL/Latvia-RIX	rgd	11sep64	trf to AFL/Moscow-DME 1974; canx apr79; preserved at Sheremetyevo-1 terminal since 20apr79 (or 23apr79 ?) in honour of 20 years of service, l/n aug09; see c/n 181008044
184 0075 02	CCCP-75555	II-18V	AFL/Turkmenistan	rgd	13aug64	f/n 31mar67; trf to AFL/Urals 18sep80; arrived at BASCO for last overhaul sep83; converted to, see next line
184 0075 03	CCCP-75555 CCCP-75556	II-18T II-18V	AFL/Urals AFL/Latvia	rgd	11sep64	canx 1985 f/n LED 06jul70; canx 1978; preserved and in use as cabin trainer Pulkovo wingless since 12sep87, l/n oct94, fate unknown
184 0075 04	CCCP-75557	II-18V	AFL/International	rgd	31aug64	trf to AFL/Latvia 20nov67; f/n PRG aug66; trf to AFL/Krasnoyarsk 27sep75 (not jan77 as given in register); arrived at BASCO for last overhaul 08jun81; canx 1983
184 0075 05	CCCP-75558	II-18V	AFL/Moscow	mfd	26aug64	rgd 19sep64; trf to AFL/Kyrgyzstan-FRU, date unknown; w/o 30jan76 on a training flight from Frunze-Manas when the crew was practicing a simulated dual engine failure with engines # 3 and 4 shut down, the aircraft lost speed and deviated from the approach path, so the captain decided to go around and restart both engines, but # 3 failed to do so and its propeller caused strong drag, the aircraft rolled and impacted the ground with 55-60 degrees right bank, all 6 cockpit crew (together with check crew) killed; t/t 17,652 hours 27 minutes and 7,623 cycles; canx 16mar76
184 0076 01	208 (1)	II-18V	Civ Avn Adm China	d/d	1964	f/n DAR 03jun65; c/n confirmed as exported to China by Aviaexport; see c/n 185008701; 208(2) was not built at the time when 208(1) was seen; see also c/n 187009703
	218 B-218 210	II-18V II-18V II-18V	Civ Avn Adm China Civ Avn Adm China Civ Avn Adm China	r/r SIA d/d	1966 06apr85 1964	B- prefix added 1974 arrived BASCO jan88 for last overhaul; wfu 29jun90, l/n SIA nov91; to Langzhou city 1998 c/n confirmed as exported to China by Aviaexport; B- prefix added 1974, wfu 1988
184 0076 02	B-210	II-18V	Civ Avn Adm China	CTU	02nov86	at TSN 09oct88; l/n in Tianjin technical School may94/sep09
184 0076 03	CCCP-75564	II-18V	AFL/Uzbekistan	rgd	18may65	f/n TAS 12jun71; trf to AFL/Tajikistan 20mar78; arrived BASCO 10jul80 for last overhaul; trf to AFL/Far East 08oct80; canx 1983; seen derelict KHV 07jul94/12may95
184 0076 04	CCCP-75574	II-18V	UVAU GA, AFL c/s	rgd	31may65	Ulyanovsk Higher Aviation School of Civil Aviation; canx 1976
184 0076 05	50852	II-18V	Chinese Air Force	NAY	04apr85	and NAY oct86; c/n not confirmed for this serial but confirmed as exported to China by Aviaexport; c/n 184007701 from Chinese register but this c/n was not exported to China
	B-230 (2)	II-18V	China United AI	SVO	may89	see c/n 181003602; c/n was checked and confirmed in documents; preserved Changping Museum from mar96; c/n 7605 on engine intake covers
184 0077 01	232 (2) CCCP-75569	II-18V II-18V	China United AI AFL/International	d/d rgd	dec03 29jan65	repainted with fake serial; l/n dec09 f/n HLE 20apr67; trf to AFL/Far East 30aug72; trf to AFL/Urals-CEK 14apr80; arrived at BASCO for last overhaul apr82 (reported as AFL/Krasnoyarsk, but no record as such in Soviet register); converted to, see next line
184 0077 02	CCCP-75569 212 B-212	II-18T II-18V II-18V	AFL/Krasnoyarsk Civ Avn Adm China Civ Avn Adm China	BBU SIA mfd	17jul65 04apr85 15oct64	canx 1984 c/n not confirmed! still in service SIA 09oct88; c/n not confirmed!
184 0077 03	CCCP-75559 CCCP-75559	II-18V II-18V	GosNII GA AFL/Northern	trf	20feb88	first II-18 with cyclical de-icing system; rgd 16jan65 f/n SXF 28feb70; w/o 27apr74 when crashed on take-off from LED after engine fire, came down 2 miles from the airport; canx 15jul74
184 0077 04	CCCP-75560	II-18V	Soviet Gvt/AFL c/s	rgd	23nov64	f/n PIK sep65; dbr when overran Donetsk runway on aborted take off 24feb68; canx 1968
184 0077 05	CCCP-75561	II-18V	AFL/Far East	rgd	23nov64	f/n nov74; arrived BASCO 09oct80 with 34,999 hours for last overhaul; canx 1983
184 0078 01	CCCP-75562	II-18V	Soviet Gvt/AFL c/s	rgd	30dec64	trf to AFL/Far East 16may77; trf to AFL/Kazakhstan-KGF 14feb82; f/n TAS 28apr84; trf to AFL/Turkmenistan 11sep84; arrived BASCO mar87 with 38,357 hours for last overhaul and delivered to Cuba
	CJ-11269 CJ-11269	II-18V II-18V	Cubana Aerocaribbean	d/d trf	12jun87 1992	in full c/s, with very small titles only SCU 17aug89 l/n HAV nov96/nov98 wfu and broken up there nov99
184 0078 02	CCCP-75563	II-18V	Soviet Gvt/AFL c/s	rgd	30dec64	opb 235 OA0; w/o 06apr67 on a ferry flight from DME to VKO when entered a spin shortly after lift-off and crashed about 1 km behind the runway threshold, all 8 crew killed; canx 19sep67
185 0078 03	CCCP-75581	II-18D	AFL/Moscow-VKO	f/f	31jul64	first production II-18D, with AI-20M engines; f/n LBG 11jun65; completed check trials 30jun66; rgd only 18apr67; trf to AFL/Kazakhstan 12may80; arrived at BASCO for last overhaul 18may81; trf to AFL/Ukraine 29apr84; canx 1984
184 0078 04	CCCP-75565	II-18V	AFL/Uzbekistan	rgd	16jan65	f/n jul68; arrived BASCO 03oct80 for last overhaul; trf to AFL/West Siberia 25feb81; canx 1983
184 0078 05	50851	II-18V	Chinese Air Force	NAY	04apr85	and NAY mar87/03oct88; c/n confirmed as exported to China by Aviaexport; l/n NAY may94 and c/n reported checked in 1993; previously reported as c/n 184007605, which is incorrect; preserved at Han Cunhe park (on a man-made island with a gated causeway) south of Beijing since 1995; f/n may08; l/n sep09
184 0079 01	CCCP-75566 CCCP-75566 CCCP-75566 CCCP-75566	II-18V II-18V II-18V II-18V	GosNII GA MAP Ramenskoye Soviet Air Force AFL/Magadan	rgd rgd trf trf	17feb65 26jan66 13feb73 11feb80	f/n SXF 03jan70 but when arrived BASCO 08aug80 for last overhaul reported as AFL/Krasnoyarsk but no data for this in Soviet register; canx 1984
184 0079 02	CCCP-75567	II-18V	AFL/Kazakhstan-ALA	rgd	20jan65	arrived BASCO 16nov79 with 34,997 hours for last overhaul; canx 1982
185 0079 03	CCCP-75568	II-18V	AFL/Uzbekistan	rgd	04mar65	f/n LED 11aug75; arrived BASCO 17sep79 with 35,000 hours for last overhaul; trf to AFL/Leningrad 03dec79; canx 17jan83
185 0079 04	CCCP-75570	II-18V	AFL/Uzbekistan	rgd	04mar65	f/n TAS 01apr68; arrived BASCO 19feb80 for last overhaul; trf to AFL/Far East 30nov81; canx 1983
185 0079 05	CCCP-75571	II-18V	AFL/Far East	rgd	23feb65	f/n DME 27aug75; arrived BASCO 27aug81 (reportedly as AFL/Krasnoyarsk but not as such in Soviet register) for last overhaul; canx 1984
185 0080 01	CCCP-75572	II-18D	AFL/Far East	rgd	15may67	late rgd; powered by modified AI-20M engines; underwent trials 26jul/21sep65; trials with TG-16 APU completed 13apr66; completed check trials 30jun66; f/n LED 11aug75; trf to AFL/Kazakhstan 14jun82; trf to AFL/Turkmenistan 19sep84; arrived at BASCO for last overhaul 04dec86 with t/t 34,404 hours; canx 24oct89 but l/n DME 15mar90, operational
185 0080 02	CCCP-75573	II-18V	AFL/Far East	rgd	15mar65	trf to AFL/Turkmenistan 09apr84; arrived BASCO 19oct84 for last overhaul and cvtd to ambulance configuration; used for Soviet Army Group in Afghanistan; canx 1985
185 0080 03	CCCP-75591 RA-75591	II-18V II-18V	Soviet Gvt/AFL c/s Russian AF/AFL c/s	DEL BAX	28feb67 24jun00	l/n Spenberg 17dec78; arrived at BASCO for last overhaul 18sep84 operational; c/n checked on photo; based at Ulan-Ude East; seen Ulan-Ude East 25nov06; featured in tender issued 04apr07; l/n KJA 23may08 still with Aeroflot titles
185 0080 04	CCCP-75575	II-18V	AFL/Uzbekistan	mfd	20feb65	rgd 01apr65; overran runway Tashkent in poor weather 30oct76; t/t 26,578 hours and 10,114 cycles; canx 1977
185 0080 05	CCCP-75576	II-18V	AFL/Far East	rgd	01apr65	arrived BASCO 06jul81 (reportedly as AFL/Krasnoyarsk but no mention as such in Soviet register) with 34,996 hours for last overhaul; canx 1984
185 0081 01	CCCP-75577	II-18V	AFL/Urals-SVX	rgd	19may65	f/n DME 1977; arrived BASCO may79 for last overhaul with 31,357 hours; canx 1981
185 0081 02	CCCP-75578	II-18V	AFL/Armenia	rgd	31may65	f/n AER 30jun70; dbr landing Simferopol due to hydraulic problems 16oct70; canx 1970
185 0081 03	CCCP-75579	II-18V	AFL/Uzbekistan	rgd	18may65	f/n DME 19aug75; arrived at BASCO for last overhaul 01oct79; trf to AFL/Leningrad 11feb80; canx 17jan83; preserved as a café at the old Moscow - Kishira road, f/n sep94
185 0081 04	LZ-BES LZ-BES	II-18V II-18V	TABSO Bulair	d/d trf	12feb65 1968	seen BQH 15may65; l/n BRU 25jun67 f/n ZRH apr69; l/n LGW 05jul69; w/o 21dec71 on a flight from Sofia to Algiers when crashed shortly after take-off, 2 out of 11 crew and 26 out of 62 passengers killed
185 0081 05	LZ-BEP LZ-BEP LZ-BEP	II-18V II-18V II-18V	TABSO Bulair Balkan	d/d trf trf	27mar65 1968 1972	at FRA 13mar71 photo SXF aug72 in Balkan red c/s; arrived BASCO 13oct81 with 33,103 hours for last overhaul; dbr 16jun84, when overran the runway on landing at Sanaa
185 0082 01	LZ-BEV LZ-BEV	II-18V II-18V	TABSO Balkan	d/d trf	11jun65 01apr68	at VIE 12jun67 renamed; at LGW 01jun70; arrived BASCO 23nov84 with 37,824 hours for last overhaul; preserved in playground Sofia, damaged by fire spring 1992; l/n aug92
185 0082 02	CCCP-75580	II-18V	AFL/Far East	rgd	02jun65	f/n LED 12aug68; arrived BASCO oct82 with 34,859 hours for last overhaul; canx 1984
185 0082 03	CCCP-75582	II-18V	AFL/Far East	rgd	28jun65	arrived BASCO 13jan82 (AFL/Krasnoyarsk but no mention as such in Soviet register) with 34,995 hours for last overhaul; canx 1984
185 0082 04	836 P-836 P-836	II-18V II-18V II-18V	Chosonminhang Chosonminhang Air Koryo	d/d r/r SXF	16may65 1980 jan93	f/n HAN 10oct73, l/n SXF 28apr82 f/n SVO 10jun83; arrived BASCO oct87 with only 7,669 hours for last overhaul l/n PEK 16may09; converted to II-18GRM date unknown

185 0082 05	CCCP-75583	II-18V	AFL/Uzbekistan	rgd	26jun65	f/n TAS 01apr68; arrived BASCO 31oct80 for last overhaul; canx 1983
185 0083 01	YR-IMH	II-18V	TAROM	rgd	03jul65	at BSL 03jun67; crashed Carpathian Mountains 13aug91; not canx until 01feb96
185 0083 02	YR-IMI	II-18V	TAROM	rgd	06jul65	f/n 12mar66; crashed on touch and go Otopeni 21apr77; not canx until 13feb81
185 0083 03	CCCP-75584	II-18V	AFL/Krasnoyarsk	rgd	26jul65	f/n DME 03oct72; arrived BASCO 24jul79 for last overhaul; canx 1983
185 0083 04	CCCP-75585	II-18V	AFL/International	rgd	02sep65	trf to AFL/Far East 11oct72; arrived BASCO 29oct80 with 32,463 hours for last overhaul; canx 1982
185 0083 05	101 (2) ?	II-18V	Polish Air Force	d/d	07aug65	leased until c/n 185008503 was delivered
	CCCP-75593	II-18V	AFL/Polar	rgd	05may66	f/n PR dec66
	CCCP-75593	II-18V	AFL/Moscow	trf	22apr69	trf to AFL/Magadan 12jan79; arrived BASCO 12jan81 with 34,993 hours for last overhaul; canx 1984
185 0084 01	CCCP-75586	II-18V	Soviet Gvt/AFL c/s	rgd	13sep65	trf to AFL/Arkhangelsk jan71; f/n LED 11aug75
	CCCP-75586	II-18V	AFL/Far East	trf	14jul77	arrived BASCO may82 for last overhaul; trf to AFL/Krasnoyarsk 05may82; trf to AFL/Ukraine-LWO 27oct83; canx 1985
185 0084 02	CCCP-75587	II-18V	Soviet Gvt/AFL c/s	rgd	21sep65	235th Independent Flight Detachment
	CCCP-75587	II-18V	AFL/West Siberia	trf	28aug67	arrived BASCO 07jan80 for last overhaul; canx 1981
185 0084 03	CCCP-75588	II-18V	AFL/International	rgd	29oct65	trf to AFL/Ukraine-LWO 01aug74; arrived BASCO 25dec80 for last overhaul; canx 1983
185 0084 04	DM-STI	II-18V	EGAF/Interflug c/s	mfd	03sep65	rgd 26nov65
	DM-STI	II-18V	Interflug	trf	24jan74	l/n SXF 30apr80
	DDR-STI	II-18V	Interflug	rgd	15nov81	
	D-AOAP	II-18V	Interflug	rgd	03oct90	f/n SXF 02oct90; l/n SXF 24aug91
	D-AOAP	II-18V	BerLine	SXF	oct91	l/n FRA 18mar94
	D-AOAP	II-18V	German Europ Al	SXF	26may94	still only wearing 'Cargo' titles 14oct95; converted to II-18GrM (side cargo door) between dec94 and 27mar95
	RA-75554(2)	II-18GrM	German Europ Al	rgd	20dec95	d/d ex SXF 23dec95 to Viola Avia Trans, see c/n 184007501, l/n SHJ 03apr97; rgd 16may97 to Ranaer
	RA-75554(2)	II-18GrM	Ramaer	JNB	16dec97	clbr when it aborted take-off Johannesburg 17dec97, failed to become airborne due to overload; l/t 18,766 hours, and 7,040 cycles; l/n JNB apr00 in process of being scrapped; cargo door to c/n 187010403; finally canx 23nov01
185 0084 05	CCCP-75589	II-18V	AFL/International	rgd	05nov65	trf to AFL/Urals-CEK 12dec74; arrived BASCO 03apr81 with 34,553 hours for last overhaul; canx 1984
185 0085 01	CCCP-75590	II-18V	AFL/International	rgd	05nov65	f/n HEL 10jul67; trf to AFL/West Siberia 26jan68; arrived BASCO 12aug81 for last overhaul; canx 1984
185 0085 02	CCCP-75592	II-18E	AFL/International	f/f	30sep65	II-18E with AI-20M engines, for 122 pax; rgd 29nov65; completed check trials 15dec65; trf to AFL/Far East 14apr77; arrived at BASCO for last overhaul apr86 with t/t 37,960 hours; trf to AFL/Moscow-DME 23apr86; canx 1987
185 0085 03	101 (3)	II-18E	Polish Air Force	d/d	12jan66	l/n SXF 1978; arrived at BASCO for last overhaul aug86 with t/t only 7,267 hours; see c/n 180002504 and c/n 185008305
	SP-LSK	II-18E	LOT	rgd	06jan88	canx 21sep90; l/n WAW 23apr91
	75711(2)	II-18E	ex LOT c/s, n/t	WAW	aug91	see c/n 189001802, photo proof 11sep91 ex SP-LSK
	CCCP-75850(2)	II-18E	Avialini. Ukrayiny	rgd	02dec91	f/n LWO 1991 in Aeroflot c/s with Aeroflot titles and additional small 'Elektron' titles; l/n MLA 05dec92; see c/n 182005405
	UR-75850(2)	II-18E	Aeroflot c/s, n/t	DXB	25feb93	c/n checked Dubai
	RA-75850(2)	II-18E	ALAK	rgd	21sep94	f/n SHJ mar95; rgd to Kryla 20jul95; canx 09feb96 as to Ukraine
	UR-75850(2)	II-18E	Kryla	SHJ	mar97	l/n SHJ 17mar01
	D2-FDY	II-18E	Alada	HLA	03mar03	in fleet list dec01; l/n LAD 17mar07; l/n LAD 08mar08, sitting on its tail, no engines in the scrap compound 28mar09
185 0085 04	CCCP-75594	II-18E	AFL/International	rgd	28oct65	f/n SCOT 16jan71; trf to AFL/Ukraine-KBP 26jul67; trf to AFL/Ukraine-LWO from 02aug74; arrived BASCO 11may81 for last overhaul; canx 1983
185 0085 05	B-214	II-18D	Civ Avn Adm China	CTU	03nov86	l/n PEK 31oct87; c/n confirmed as exported to China by Aviaexport
185 0086 01	SP-LSF	II-18E	LOT	rgd	25nov65	named 'Falaise'; f/n AMS 17mar67; arrived at BASCO for last overhaul jul87 with t/t 30,710 hours; sold to Balkan 12jul91; canx 24jul91
	LZ-BEW	II-18E	Bulgarian Airlines	VAR	aug91	l/n BUD 10nov97; stored at SOF without engines, l/n 29jan98
	3D-ALD	II-18E	Southern Cross		1998	was in official register but probably not taken up
	EL-ALD	II-18E	ex LOT c/s, n/t	SOF	01jun98	f/n SHJ 02jul98; l/n SHJ 26nov98
	EL-ALD	II-18E	Santa Cruz, n/t	SHJ	26nov98	l/n SHJ 05apr99; according to Liberian register rgd 01apr99 !; ex SP-LSF and LZ-BEW checked in papers
	EL-ALD	II-18E	Phoenix	SHJ	23jan01	in green/white basic Santa Cruz c/s
	EX-601	II-18E	Phoenix	SHJ	20mar02	still in basic Santa Cruz c/s; l/n SHJ 25mar04
	EX-601	II-18E	Phoenix, n/t	SHJ	apr04	still in basic Santa Cruz c/s; l/n SHJ 27nov04
	EX-601	II-18E	Anikay Air	SHJ	20dec04	l/n as such FJR 22nov05; seen DEL 10jun06 painted in all-gold c/s with blue cheatline, tail and engines, red emblem on tail, 'National Paints' titles on rear fuselage (right-hand side only); at GZP 10dec06; reported opb Galaxy Air; l/n FJR 01dec08/17dec09
185 0086 02	YR-IMZ (1)	II-18D	Rom Gvt/TAROM c/s	rgd	26mar66	canx 16jun67; see c/n 187009802
	CCCP-75445	II-18D	AFL/International	rgd	16jun67	trf to AFL/Urals 14dec71; arrived BASCO may82 for last overhaul; canx 1984
185 0086 03	SP-LSG	II-18E	LOT	mfd	08oct65	rgd 01dec65; named 'Monte Casino'; f/n AMS 07oct67; converted 06nov/05dec76 to, see next line
	SP-LSG	II-18Gr	LOT			sold to Balkan 19jul91; canx 24jul91; re-converted ?
	LZ-BEZ	II-18E	Balkan	VAR	jun92	in basic LOT c/s
	LZ-BEZ	II-18E	COMCO	OST	30sep93	still basic LOT c/s
	LZ-BEZ	II-18E	Balkan	SHJ	10dec94	still basic LOT c/s; l/n Sofia 17apr95
	EL-ADY (2)	II-18E	ex LOT c/s	SHJ	mar98	c/n not confirmed; photo exists with 'CARGO' titles
	EL-ARK	II-18E	Santa Cruz, n/t	rgd	26feb98	c/n checked; f/n SHJ 06may98; l/n SHJ 16feb99; not on Liberian register 13jul01
	3C-KKR	II-18E	Santa Cruz, n/t	SHJ	27mar99	c/n checked
	3C-KKR	II-18E	Air Cess	SHJ	05apr99	l/n as such SHJ 26may01; carried additional 'Damal Airlines' titles for a long time; l/n SHJ 15sep01, titles not reported
	3C-KKR	II-18E	Damal Airlines	SHJ	03nov01	l/n SHJ 30jan02
	3C-KKR	II-18E	no titles	SHJ	may02	l/n SHJ 14aug02
	UN-75002	II-18E	IRBIS, n/t	SHJ	14sep02	c/n confirmed; in same c/s as 3C-KKR; l/n FJR 25jul08/01nov08, parked since 27mar08; operator reported as Gulf Crystal
185 0086 04	UP-11802	II-18E	IRBIS, n/t	JED	dec08	opb Daallo Airlines and owner reported as Mega Airlines; l/n HGA 07jan10, opb Daallo Airlines
	50850	II-18D	Chinese Air Force	NAV	04apr85	and oct86; c/n not confirmed, c/n 184007604 in Chinese register but this is 100% wrong !; see also c/n 189001504
185 0086 05	CCCP-75676(2)	II-18E	Soviet AF/AFL c/s	mfd	11dec65	opb 223 lo at Chkalovski; f/n ORY 28may67; seen Spereberg 14jun74; arrived at BASCO for last overhaul jul87; l/n Demmin-Tutow 08jul93; always reported as c/n 184007404, but the given c/n is confirmed; see c/n 188000904
	RA-75676(2)	II-18E	Russian AF/AFL c/s	rgd	28apr94	opb 223 lo at Chkalovski; f/n Chkalovski 08aug99; l/n Chkalovski 30aug07 and sep09, still in full Aeroflot c/s with titles
185 0087 01	208 (2)	II-18D	Civ Avn Adm China	PEK	29jul72	c/n confirmed as exported to China by Aviaexport; see c/n 184007601 & 187009703
	B-208	II-18D	Civ Avn Adm China	TYN	01nov86	l/n SIA 09oct88; broken up
185 0087 02	50855	II-18D	Chinese Air Force	photo	in 1987	c/n confirmed as exported to China by Aviaexport; c/n for this serial from Chinese register
	B-228	II-18D	China United Al	NAV	1988	f/n 2702 checked on tail 19mar96; preserved in China Agricultural Museum in north Beijing, f/n late 1995, l/n may06; not present by sep07 and reportedly scrapped
185 0087 03 ?	825	II-18E	Chosonminhang	SXF	03apr68	reported to '525', but not confirmed
	525	II-18E	Chosonminhang	SXF	jun70	in basic Chosonminhang c/s, no titles and operated by the North Korean Government; l/n SXF 05aug72
185 0087 04	B-216	II-18D	Civ Avn Adm China	CTU	02dec82	c/n confirmed as exported to China by Aviaexport; l/n CTU 03nov86; preserved in Tun Fu park, Chengdu f/n nov91 in full China Southwest colours
185 0087 05	CCCP-75595	II-18E	Soviet Gvt/AFL c/s	rgd	14feb66	opb 235 OAO
	CCCP-75595	II-18E	AFL/Kazakhstan-KGF	trf	16jun78	arrived at BASCO for last overhaul 28jul81 with t/t 27,303 hours; canx 1984; l/n Karaganda mar08, near the fire station on the airfield, minus engines and rudder
186 0088 01	CCCP-75596	II-18E	AFL/Far East	rgd	14feb66	arrived at BASCO for last overhaul nov82 with t/t 34,891 hours; trf to AFL/Moscow-DME 12apr85; canx 1985
186 0088 02	CCCP-75598	II-18D	GosNII GA	rgd	22mar67	in Aeroflot c/s
	CCCP-75598	II-18Dts	GosNII GA			converted by factory # 240 to II-18Dts 'Meteor' weather research aircraft until jun77, received the meteo equipment from II-18V CCCP-75716; in Aeroflot c/s; arrived at BASCO for last overhaul 03dec85 with t/t 7,520 hours; f/n SVO 19jul88; meteo equipment removed in autumn 1991 and replaced by an A-723 SLA radar on the port side and other radio-electronic equipment for research of the earth's surface
	RA-75598	II-18D	GosNII GA	SVO	19mar93	in Aeroflot c/s; re-converted to a 'normal' II-18D apr95; involved in incident in 1996 (report gives the mfd as 18jul67, but this seems doubtful); l/n SVO 23apr97
	RA-75598	II-18D	IRS Aero	isd	09apr97	f/n Zhukovskij 19aug97; l/n Pushkin 05aug01 without props; canx 13jul04 as sold to Cuba
	CU-T1546	II-18D	Aerocaribbean	BKA	08aug04	in all white c/s with titles; at SVO 22aug04; l/n HAV 01aug08, full c/s; subsequently preserved west of Terminal 3 at Havana, f/n 08apr09; l/n nov09
186 0088 03	CCCP-75597	II-18E	AFL/Krasnoyarsk	rgd	16feb66	f/n AER 30jun70; arrived BASCO 27aug80 for last overhaul; canx 1984
186 0088 04	VN-B... ?	II-18D	Hàng Không Vietnam	mfd	29nov66	crashed 04jan67 Nanking ?; not confirmed !
186 0088 05	CCCP-75599	II-18E	AFL/Urals-CEK	rgd	23feb66	arrived BASCO 18nov81 for last overhaul; canx 1985; seen CEK 22aug95 in use as ground rescue trainer, 80 % complete and seen again 13aug99 in pieces
186 0089 01	CCCP-75400	II-18E	Soviet Gvt/AFL c/s	rgd	11mar66	f/n PJK 09jul66
	CCCP-75400	II-18E	AFL/West Siberia	trf	26jan68	arrived BASCO 09apr81 for last overhaul; canx 1983
186 0089 02	CCCP-75401	II-18D	AFL/International	rgd	27mar66	f/n STO 30aug66; trf to AFL/Urals 26dec78; arrived BASCO jul82 for last overhaul; trf to AFL/Ukraine 27oct83; canx 1985; according Soviet register an II-18D
186 0089 03	CCCP-75402	II-18E	Soviet Gvt/AFL c/s	rgd	26mar66	f/n LHR mar66
	CCCP-75402	II-18E	AFL/Latvia	trf	29nov67	trf to AFL/Magadan 01aug78; arrived BASCO 20sep80 for last overhaul; canx 1982
186 0089 04	LZ-BET	II-18D	TABSO	d/d	24may66	trf to Bulair in 1968
	LZ-BET	II-18D	Bulair	SXF	11may68	at BRU 03jun68
	LZ-BET	II-18D	Balkan	trf	1972	operated freight flight LGW 06nov77; seen in a poor condition, without engines, Sofia may92/apr96
186 0089 05	102 (2)	II-18E	Polish Air Force	d/d	08apr66	f/n LHR 21feb67; l/n LHR apr69; see c/n 181002701

	SP-LSI	II-18E	LOT	rgd	28mar75	arrived at BASCO for last overhaul 24jun86 with t/t 15,737 hours; converted 06nov/05dec89 to, see next line
	SP-LSI	II-18Gr	LOT			canx 12jul91; sold to Balkan 19jul91
	LZ-BEH	II-18Gr	Balkan	SHJ	nov91	and LUX 14mar92 in basic LOT c/s, no titles; f/n with titles PMI 30aug98; l/n SOF jun99, stored
	LZ-ZAH	II-18Gr	Bulgarian Airlines	SOF	dec99	c/n from JP-01, not checked; in basic LOT c/s; l/n SHJ 13feb00
	LZ-ZAH	II-18Gr	no titles	SHJ	05mar00	
	LZ-ZAH	II-18Gr	Phoenix	SHJ	10mar00	l/n SHJ 30sep00, reg seen being removed this date
	EX-75905(2)	II-18Gr	Phoenix	SHJ	04oct00	confirmed in Daallo Airlines fleet list jan04 as lsf Phoenix; l/n SHJ 20feb05
	EX-75905(2)	II-18Gr	Phoenix c/s, n/t	SHJ	15mar05	opb Intal Air from 2005; l/n FJR 22feb06; offered for sale by Intal Air sep06 with t/t 29,471 hours
186 0090 01	CCCP-75403	II-18E	AFL/Far East	rgd	28mar66	arrived BASCO dec82 for last overhaul; trf to AFL/Krasnoyarsk 21jan86; canx 1986
186 0090 02	LZ-BED	II-18D	TABSO	d/d	24apr66	
	LZ-BED	II-18D	Bulair	trf	1968	seen LGW 27jul69
	LZ-BED	II-18D	Balkan	w/o	18jan71	on a flight from Paris to Zürich when approached Klotten airport in marginal weather conditions (RVR 1000 m), at the middle marker the aircraft was to the right of and below the glide-path, the crew tried to correct the problem, but the left wing struck the ground with the left wingtip and gear and the aircraft crashed in flames 700 m north of the airport, 7 out of 8 crew and 38 out of 39 passengers killed
186 0090 03	CCCP-75404	II-18E	Soviet Gvt/AFL c/s	rgd	13jun66	f/n PIK 29jul66; trf to AFL/Krasnoyarsk 16may77; arrived BASCO 13nov80 for last overhaul; canx 1983
186 0090 04	OK-BYZ	II-18D	CS-Gvt (LSFMV)	d/d	09may66	at LGW 02may67
	OK-VAF	II-18D	CSA	d/d	06dec77	arrived BASCO 29jan86 with 12,313 hours for last overhaul; wfu 19jan90; t/t 16,393 hours and 13,941 cycles; last flight 23jan90 to Nürnberg; was used for fire training at Nürnberg, seen 11may90 without registration and titles; destroyed during fire-fighting practise
186 0090 05	CCCP-75405	II-18E	AFL/Uzbekistan	mfd	21may66	rgd 14jul66; f/n TAS 01apr68; crashed after bird strike Tashkent 24apr74; t/t 19,030 hours and 6,427 cycles; canx 16jul74
186 0091 01	LZ-BEG	II-18E	TABSO	d/d	19may65	w/o 03sep68 on a flight from Dresden to Burgas when the crew tried to accomplish a visual approach in adverse weather conditions, descending below the clouds, and the aircraft flew into the ground near Karnobat, 5 out of 7 crew and 42 out of 82 passengers killed
186 0091 02	YR-IMJ	II-18D	TAROM	mfd	22jun66	rgd 25jun66; l/n OTP sep95; CoFA expired 03feb97; canx 06oct97
	ER-ICJ	II-18D	Renan	rgd	06oct97	f/n BUD 17dec97; l/n BUD 20apr99
	ER-ICJ	II-18D	Renan/Tavria Mac	AYT	jul99	l/n BUD 03may00; still in fleet list 31dec00
	EL-ALY	II-18D	Renan/West Afr AS			illegal EL- registration !; operating illegal flights jul/aug00
	ER-ICJ	II-18D	Renan	KIV	03apr03	crashed on take-off in Luena on 27jan04; canx 30mar05
186 0091 03	CCCP-75406	II-18E	AFL/Far East	rgd	22jun66	f/n feb73; arrived BASCO apr85 with 38,138 hours for last overhaul; trf to AFL/Moscow 16dec85; canx 1986
186 0091 04	YR-IMK	II-18D	TAROM	rgd	09jul66	at AMS 28oct73; crashed into Red Sea en route Jeddah-Cairo 09dec74; finally canx 28jul77
186 0091 05	CCCP-75407	II-18E	AFL/Azerbaijan	rgd	20jul66	f/n sep75; canx 1978; was the last II-18 of the Azerbaijan directorate; was preserved near the passenger terminal at Baku-Bina from 30aug79 (according to other sources 14jun79); scrapped in the late 1980s
186 0092 01	CCCP-75408	II-18E	AFL/Armenia	mfd	29jun66	rgd 25jul66; crashed Verkhnyaya Khava, 50 km from Voronezh, 06mar76 after electrical failure, t/t 21,587 hours and 9,082 cycles; canx 1976
186 0092 02	DM-STK	II-18D	Interflug	mfd	29jun66	rgd 12jul66; l/n SXF 30apr80
	DDR-STK	II-18D	Interflug	rgd	12aug81	arrived BASCO 02feb84 with 24,532 hours for last overhaul
	D-AOAR	II-18D	Interflug	rgd	03oct90	
	SP-FNB	II-18D	Polnippon	rgd	18dec90	converted to II-18Gr; seen Warsaw 28dec90; named 'Agata'; l/n WAW feb96
	SP-FNB	II-18Gr	ex Polnippon	WAW	mar96	titles removed, canx date unknown
	SP-FNW	II-18Gr	Polonia Airways	rgd	01mar96	photo as such WAW mar96
	SP-FNW	II-18Gr	Daallo Airlines	r/r	01mar96	f/n WAW 27mar96; l/n WAW aug96; leased from Polonia Airways
	SP-FNW	II-18Gr	green c/l, n/t	WAW	23sep96	ex Daallo Airlines
	SP-FNW	II-18Gr	Polonia Airways	WAW	jul97	
	SP-FNW	II-18Gr	Air Cess	SHJ	12oct97	l/n SHJ 17nov97; canx 18nov97
	3D-SBW	II-18Gr	Air Cess	SHJ	20nov97	l/n SHJ 01apr98; c/n checked
	3C-KKK	II-18Gr	Air Cess	SHJ	29nov98	l/n IST 06aug00; additional 'Air Djibouti' titles; c/n checked
	3C-KKK	II-18Gr	Air Kazakhstan	SHJ	jun00	l/n SHJ 06oct00, titles removed this date
	3C-KKK	II-18Gr	Air Cess, n/t	SHJ	oct00	c/n SHJ 19aug02; c/n checked
	UN-75004	II-18Gr	IRBIS, n/t	SHJ	14sep02	c/n from JP-03; in basic Air Cess c/s; reported for Mega Airlines jul06; l/n ALA 20jun08
	UP-11804	II-18Gr	Omega Air Co	SAW	07sep08	in basic Air Cess c/s, no titles; c/n confirmed; seen TBS 07dec08, operating for SCAT; l/n ALA 11sep09
186 0092 03	CCCP-75409	II-18E	AFL/Far East	rgd	17aug66	arrived BASCO 02oct81 with 34,865 hours for last overhaul; trf to AFL/Far East 03may83; canx 1984
186 0092 04	CCCP-75410	II-18E	AFL/Urals-SVX	rgd	05sep66	f/n SVO 1970; trf to AFL/Urals-CEK from 15aug73; arrived BASCO 20mar81 for last overhaul; canx 1983
186 0092 05	CCCP-75411	II-18E	MRP NPO "Leninets"	rgd	12oct66	in Aeroflot c/s; f/n SVO 23aug79; arrived BASCO 13feb87 with only 2,147 hours for last overhaul; was an SI-18P for a while equipped with the Su-15TM fire control radar
	RA-75411	II-18E	MRP-MIR	Siv	26oct94	still in full in Aeroflot c/s; l/n VKO 22aug95
	RA-75411	II-18E	NPP-MIR	trf	24dec95	f/n VKO 13may96; l/n Pushkin 24may99
	RA-75411	II-18E	Aeroflot c/s, n/t	RKT	19apr01	l/n RKT 23oct01; current on RFR as NPP-MIR feb04; offered for sale on the internet with t/t 12,665 hours and 4,081 cycles, for \$ 450,000; seen Pushkin 01jun08 in bad condition, without engines
186 0093 01	CCCP-75412	II-18D	Soviet Gvt/AFL c/s	rgd	25nov66	f/n LHR 06feb67 and LGW 12feb67
	CCCP-75412	II-18D	MAP	trf	31jan69	trf to AFL/Moscow 03mar72; arrived BASCO 11dec83 with 34,886 hours for last overhaul; last noted in service DME 01jul85; canx 1985; remains in use as workman's hut DME apr92/sep97
186 0093 02	CCCP-75413	II-18D	AFL/International	rgd	07dec66	f/n RRG 16mar67; trf to AFL/Urals 09oct69; arrived BASCO may82 for last overhaul; canx 1985
186 0093 03	CCCP-75414	II-18D	Soviet Gvt/AFL c/s	mfd	19sep66	rgd 25nov66; f/n PIK 12feb69
	CCCP-75414	II-18D	AFL/Urals	trf	01sep70	overran runway Sochi after aborted take-off 10may79 and dbr; t/t 27,042 hours and 10,823 cycles; canx 1979
186 0093 04	CCCP-75415	II-18D	Soviet Gvt/AFL c/s	rgd	25nov66	235th Independent Flight Detachment
	CCCP-75415	II-18D	AFL/Ukraine	trf	02aug74	arrived BASCO 27sep80 for last overhaul; canx 1982
186 0093 05	CCCP-75416	II-18D	AFL/International	rgd	07dec66	f/n SVO 24may68; trf to AFL/Krasnoyarsk 11sep71; arrived BASCO 17jul81 for last overhaul; canx 1984
186 0094 01	CCCP-75417	II-18D	AFL/Krasnoyarsk	rgd	06apr67	arrived BASCO 15jan81 with 34,996 hours for last overhaul; trf to AFL/Kazakhstan-KGF 30mar81; canx 1983
186 0094 02	DM-STL	II-18D	Interflug	rgd	09sep66	at LHR 26apr78; crashed after take-off Luanda 26mar79 on a cargo flight
186 0094 03	not known	II-18D	Soviet Air Force	mfd	07oct66	mfd also quoted as 15jul66; II-20 prototype, conversion by MMZ # 30 started 06may67; f/f 25mar68 from Khodynka
	CCCP-75713(2)	II-20	MRP NPO 'Leninets'	rgd	24aug75	late rgd; in Aeroflot c/s; f/n Pushkin 28may90; used as test-bed for the An-124 avionics; arrived at BASCO for last overhaul 23nov85 with t/t only 1,801 hours; cvtd to II-18D by 20 ARZ in late 1992
	75713(2)	II-18D	NPP-MIR	LED	17sep93	
	RA-75713(2)	II-18D	Daallo Airlines	JIB	sep93	l/n SHJ 08may94, reported returned to Russia oct94
	RA-75713(2)	II-18D	Russian AF, n/t	Siv	26oct94	
	RA-75713(2)	II-18D	NPP-MIR	trf	16jun95	seen LED late95 with large 'Olimpiada 2004' titles and blisters removed
	75713(2)	II-18D	NPP-MIR	Pus	07aug99	reported as RA- VKO 17apr02, canx 24feb04 as not airworthy with only 9,764 hours; presumably restored, seen again with no prefix again by oct04 and KHV 20nov05 but RA- on wings, now with MAD tail probe and normal nose cone; l/n UUS 03sep09 with MAD boom, still without prefix and with titles
186 0094 04	CCCP-75418	II-18D	AFL/International	rgd	07dec66	trf to AFL/Kazakhstan-KGF 1973; arrived at BASCO for last overhaul 14sep81; trf to AFL/Ukraine-LWO 29apr84; canx 1984; report SVO 05feb90 is impossible
186 0094 05	CCCP-75419	II-18D	AFL/International	rgd	30nov66	f/n DME 19aug75; trf to AFL/Tajikistan 24aug71; arrived BASCO 27apr81 (AFL/Krasnoyarsk but no such record in old Soviet register); canx 1983
186 0095 01	CCCP-75432	II-18D	AFL/International	rgd	04apr67	f/n CPH 28apr67; trf to AFL/Moscow 1974; arrived BASCO 04jun81 for last overhaul; canx 1983
186 0095 02	CCCP-75433	II-18D	AFL/International	rgd	10apr67	f/n CPH 16jun68; trf to AFL/Turkmenistan 1974; arrived BASCO apr82 for last overhaul; canx 1985
186 0095 03	CCCP-75434	II-18D	UVAU GA, AFL c/s	rgd	11may67	Ulyanovsk Higher Aviation School of Civil Aviation; f/n CPH 16jun68; canx 1977
186 0095 04	CCCP-75435	II-18D	AFL/International	rgd	06apr67	f/n BXH 17dec67; trf to AFL/Urals 01sep70; arrived BASCO may82 with 34,998 hours for last overhaul; trf to AFL/Moscow-DME 16apr84; canx 1984
186 0095 05	CCCP-75436	II-18D	Soviet Gvt/AFL c/s	rgd	06feb67	
	CCCP-75436	II-18D	AFL/West Siberia	trf	02jun67	f/n PIK 05jul67; crashed 20oct68 on emergency landing in poor weather near Krasnoyarsk; canx 21may69
186 0096 01	CCCP-75437	II-18D	AFL/International	rgd	07apr67	returned 1969/1970
	3X-GOD	II-18D	Air Guinée	rgd	1968	(not 14jun77 as given in register); f/n SXF 23jan70; arrived at BASCO for last overhaul with 33,755 hours 17sep81; canx 1984
	CCCP-75437	II-18D	AFL/Ukraine-KBP	trf	04jan70	f/n GVA 03oct67; trf to AFL/Kazakhstan 22dec71; canx as trf to Bulgaria 03jan77
186 0096 02	CCCP-75438	II-18D	AFL/International	rgd	05may67	at FRA 17jul77; arrived BASCO 06feb85 with 37,833 hours for last overhaul; now a café 75 km from Sofia, road Burgas/Zlatitsa but not found on that site aug02 !
	LZ-BEO	II-18D	Balkan	d/d	27may77	
186 0096 03	CCCP-75439	II-18D	AFL/International	rgd	28apr67	f/n SVO 27mar68; trf to AFL/Kyrgyzstan 22feb73; trf to AFL/Magadan 23apr80; arrived BASCO dec82 for last overhaul; canx 1983
187 0096 04	CCCP-75440	II-18D	AFL/International	rgd	07apr67	f/n AMS 13apr69; trf to AFL/Turkmenistan 1975; arrived BASCO may83 with 35,000 hours for last overhaul; canx 1985
187 0096 05	B-220	II-18D	Civ Avn Adm China	d/d	05may67	f/n PEK 01nov86; l/n PEK may87; c/n confirmed as exported to China by Aviaexport; was earlier reported by CAAC as c/n 184007605 !
187 0097 01	CCCP-75441	II-18D	AFL/Moscow	rgd	18apr67	arrived BASO 02jan80 for last overhaul; canx 1984
187 0097 02	CCCP-75442	II-18D	AFL/Moscow	rgd	18apr67	f/n VKO 02oct72; arrived at BASCO 15oct85 for last overhaul with t/t 23,996 hours; trf to GosNII GA dec85; converted to "Tskilon" weather control aircraft; seen at STW during apr/may86, researching the effects of the nuclear disaster at Chernobyl; f/n SNN 04dec86; l/n SVO 14aug92
	RA-75442	II-18Dts	GosNII GA	trf	25dec92	still as II-18Dts "Tskilon" weather control aircraft; l/n SVO 24apr97, engineless; leased/sold to Nadyim-Aero 01jul97
	RA-75442	II-18D	Ramaer	lsd	20jul97	in basic Aeroflot c/s; f/n DME 16aug97
	RA-75442	II-18D	Ram Air	DME	07jul98	in fcs; l/n JED 08jan99; lease ended 31dec98; canx from RFR 23nov01

	EX-75442	II-18D	Ram Air	SHJ	apr99	in fcs
	EX-75442	II-18D	Phoenix	SHJ	26oct99	in fcs; carried additional small 'Sudan Airways' titles apr00; l/n FIH 23mar01
	EX-75442	II-18D	Phoenix	LOS	28jul01	with additional 'Fresh Air' titles; canx 23nov01 as life time expired, but seen active SHJ may02 !
	EX-75442	II-18D	no titles	SHJ	27jan03	reported SHJ 09feb03 as being paint-stripped
	EX-75442	II-18D	Phoenix	SHJ	04mar03	l/n SHJ 20nov03, but sighting must be in error, see below !
187 0097 03	9Q-CAA	II-18D	Comp. Afriq. d'Avn	rgd	18apr03	c/n confirmed in official 2004 register; f/n FIH aug03; acquired by CAA 02oct03; l/n FIH 16may08
	50854	II-18D	Chinese Air Force		oct86	c/n confirmed as exported to China by Aviaexport, but serial not confirmed for this c/n
	B-224	II-18D	Civ Avn Adm China	SIA	09oct88	c/n confirmed in museum documents; previously reported as c/n 184007805 at Changping museum in jun01, probably due to engine intake covers are marked as such; preserved Changping Museum mar92/may99
	208 (3)	II-18D	Civ Avn Adm China		02apr00	fake serial; see c/ns 184007601 & 185008701; c/n confirmed in museum documents; by may99 the museum already announced this aircraft was to be painted to represent Chairman Mao's historic aircraft number 208; l/n sep09
187 0097 04	50853	II-18D	China United AI	PEK	05jun88	c/n confirmed as exported to China by Aviaexport; c/n confirmed 1993, wfu NAY jun94 and oct99/may02 fuselage only
187 0097 05	OK-WAI	II-18D	CSA	d/d	19may67	l/n AMS 02sep67; crashed after take-off near Gander 05sep67
187 0098 01	CCCP-75444	II-18D	Soviet Gvt/AFL c/s	rgd	14apr67	PIK 16jun67
	CCCP-75444	II-18D	AFL/West Siberia	trf	28jun71	arrived BASCO 27feb81 for last overhaul; canx 1983
187 0098 02	YR-IMZ (2)	II-18D	Rom Gvt/TAROM c/s	rgd	16jun67	see c/n 185008602; arrived BASCO sep83 with only 8,010 hours for last overhaul
	YR-IMZ (2)	II-18D	Rom Gvt/LAR c/s	BRU	25may90	
	YR-IMZ (2)	II-18D	Rom Gvt/Romavia	rgd	02apr90	f/n ORY 04oct90
	YR-IMZ (2)	II-18D	Kish Air	lsd	feb93	
	YR-IMZ (2)	II-18D	Rom Gvt/Romavia	ret	1995	l/n RTM 10nov98; converted dec94/mar95 to II-18GrM (side cargo door)
	YR-IMZ (2)	II-18GrM	all white, n/t	OST	24mar99	l/n DXB 09mar00; canx 25sep00
	4R-EXD	II-18GrM	Expo Aviation, n/t	rgd	28sep00	f/n DXB 09oct00; l/n DMK 21dec01
	4R-EXD	II-18GrM	Expo Aviation	DXB	29dec01	l/n DXB 05aug02; seen DXB 28jan02 with additional 'Bismillah Airlines' titles; l/n as such DXB mar02
	4R-EXD	II-18GrM	Daallo Airlines	DXB	01mar03	l/n as such DXB 08mar03; l/n CMB 15oct03, titles not noted
	4R-EXD	II-18GrM	Expo Aviation	SHJ	10dec03	l/n SHJ 09oct04
	4R-EXD	II-18GrM	ExpoAir	DXB	14jan05	still in Romavia fleet list mar07 as leased to Expo Aviation; l/n FJR 17dec09
187 0098 03	YU-AIB	II-18D	JAT	d/d	1967	f/n AMS 06jun67; l/n MAN 06oct68
	7502	II-18D	Yugoslav Air Force	trf	1968	until early 1970
	YU-AIB	II-18D	Yugoslav Gvt	AMS	22aug71	at CGN 26jun74; wfu 1977
	3X-GAX	II-18D	Air Guinée	d/d	mar78	l/n SXF 29jul78; l/n SXF 22aug78; w/o 03sep78 when crashed on approach to Conakry (Guinea)
187 0098 04	CCCP-75498	II-18D	Soviet AF/AFL c/s	SVO	14jun70	probably Soviet Navy in fact; arrived at BASCO 19nov85 for last overhaul, with t/t 6,418 hours; l/n Sperenberg 18jun93
	RA-75498	II-18D	Russ. Navy/AFL c/s	Spr	21jul93	probably opb 71 ovtae at Vladivostok-Knevichi/Artyom North; canx 12mar01 but restored; was probably stored for several years; featured in tenders issued 04apr07 & 07mar08; seen (for the first time in 12 years) Chkalovski 22nov07; l/n VVO 21may09, still in full Aeroflot c/s with titles
187 0098 05	YU-AIA	II-18D	JAT	d/d	1967	f/n DEL 24jan68; l/n LHR 09mar70
	7501	II-18D	Yugoslav Air Force	trf	1968	l/n SXF 04jun76; wfu 1977
	73201	II-18D	Yugoslav Air Force	YMX	23may70	arrived at BASCO for last overhaul jul82 with t/t 17,293 hours; trf to MAP 07apr83 and converted to II-22M-II CCCP-75919, c/n 2964009805
	CCCP-75780(2)	II-18D	AFL/Krasnoyarsk	rgd	14jul77	
187 0099 01	222	II-18D	Civ Avn Adm China	SXF	02jul67	c/n confirmed as exported to China by Aviaexport
	B-222	II-18D	Civ Avn Adm China	PEK	29oct86	opb China Southwest Airlines by 1988; w/o 18jan88 on a flight from Beijing to Chongqing when the # 4 engine starter generator became so hot on approach to Chongqing that the feathering oil tube was burnt, the oil tube burst upon feathering of the prop and the engine caught fire, the pylon burnt and the engine separated, severe vibrations caused the # 1 prop to feather, the aircraft lost control and crashed on a hill ridge with paddy fields near White City station (5.7 km from Longfeng market in Xinmin village), the wreckage was scattered over an area of about 300 by 150 metres, all 10 crew and 98 passengers killed
187 0099 02	50856	II-18D	Chinese Air Force		early85	c/n confirmed as exported to China by Aviaexport; c/n for this serial from Chinese register; photo circa late 1985/early 1986 at NAY
	B-226	II-18D	China United AI		nov92	preserved Changping Museum, l/n dec09; c/n confirmed
187 0099 03	YR-IML	II-18D	TAROM	mfd	04may67	rgd 22may67; at FRA 04may68; l/n PRG 22jul97
	YR-IML	II-18D	Alfa Line	PRG	22jul97	CoFA expired 15oct98; canx 02jul98
	ER-ICL	II-18D	Renan	rgd	02jul98	f/n BUD 11dec98; canx 15jun00
	UR-TMD	II-18D	Tavria Mak	SHJ	13feb01	l/n SHJ 24apr01
	UR-TMD	II-18D	Sevastopol Avia	SHJ	mar02	l/n SIP 24jul04
	UR-CEO	II-18D	Sevastopol Avia	SIP	30may05	l/n as such DME 03jun06; seen KIV 14jun07 in white c/s with blue/yellow/red cheatline, no titles
	UR-ICS	II-18D	no titles	KIV	17jun07	on overhaul; in white c/s with blue/yellow/red cheatline, l/n KIV nov08, as such
	YR-IMM	II-18D	Rom Gvt/TAROM c/s	rgd	29may67	l/n KIV 04apr09, in white c/s with blue/yellow/red cheatline
	UN-75001	II-18D	Rom Gvt/Romavia	SXF	16dec90	completed a 'round-the-world in 80 hours' flight 07jan70; f/n LBG 09aug70; arrived at BASCO for last overhaul may87 with t/t only 7,373 hours
	EX-115	II-18D	Trast Aero	FJR	30aug09	l/n PHJ 25aug01
187 0099 05	CCCP-75446	II-18D	AFL/Northern	rgd	30jun67	c/n confirmed and given in Romavia fleet list mar07 as such; l/n FJR 17oct09
	CCCP-75447	II-18D	AFL/Ukraine-KBP	rgd	16jun67	f/n HEL 19jun67; arrived BASCO 14jul81 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx 1984
187 0100 01	HA-MOI	II-18D	MALÉV	mfd	jun67	f/n PRG 07sep70; arrived BASCO 03sep81 for last overhaul; canx 1983
187 0100 02	CCCP-75448	II-18D	Soviet Gvt/AFL c/s	rgd	14jun67	d/d 22jun67; Cofa issued 14jun67; on 23dec71 03:13 AM almost crashed on approach to Damascus when 16 km from the airport gears touched ground and ran 65 metres on a hill which was later hit by CSA I1-62 OK-DBF; although landed safely this was investigated as a crash; converted to II-18Gr 1978; wfu and last commercial flight 25jan89, last flight was to Pápa on 29aug89; towed to Abda (near Győr) to serve as a restaurant, l/n 31may08
	CCCP-75448	II-18D	AFL/Moscow	trf	19dec77	f/n PIK 18sep67
187 0100 03	CCCP-75449	II-18D	Soviet Gvt/AFL c/s	mfd	30jun67	arrived BASCO 08may84 with 33,115 hours for last overhaul; trf to a MAP and converted to II-22 CCCP-75928 with the same c/n, for details see II-22 caption
	CCCP-75449	II-18D	AFL/Magadan	trf	23apr80	rgd 27jul67; f/n PIK 12aug67
	CCCP-75449	II-24N	GosNII GA	SVO	19mar93	t/ 35,143 hours by mar83; converted to, see next line
	RA-75449	II-18D	Ramaer	lsd	01jan97	ice-reconnaissance aircraft, equipped with 'Nit-D' side-looking radar; in Aeroflot c/s; l/n SVO 18aug92 in Aeroflot c/s; leased/sold to NadyM-Aero 01may97; l/n SHJ 07may97, without titles
	RA-75449	II-18D	no titles	SHJ	30jun98	l/n SHJ 12oct97; seen SHJ may98 with 'Daallo' sticker
	ST-APZ	II-18D	Phoenix	SHJ	13aug98	in blue c/s, no titles
	RA-75449	II-18D	Jubba Airlines	SHJ	12dec99	l/n as such SHJ 01apr00; seen SHJ 10may/19aug00 with additional 'Jubba Airlines' titles
	EX-75449	II-18D	Jubba Airlines	SHJ	18sep00	in basic Phoenix c/s; l/n SHJ 01oct00; canx 23nov01
	EX-75449	II-18D	Phoenix c/s, n/t	SHJ	04oct00	l/n SHJ 26may01
	EX-75449	II-18D	Phoenix c/s, n/t	SHJ	15sep01	canx 23nov01 from RFR as life time expired; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; l/n FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06, but not present or seen since nov07; l/n FJR 12dec09, first report for many years
187 0100 05	CCCP-75450	II-18D	AFL/International	rgd	15aug67	l/n SVO 27mar68; trf to AFL/Krasnoyarsk 16oct71; arrived BASCO 17jun81 for last overhaul; canx 1983
187 0101 01	OK-WAJ	II-18D	CSA	d/d	21jun67	named "Podebrady"; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; preserved near Bakov nad Jizerou at the highway Prague-Liberec since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05); l/n dec09
187 0101 02	CCCP-75452	II-18D	Soviet Gvt/AFL c/s	rgd	29aug67	f/n LHR 23nov67
	CCCP-75452	II-18D	AFL/Tajikistan	trf	20mar74	arrived BASCO apr83 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx may86
187 0101 03	CCCP-75453	II-18D	Soviet Gvt/AFL c/s	mfd	26jul67	rgd 29aug67; f/n PIK 18dec67
	3X-GOF	II-18D	Air Guinée	rgd	mar68	c/n confirmed; returned aug68
	CCCP-75453	II-18D	Soviet Gvt/AFL c/s	SXF	27jun73	converted to a relay aircraft for government communications in 1969; l/n VKO 25jan94
	RA-75453	II-18D	Rossiya	trf	22jul94	l/n already VKO 23may94; l/n VKO 01sep07; broken up at VKO around 03mar08
187 0101 04	CCCP-75454	II-18D	Soviet Gvt/AFL c/s	mfd	31jul67	relay aircraft for government communications; rgd 29aug67; f/n PIK 21apr68; seen again SXF 04feb74, now possibly standard version; l/n VKO 06sep93
	RA-75454	II-18D	Russian Gvt, n/t	VKO	11jul94	
	RA-75454	II-18D	Rossiya	trf	22jul94	f/n VKO 19sep94; l/n DME 27nov09
	T-001	II-18D	Afghan Air Force	MUC	02apr68	l/n LHR 26jun73; returned to Soviet Union feb79
	CCCP-75451	II-18D	AFL/Krasnoyarsk	rgd	22feb79	arrived BASCO jan83 with 11,213 hours for last overhaul; trf 22mar83 to Minaviaprom and converted to II-22M-II CCCP-75917
	101 06	II-38	Soviet Navy	mfd	23dec67	l/n SHJ 26may01
	101 07	II-38	Soviet Navy			canx 23nov01 from RFR as life time expired; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; l/n FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06, but not present or seen since nov07; l/n FJR 12dec09, first report for many years
	101 08	II-38	Soviet Navy			l/n SVO 27mar68; trf to AFL/Krasnoyarsk 16oct71; arrived BASCO 17jun81 for last overhaul; canx 1983
	101 09	II-38	Soviet Navy			named "Podebrady"; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; preserved near Bakov nad Jizerou at the highway Prague-Liberec since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05); l/n dec09
	101 10	II-38	Soviet Navy			f/n LHR 23nov67
187 0102 01	CCCP-75455	II-18D	AFL/Far East	mfd	22aug67	arrived BASCO apr83 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx may86
	CCCP-75455	II-18T	AFL/Krasnoyarsk	trf	11mar86	rgd 29aug67; f/n PIK 18dec67
187 0102 02	CCCP-75456	II-18D	AFL/Moscow	rgd	04oct67	c/n confirmed; returned aug68
187 0102 03	CCCP-75457	II-18D	AFL/Far East	rgd	22sep67	converted to a relay aircraft for government communications in 1969; l/n VKO 25jan94
	CCCP-75455	II-18T	AFL/Krasnoyarsk	trf	11mar86	l/n already VKO 23may94; l/n VKO 01sep07; broken up at VKO around 03mar08
	CCCP-75456	II-18D	AFL/Moscow	rgd	04oct67	relay aircraft for government communications; rgd 29aug67; f/n PIK 21apr68; seen again SXF 04feb74, now possibly standard version; l/n VKO 06sep93
	CCCP-75457	II-18D	AFL/Far East	rgd	22sep67	f/n VKO 19sep94; l/n DME 27nov09
	CCCP-75457	II-18D	AFL/Far East	rgd	22sep67	l/n LHR 26jun73; returned to Soviet Union feb79
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	arrived BASCO jan83 with 11,213 hours for last overhaul; trf 22mar83 to Minaviaprom and converted to II-22M-II CCCP-75917
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n SHJ 26may01
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	canx 23nov01 from RFR as life time expired; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; l/n FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06, but not present or seen since nov07; l/n FJR 12dec09, first report for many years
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n SVO 27mar68; trf to AFL/Krasnoyarsk 16oct71; arrived BASCO 17jun81 for last overhaul; canx 1983
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	named "Podebrady"; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; preserved near Bakov nad Jizerou at the highway Prague-Liberec since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05); l/n dec09
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	f/n LHR 23nov67
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	arrived BASCO apr83 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx may86
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	rgd 29aug67; f/n PIK 18dec67
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	c/n confirmed; returned aug68
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	converted to a relay aircraft for government communications in 1969; l/n VKO 25jan94
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n already VKO 23may94; l/n VKO 01sep07; broken up at VKO around 03mar08
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	relay aircraft for government communications; rgd 29aug67; f/n PIK 21apr68; seen again SXF 04feb74, now possibly standard version; l/n VKO 06sep93
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	f/n VKO 19sep94; l/n DME 27nov09
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n LHR 26jun73; returned to Soviet Union feb79
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	arrived BASCO jan83 with 11,213 hours for last overhaul; trf 22mar83 to Minaviaprom and converted to II-22M-II CCCP-75917
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n SHJ 26may01
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	canx 23nov01 from RFR as life time expired; opb Intal Air from 2005; offered for wet-lease by Intal Air sep06 with t/t 44,811 hours; l/n FJR 16nov07; mentioned in FJR ground log 01nov08, having arrived 08jul06, but not present or seen since nov07; l/n FJR 12dec09, first report for many years
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n SVO 27mar68; trf to AFL/Krasnoyarsk 16oct71; arrived BASCO 17jun81 for last overhaul; canx 1983
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	named "Podebrady"; f/n AMS 10feb68; last flight 24oct84; wfu 25nov84; t/t 23,578 hours and 20,829 cycles; preserved near Bakov nad Jizerou at the highway Prague-Liberec since 17sep86, initially used as a restaurant, carrying 'Moto-Auto' titles (no longer visible aug05); l/n dec09
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	f/n LHR 23nov67
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	arrived BASCO apr83 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx may86
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	rgd 29aug67; f/n PIK 18dec67
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	c/n confirmed; returned aug68
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	converted to a relay aircraft for government communications in 1969; l/n VKO 25jan94
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	l/n already VKO 23may94; l/n VKO 01sep07; broken up at VKO around 03mar08
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	relay aircraft for government communications; rgd 29aug67; f/n PIK 21apr68; seen again SXF 04feb74, now possibly standard version; l/n VKO 06sep93
	CCCP-75455	II-18D	AFL/Far East	rgd	22sep67	f/n VKO 19sep94;

187 0102 04	CCCP-75497	II-18D	MOM Vnukovo	mfd	19aug67	in Aeroflot c/s; rgd 09sep67; trf to MOM 'Zlatoust' 22apr71; f/n DME 24mar86; arrived BASCO jul86 with 15,249 hours for last overhaul; l/n Phoenix, Arizona 1 01may92 was already f/n DME 20may93
	RA-75497	II-18D	Ural Avialii Comp	trf	19apr94	
	RA-75497	II-18D	SP Air	BRE	21aug94	
	RA-75497	II-18D	ex SP Air c/s	SHJ	07nov95	no titles; canx 24oct95 as to Angola
	EL-AKQ	II-18D	ex SP Air c/s	SHJ	12dec95	rgd 14dec95 to Air Cess; l/n SHJ 13mar96; no titles
	EL-AKQ	II-18D	Air Cess	SHJ	04oct96	l/n SHJ 18nov97; named "Zlatoust"; has additional 'Aviatrack' titles
	3D-SBQ	II-18D	Air Cess	SHJ	23jan98	l/n DEL 27sep98; named "Zlatoust"; has additional 'Aviatrack' titles
	3C-KKL	II-18D	Air Cess	SHJ	25feb99	l/n SHJ 17oct99; named "Zlatoust"; 'Aviatrack' titles removed 25feb99
	3C-KKL	II-18D	Air Cess	SHJ	17feb00	l/n SHJ 03nov00; named "Zlatoust"; carried additional 'Sudan Airways' titles; l/n SHJ 15sep01, titles not reported
	3C-KKL	II-18D	Air Cess c/s, n/t	SHJ	03nov01	l/n SHJ 19aug02; named "Zlatoust"
	UN-75005	II-18D	Air Cess c/s, n/t	HLA	19sep03	c/n on wing read off as 1.204; named "Zlatoust"; l/n SHJ 03nov03
	UN-75005	II-18D	Lign.Aerien. Tchad	SHJ	04nov03	titles applied this date; named "Zlatoust"; reported as Air Bas SHJ 11jan04, with titles ?
	UN-75005	II-18D	IRBIS, n/t	SHJ	08feb04	in basic Air Cess c/s; named "Zlatoust"; reported for Mega Airlines jul06; l/n MCT 06jul08
	UP-11801	II-18D	ex Air Cess c/s	FJR	14sep08	no titles; c/n confirmed; named "Zlatoust"; l/n FJR 04may09
187 0102 05	CCCP-75458	II-18D	AFL/Ukraine	rgd	13mar68	f/n SXF 01mar69; arrived BASCO 23dec81 for last overhaul; canx 1983
	102 06	not known	Soviet Navy			II-38 line # 6
	102 07	not known	Soviet Navy			II-38 line # 7
	102 08	not known	Soviet Navy			II-38 line # 8
	102 09	not known	Soviet Navy			II-38 line # 9
	102 10	not known	Soviet Navy			II-38 line # 10
187 0103 01	CCCP-75459	II-18D	AFL/International	rgd	25oct67	f/n PK 13dec71
	TZ-ADF	II-18D	Air Mali	lsd	02apr74	f/n DME 26jan75, stored Bamako from mar84 and reported returned 31mar87 but see next line
	CCCP-75459	II-18D	AFL/Moscow	trf	26jul85	reported Igarka 23jan87 in incident report with 22,016 hours as of this date; canx as trf to Cuba 21may87
	CJ-11270	II-18D	Cubana	d/d	26may87	
	CJ-11270	II-18D	East West Chile	lsd	20feb92	f/n HAV may92, returned to Cuba jun92
	CJ-11270	II-18D	Aerocaribbean	HAV	nov92	crashed into mountains in the Dominican Republic 15nov92
187 0103 02	CCCP-75460	II-18D	AFL/International	rgd	25oct67	f/n SVO 17apr68; trf to AFL/Tajikistan 20mar74; arrived at BASCO 28jul80 (from AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx 1986; reportedly displayed near terminal Ashkhabat 1986/1993; later used as a fire trainer
187 0103 03	CCCP-75461	II-18D	AFL/International	rgd	25oct67	f/n LHR 17apr69; trf to AFL/Moscow jul74; arrived BASCO jun83 for last overhaul; canx 1985
187 0103 04	CCCP-75462	II-18D	Soviet Gvt/AFL c/s	rgd	08dec67	f/n PK 11jun68
	CCCP-75462	II-18D	AFL/Turkmenistan	trf	12feb75	arrived BASCO 24feb84 with 29,843 hours for last overhaul; was trf to AFL/Moscow-DME 21jan86 and converted to II-18DORR long-range ocean fishery reconnaissance aircraft and seen as such SNN 30sep89; in Aeroflot red colours
	RA-75462	II-18D	Aeroflot	SHJ	25feb93	l/n DME 23sep94; was re-converted to a standard II-18D
	RA-75462	II-18D	Domodedovo AI	trf	25jul94	f/n DME 15jan95; canx 01mar96; seen wfu at DME aug96; broken up at DME jan/apr98
187 0103 05	CCCP-75463	II-18D	Soviet Gvt/AFL c/s	rgd	08dec67	f/n PK 04oct69
	CCCP-75463	II-18D	AFL/Turkmenistan	trf	25jul73	trf to AFL/Krasnoyarsk 16jan84; arrived at BASCO for last overhaul with 30,476 hours 17apr84; converted to II-22 CCCP-75923 c/n 187010305, for details see the II-22 caption
	103 06	not known	Soviet Navy			II-38 line # 11
	103 07	not known	Soviet Navy			II-38 line # 12
	103 08	not known	Soviet Navy			II-38 line # 13
	103 09	not known	Soviet Navy			II-38 line # 14
	103 10	not known	Soviet Navy			II-38 line # 15
187 0104 01	CCCP-75464	II-18D	Soviet Gvt/AFL c/s	mfd	30oct67	relay aircraft for government communications; rgd 08dec67; f/n CPH 05jun68; l/n BKA 24sep94
	RA-75464	II-18D	Rossiya	trf	22jul94	f/n VKO 15may95; last overhaul completed in early 2003; l/n VKO 07oct09, active
187 0104 02	CCCP-75465	II-18D	Soviet Gvt/AFL c/s	rgd	08dec67	f/n HEL 02aug75
	CCCP-75465	II-18D	AFL/Moscow	trf	19oct78	canx as trf to North Vietnam but date unknown
	VN-B196	II-18D	Hàng Không Vietnam	h/o	17apr79	seen DMK 02aug80 and mar81 still in basic Aeroflot c/s
	VN-B196	II-18D	Vietnam Airlines	fr.	1990	wfu by 1990 and stored Hanoi, canx from register 03dec91
187 0104 03	CCCP-75466	II-18D	GosNII GA	rgd	11mar68	in Aeroflot c/s; f/n SVO 03aug76; t/t 11,072 hours by sep89; converted to, see next line
	CCCP-75466	II-24N	GosNII GA			ice-reconnaissance aircraft, equipped with "Nit'-D" side-looking radar; seen in Aeroflot red colours, SVO 08apr91; l/n SVO 14aug92
	RA-75466	II-18D	GosNII GA	SVO	20apr93	in Aeroflot red colours
	RA-75466	II-18D	Air Transp Office	OST	09oct93	leased from GosNII GA, still in basic Aeroflot red c/s; l/n SVO 02jul95
	RA-75466	II-18D	GosNII GA	IST	04apr96	in basic ex Aeroflot red colours, no titles; sold 10jun97
	RA-75466	II-18D	Ramaer	rgd	15jul97	f/n SHJ 20jan98; dark blue tail and cheatline; l/n SHJ 14oct98
	RA-75466	II-18D	ex Ramaer, n/t	SHJ	22nov98	canx 02feb99; l/n SHJ 27mar99
	EX-75466	II-18D	Phoenix	SHJ	17apr99	l/n SHJ 15may04; received cargo door of c/n 185008404 when converted to II-18GrM (side cargo door) mar/apr01; was reported as 4R-EXE of Expo Aviation in JP-03 but never seen as such
	EX-75466	II-18GrM	no titles	FRU	16oct04	l/n DXB 19nov04
	EX-75466	II-18GrM	Anikay Air	SHJ	19feb05	l/n ADJ 26dec05; reported delivered to Botir Avia jan06; still with 'Anikay Air' titles BUD 12may06, but operated Botir Avia flight
	EX-75466	II-18GrM	National Paints	DXB	15nov07	in golden/blue c/s, red emblem on tail; l/n DXB 30jun09; reported FJR 12dec09 without prefix, titles not reported
187 0104 04	CCCP-75467	II-18D	AFL/Moscow-VKO	rgd	01mar68	f/n VKO 30jun70; arrived at BASCO for last overhaul 22oct81; canx 17apr84
187 0104 05	CCCP-75468	II-18D	AFL/Northern	rgd	20feb68	f/n CPH 26jan68; arrived BASCO 17sep81 (AFL/Krasnoyarsk but no such record in Soviet register) for last overhaul; canx 1984
	104 06	not known	Soviet Navy			II-38 line # 16
8900 104 07	not known	II-38	Russian Navy	no	reports	II-38 line # 17; tender for rework and modernisation to II-38N published 09jul08
104 08	not known	II-38	Soviet Navy			II-38 line # 18
104 09	not known	II-38	Soviet Navy			II-38 line # 19
	"09" red	II-38	Ukraine Air Force	Kik	09may97	c/n not confirmed; with 14-09 on nosewheel door and reported as an II-20; l/n Kirovskoye 26aug00, photo proof II-38 with 09 on starboard nosewheel door
104 10	no code	II-38	Soviet Navy	Mkk	08may98	II-38 line # 20; l/n Mykolayiv-Kulbakino 30apr99
187 0105 01	CCCP-75469	II-18D	AFL/Ukraine	mfd	21nov67	d/d 06jan68; rgd 13mar68; f/n PRG jun68; l/n VKO 16jun77; arrived BASCO jul83 with 35,231 hours for last overhaul; canx 1984; not converted to II-22 CCCP-75906 c/n 0393610501 !
187 0105 02	CCCP-75470	II-18D	AFL/Moscow	rgd	03jan68	f/n VKO 02oct72; arrived BASCO 21jan82 for last overhaul; canx 1984
187 0105 03	CCCP-75471	II-18D	AFL/Ukraine	rgd	13mar68	f/n PRG 16jun68; arrived BASCO 18jan82 for last overhaul; canx 1984
187 0105 04	CCCP-74250	II-18D	AFL/Moscow-DME	rgd	23feb68	f/n CAI feb71; canx 1983; preserved in the Museum of Civil Aviation at Ulyanovsk since jun86, l/n jun05
187 0105 05	CCCP-74251	II-18D	AFL/Far East	mfd	27dec67	rgd 08feb68; f/n DME 02oct72; trf to AFL/Kazakhstan 28nov83; trf to MAP "Znamya Truda" 21dec83; arrived BASCO 29may85 with 37,523 hours for last overhaul; converted to II-22 CCCP-75929; canx 10apr85
	105 06	not known	Soviet Navy			II-38 line # 21
	105 07	not known	Soviet Navy			II-38 line # 22
	105 08	not known	Soviet Navy			II-38 line # 23
	105 09	not known	Soviet Navy			II-38 line # 24
	105 10	not known	Soviet Navy			II-38 line # 25
187 0106 01	CCCP-74252	II-18D	AFL/Far East-KHV	rgd	14feb68	crashed 160 km from Bratsk 29feb68 when broke up in mid air; canx 1968
187 0106 02	CCCP-75472	II-18D	Soviet AF/AFL c/s	mfd	21dec67	d/d 26jan68; confirmation for this reg with this c/n needed; line for this reg left blank on Soviet register !; see next line
	CCCP-74295	II-18D	Soviet AF/AFL c/s		06may68	established a world record, registration in documents as such (speed over a closed circuit without payload); f/n SVO 26mar73 opb 223 lo at Chkalovski; l/n Spenenberg 18dec92
	RA-74295	II-18D	Russian AF/AFL c/s	Spr	03may94	l/n Chkalovski 20aug99; mfd 17jan68 according incident report !; crashed into Mount Mtrala on approach to Batumi 25oct00; t/t 15,256 hours and 7,694 cycles; canx 25oct00
188 0106 03	CCCP-74296	II-18D	MAP "Znamya Truda"	mfd	16jan68	rgd 30aug68; is Khodynka Factory # 30; troopship/military transport version prototype II-18TD; roll-out date given as 06mar68 in documents of ER-ICB; reconverted to passenger/cargo configuration; arrived BASCO mar87 with 35,548 hours for last overhaul; f/n DME 04aug90 in Aeroflot c/s with Air Transport School at Zhukovski jul94; trf 28dec94 to Tretyakovo Airlines; was used on "AMT tours" to Russia may97; l/n DME 16aug99
	RA-74296	II-18D	Aeroflot c/s, n/t	VKO	28aug93	f/n IST 20jan00; l/n DME 28jun03 stored; named 'Moskva'; an incident report stated the mfd as 06mar68 !; seen DME 10aug03 without titles or registration !; canx 21jul03 as sold to Moldova
	RA-74296	II-18D	Tretyakovo AI	rgd	23apr99	f/n DME 13aug03; l/n DME 03apr04
	ER-ICB	II-18D	Pecotox Air	rgd	06aug03	f/n SHJ may05 in basic Aeroflot c/s with 'Grixona' titles; l/n KIV 22jun08, as such; seen KIV apr09/sep09 titles overpainted, opb Tandem Aero
	ER-ICB	II-18D	Grixona	rgd	18feb05	no titles
188 0106 04	834	II-18D	Chosonminhang	d/d	13feb68	named 'Conakry'; seen SVO 08oct77; arrived BASCO 14may80 with 10,818 hours for last overhaul here; reported wfu CKY 1986
	3X-GAT	II-18D	Air Guinée	d/d	08aug68	f/n DME 03oct72; arrived BASCO 14oct81 for last overhaul; canx 1983
188 0106 05	CCCP-74253	II-18D	AFL/Moscow	rgd	22jul68	II-38 line # 26
	106 06	not known	Soviet Navy			II-38 line # 27
	106 07	not known	Soviet Navy			II-38 line # 28
	106 08	not known	Soviet Navy			II-38 line # 29
	106 09	not known	Soviet Navy			II-38 line # 30
	106 10	not known	Soviet Navy			II-38 line # 31
188 0107 01	CCCP-74254	II-18D	AFL/West Siberia	mfd	22feb68	rgd 29jul68; f/n DME 30sep72; arrived BASCO 23jul79 with 34,993 hours for last overhaul; seen dumped Novosibirsk jul92/jul93; canx 1983
188 0107 02	CCCP-74255	II-18D	AFL/Magadan	mfd	27feb68	rgd 14may68; f/n CAI 12may73; arrived at BASCO for last overhaul jun82; canx 1984; forward fuselage used as simulator at Susuman, protruding from a building, f/n jun97, l/n jun07 reported in BASCO files as ex Vietnam; crashed 26mar81 at Hoabin ?; not confirmed !
188 0107 03	VN-B190 ?	II-18D	Hàng Không Vietnam	mfd	07feb68	

188 0107 04	CCCP-74256	IL-18D	AFL/International	mfd	15mar68	rgd 06may68; f/n SVO 17apr68; trf to AFL/Krasnoyarsk 11may75; canx 23sep85 as sold to Cuba; arrived at BASCO for last overhaul with 34,806 hours mar86		
	CU-T1268	IL-18D	Cubana	d/d	01apr86	f/n SNN 01apr86 on delivery		
	CU-T1268	IL-18D	Aerocaribbean	HAV	may92	seen HAV 09mar00 with additional 'Taino Airlines' titles; seen HAV 24apr00 in all-white c/s with just 'Aerocaribbean' titles		
	CU-T1517	IL-18D	Aerocaribbean	HAV	06jan01	l/n operational HAV 05mar02; seen HAV 11jan03, engines and nose cone removed; not in fleet list 16oct03; probably the aircraft seen HAV may06 without registration and engines		
188 0107 05	CCCP-74257	IL-18D	AFL/International	mfd	30mar68	rgd 27may68; f/n FRA 13jun69; to AFL/Moscow-VKO 30may74; arrived BASCO nov82 with 32,284 hours for last overhaul here; canx 1985		
	107 06	not known "19" red	IL-38 IL-38N	Soviet Navy Russian Navy	f/f	04apr01	IL-38 line # 31; modernised by 20 ARZ at Pushkin to, see next line prototype of the second-generation IL-38, with Leninet's 'Novella' complex; f/f still with mock-up radar; underwent state trials from nov02 until at least 2005; l/n Zhukovsky 19aug09	
	107 07	not known	IL-38	Soviet Navy			IL-38 line # 32	
	107 08	not known	IL-38	Soviet Navy			IL-38 line # 33	
	107 09	not known	IL-38	Soviet Navy			IL-38 line # 34	
	107 10	not known	IL-38	Soviet Navy			IL-38 line # 35	
188 0108 01	CCCP-74258	IL-18D	AFL/International	rgd	27may68	f/n FRA 14aug69; trf to AFL/Krasnoyarsk 1974; arrived BASCO dec82 with 34,997 hours for last overhaul; canx 1985 !		
	188 0108 02	LZ-BEA	IL-18D	Balkan	d/d	17nov68	at LBG may72; converted to IL-18Gr; seen wfu Varna 23sep97 and broken up	
	188 0108 03	CCCP-74259	IL-18D	AFL/Ukraine-KBP	rgd	30may68	photo SXF 1972 and at FRA 08jul73; trf to AFL/Ukraine-LWO jun77; arrived BASCO 27oct81 with 31,713 hours for last overhaul; report as RA- DME 07jul93 must be wrong as was already canx 1984 !	
	188 0108 04	CCCP-74260	IL-18D	AFL/International	rgd	04jun68	f/n PIK 13sep68; trf to AFL/Magadan 01aug78; arrived BASCO 28dec83 with 34,968 hours for last overhaul; in incident report 09jun74 (near-miss with IL-62 CCCP-86701 en route from Rabat to SVO on flight SU134, the IL-18 was en route from SVO to Sofia on flight SU171); canx 1984; remains reported in use as workman's hut DME 03sep97 but reported only once !	
	188 0108 05	DM-STM	IL-18D	EGAF/Interflug c/s	mfd	05may68	rgd 22jun68	
		DM-STM	IL-18D	Interflug	trf	mar74	seen LHR 24apr78	
		DDR-STM	IL-18D	Interflug	rgd	01jan81	l/n SXF 04oct90 ! see next line	
		D-AOAS	IL-18D	Interflug	rgd	03oct90	f/n SXF 04oct90	
		D-AOAS	IL-18D	BerLine	SXF	jan92	was converted IL-18GrM at the Iyushin outlet in Zhukovski between sep92 and jan93	
		LZ-AZZ	IL-18GrM	Air Zory	SXF	24jan94		
		CU-T132	IL-18GrM	BerLine c/s, n/t	rgd	12dec95	f/n SNN 24dec95 on delivery to Aerocaribbean	
		CU-C132	IL-18GrM	BerLine c/s, n/t	SNN	30dec95		
		CU-C132	IL-18GrM	Aerocaribbean	HAV	17nov96	l/n HAV 09mar00 undergoing maintenance	
		CU-C1515	IL-18GrM	Aerocaribbean	HAV	06jan01	without reg; f/n HAV 01sep01 with reg; seen CCS 09jan09 with 'Cargo' titles; in official Cuban documents jul03 as IL-18D; l/n CCS 23dec09	
0800 108 06	not known	IL-38	Soviet Navy				IL-38 line # 36; featured in tender issued 04apr07	
	108 07	not known	IL-38	Soviet Navy			IL-38 line # 37	
	108 08	"21" red	IL-38	Russian Navy	Pus	24may99	IL-38 line # 38; c/n read off as 0808; code l/n Pushkin 05aug01 c/n not read off !	
	108 09	not known	IL-38	Soviet Navy			IL-38 line # 39	
	0810 108 10	"23" red	IL-38	Russian Navy	VVO	18aug07	IL-38 line # 40	
	188 0109 01	CCCP-74261	IL-18D	AFL/International	rgd	04jun68	f/n MLA 08aug68; trf to AFL/West Siberia 05nov75; arrived BASCO may83 with 34,954 hours for last overhaul; l/n SNN 31may85; canx 1986 and reported scrapped OVB 2001	
	188 0109 02	CCCP-74262	IL-18D	AFL/International	rgd	29jul68	f/n SVO 08jul70; l/n SXF may76; trf to AFL/Moscow 30nov78; l/n VKO 31aug81; arrived BASCO nov82 for last overhaul; canx 1984	
	188 0109 03	DM-STM	IL-18D	Interflug	mfd	15may68	rgd 15apr68; at LGW 23sep77, AMS 12nov78	
		DDR-STM	IL-18D	Interflug	rgd	25aug81	arrived BASCO 18dec84 with 11,042 hours for last overhaul; seen NCL 28jun90	
		D-AOAT	IL-18D	Interflug	rgd	03oct90	l/n SXF 04oct90, dep SXF 07dec90, see line below; converted to IL-18Gr	
		SP-FNC	IL-18Gr	Polnippon	rgd	dec90	f/n WAW 28dec90; named 'Hubert'; seen WAW 23apr91	
		SP-FNC	IL-18Gr	Air Transp Office	KIN	30nov94	l/n mar95; still named 'Hubert'	
		SP-FNC	IL-18Gr	Polnippon	WAW	07jul95	l/n WAW feb96, canx date unknown	
		SP-FNZ	IL-18Gr	Polonia Airways	r/r	01mar96	l/n WAW 05may96 still as SP-FNC, no titles !	
		SP-FNZ	IL-18Gr	Polonia Airways	WAW	16aug97		
		SP-FNZ	IL-18Gr	Air Cess	SHJ	08oct97	l/n SHJ 17nov97; canx 18nov97	
		3D-SBZ	IL-18Gr	Air Cess	SHJ	25nov97	l/n SHJ 07may98; canx as exported and was seen derelict Kalemie, Katanga, Congo, jul02/dec04; it is reported that this was attacked and damaged by Zimbabwe Air Force fighter jets just after dawn 23nov98	
	188 0109 04	DM-STO	IL-18D	Interflug	mfd	30may68	rgd 15apr68; at LHR 29jan74 and AMS 13nov77; l/n SXF 30apr80	
		DDR-STO	IL-18D	Interflug	rgd	02nov81	arrived BASCO oct87 with only 6,915 hours for last overhaul	
		D-AOAU	IL-18D	Interflug	rgd	03oct90	l/n SXF 24aug91	
		D-AOAU	IL-18D	BerLine	SXF	dec91		
		LZ-AZR	IL-18D	Air Zory	SXF	06jan94		
		CU-T131	IL-18D	BerLine c/s, n/t	rgd	12dec95	f/n SNN 18dec95 on delivery to Aerocaribbean	
		CU-T131	IL-18D	Aerocaribbean	HAV	17nov96	l/n SNN 27sep00; named 'Capitan Fernando Alvarez'	
		CU-T1532	IL-18D	Aerocaribbean	rgd<	31oct00	l/n HAV 11jan01; l/n CCS 05mar04; dbr Holguin-Frank 06mar04 after a fire in #4 engine during take-off; aircraft stopped and was evacuated safely; seen dumped by the side of the runway at Holguin-Frank Pais, stripped of all parts, l/n 10mar08	
	188 0109 05	CCCP-74263	IL-18D	AFL/International	rgd	15jul68	f/n SVO 10jul70; trf to AFL/Kazakhstan 16jun78; canx 22dec83; arrived at BASCO for last overhaul 25jan84, after cancellation - converted to IL-22M-11 ?	
	0810 109 06	not known	IL-38	Soviet Navy			IL-38 line # 41	
		"24" red	IL-38	Russian Navy	PKC	17jun06	opb 317 osap at PKC; c/n checked PKC 17aug08	
	0810 109 07	"25" red	IL-38	Russian Navy	Pus	05aug01	IL-38 line # 42	
		not known	IL-38	Soviet Navy			IL-38 line # 43	
		not known	IL-38	Soviet Navy			IL-38 line # 44	
	0810 109 10	"21" red	IL-38	Russian Navy	mfd	1971	IL-38 line # 45; photo nov96 and subsequent photo with 'an eagle carrying a fish' motif on the fin; c/n painted on the tail	
	188 0110 01	CCCP-74264	IL-18D	AFL/International	rgd	15jul68	f/n PIK 13sep68; trf to AFL/Moscow dec76; l/n ACC oct77; arrived BASCO oct82 with 34,913 hours for last overhaul; canx 1984	
	188 0110 02	CCCP-74265	IL-18D	AFL/Krasnoyarsk	rgd	19aug68	f/n oct73; arrived BASCO 29sep81 for last overhaul; canx 1984	
	188 0110 03	SU-AOV	IL-18D	United Arab Al	i/s	09aug68	but already registered 31aug68, i/s date was f/f ?	
		SU-AOV	IL-18D	Egypt Air	CAI	04apr72	crashed on approach Nicosia 29jan73 (so not SU-AOV !)	
	188 0110 04	CCCP-75499	IL-18D	Soviet AF/AFL c/s	mfd	30aug68	opb 223 lo at Chkalovski; f/n Bone oct68; arrived at BASCO for last overhaul 28dec86 with only 5,958 hours; l/n FEL 27jul92	
		RA-75499	IL-18D	Russian AF/AFL c/s	SXF	20sep94	opb 223 lo at Chkalovski; l/n Chkalovski 15aug02	
		RA-75499	IL-18D	Russian Air Force	KIX	sep05	opb 223 lo at Chkalovski; in basic Rossiya c/s without titles; carried a '223 lo' badge since mid-2005; l/n Chkalovski oct09 operational	
	188 0110 05	SU-AOX	IL-18D	United Arab Al	d/d	18oct68	l/n LHR sep73; returned to Soviet Union but date unknown	
		SU-AOX	IL-18D	Egypt Air	MUC	01feb72	trf to AFL/Kazakhstan 05nov79; trf to AFL/Ukraine 29apr84; arrived BASCO 18jul84 for last overhaul;	
		CCCP-75430	IL-18D	AFL/Uzbekistan	rgd	27feb75	trf to AFL/Turkmenistan 15mar85; canx 1986	
		110 06	"22" red	IL-38	Russian Navy	FFD	20jul96	IL-38 line # 46; opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; opb 240 osap at Ostrov since around 1999; l/n Ostrov 17sep08
		110 07	not known	IL-38	Soviet Navy		IL-38 line # 47	
		110 08	not known	IL-38	Soviet Navy		IL-38 line # 48	
		110 09	not known	IL-38	Soviet Navy		IL-38 line # 49	
		110 10	not known	IL-38	Soviet Navy		IL-38 line # 50	
	188 0111 01	SU-AOY	IL-18D	United Arab Al	d/d	19dec68	at FRA 13mar71	
		SU-AOY	IL-18D	Egypt Air	CAI	07mar73	did not crash 29jan71, see c/n 188011003; returned to Soviet Union but date unknown	
		CCCP-75429	IL-18D	AFL/Krasnoyarsk	rgd	07mar75	l/n DME 19aug75; trf to AFL/Urals 14apr83; arrived BASCO 05nov83 for last overhaul; trf to AFL/Moscow 25jan84; canx 1984; l/n DME 03sep97 in use as workman's hut	
	188 0111 02	CU-T899	IL-18D	Cubana	d/d	08nov68	returned to the Soviet Union for overhaul jul77; t/t by nov83 21,787 hours; crashed near San Jose de las Lajas after take-off HAV 19jan85	
		188 0111 03	CCCP-74266	IL-18D	AFL/Magadan	rgd	25nov68	f/n DME 1978; arrived BASCO 06aug80 for last overhaul; canx 1984
		188 0111 04	CU-T900	IL-18D	Cubana	d/d	03dec68	
		CU-C900	IL-18D	Cubana	rgd	ju91	f/n YYZ 29apr91, before registration date !; converted to IL-18Gr	
		CU-C900	IL-18Gr	Aerocaribbean	HAV	20dec91	l/n HAV apr98/nov99 wfu; will become a restaurant	
		CCCP-74267	IL-18D	Soviet Gvt/AFL c/s	rgd	14jan69	f/n DEL 06aug69; shows c/n 187011105 on tail, wrong year !;	
		CCCP-74267	IL-18D	AFL/Moscow	trf	10aug79		
		CCCP-74267	IL-18D	GosNII GA	trf	19nov80	converted to IL-18GAL geophysical survey aircraft with APM-60 'Orsha' MAD (from IL-38) in tail; operated in Antarctica; reconverted to passenger configuration	
		CCCP-74267	IL-18D	AFL/Moscow	trf	24jul84	arrived BASCO 28sep85 with only 5,137 hours for last overhaul; seen in Aeroflot red colours 12apr91	
		RA-74267	IL-18D	Aeroflot	DME	20mar93	still in red colours	
		RA-74267	IL-18D	Domodedovo Al	trf	25jul94	f/n SKG 16nov94; l/n DME 03nov98	
		RA-74267	IL-18D	Nadym Tyumen Al	DME	06aug99	l/n SHJ 20nov99	
		RA-74267	IL-18D	African Airlines	SHJ	18jan00		
		RA-74267	IL-18D	Phoenix	SHJ	02feb00	l/n SHJ 19aug00; l/n IST 28aug01 titles not reported	
		RA-74267	IL-18D	Phoenix c/s, n/t	SHJ	15sep00	l/n SHJ 25jan02; canx 14feb02 as sold to Kyrgyzstan	
		EX-105	IL-18D	Phoenix c/s, n/t	SHJ	19feb02	l/n SHJ 19mar02	
		EX-005	IL-18D	Phoenix c/s, n/t	SHJ	04dec02	l/n SHJ 12jan04; converted to IL-18GrM; dbr 04feb04 when landed at Colombo with retracted nose gear; l/n dumped CMB may04, no longer present by nov05	
0820 111 06	"79" red	IL-38	Russian Navy	Pus	07jul94		IL-38 line # 51; l/n Pushkin 23may01 wfu, engines and parts missing; broken up by 20 ARZ at Pushkin by 2006	
	111 07	not known	IL-38	Soviet Navy			IL-38 line # 52	
	111 08	not known	IL-38	Soviet Navy			IL-38 line # 53	

111 09	not known	IL-38	Soviet Navy			IL-38 line # 54
111 10	not known	IL-38	Soviet Navy			IL-38 line # 55
188 0112 01	CCCP-74268 CCCP-74268	IL-18D IL-18D	Soviet Gvt/AFL c/s AFL/Moscow	mfd trf	09dec68 24jul79	rgd 31jan69; f/n SXF 24feb70; reconverted to passenger configuration arrived BASCO 30nov84 with 16,580 hours for last overhaul; converted to IL-18DORR long-range ocean fishery reconnaissance aircraft; converted back to IL-18D standard; seen in Aeroflot red colours 12apr91 in red colours f/n DME 23sep94; in ex Aeroflot red colours; l/n DME 18nov98 l/n Cor 06oct99 l/n SHJ 17apr01; canx 25jan02 as sold to Kyrgyzstan; sole report as EX- SHJ 15jan01 correct ? l/n JIB 22aug06; opb Intal Air from 2005; offered for sale by Intal Air sep06 t/t 33,670 hours l/n FRU 21may07; opb Galaxy Air; impounded at ISB sep07, after turning back to ISB on a flight to FRU, due to sick passengers (as a result of problems thought to be with the air conditioning) opb Osh Avia somewhere in China; c/n not confirmed; l/n FJR 28may09 arrived BASCO 18mar81 with 31,530 hours for last overhaul; canx 1985 arrived BASCO 12oct84 with 34,881 hours for last overhaul; trf to Minaviaprom 28dec84; last date mentioned on Soviet register 11mar85; converted to IL-22 CCCP-75926 using the same c/n, for details see IL-22 caption in old style Aeroflot c/s registration only presented as '195'; was previously reported as c/n 181003305, see this c/n seen LBG 25jan73, '195' on fuselage and BH-195 in tail; 'BH' stood for BBC HF (in Cyrillic) meaning 'Granddad Ho', as Ho Chi Minh was popularly known, and 195 stood for 19th May (Ho Chi Minh's birthday), since it was his 'personal' aircraft still old style AFL cheatline Helsinki 29may77; wfu Hanoi 15dec89 and canx 31dec89 l/n 22dec80 f/n SVO 13apr85; arrived BASCO 02sep85 with only 7,623 hours for last overhaul; l/n PEK 02oct98 l/n FNJ 12apr08 IL-38 line # 56 IL-38 line # 57; seen at Sherman Grayson Airport, TX feb95 where it was hidden in a hangar for unknown work; seen Pushkin 05aug01, c/n checked; l/n as such Pushkin 22aug02/may06, c/n not checked; seen Pushkin 02jun07 with 'Russian Navy' titles in both English and Russian, a very large Russian flag and a Russian coat-of-arms on the fin, c/n not checked IL-38 line # 58; last IL-38 built; late mfd crashed Aswan 20mar69, only two weeks after delivery rgd 11oct77; was a test-bed for IL-22 type 36 before trf to 223 lo at Chkalovski; f/n Sperenberg 07sep79; l/n Demmin-Tutov 02jul93 opb 223 lo Chkalovski; still with IL-22 style TA-6A APU; l/n Chkalovski nov09 flying still in full Aeroflot c/s with titles on Soviet register without c/n or rgd; was a test-bed for IL-22 type 36 by oct71, before trf to 223 lo at Chkalovski; f/n Sperenberg 30sep77 rgd only by 21feb80 i, paperwork ?; arrived at BASCO for last overhaul sep86 with only 4,569 hours; l/n FEL 27jul92 opb 223 lo at Chkalovski; l/n Chkalovski 17aug09, still with Aeroflot titles the last IL-38 built; d/d 17apr69; delivered to Vietnam in 1971; canx only 21jan74 carried only 198'; in old style Aeroflot c/s with Vietnamese flag arrived at BASCO for last overhaul mar85 with t/t only 6,712 hours l/n HAN apr96/nov09, wfu
188 0112 02	EX-786 EX-505 CCCP-74269	IL-18D IL-18D IL-18D	Phoenix c/s, n/t Phoenix c/s, n/t AFL/Magadan	DEL ph rgd	27feb08 jun08 11feb69	
188 0112 03	CCCP-74270	IL-18D	AFL/Far East	rgd	07feb69	
188 0112 04 ?	VN-195	IL-18D	V.N.O.O.H.	SXF	07jan73	
	VN-195	IL-18D	no titles	rgd	23jan73	
188 0112 05	VN-B195 835 P-835 Chosonminhang P-835 Air Koryo	IL-18D IL-18D IL-18D IL-18D IL-18D	Hàng Không Vietnam Chosonminhang Chosonminhang Air Koryo	d/d SXF r/r PEK	aug76 20mar69 1980 02oct98	
112 06	not known	IL-38	Soviet Navy			IL-38 line # 56
0820 112 07	"71" red	IL-38	Russian Navy	Pus	07jul94	IL-38 line # 57; seen at Sherman Grayson Airport, TX feb95 where it was hidden in a hangar for unknown work; seen Pushkin 05aug01, c/n checked; l/n as such Pushkin 22aug02/may06, c/n not checked; seen Pushkin 02jun07 with 'Russian Navy' titles in both English and Russian, a very large Russian flag and a Russian coat-of-arms on the fin, c/n not checked IL-38 line # 58; last IL-38 built; late mfd crashed Aswan 20mar69, only two weeks after delivery rgd 11oct77; was a test-bed for IL-22 type 36 before trf to 223 lo at Chkalovski; f/n Sperenberg 07sep79; l/n Demmin-Tutov 02jul93 opb 223 lo Chkalovski; still with IL-22 style TA-6A APU; l/n Chkalovski nov09 flying still in full Aeroflot c/s with titles on Soviet register without c/n or rgd; was a test-bed for IL-22 type 36 by oct71, before trf to 223 lo at Chkalovski; f/n Sperenberg 30sep77 rgd only by 21feb80 i, paperwork ?; arrived at BASCO for last overhaul sep86 with only 4,569 hours; l/n FEL 27jul92 opb 223 lo at Chkalovski; l/n Chkalovski 17aug09, still with Aeroflot titles the last IL-38 built; d/d 17apr69; delivered to Vietnam in 1971; canx only 21jan74 carried only 198'; in old style Aeroflot c/s with Vietnamese flag arrived at BASCO for last overhaul mar85 with t/t only 6,712 hours l/n HAN apr96/nov09, wfu
112 08	not known	IL-38	Soviet Navy	mfd	22feb72	
188 0113 01 ?	SU-APC	IL-18D	United Arab Al	d/d	04mar69	
189 0113 02	CCCP-75478	IL-18D	Soviet AF/AFL c/s	mfd	28feb69	
	RA-75478	IL-18D	Russian AF/AFL c/s	Spr	16jul93	
189 0113 03	CCCP-75496	IL-18D	Soviet AF/AFL c/s	mfd	26mar69	
189 0113 04	RA-75496 5T-CJL VN-B198 VN-B198 VN-B198	IL-18D IL-18D IL-18D IL-18D IL-18D	Russian AF/AFL c/s Air Mauritanie no titles Hàng Không Vietnam Vietnam Airlines	Ckl mfd SXF SVO fr.	03jul95 28mar69 14jun71 20jun77 1990	

IL-18s & IL-38s with unknown c/ns

---	CCCP-04350	IL-18	AFL/Polar	d/d	1959	handed over to Aeroflot 1964
---	CCCP-04770	IL-18	AFL/Polar	d/d	1959	handed over to Aeroflot 1964
---	RA-42246	IL-18	Russian Air Force		may06	at an unknown location in Russia
---	74626	IL-18D	ex Sov Air Force	PNP	nov92	military call-sign 74626 painted on the aircraft. it had a red, Tu-134-like, cheatline and VKO 4978
---	CCCP-75474	IL-18	Soviet AF/AFL c/s	Fin	16nov75	not c/n 182005601; line for this reg left blank on Soviet register !
---	CCCP-75855	IL-18V	Aeroflot	VKO	02oct72	may be c/n 188000105; used call-sign CCCP-33569 which was actually painted on at one time together with a Soviet flag; this a/c was the ministerial aircraft of Marshal Andrey A Grechko; call-sign later was the registration of an An-2R c/n 1G230-06
---	"001"	IL-18A	Soviet Air Force	WAW	1959	
---	"05" red	IL-38	Russian Navy		photo	
---	"06" red	IL-38	Russian Navy	Pus	07jul94	opb 240 osap at Ostrov in mid-1990s
---	"07" red	IL-38	Russian Navy	Pus	07jul94	the same aircraft as further on ?; opb 317 osap at PKC; in all- grey c/s with Russian Navy flag; seen PKC 17jun06/16aug09
---	"08" red	IL-38	Russian Navy	no	reports	opb 403 oplap at Severomorsk-1; carried a 'seagull attacking a shark' badge; w/o 03feb94 on a training flight from Severomorsk at night in difficult weather conditions when the crew practised blind instrument flying with the shutters on the windscreen shut, drifting 70 metres to the right of the runway centre-line on approach, on finals the crew opened the shutters and started to pilot visually, mistaking the lighting of a storage complex some 350-500 metres away from the runway for the runway lighting and 'correcting' the heading, loosing height in the process, the commander initiated a go-around 3 seconds before the impact but it was too late, the aircraft impacted the ground 700 metres from the runway threshold at a speed of 295 km/h and burnt out, all 7 crew killed l/n Pushkin sep02/mar09 stored, at 20 ARZ rework opb 24 oplapdd at Severomorsk-1 in mid-1990s; seen Severomorsk-1 airbase 09aug06 with a 'polar bear' badge on nose l/n Pushkin 25aug99, probably the same aircraft
---	"10" red	IL-38	Russian Navy	Pus	07jul94	
---	"11" red	IL-38	Russian Navy	Pus	07aug99	
---	"12" red	IL-38	Russian Navy	photo	photo	
---	"14" red	IL-38	Russian Navy	photo	apr09	
---	"15" red	IL-38	Russian Navy	photo	photo	
---	"15" yellow	IL-38N	Russian Navy	Zuk	17aug09	large code worn on forward fuselage
---	"16" red	IL-38	Russian Navy	photo	photo	opb 403 oplap (renamed 403 osap) at Severomorsk-1; probably carried a 'seagull attacking a shark' badge in the 1990s; later carried a 'polar bear' badge on nose, f/n as such Severomorsk-1 09aug06 opb 24 oplapdd at Severomorsk-1 in mid-1990s opb 240 osap at Ostrov in mid-1990s
---	"17" red	IL-38	Russian Navy	Pus	05aug01	at 20 ARZ; later with large Russian flag and coat of arms on fin
---	"20" red	IL-38	Russian Navy	Pus	05aug01	at 20 ARZ; later with large Russian flag and coat of arms
---	"23" red	IL-38	Russian Navy	Pus	05aug01	
---	"23" red	IL-38	Russian Navy	Pus	05aug01	
---	"74" red	IL-38	Ukraine Air Force			
---	232	IL-18	Chinese Air Force		photo	used to be the personal aircraft of Chairman Mao Tzedong; operator not confirmed; fake reg on photo ?; see c/n 184007605
---	not known	IL-38	Angolan Air Force	LAD	nov01	reportedly in grey military c/s, see D2- IL-22s below !
---	D2-FDL	IL-18	Alada	LAD	05feb03	misople for D2-FDY ?
---	38	IL-38	Egyptian Air Force			colour drawing in Russian magazine; in fact operated by the 90 odrae of the Soviet Navy from Mersah Matruh in 1971/72
---	4299	IL-38	Egyptian Air Force		photo	in fact operated by the 90 odrae of the Soviet Navy from Mersah Matruh in 1971/72
---	4399	IL-38	Egyptian Air Force			possibly a misreading of 4299, but a colour drawing exists
---	TN-105	IL-18	Congo AF			
---	IN301	IL-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; seen in hemp c/s BKA 1998; l/n GOI 14jan00; modernised to IL-38SD 26jul04/2006
---	IN301	IL-38SD	Indian Navy	SVO	24jun05	now with Leninet's "Sea Dragon" complex; seen Zhukovski sep07; delivery was planned for autumn 2007; l/n GOI 20dec09
---	IN302	IL-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; l/n SHJ 08feb00; collided in mid-air with IL-38 IN304 over Goa 01oct02, all 5 crew and 3 people on the ground killed
---	IN303	IL-38	Indian Navy	d/d	02sep77	ex Soviet Navy; opb INAS 315; f/n GOI jun78; l/n modernised to IL-38SD 23dec03/mar06
---	IN303	IL-38SD	Indian Navy	DME	31mar06	now with Leninet's "Sea Dragon" complex; completed trials feb07; l/n GOI 20dec09
---	IN304	IL-38	Indian Navy	d/d	1983	ex Soviet Navy; opb INAS 315; f/n GOI oct84; l/n GOI jan00; collided in mid-air with IL-38 IN302 over Goa 01oct02, all 7 crew killed
---	IN305	IL-38	Indian Navy	d/d	1983	ex Soviet Navy; opb INAS 315; f/n GOI oct84; modernised to IL-38SD 30mar02/jan06
---	IN305	IL-38SD	Indian Navy	f/f	03jul03	from Khodynka (in primer, marked with only a small black '305' on the nose); first IL-38SD with Leninet's "Sea Dragon" complex; test-fired a Kh-35E anti-shiping missile 14nov05; h/o dec05 and returned to Dabolim 15jan06; l/n GOI 26jun09
---	not known	IL-38	Russian Navy			opb 403 osap at Severomorsk-1; ferried to 20 ARZ at Pushkin for conversion to IL-38SD jan06 attrition replacement for IN302; in all-grey c/s; reportedly started trials in late 2006; still present Zhukovski aug09; finally re-delivered to India via Cairo 03dec09; l/n GOI 20dec09
---	IN306	IL-38SD	Indian Navy	Zuk	19dec09	opb 403 osap at Severomorsk-1; ferried to 20 ARZ at Pushkin for conversion to IL-38SD jan06 attrition replacement for IN304
---	not known	IL-38	Russian Navy			leased from Aeroflot ? dates unknown, reports from Guinea
---	3X-GOC	IL-18D	Air Guinée			
---	3X-GOE	IL-18D	Air Guinée			leased from Aeroflot ? dates unknown, reports from Guinea

According to the old Soviet register registrations -74271, -74272, -74273, -74274, -74275, -74276, -74277, -74278, -74279, -74280, -74281, -74282, -74283, -74284, -74285, -74286, -74287, -74288, -74289, -74290, -74291, -74292, -74293, -74294, -75472, -75473, -75474, -75476, -75484, -75485, -75486, -75487, -75488, -75489, -75490, -75491, -75492, -75493, -75494, -75495, in the IL-18 series were issued to the Soviet Air Force and probably used as call-sign for military coded

aircraft. Of those registrations we have the following reports which probably have to be marked as incorrect sightings; CCCP-74287 JIB 24oct92 (was CCCP-74267 ?), CCCP-74288 jun70 CCCP-74291 DME 05feb90, CCCP-75476 KBP 06apr72, CCCP-75489 VKO 11aug80 and CCCP-75495 PRG 16sep72.

The following registrations in the Il-18 series have never been seen and are not mentioned in any documents; -75443, -75542, -75600, -75635, -75667, -75692, -75794, -75795. In addition for CCCP-75622 and CCCP-75625 there are photos as An-12s with unknown c/ns. According to the Soviet register the registration blocks -75604/634 and -75889/892 were not used at all. Therefore the reports of CCCP-75794 at HEL 13may67, CCCP-75604 at LED 27jul70 and CCCP-75614 at LED 11aug75 should probably be viewed as incorrect sightings.

24 Il-20 built by Moscow Machinery Plant # 30 "Znamya Truda" at Moscow-Khodynka from 1972 to 1976

Like the Il-38, the Il-20 c/ns seem to run in the same sequence as the Il-18, continuing where the Il-18 c/ns finished. Regarding these c/ns, they must have been built until 1976. The construction number itself is straight-forward, commencing with 17 being the inhouse product code followed by one digit representing the year of manufacture followed by a 0 (zero) being the factory code (number 30). Of the final five digits the first three give the batch number and the last two the number in the batch. The production included 20 Il-20s and 4 Il-20RTs (the last four were based at Baikunur-Kraini). The prototype Il-20 is now known to be 186009403. The Il-20s belong to the system of the GRU, the Main Reconnaissance Directorate of the General Staff.

113 05	not known	Il-20				reported in ORD's 02jan69 and 17jan69; at Akt 04/10dec70; probably 2nd prototype as series production commenced in 1972
172 0114 01	UR-BXD	Il-18D	Lviv Airlines	LWO	1998	c/n checked on both sides of the tail and on the wings, making the report as c/n 175011701 impossible; l/n BUD 08dec99
	UR-BXD	Il-18D	Ukraine West	LWO	11may07	owned by Lviv Airlines; in all-white c/s with 'Ukraine West' titles and 'Lviv Airlines' logo on fin; canx 01oct08; l/n LWO 07dec09
172 0114 02	CCCP-75903(2)	Il-20	Soviet AF/AFL c/s	rgd	02feb88	full c/n confirmed; arrived at BASCO for last overhaul 03jul81 with t/t only 625 l hours; f/n SVO 31aug88; see Il-22 c/n 0393610235
	CCCP-75903(2)	Il-18	Soviet AF/AFL c/s	Spr	02sep90	without any pods, so probably re-converted to an Il-18; 'Il-18' painted on nose
	RA-75903(2)	Il-18D	Russian AF/AFL c/s	Pus	07jul94	has got an Il-22 type APU on the left-hand side but no TG-16 ejector, has also got a hatch in the fin at the same place as Il-22s; 'Il-18D' painted on nose; canx 09dec99, but obviously restored; seen Engels jul06, active; featured as an Il-18 (not Il-20) in tender issued 04apr07; l/n IKT 19aug09, still with Aeroflot titles
173 0114 03	not known	Il-20	Russian Air Force			reported crashed 07dec95; call-sign RA-54460 mentioned in incident report during 1995 and may relate to this aircraft ?
173 0114 04	"88" white	Il-20	Russian Air Force	Vob	12aug01	l/n Vob 30apr03
173 0114 05	CCCP-75480	Il-20RT	Strat.Rocket Forc.	mfd	27jul73	Il-20RT(SIP) satellite tracker; in Aeroflot c/s; opb mil. unit 11284 and later 43009 at Baikunur-Kraini; photo summer 1977
	CCCP-75480	Il-20RT	Soviet Navy/AFL cs	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1; last overhaul completed 15feb93; offered for sale by Russian privatisation agency mar04/sep06 with t/t 2,207 hours and 1,515 cycles
173 0115 01	"90" red	Il-20M	Russian Air Force	photo		taken at Shaikovka in summer 1995
	RA-75923(2)	Il-20M	Russian Air Force	Ckl	14aug99	c/n checked; based at Chkalovski; in dark grey c/s; see also Il-18 c/n 187010305, that Il-18 and this Il-20M were both present at Chkalovski 15aug99, wearing the same registration; l/n Chkalovski 26sep08
	no reg	Il-20M	Russian Air Force	Pus	29jul09	c/n checked; based at Chkalovski; in dark grey c/s, just marked '173501' on the fin; last overhaul completed jul09; l/n Chkalovski 17aug09
173 0115 02	"20" red	Il-20M	Soviet Air Force	Orb	jul78	opb 39 orao at Sperenberg since around 1978; l/n Sperenberg 25may94, returned to Russia jun94; "20" red was seen Kubinka 17may99 and 14aug01; c/n checked Kubinka 05may07; l/n Kubinka 22mar08
173 0115 03	CCCP-75481	Il-20RT	Strat.Rocket Forc.	toc	1975	Il-20RT(SIP) satellite tracker; in Aeroflot c/s; opb mil. unit 11284 and later 43009 at Baikunur-Kraini; l/n Len jul88
	CCCP-75481	Il-20RT	Soviet Navy/AFL cs	trf	1989	converted to a normal transport aircraft by summer 1996; serving as a crew trainer and camera platform; based at Ostrov; photos still show faded 'Aeroflot' titles
	RA-75481	Il-20RT	Russian Navy	Osv	21aug05	opb 240 isap at Ostrov; in basic Aeroflot c/s, no titles; 'Il-20' painted on nose; stored by 2007; featured in tender issued 04apr07
173 0115 04	"21" red	Il-20M	Soviet Air Force	Spr	1990	opb 39 orao at Sperenberg since around 1978; l/n Sperenberg 09nov93, returned to Russia may94; "21" red was seen Kubinka 17may99, 22mar02 & mar06; c/n checked Kubinka 22mar08; l/n Kubinka 20sep09
173 0115 05	CCCP-75482	Il-20RT	Strat.Rocket Forc.	toc	nov76	Il-20RT(SIP) satellite tracker; c/n confirmed; on Soviet register without c/n, rgd or remarks; in Aeroflot c/s; opb mil. unit 11284 and later 43009 at Baikunur-Kraini
	CCCP-75482	Il-20RT	Soviet Navy/AFL cs	trf	1989	opb 403 oplap (later renamed 403 osap) at Severomorsk-1; seen Sev 08aug06 with a 'polar bear' badge below cockpit; still with the large fairing on top of the fuselage by 2007; featured in tender issued 04apr07
	RA-75482	Il-20RT	Russ. Navy/AFL c/s	Pus	24oct94	
174 0116 01	not known	Il-20	history unknown			
174 0116 02	no code	Il-20	Russian Air Force	Pus	18aug03	l/n Pushkin 20aug03
174 0116 03	no code	Il-20	Russian Air Force	Pus	23may01	
174 0116 04	no code	Il-20	Russian Air Force	Pus	24may99	
175 0116 05	CCCP-75483	Il-20RT	Strat.Rocket Forc.	toc	nov76	
	CCCP-75483	Il-20RT	Soviet Navy/AFL cs	trf	1989	was in primer
	RA-75483	Il-20RT	Russ. Navy/AFL c/s	Pus	aug97	c/n not confirmed
175 0117 01	no code	Il-20	Russian Air Force	Kub	03sep93	c/n not confirmed
						faded '75214' (or possibly '75215') on steering column, so this is probably its registration which has never been carried on the outside of the aircraft, however; based at Rostov; in light grey c/s; last overhaul completed in 2008; l/n Novgorod-Krechevitsy jun09, c/n checked
17. 0117 02	not known	Il-20	history unknown			
17. 0117 03	not known	Il-20	history unknown			
17. 0117 04	not known	Il-20	history unknown			
17. 0117 05	not known	Il-20	history unknown			
175 0117 06	not known	Il-20M	Russian Air Force	no	reports	3rd digit in c/n confirmed as '5'; featured in tender issued 04apr07
176 0117 07	not known	Il-20	Russian Air Force	SVX	20apr93	code only on engine covers, c/n checked; featured in tender issued 04apr07
176 0117 08	not known	Il-20	history unknown			existence not proven !
176 0117 09	not known	Il-20	history unknown			existence not proven !
176 0117 09	---	Il-20	Soviet Air Force	SVO	01sep81	

Ilyushin Il-22 (re)built by Moscow Machinery Plant # 30 "Znamya Truda" Moscow-Khodynka from 1977 to 1983

Many Il-22s with registrations between CCCP-75895 to CCCP-75929 have been reported seen since the early 1990s. They all are equipped for command and communications roles, and most with checked c/ns do not fit into the Il-18 production list. It was thought that all were reworked Il-18s, converted for their military task in the early 1980s. However, Most Il-22s are new-built aircraft, which is why they have a separate construction number system. 039 and 296 are codes for the Moscow Aircraft Production Association named after Pyotr V. Dementyev (MAPO imeni P.V. Dementyeva); not just a single factory, since MAPO includes two factories at Moscow-Khodynka and at Lukhovitsy (Moscow region).

construction numbers starting with 039 36 - Il-22 'Bizon' (type 36), built from 1976 to 1979

construction numbers starting with 039 40 - Il-22M-11 'Zebra' (type 40), built from 1982 to 1983

construction numbers starting with 296 40 - Il-22M-11 'Zebra' (type 40), built from 1983 to 1986

The construction number end with the famous five digit 'post 1974 nonsense' number.

Several Il-22Ms, however, were converted from low-time Il-18Ds transferred to the Air Force from Aeroflot in the mid-1980s because MMZ # 30 at Moscow-

03936 07050	CCCP-75895	Il-22	Soviet AF/AFL c/s	mfd	1977	f/n Chkalovski 30aug93
	RA-75895	Il-22	Russian AF/AFL c/s	Ckl	15aug96	opb mil. unit 29114 at Chkalovski; still in full Aeroflot c/s with titles; l/n Chkalovski sep08/aug09, c/n checked, no outer wings and only 2 engines; offered for sale by Russian privatisation agency dec07
03936 07150	CCCP-75896	Il-22	Soviet Air Force	no	reports	
	75896	Il-22	Ukraine Air Force	VIN	13may97	l/n VIN 09may98 still without prefix
	UR-75896	Il-22	Ukraine Air Force	KBP	15may98	l/n VIN 28jun99
	D2-FFR	Il-22	Alada	LAD	07feb03	converted to Il-18D; l/n NLV 15jun07; seen LAD 08mar08, titles not reported; aborted take off at Cabinda 26sep08 and overran, carried no titles, repaired; l/n LAD 28mar09
03936 07430	CCCP-75897	Il-22	Soviet AF/AFL c/s	photo	mar99	in Russian magazine 'Mir Aviatsii'; l/n wfu Chkalovski 15aug99
	RA-75897	Il-22	Russian AF/AFL c/s	Ckl	17aug03	l/n Chkalovski 23aug04; see previous line !

Khodynka was not in a position to build any more new Il-22s (the jigs and tooling had been thrown away to make room for the MiG-23 production). Thus the few aircraft which have indeed been converted retain their old Il-18 c/ns, and those known include c/ns 187009805, 187010003, 187010105, 187010305, 187010501, 187010505 and 188011203.

Some aircraft are now known to have been re-converted back to Il-18s. Two of these continued their service life with their original Il-18 c/ns (c/n 10505 ER-75929 and c/n 11203 RA-75926) but former CCCP-75916 retained its Il-22 c/n and received a Latvian registration. According to official documents, the manufacture date of this last aircraft was 27sep83 which is in line with the text above.

Although confirmed as being Il-22s, they all carry 'Il-18' as type on the nose. As most aircraft did not accumulate too many hours in their military career, more might be candidates to become civil in future. The known operating main bases include Chkalovski and Pushkin which also is their maintenance base (20 ARZ). But there were many more bases as every Army commander (Ground forces as well as Strategic Rocket Forces) had an Il-22 as his disposition. Regarding known registrations, a total of around 30 aircraft is estimated to have been (re-)built. Most wear 'Aeroflot' titles so far, but they all belong(ed) to the military. The Il-22 list is in registration order.

03936 07950	CCCP-75898	Il-22	Soviet AF/AFL c/s	OMS	07sep89	at Levashovo 22may99 but c/n checked 0393607930 this date; /n Levashovo 19aug03/aug09 still as CCCP-
03936 09306	CCCP-75899 RA-75899 RA-75899	Il-22 Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Pus Nvk	28may90 21may99 15aug09	/n Chkalovski 17aug92 /n Pushkin 02jun07 at Rostov-Oktyabrskiy where the c/n was finally checked; was in basic Aeroflot colours, no titles c/n checked noted over Moscow region near Chkalovski; photo exists at Pushkin but c/n illegible
03936 09...	CCCP-75900	Il-22	Soviet AF/AFL c/s		feb88	
03936 09935	CCCP-75901 RA-75901	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	Pus Zuk	28may90 31aug93	seen over Moscow Region near Chkalovski; /n IKT 06jun92 /n Novgorod-Krechevitsy 20aug95
03936 10226	CCCP-75902 75902 RA-75902 RA-75902	Il-22 Il-22 Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s Russian AF/AFL c/s Russian Air Force	IKT Zuk Ckl	11may95 22aug03 apr07	/n Chkalovski 22aug05, modernised in the same way as Il-22Ms RA-75908 to RA-75912/RA-75914 opb 929 GLITs (test centre) at Akhtubinsk or its outlet at Chkalovski; in basic Aeroflot c/s, no titles, carried 'GLITs' badge; /n seen Chkalovski 18aug09
03936 10235	CCCP-75903(1) RA-75903(1)	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	Kub	14may94 17may99	c/n checked; /n Kubinka 22apr97; confirmed two '-75903's, an Il-18 and an Il-22, in service at the same time !; see c/n 172011402 c/n checked Kubinka 22mar03; converted to a transport aircraft; seen mar03 with a 'RIAT 2000' sticker on the left-and side of the nose; cockpit photo shows '75202' on right-hand control column; at Kubinka 22mar08 active still with 'CCCP-' under the wings; /n Pushkin 04jan09 seen flying over the Moscow area near Chkalovski seen flying over the Moscow area near Chkalovski; see c/n 186008905 ! /n DME 30oct02 but might have been EX-75905 this date ! not ex Il-18 c/n 187010501 !; /n near Chkalovski aug88; /n Chkalovski 13apr92 c/n checked; /n Chkalovski 03sep09 flying in full Aeroflot c/s including titles; tender for repair of scientific equipment issued 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences probably this is the aircraft the following applies to: Strategic Rocket Forces, not Air Force !; opb 105 osae 33 RA at Omsk-Severny; w/o 02dec81 when was diverted to Domna and crashed into a hill on approach (reportedly the air pressure at Domna had not been fed into the altimeter), 31 occupants (among them high-ranking officers) killed and reportedly one survived /n Chkalovski 19aug01, c/n checked; modified, with new antenna fit since at least aug02; /n Chkalovski 17aug03 with Aeroflot titles; seen Chkalovski aug07/nov08 with 'GLITs' badge behind cockpit; still as such Chkalovski feb09/aug09
03936 10...	CCCP-75904	Il-22	Soviet AF/AFL c/s		aug88	
03936 10...	CCCP-75905(1)	Il-22	Soviet AF/AFL c/s		aug88	
03936 10501	CCCP-75906 RA-75906	Il-22 Il-22	Soviet AF/AFL c/s Russian AF/AFL c/s	Pus mfd Ckl	28sep02 25jun79 15aug99	not ex Il-18 c/n 187010501 !; /n near Chkalovski aug88; /n Chkalovski 13apr92 c/n checked; /n Chkalovski 03sep09 flying in full Aeroflot c/s including titles; tender for repair of scientific equipment issued 21nov08; to be used for research by the Institute of Global Climate and Ecology of Rosgidromet and the Russian Academy of Sciences probably this is the aircraft the following applies to: Strategic Rocket Forces, not Air Force !; opb 105 osae 33 RA at Omsk-Severny; w/o 02dec81 when was diverted to Domna and crashed into a hill on approach (reportedly the air pressure at Domna had not been fed into the altimeter), 31 occupants (among them high-ranking officers) killed and reportedly one survived /n Chkalovski 19aug01, c/n checked; modified, with new antenna fit since at least aug02; /n Chkalovski 17aug03 with Aeroflot titles; seen Chkalovski aug07/nov08 with 'GLITs' badge behind cockpit; still as such Chkalovski feb09/aug09
03936 10...	CCCP-75907	Il-22	Soviet AF/AFL c/s		no reports	
03940 11091	RA-75908	Il-22M-11	Russian AF/AFL c/s	mfd	1982 ?	
03940 11092	CCCP-75909 RA-75909	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Ckl	24sep91 15aug99	modified, with new antenna fit since aug98; /n Akt 21sep05
03940 11094	CCCP-75910 RA-75910	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Zuk no	05aug05 reports	modified, with new antenna fit; /n Chkalovski 07aug09
03940 11096	75911 RA-75911	Il-22M-11 Il-22M-11	Russian AF/AFL c/s Russian AF/AFL c/s	Pus	07jul94 26oct94	/n Chkalovski 20aug99; /n Chkalovski 26aug02, with Aeroflot titles and with new antenna fit; photo Chkalovski 17aug09 seen over Moscow Region near Chkalovski; /n Chkalovski 03sep93 /n Chkalovski 14aug06 with Aeroflot titles and with new antenna fit; /n Chkalovski dec08 flying opb 39 orao at Sperenberg from 1990/1991, replacing CCCP-75926; /n Sperenberg 27apr90; /n Sperenberg 20apr91 /n Chkalovski 17aug09, in full Aeroflot c/s and titles seen over Moscow Region near Chkalovski aug88 modified, with new antenna fit, f/n aug06; /n Chkalovski 17aug09, in full Aeroflot c/s and titles version reported as being a Il-22M-15; /n ALA 22apr93 with Kazakhstan flag; /n 07jul94 converted to a transport aircraft by 20 ARZ at Pushkin in 1994; dbr jan95 in a ground accident at Almaty when collided with an An-12; sat at the scrapyard at Almaty, seen may96/may04 based at Lipki; trf to Belarus Air Force in 1992; f/n BRU 01apr93; stored at Machulishche around 1994/95; /n Minsk-Machulishche 18aug97; arrived at BASCO for last overhaul jun98 with t/t 1,329 hours and 1,266 cycles rgd 17nov98 to Concors and converted to Il-18D /n RIX 05apr02; rgd 18apr01 to SIA Concors; for sale feb02 for \$ 2,000,000 with t/t 2,078 hours and 1,484 cycles; /n RIX 07oct03 n/t being prepared for Cuba /n HAV 02jan05; Aero Caribbean fleet list dec03; photo with 'Aero Caribbean' titles; damaged beyond repair after aborted take-off from CCS 28mar05, one engine ripped off and starboard wing broken in two, 16 people injured of the 87 passengers and 11 crew Il-22 c/n 2964017103 reported in a Russian e-mail 2002 /n Ivanovo-Severny jun00/aug05 wfu ?; the Il-18 type c/n was checked aug03 !; /n Minsk-Machulishche 20sep09, still with Aeroflot titles
03940 11097	CCCP-75912 RA-75912	Il-22M-11 Il-22M-11	Russian AF/AFL c/s Russian AF/AFL c/s	Pus	aug86 26oct94	
03940 11098	CCCP-75913	Il-22M-11	Soviet AF/AFL c/s	mfd	1982	
03940 11099	RA-75913 CCCP-75914 RA-75914	Il-22M-11 Il-22M-11 Il-22M-11	Russian AF/AFL c/s Soviet AF/AFL c/s Russian AF/AFL c/s	Pus mfd	07jul94 1983 ?	
29640 17101	CCCP-75915 UN-75915 UN-75915	Il-22M Il-22M Il-22M	Soviet AF/AFL c/s Kazak. AF/AFL c/s Kazakhstan Govmt.	Osf IST ALA	26aug95 20jun93 23may96	
29640 17102	CCCP-75916	Il-22M-11	Soviet AF/AFL c/s	mfd	27sep83	
YL-LAO YL-LAO		Il-22M-11 Il-18D	Aeroflot c/s, n/t Concors	BKA RIX	11jul98 feb99	
CU-T1539		Il-18D	Concors c/s, n/t	KEF	03nov03	
187 0101 05	CCCP-75917 RA-75917	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Ckl Iva	17aug92 26may99	
29640 17104	CCCP-75918 75918	Il-22M-11 Il-22M-11	Soviet Air Force Ukraine Air Force	no	reports photo jul89	
29640 09805	CCCP-75919	Il-22M-11	Soviet AF/AFL c/s	mfd	08jun84	
29640 17551	CCCP-75920 RA-75920	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Zuk	06jul94	
29640 10905	CCCP-75921 ?	Il-22M-11	Soviet AF/AFL c/s	Pus	aug91	
29640 17552	CCCP-75922 RA-75922 RA-75922	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	Ckl Zuk Ckl	aug87 31aug93 07aug08	
187 0103 05	CCCP-75923(1) RA-75923(1)	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Ckl	15aug99	
29640 17554	CCCP-75924 RA-75924	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Ckl Zuk	19aug92 03sep93	
29640 17557	CCCP-75925 RA-75925 RA-75925	Il-22M-11 Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s Russian Air Force	mfd LED Ckl	19nov85 20aug93 26feb09	
29640 11203	CCCP-75926	Il-22M-11	Soviet AF/AFL c/s	Spr	15sep89	
29640 17558	CCCP-75927 RA-75927	Il-22M-11 Il-22M-11	Soviet AF/AFL c/s Russian AF/AFL c/s	Lev	aug87 10aug96	
187 0100 03	CCCP-75928	Il-22M-11	Soviet AF/AFL c/s	Pus	07jul94	
187 0105 05	CCCP-75929 ER-75929 ER-75929 ER-75929 ER-75929	Il-22M-11 Il-18D Il-18D Il-18D Il-18D	Soviet AF/AFL c/s Air Moldova Aeroflot c/s, n/t Acvilia Air Vichi Air Company	mfd SHJ BKA LCA SHJ	27dec67 01nov93 24may94 30aug95 01feb88	