

PZL M-15 "Belphegor"

On 1 March 1971 an agreement was concluded in Warsaw between the Soviet and Polish governments regarding development and production of new aviation 'products' including agricultural aircraft, light helicopters and sailplanes. The USSR had not manufactured any specialised agricultural aircraft after transfer of An-2 production to Poland except for small number of An-2Ms.

As a consequence, the development of the M-15 was authorised together with associated agricultural and ground-support equipment. The Soviet government indicated a requirement for 3000 aircraft and an agreement was signed on 2nd December 1971 for large-scale production.

Design of the M-15 was undertaken at PZL Mielec by Soviet consulting engineer R.A. Ismailov and Polish designer K. Gocyla. The specialised agricultural equipment was jointly developed by the Aviation Institute in Warsaw and the Soviet Research Institute of Special & Utility Aviation at Krasnodar.

To test power-unit and equipment the Aviation Institute drastically modified an An-2 as LALA-1 (Latajace Laboratorium-1 = Flying Laboratory-1) which first flew on 10th February 1972. The M-15 is unique in configuration being a jet-powered biplane and a mock-up was approved in June 1972. A prototype which used wings and undercarriage from the An-14, (An-14s c/n 700301 CCCP-81569, c/n 601505 CCCP-81560 and c/n 601703 CCCP-81568 were canx as sold to Poland 03aug72) was designated LL-M15 (Latajace Laboratorium-M15) and was first flown on 27 May 1973. The full-size mock-up wore the spurious marks CCCP-1972. The first 'real' M-15 was flown on 9th January 1974.

A prototype reported as 1SP01-07 with spurious marks 'SP-1974' was shown at a Polish industrial exhibition in Moscow in 1974 commemorating the 30th anniversary of the post-war Polish state and an unidentified production aircraft was shown at the POLTRANSMAZ exhibition in Moscow in 1977. The type was also displayed at International Trade Fairs at Poznan in 1975 and 1976 and SP-DCA was at Paris in June 1977, the only time the type was shown in the 'west'. Extensive ag-aircraft trials took place at Ketrzyn-Wilamowo in 1975 and poor-quality photos show either 1SP01-03 or 1SP01-05 (or perhaps both), unregistered.

In April 1975 five pre-series aircraft went to the USSR for evaluation and Soviet acceptance tests were completed in 1976 and a provisional certificate of airworthiness was awarded, a full certificate being awarded later and marked by a ceremony in April 1979. Operating trials were conducted at Pyatigorsk, Voronezh, Poltava and Maykov and also in August 1979 at Damgarten, DDR. Far from the 3000 initially envisaged, no more than 165 production aircraft were completed and the type seems to have been withdrawn in 1983/84 if the data from Pyatigorsk is representative of other bases. Presumably it did not live up to the designers' expectations. There were a large number of unregistered trials airframes concerning which little is known and also a gap in production, blocks 10, 11 and 12 not being built.

The c/n is explained as follows: 1 indicates it is an aircraft (Polish production designation), S stands for M-15 (Polish production designation and is C in Cyrillic) followed by the three digit batch number and the two digit number in the batch. Remarkable is that most Soviet aircraft were officially registered several years after being delivered.

M-15 prototypes and pre-production aircraft

PP0-00	12832	LaLa-1	Polish Air Force	f/f	10feb72	technology demonstrator, converted from An-2 c/n 1G128-32
--	CCCP-1972	LL-M-15	Aeroflot c/s			full-size mock-up; photo in "Skrzydlatą Polską" # 2/73
XM-15	no serial	LL-M-15	PZL	f/f	27may73	carried Polish Air Force checkerboards but no other marks
P01-01	--	M-15				static test airframe
P01-02	no reg	M-15-00				prototype; f/f 09jan74; flight-trials a/c
P01-03	no reg	M-15-01				spraying-equipment trials in Poland & USSR
P01-04	no reg	M-15-40				not flown, fireproof testing
P01-05	no reg	M-15				dusting-equipment trials in Poland & USSR
P01-06	no reg	M-15				general handling trials
P01-07	SP-1974	M-15				"SP-1974" at exhibition, Moscow 1974; photo in "Flieger-Revue" # 11/74 & "TLiA" # 11/77; aerodynamic trials; tested at TsAGI and Instytut Lotnictwa; supposedly renumbered to 1S001-01 later, a 'paperwork' exercise ?
P01-08	0108	M-15-00			photo	c/n also given as 1SP001-08; ready for certification test 30apr75; took part in state trials in USSR in 1975/76; was displayed at the '50 Years of PZL' exhibition in Warsaw sep78, no registration but c/n clearly visible; supposedly renumbered to 1S001-02 later, a 'paperwork' exercise ?

165 M-15 built by PZL Mielec from 1975 to 1982

1S001-01	not known	M-15	history unknown			ex c/n P01-07 to be confirmed
1S001-02	not known	M-15	history unknown			ex c/n P01-08 to be confirmed
1S001-03	not known	M-15	history unknown			
1S001-04	--	M-15-40		f/f	30dec75	prototype of this two-seater version; probably had no registration at time of f/f
	CCCP-15215	M-15-40	AFL/N.Kavkaz-Mai	toc	27oct76	resource (cycles) used up by sep82; soc 20may83 as life-time expired
1S001-05	--	M-15				dynamic test airframe for fatigue trials
1S001-05	--	M-15				dynamic test airframe for fatigue trials
1S002-01	0201	M-15-01		f/f	25apr75	first production M-15-01 with spraying equipment; ready for certification test 31may75
	0201	M-15-01	VNII Skh	toc	unknown	on charge as of 01jan75 (but date from MGA document is earlier than the f/f); was not yet paid for by the MGA to the GUSANT although it to took part in state trials by the MGA in USSR in 1975/76; photo exists; according to Russian sources this aircraft became CCCP-15598, but not mentioned as such in any documents; see c/n 1S005-06
1S002-02	0202	M-15-01	AFL/GosNII GA	toc	01sep75	took part in state trials in 1975/76
	CCCP-15599	M-15-01	AFL/N.Kavkaz-Pya	trf	unknown	on charge as of 01oct78; f/n Pyatigorsk 1978; soc 20may83 as life-time expired
1S002-03	CCCP-15216	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	took part in state trials in the USSR in 1976; took part in critical angle of attack trials in Poland (later ?); useful lifetime expired sep82; soc 20may83 as life-time expired
1S002-04	0204	M-15-00	AFL/GosNII GA		photo	ready for certification test 30jun75; took part in state trials in USSR in 1975/76
1S002-05	CCCP-15217	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	took part in state trials in the USSR in 1976; useful lifetime expired sep82; soc 28jun83 as life-time expired
1S003-01	CCCP-15218	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S003-02	CCCP-15219	M-15-00	AFL/Ukraine-PLV	mfd	28feb76	toc 19oct76; opb 102 LO; w/o 09sep77 on a crop-spraying flight from the airstrip of the "Sovkhoz im. Goloborodko" state farm (Kariovka district of the Poltava region) when the pilot forgot to extend the flaps before take-off (or the flaps retracted uncommandedly), the pilot forced the aircraft to lift off at a speed of 115 km/h but it fell back to the runway twice, the pilot then decided to abort the take-off but rethought soon after and applied full power, the aircraft crashed at a speed of some 75-85 km/h into bushes and trees behind the runway, nosed over and caught fire, pilot killed; t/t 36 hours and 77 cycles; soc 18nov77
1S003-03	CCCP-15220	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S003-04	CCCP-15221	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 07dec79; photo exists; soc 19apr83 as life-time expired
1S003-05	CCCP-15222	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	registration in Soviet register without c/n and rgd; resource (cycles) used up by sep82; soc 20may83 as life-time expired
1S003-06	CCCP-15223	M-15-00	AFL/N.Kavkaz-Mai	toc	27oct76	registration in Soviet register without c/n and rgd; resource (cycles) used up by sep82; soc 20may83 as life-time expired
1S003-07	CCCP-15224	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 09jan80; soc 19apr83 as life-time expired
1S004-01	CCCP-15225	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S004-02	CCCP-15226	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 06jun79; soc 18mar83 as life-time expired
1S004-03	CCCP-15227	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 09jan80; soc 19apr83 as life-time expired
1S004-04	CCCP-15228	M-15-00	AFL/Ukraine-PLV	toc	19oct76	rgd 09jan80; soc 19apr83 as life-time expired
1S004-05	CCCP-15229	M-15-00	AFL/N.Kavkaz-Pya	toc	13oct76	rgd 13feb80; soc 20may83 as life-time expired
1S005-01	CCCP-15230	M-15-00	AFL/Centr.Reg.-VOZ	toc	21oct76	rgd 13aug80; became a dynamic test airframe for fatigue trials feb78; transferred 16jun82 to the Riga aviation institute (RKIIGA) and became a ground instructional airframe; soc 18oct84 as worn out; scrapped in 1991
1S005-02	CCCP-15231	M-15-00	AFL/N.Kavkaz-Pya	toc	13oct76	rgd 13feb80; soc 20may83 as life-time expired
1S005-03	CCCP-15232	M-15-00	AFL/N.Kavkaz-Pya	toc	22apr77	rgd 13feb80; soc 20may83 as life-time expired
1S005-04	CCCP-15233	M-15-01	AFL/N.Kavkaz-Mai	toc	29may78	rgd 13aug80; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
1S005-05	CCCP-15234	M-15-01	AFL/N.Kavkaz-Pya	toc	21jan77	rgd 13feb80; soc 20may83 as life-time expired
1S005-06	CCCP-15598	M-15-01	GosNII	toc	22jan78	short-nosed version; photo in "Skrzydlatą Polską" # 52-53/1978; see remark with c/n 1S002-01
	CCCP-15598	M-15-01	AFL/Central Region	trf	06jun80	soc 18mar83 as life-time expired
1S006-01	not known	M-15-40		f/f	19jul76	broken up; tail used for the repair of c/n 1S006-03
1S006-02	not known	M-15-03		f/f	23aug76	brochure photo as '0602'; photo at Fort Rogowo dec06; photo at Wolin jul11; remains seen at the Muzeum Narodowe Rolnictwa (Agricultural Museum) at Szreniawa 06apr12, fully covered, fuselage and wings separated; photo 19jul14 at the ag-museum Szreniawa being assembled
	SP-DFA (2)	M-15-03		ph.	09nov14	preserved at the Muzeum Narodowe Rolnictwa (Agricultural Museum) at Szreniawa (N52.312513 E16.794792) with this fake registration; see c/n 1S008-05; l/n jul15
1S006-03	no reg	M-15-03		f/f	09oct76	never registered; arrived at Muzeum Lotnictwa in Kraków 14jul81 (was damaged during transport and repaired with the tail of c/n 1S006-01) and preserved there since, l/n aug16
1S007-01	--	M-15-00				to USSR, probably for trials or spares
1S007-02	CCCP-15100	M-15-00	VNII PANKh	toc	03jun77	in Aeroflot c/s; took part in trials at Krasnodar in 1977/78
	CCCP-15100	M-15-00	AFL/N.Kavkaz-Mai	trf	23jan81	rgd 21jan80; soc 20may83 as life-time expired
1S007-03	CCCP-15101	M-15-00	AFL/N.Kavkaz-Mai	toc	19jul77	force-landed at Khmelnytsky during ferry flight from Lviv to Maikop 23jun77 due to an electronic malfunction; damaged 02aug78 on a crop-spraying flight by bird-strike, had to force-land; CoFR renewal 17dec81; resource (cycles) used up by dec82; soc 20may83 as life-time expired
1S007-04	CCCP-15102	M-15-00	AFL/N.Kavkaz-Pya	toc	08jun77	rgd 12feb80; soc 20may83 as life-time expired
1S007-05	CCCP-15103	M-15-00	AFL/N.Kavkaz-Pya	toc	08jun77	rgd 13feb80; soc 20may83 as life-time expired
1S007-06	CCCP-15104	M-15-00	AFL/N.Kavkaz-Mai	toc	15jul77	suffered an electronic malfunction on the ferry flight to Maikop; opb Maikopski OAO; dbr 29jun78 on a positioning flight to Maikop when a sensor failed, resulting in a fake indication that the braking system was

15007-07	SP-DCA	M-15-00	WSK-Mielec	rgd	23may77	not working, the pilot planned a landing without using the brakes but made a mistake in calculating the touch-down point so that the aircraft came down very hard and suffered substantial damage, no casualties; soc 27dec78
15007-08	CCCP-15106	M-15-00	AFI/N.Kavkaz-Pya	toc	19jul77	f/n LBG jun77; canx 12jul77 but restored 14jul77; canx 16jun82 rgd 13feb80; this aircraft (or possibly CCCP-15103) was w/o 01feb77 when the hatch of the chemicals reservoir opened while the aircraft was flying at low altitude, became uncontrollable, the pilot was seriously injured in the crash; soc 25feb81
15007-09	CCCP-15107	M-15-00	AFI/Ukraine-PLV	toc	unknown	on charge as of 01jul78; rgd 07dec79; soc 19apr83 as life-time expired
15007-10	CCCP-15108	M-15-00	AFI/Ukraine-PLV	toc	unknown	on charge as of 01jul78; rgd 07dec79; soc 19apr83 as life-time expired
15008-01	CCCP-15109	M-15-00	AFI/N.Kavkaz-Mai	toc	29may78	rgd 17dec81; last flight jun83; soc 28jun83 as life-time expired
15008-02	CCCP-15110	M-15-00	AFI/N.Kavkaz-Mai	toc	29may78	was equipped with a special sprayer which emitted small droplets; rgd 19feb81; partially disassembled sep82 when the technical condition of the M-15 park was assessed; soc 20may83 as life-time expired
15008-03	CCCP-15111	M-15-00	AFI/N.Kavkaz-Mai	toc	29may78	rgd 10feb81; soc 20may83 as life-time expired
15008-04	CCCP-15112	M-15-00	AFI/N.Kavkaz-Mai	toc	29may78	rgd 27may80; soc 20may83 as life-time expired
15008-05	SP-DFA (1)	M-15-00	WSK-Mielec	rgd	25jul77	canx 02jan79 after accident, details unknown; see c/n 15006-02
15008-06	SP-DFB	M-15-00	WSK-Mielec	rgd	30aug77	underwent trials at ACZ Damgarten (East Germany) 20apr/03aug79; photo SXF jun79; canx 03jun82
15008-07	CCCP-15115	M-15-00	AFI/N.Kavkaz-Mai	toc	05jun78	rgd 27may80; aborted take-off 05may82 when one of the wheels almost came off the amortisator leg; soc 20may83 as life-time expired
15008-08	CCCP-15116	M-15-00	AFI/N.Kavkaz-Mai	toc	05jun78	rgd 27may80; soc 20may83 as life-time expired
15008-09	CCCP-15117	M-15-00	AFI/N.Kavkaz-Mai	toc	05jun78	was equipped with a special sprayer which emitted small droplets; rgd 13nov81; last flight jun83; soc 28jun83 as life-time expired
15008-10	SP-DFC	M-15-00	CNPSZ-ZUA	rgd	13oct77	canx 16jun82
15009-01	CCCP-15119	M-15-00	AFI/N.Kavkaz-Mai	toc	09jun78	rgd 10feb81; wfu sep82 because of corrosion; soc 20may83 as life-time expired
15009-02	CCCP-15120	M-15-00	AFI/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 20may83 as life-time expired
15009-03	SP-DFD	M-15-00	Zaklad Uslug Agro.	rgd	28nov77	canx 16jun82
15009-04	CCCP-15122	M-15-00	AFI/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 28jun83 as life-time expired
15009-05	CCCP-15123	M-15-00	AFI/N.Kavkaz-Mai	toc	05jun78	rgd 17dec81; soc 20may83 due to its poor technical condition
15009-06	CCCP-15124	M-15-00	AFI/N.Kavkaz-Mai	toc	05jun78	rgd 17dec81; soc 28jun83 as life-time expired
15009-07	CCCP-15125	M-15-00	AFI/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 20may83 as life-time expired
15009-08	CCCP-15126	M-15-00	AFI/N.Kavkaz-Mai	toc	09jun78	rgd 17dec81; soc 28jun83 as life-time expired
15009-09	CCCP-15127	M-15-42	AFI/N.Kavkaz-Mai	toc	30sep80	improved two-seater version; rgd 20oct80; soc 19apr83 as life-time expired
15009-10	CCCP-15128	M-15-00	AFI/N.Kavkaz-Mai	toc	25sep78	rgd 17dec81; soc 20may83 as life-time expired
15013-01	CCCP-15105	M-15-01	AFI/N.Kavkaz-Pya	toc	26jun80	rgd 28jul80; soc 27dec83 as life-time expired; preserved in the Air Force museum at Monino (N55.833287 E38.188010) since aug83, l/n aug15
15013-02	CCCP-15113	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep78	first M-15-01 with improved corrosion protection; rgd 03jan80; soc 28jun83 as life-time expired
15013-03	CCCP-15114	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep78	was equipped with a special sprayer which emitted small droplets; rgd 17dec81; last flight jun83; soc 23nov83 as life-time expired
15013-04	CCCP-15118	M-15-01	AFI/N.Kavkaz-Mai	toc	28mar78	had a thicker layer of paint for experimental reasons; rgd 03jan80; last flight jun83; soc 23nov83 as life-time expired
15013-05	SP-DFE	M-15-01	Zaklad Uslug Agro.	rgd	22mar78	canx 30jan79 as to the military; fate unknown
15013-06	CCCP-15121	M-15-01	AFI/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; soc 20may83 due to its poor technical condition
15013-07	CCCP-15129	M-15-01	AFI/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; soc 28jun83 due to its poor technical condition
15013-08	CCCP-15130	M-15-01	AFI/N.Kavkaz-Mai	toc	09may79	rgd 09jul79; right slat damaged 21apr80 when collided on the ground with CCCP-15154; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15013-09	CCCP-15131	M-15-01	AFI/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15013-10	CCCP-15132	M-15-01	AFI/N.Kavkaz-Mai	toc	09may79	rgd 20jun79; soc 28jun83 as life-time expired
15013-11	CCCP-15133	M-15-01	AFI/N.Kavkaz-Mai	toc	15jul79	damaged 07may79 when a screw-nut from the windscreen wiper was sucked in by the engine; rgd 24sep79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15013-12	CCCP-15134	M-15-01	AFI/N.Kavkaz-Mai	toc	25may79	rgd 20jun79; had to force-land 27sep80 because of engine surging as residues of dry chemicals had accumulated on the compressor blades; soc 28jun83 as life-time expired
15013-13	CCCP-15135	M-15-01	AFI/N.Kavkaz-Mai	toc	25may79	rgd 09jul79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15013-14	CCCP-15136	M-15-01	AFI/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; partially disassembled sep82 when the technical condition of the M-15 was assessed; soc 28jun83 as life-time expired
15013-15	CCCP-15137	M-15-01	AFI/N.Kavkaz-Mai	toc	25may79	rgd 09jul79; soc 21sep83 as life-time expired
15014-01	CCCP-15138	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 20jun79; had to force-land on a rice-field 04jul80 because of engine problems as residues of chemicals had accumulated in the fuel system; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
15014-02	CCCP-15139	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
15014-03	CCCP-15140	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; resource (cycles) used up by sep82; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15014-04	CCCP-15141	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 20jun79; resource (cycles) used up by sep82; soc 28jun83 due to its poor technical condition
15014-05	CCCP-15142	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 20jun79; had to force-land 15aug80 because the electrical system failed in-flight; soc 28jun83 due to its poor technical condition
15014-06	CCCP-15143	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; had to force-land at Krasnodar 20may80 because the braking system failed; soc 28jun83 as life-time expired
15014-07	CCCP-15144	M-15-01	AFI/N.Kavkaz-Mai	toc	10jun79	rgd 09jul79; had to force-land 09jul80 because of a technical malfunction; was officially under repair until sep82 when it was officially wfu; soc 28jun83 due to its poor technical condition
15014-08	CCCP-15145	M-15-01	AFI/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; had to force-land 04feb81 when the engine power dropped in flight because of a malfunction in the fuel system; soc 28jun83 due to its poor technical condition
15014-09	CCCP-15146	M-15-01	AFI/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15014-10	CCCP-15147	M-15-01	AFI/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; soc 20may83 as life-time expired
15014-11	CCCP-15148	M-15-01	AFI/N.Kavkaz-Mai	toc	06jul79	rgd 21sep79; damaged 18may80 on a crop-spraying flight by bird-strike; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15014-12	CCCP-15149	M-15-01	AFI/N.Kavkaz-Mai	rgd	21sep79	on charge as of 01oct79; damaged by fire 06aug80 when fuel spilled from the tank into the engine core as the aircraft was parked on an incline; was officially under repair until sep82 when it was officially wfu; soc 28jun83 due to its poor technical condition
15014-13	CCCP-15150	M-15-01	AFI/N.Kavkaz-Mai	rgd	21sep79	on charge as of 01oct79; soc 28jun83 due to its poor technical condition
15014-14	CCCP-15151	M-15-01	AFI/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; soc 21sep83 as life-time expired
15014-15	CCCP-15152	M-15-01	AFI/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; soc 28jun83 as life-time expired
15014-16	CCCP-15153	M-15-01	AFI/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; soc 28jun83 as life-time expired
15014-17	CCCP-15154	M-15-01	AFI/N.Kavkaz-Mai	toc	09sep79	rgd 24sep79; damaged 21apr80 when was hit by CCCP-15130 whilst parked, left aileron damaged; last crop-spraying flight jun83; soc 23nov83 as life-time expired; was ferried to Ulyanovsk 23/24aug83 and preserved in the Museum of Civil Aviation (N54.289909 E48.233100) since and seen there sep93/aug15
15014-18	CCCP-15155	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; collided with a hangar while taxiing, date unknown; was officially under repair until sep82 when it was officially wfu; soc 28jun83 as life-time expired
15014-19	CCCP-15156	M-15-01	AFI/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
15014-20	CCCP-15157	M-15-01	AFI/N.Kavkaz-Mai	toc	29jul79	rgd 21sep79; damaged on a crop-spraying flight when fire broke out in the APU compartment, date unknown; was officially under repair until sep82 when it was officially wfu; soc 28jun83 as life-time expired
15015-01	CCCP-15158	M-15-01	AFI/N.Kavkaz-Mai	rgd	25jun80	on charge as of 01jul80; was equipped with a special sprayer which emitted small droplets; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15015-02	CCCP-15159	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; soc 21sep83 as life-time expired
15015-03	CCCP-15160	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; soc 28jun83 as life-time expired
15015-04	CCCP-15161	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; damaged 05apr82 when the left main wheel came off the amortisator leg during the take-off run; soc 28jun83 due to its poor technical condition
15015-05	CCCP-15162	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15015-06	CCCP-15163	M-15-01	AFI/N.Kavkaz-Mai	toc	25sep79	rgd 11nov79; wfu sep82 because of corrosion; soc 28jun83 due to its poor technical condition
15016-01	CCCP-15164	M-15-42	AFI/N.Kavkaz-Mai	toc	03oct79	rgd 05dec79; suffered an electronic malfunction 16nov81; soc 28jun83 as life-time expired
15016-02	CCCP-15165	M-15-42	AFI/N.Kavkaz-Mai	toc	03oct79	rgd 05dec79; soc 28jun83 due to its poor technical condition
15016-03	CCCP-15166	M-15-42	AFI/N.Kavkaz-Mai	toc	03oct79	rgd 05dec79; soc 28jun83 due to its poor technical condition
15016-04	CCCP-15167	M-15-42	AFI/N.Kavkaz-Pya	toc	24apr80	rgd 02jun80; soc 16nov84 as worn out
15016-05	CCCP-15168	M-15-42	AFI/Ukraine	toc	08jun80	rgd 18sep80; soc 27aug85 as life-time expired
15017-01	CCCP-15169	M-15-01	AFI/N.Kavkaz-Pya	toc	14may80	rgd 05jun80; soc 28jun83 due to its poor technical condition
15017-02	CCCP-15170	M-15-01	AFI/N.Kavkaz-Mai	toc	03nov79	rgd 05dec79; last flight jun83; soc 28jun83 as life-time expired
15017-03	CCCP-15171	M-15-01	AFI/N.Kavkaz-Mai	toc	03nov79	rgd 05dec79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
15017-04	CCCP-15172	M-15-01	AFI/N.Kavkaz-Mai	toc	03nov79	rgd 05dec79; resource (cycles) used up by sep82; soc 28jun83 as life-time expired
15017-05	CCCP-15173	M-15-01	AFI/N.Kavkaz-Pya	toc	24apr80	rgd 02jun80; soc 20may83 as life-time expired
15017-06	CCCP-15174	M-15-01	AFI/N.Kavkaz-Pya	toc	14may80	rgd 05jun80; soc 20may83 as life-time expired
15017-07	CCCP-15175	M-15-01	AFI/N.Kavkaz-Pya	toc	24apr80	rgd 02jun80; soc 20may83 as life-time expired
15017-08	CCCP-15176	M-15-01	AFI/N.Kavkaz-Pya	WAW	nov79	toc 14may80; rgd 05jun80; soc 20may83 as life-time expired
15017-09	CCCP-15177	M-15-01	AFI/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; wfu aug83; soc 21feb84 as life-time expired
15018-01	CCCP-15193	M-15-42	AFI/N.Kavkaz-Pya	rgd	01dec80	rgd 05jun81; wfu aug83; soc 18jun84 as worn out
15018-02	CCCP-15194	M-15-42	AFI/Kazakhstan	rgd	18dec80	on charge as of 01apr81; improved two-seater version; soc 18oct85 as life-time expired
15018-03	CCCP-15195	M-15-42	AFI/Kazakhstan	rgd	18dec80	on charge as of 01apr81; soc 18oct85 as life-time expired
15018-04	CCCP-15196	M-15-42	AFI/N.Kavkaz-Mai	rgd	23apr81	on charge as of 01oct81; last flight jun83; soc 23nov83 as life-time expired
15018-05	CCCP-15197	M-15-42	AFI/Ukraine	toc	12mar81	rgd 10jun81; soc 02dec85 as life-time expired
15018-06	CCCP-15198(1)	M-15-42	AFI/Ukraine	toc		reported in a Mielec listing, but not on the Soviet register or MGA document and possibly crashed before delivery; see c/n 15020-01
15019-01	CCCP-15178	M-15-01	AFI/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; soc 20may83 as life-time expired
15019-02	CCCP-15179	M-15-01	AFI/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; soc 28jun83 due to its poor technical condition
15019-03	CCCP-15180	M-15-01	AFI/Ukraine	toc	24jun80	rgd 18jul80; soc 27may85 as life-time expired
15019-04	CCCP-15181	M-15-01	AFI/N.Kavkaz-Pya	toc	jun80	rgd 16jul80; wfu aug83; soc 21feb84 as life-time expired
15019-05	CCCP-15182	M-15-01	AFI/N.Kavkaz-Pya	toc	26jun80	rgd 28jul80; wfu aug83; soc 21feb84 as life-time expired
15019-06	CCCP-15183	M-15-01	AFI/N.Kavkaz-Pya	toc	26jun80	rgd 28jul80; wfu aug83; soc 21feb84 as life-time expired; was preserved near building 10 of the Kuibyshev Aviation Institute (later Samara State Aerospace University), seen 1993/aug10; scrapped in late 2010
15019-07	CCCP-15184	M-15-01	AFI/N.Kavkaz-Pya	toc	jun80	rgd 04aug80; wfu aug83; soc 27dec83 as life-time expired
15019-08	CCCP-15185	M-15-01	AFI/Ukraine-OZH	toc	18may80	rgd 14jul80; soc 18mar85 as life-time expired

1S019-09	CCCP-15186	M-15-01	AFL/Ukraine	toc	18may80	rgd 14jul80; soc 18mar85 as life-time expired
1S019-10	CCCP-15187	M-15-01	AFL/Ukraine-LWO	toc	01nov80	rgd 20nov80; t/t 13 hours; donated to Hungary in autumn 1983; soc 18mar85 as life-time expired; f/n Budakeszi 15aug89; seen in poor condition at Budaörs in 1992, later went to Csepel; was preserved in Repüléstörténeti Múzeum (Aircraft Museum) at Szolnok, l/n feb01; seen at Szolnok-Szandaszőlös airfield oct01, no registration or titles; finally mounted on a 'pole' (N47.151258 E20.195226) f/n may03, l/n sep10; was to leave Szolnok around 17mar14 for PZL-Mielec for static display there and an official unveiling ceremony was held 28aug15 at the factory after rebuild
1S019-11	CCCP-15188	M-15-01	AFL/Ukraine	toc	11sep80	rgd 26sep80; soc 27aug85 as life-time expired
1S019-12	CCCP-15189	M-15-01	AFL/Ukraine	toc	07aug80	rgd 28aug80; soc 27aug85 as life-time expired
1S019-13	CCCP-15190	M-15-01	AFL/Ukraine	toc	07aug80	rgd 28aug80; soc 27aug85 as life-time expired
1S019-14	CCCP-15191	M-15-01	AFL/Ukraine	toc	11sep80	rgd 26sep80; soc 27aug85 as life-time expired
1S019-15	CCCP-15192	M-15-01	AFL/Ukraine	toc	01nov80	rgd 20nov80; soc 27aug85 as life-time expired
1S020-01	CCCP-15198(2)	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 23dec85 as life-time expired; see c/n 1S018-06
1S020-02	CCCP-15199	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 23dec85 as life-time expired
1S020-03	CCCP-15050	M-15-01	AFL/Ukraine	toc	12mar81	rgd 15jun81; soc 23dec85 as life-time expired
1S020-04	CCCP-15051	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 23dec85 as life-time expired
1S020-05	CCCP-15052	M-15-01	AFL/Ukraine-OZH	toc	12mar81	rgd 09jun81; soc 23dec85 as life-time expired
1S020-06	CCCP-15053	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 23dec85 as life-time expired
1S020-07	CCCP-15054	M-15-01	AFL/Ukraine	toc	12mar81	rgd 15jun81; soc 23dec85 as life-time expired
1S020-08	CCCP-15055	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 02dec85 as life-time expired
1S020-09	CCCP-15056	M-15-01	AFL/Ukraine	toc	12mar81	rgd 15jun81; soc 02dec85 as life-time expired
1S020-10	CCCP-15057	M-15-01	AFL/Ukraine	toc	12mar81	rgd 09jun81; soc 02dec85 as life-time expired
1S020-11	CCCP-15058	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 14feb86 as life-time expired
1S020-12	CCCP-15059	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 14feb86 as life-time expired
1S020-13	CCCP-15060	M-15-01	AFL/Ukraine-OZH	toc	12mar81	rgd 09jun81; soc 14feb86 as life-time expired
1S020-14	CCCP-15061	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 14feb86 as life-time expired
1S020-15	CCCP-15062	M-15-01	AFL/Ukraine	toc	12mar81	rgd 10jun81; soc 26mar86 as life-time expired
1S020-16	CCCP-15063	M-15-01	AFL/N.Kavkaz-Mai	toc	unknown	on charge as of 01oct81; rgd 26oct81; soc 28jun83 as life-time expired
1S020-17	CCCP-15064	M-15-01	AFL/N.Kavkaz-Mai	toc	unknown	on charge as of 01jan82; rgd 05nov81; soc 21jul83 as life-time expired
1S020-18	CCCP-15065	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-19	CCCP-15066	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-20	CCCP-15067	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-21	CCCP-15068	M-15-01	AFL/N.Kavkaz-Mai	toc	unknown	on charge as of 01oct81; rgd 26oct81; soc 21jul83 as life-time expired
1S020-22	CCCP-15069	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-23	CCCP-15070	M-15-01	AFL/Ukraine	toc	04nov81	rgd 19nov81; soc 29oct86 as life-time expired
1S020-24	CCCP-15071	M-15-01	AFL/Ukraine	toc	12apr82	rgd 05may82; soc 26nov86 as life-time expired
1S020-25	CCCP-15072	M-15-01	AFL/Ukraine	toc	12apr82	rgd 05may82; soc 26nov86 as life-time expired
1S020-26	CCCP-15073	M-15-01	AFL/Ukraine	toc	12apr82	rgd 05may82; soc 31dec86 as life-time expired
1S020-27	CCCP-15074	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 31dec86 as life-time expired
1S020-28	CCCP-15075	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 25mar87 as life-time expired
1S020-29	CCCP-15076	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 25mar87 as life-time expired
1S020-30	CCCP-15077	M-15-01	AFL/Ukraine	toc	09jun82	rgd 14jul82; soc 25mar87 as life-time expired

PZL M-20 "Mewa"

The "Mewa" (Polish for 'seagull') is a licence-built version of the 1975 Piper PA-34-200T "Seneca" II. Piper and Pezetel signed a co-operation agreement in January 1977 envisaging the production of parts for the "Seneca" in Poland in exchange for the documentation and licence for this twin-engined business and utility aircraft. PZL Mielec was granted the right to produce the aircraft, to sell it in Eastern Europe and to improve its construction. The Poles decided to adapt the six-seater to local conditions; the most important change being the replacement of the original Continental TSIO-360 engines with the PZL-Franklin F-6A-350-C1 / F-6AS-350-A. All modifications were carried out by a team led by Krzysztof Piwek.

The first prototype M20-00 made its maiden flight on 25 July 1979. It was one of five aircraft assembled from "Seneca II" kits delivered by Piper, but later "Mewas" were built completely from parts manufactured by PZL Mielec. There are several versions of the M20 (the designation of which was written as M-20 until the 1990s): The M20-01 which flew first on 22 September 1982 did not leave the prototype stage (five were built), while the M20-04 with a take-off weight increased to 2,156 kg never completed. The first series-production model was the M20-02 with modernised electrical installation; it flew first on 10 October 1985. This version was replaced by the M20-03 with Teledyne Continental TS10/LTS10-360-KB engines (as used on the PA-34-220T "Seneca" III) as there were problems with the production of the PZL-Franklin at Debica. The M20-03 flew first on 13 October 1988 and is a dedicated ambulance aircraft developed to replace the ageing L-200 fleet of Poland's medical aviation (Lotnictwo Sanitarne).

PZL Mielec tried to sell the M20 worldwide starting in the 1990s, but without much success. The "Mewa" was considerably cheaper than the "Seneca" IV or V, but it was no longer state-of-the-art, and its quality does not reach the standard of its US counterpart. 18 M20s had been built by 1993, but afterwards production stagnated. There were plans to develop a new model called "Mewa" 2000 featuring a modified engine cowling, new avionics kit and undivided windshield, and which could optionally be powered by SMA Morane-Renault MR 250 diesel engines. However, nothing has come of this. As far as is known, no new "Mewas" have been completed within the past few years.

The c/n is of conventional PZL Mielec format, with the figures simply representing the batch number followed by the number in the batch. This is prefixed by '1AH' where 1 stands for aircraft and AH for M20 (34rd product built by PZL Mielec), respectively by '1AHP' where AH stands for M20 and P indicates prototype.

Some 30 M20 built by PZL Mielec at Mielec from 1979 to 1997

1AHP 01-01	SP-PKA	M-20-00	OBR Mielec	f/f	25jul79	first prototype; assembled from kit delivered by Piper, but Piper c/n unknown; construction started in spring 1978; rgd 06aug79
	SP-DMA	M-20-00	OBR Mielec	rgd	11jan84	converted to, see next line
	SP-DMA	M-20-02	OBR Mielec	f/f	10oct85	version with modernised electrical installation
	SP-DMA	M-20-02	Kido	rgd	23apr90	
	SP-DMA	M-20-02	Aerogryf	rgd	23mar93	in white c/s with rainbow cheatline, small 'Aerogryf' titles and large 'PZL M20' titles on fin; l/n SZZ 29apr09; arrived in the Kraków museum 26aug11 with a CoFA valid till 12sep11; canx 29sep11 as to the Kraków museum; l/n there aug15
1AHP 01-02	SP-PKB	M-20-00	OBR Mielec	rgd	08apr80	second prototype; assembled from kit delivered by Piper, but Piper c/n unknown
	SP-TUA	M-20-00	OSPL Rzeszów	rgd	21may84	converted to, see next line
	SP-TUA	M-20-02	OKL Rzeszów	RZE	26sep96	
1AHP 01-03	SP-PKC	M-20-00	OBR Mielec	rgd	30may80	in white c/s with blue/red/blue cheatline, no titles; CoFA expired 15aug00; canx 03nov05 as sold to Ukraine
	SP-PKC	M-20	WSK Mielec	rgd	20mar81	assembled from kit delivered by Piper, but Piper c/n unknown
	SP-KMA	M-20	WSK Rzeszów	rgd	02apr84	
	SP-FMD	M-20-03	Aerotechnika	rgd	14apr92	converted to M20-03 25mar92
1AHP 01-04	SP-PKD	M-20-01	WSK Mielec	rgd	11aug80	owned by Jerzy Domicz of Poznan; in white/blue c/s, no titles; damaged at Okecie 20jun95, but repaired; l/n Kolobrzeg-Bagicz 09jul10
	SP-TUB	M-20-01	OSPL Rzeszów	rgd	16jul84	assembled from kit delivered by Piper, but Piper c/n unknown; f/n FAB sep80 in white c/s with cheatline in three shades of grey, no titles; converted to M20-03 19apr93
	SP-TUB	M-20-03	OKL Rzeszów	RZE	26sep96	converted 19apr93 to, see next line
1AH 002-01	--	M-20	PZL Mielec			in white c/s with light green/dark green/black cheatline, no titles; l/n Kraków Pobjednik Wielki 26jun15
1AH 002-02	SP-PKE	M-20-01	OBR Mielec	f/f	22sep82	active
	SP-TUC	M-20-01	OSPL Rzeszów	rgd	27oct83	static test airframe
	SP-TUC	M-20-03	OKL Rzeszów	RZE	26sep96	first newly-built M20-01; rgd 26oct82
						converted 22aug91 to, see next line
1AH 002-03	SP-MRA	M-20-01	Huta Stalowa Wola	rgd	23jan84	in white c/s with cheatline in 3 shades of blue, no titles; l/n as such Mielec 31aug97; seen WRO 08dec00 in white c/s with green/ white/blue cheatline, no titles; l/n operational RZE 21may07; used as a ground
	SP-PRA	M-20-03	Huta Stalowa Wola	no reports		instructional airframe by the Aviation Training Centre of the Rzeszów Technical University, seen 08may09; canx 30oct09 as wfu
	SP-MRA	M-20-03	SkyTaxi	rgd	21jul00	converted 20dec88 to, see next line
						test-reg used briefly at Mielec after '03' conversion, entry in Mielec flight-test log
1AH 002-04	SP-TUD	M-20-01	OSPL Rzeszów	rgd	27oct83	registered to AeroKlub Stalowa Wola; in yellow c/s with black/blue cheatline, no titles; f/n Opole-Polska Nowa Wies sep00; seen with 'HSW' titles WRO 21jul03; reserved for SkyTaxi Sp. z o.o. 16mar05; l/n Czesochowa Rudniki 094sep16
	SP-TUD	M-20-03	OKL Rzeszów	RZE	26sep96	converted 21feb90 to, see next line
						in white c/s with cheatline in 3 shades of blue, no titles; l/n POZ 23jul09, flying; CoFA expired 19sep09; canx 30oct09 as wfu
1AH 002-05	SP-PUE	M-20-01	OBR Mielec	rgd	15may85	converted 02dec88 to, see next line
	SP-TUE	M-20-03	OBR Mielec			photo evidence for usage (presumably at Mielec), but not in register; was stored at the factory most of the time 1985/89
	SP-NEA	M-20-03	KGHM	rgd	19may89	in white c/s with red/green/black cheatline, no titles; seen Lubin 23sep96
	SP-NEA	M-20-03	Pol-Miedz-Trans	rgd	07feb97	in white c/s with red/green/black cheatline, no titles; seen Lubin 11jul99
	SP-NEA	M-20-03	KGHM Polska S.A.	rgd	18oct00	in white c/s with green/black/orange stripes on fin and titles; f/n WRO 14nov02; l/n as such WRO 21aug07; seen WRO 22jan10 with 'Bisec' titles on the tail; canx 19jul16 sold to Ukraine
1AH 002-06	SP-PKF	M-20-01	WSK Mielec	rgd	25mar87	trials aircraft; converted to M20-02 and later to M20-03; in white c/s with light blue/dark blue/black cheatline, no titles; canx 24may90; seen at the factory at Mielec, wfu in ever- deteriorating condition 27sep96; l/n 26mar07, derelict; fuselage only seen jul08
1AH 002-07	SP-FFB	M-20-03	PPU "Kido"	ntu		never delivered, see previous line
	YU-BPK	M-20-03	Villas Trading			export date 26jul90; painted-up, but never registered; stored; photo at PortoroP dated 1989 (?), in all-white c/s with black titles
	SL-BPK	M-20-03	Villas Trading	rgd	18jun92	registered for ferry flight to Graz (Austria); canx 30jun92

	SP-FME	M-20-03	FFC Inc.	rgd	14may93	in all-white c/s, no titles, 'ffc' badge on fin; f/n Lubin 23sep96
	SP-FME	M-20-03	A. Konarzewski	rgd	09sep98	based at Bydgoszcz
	SP-FME	M-20-03	Ramsat Telesystem	WAW	jun03	rgd by apr03; in white c/s with dark blue/red/dark blue cheatline, no titles but badge on fin; l/n Mielec 26jan17, active
1AH 002-08	SP-DMB	M-20-03	WSK Mielec	rgd	07sep90	based at Warsaw; f/n Warsaw-Bemowo 10aug99; trf to ZLS Kraków may01; in white c/s with blue cheatline and Red Cross, no titles; l/n WRO 22jun04
	SP-MXA	M-20-03	CZLS	rgd	22apr91	renamed officially already 03mar00; in white c/s with red cheatline, blue ambulance symbol and titles; l/n Kolobrzeg-Bagicz 28feb08
	SP-MXA	M-20-03	Lotn. Pogot. Rat.	KRK	06mar05	in the same basic c/s as above; f/n WRO 21oct09; l/n as such Wroclaw 01dec12, active
1AH 002-09	SP-MCA	M-20-03	P.W. "BISEK"	rgd	28may09	in white c/s with three-coloured cheatline; l/n KRK apr93
	SP-FMI	M-20-03	Instalbud	rgd	30nov90	in white c/s with light blue/dark blue/black cheatline and Red Cross, no titles; f/n WRO 20oct00; dbr 28may02 on landing at Okęcie, no casualties; CofA expired 05jun02; canx 13jul04 as scrapped
	SP-MXD	M-20-03	CZLS	rgd	20jan94	in white c/s with olive/orange/brown cheatline, no titles; f/n POZ 24aug91
1AH 002-10	SP-DMC	M-20-03	OBR Mielec	rgd	13mar91	in silvery/dark grey c/s, no titles; based at Poznan; converted to increased weight M20-03* version 18oct94; f/n THF 30may94; l/n WAW 26sep99
	SP-FMF	M-20-03	K. Janiszewski	rgd	28sep93	owned by Jerzy Domicz of Poznan; in same c/s as above, no titles; l/n POZ 09jul09
1AH 002-11	SP-FMF	M-20-03	Aeroteknika	POZ	20sep04	in white c/s with red/black/red cheatline; l/n Mielec 1992
	SP-DMD	M-20-03	OBR Mielec	rgd	05nov91	in white c/s with red/black/red cheatline; l/n LBG jun93
	N333GA	M-20-03	Aeronaut. Systems	rgd	04nov92	in white c/s with red/black/red cheatline; l/n LBG jun93
	N2114	M-20-03	Aeronaut. Systems	rgd	28jul93	sold via Denver Air Center
	N2114	M-20-03	Sancap Aircraft	rgd	24jun94	in white c/s with red/brown/red cheatline; offered for sale on the internet by Canton Aircraft Sales with t/t 850 hours
1AH 002-12	N2114	M-20-03	T.A. Patterson	rgd	10aug16	in white c/s with cheatline in 3 shades of blue and Red Cross, no titles; f/n Mielec 27sep96; l/n SZZ 18feb03
	SP-MXB	M-20-03	CZLS	rgd	11dec91	renamed officially already 03mar00; in white c/s with red cheatline, blue ambulance symbol and titles; f/n WAW 08mar04; l/n flying Rzeszow 23dec06; seen stored/wfu in photo Bemowo sep09/aug15; CofA expired 04feb08; canx 22feb11
	SP-MXB	M-20-03	Lotn. Pogot. Rat.	rgd	31aug00	in white c/s with cheatline in 3 shades of blue, 'WSK PZL Rzeszów S.A.' titles; f/n RZE 26sep96
1AH 002-13	SP-KFE	M-20-01	PZL Rzeszów	rgd	22jun95	owned by Malkom S.C.; in same c/s as above, no titles; f/n Warsaw-Bemowo 11nov03; l/n Mielec 13sep15, operational
	SP-KFE	M-20-01	IBEX-Uslugi Lotn.	rgd	31oct01	in white c/s with cheatline in 3 shades of blue and Red Cross, no titles; f/n Warsaw-Bemowo 02jul97; l/n POZ 28jun05
1AH 002-14	SP-MXC	M-20-03	CZLS	rgd	29jul93	renamed officially already 03mar00; aircraft never repainted; l/n active GDN 24jul05; CofA expired 21may07; canx 03feb10; stored at Warsaw-Bemowo, l/n mar10
	SP-MXC	M-20-03	Lotn. Pogot. Rat.	rgd	18dec00	Polish Ministry of Interior and Administration; opb 103. pl NJW MSW at Warsaw-Bemowo; in white c/s with white/red/yellow cheatline, black code; damaged 24oct95 in an accident at Warsaw-Bemowo, but repaired; f/n BZG 30aug97; l/n Radom-Sadk6w 10sep00
1AH 002-15	215	M-20-03	Polish MoI	i/s	1995	opb Morski Oddzial at GDN; in white c/s with yellow/red/yellow belt around the fuselage; l/n Pruszcz Gdanski 24aug03
	PL-50YG	M-20-03	Pol. Border Guard	trf	21dec00	at Radom-Sadk6w; opb Morski Oddzial at GDN; in the same c/s as above; l/n GDN 18jan10; damaged on landing at GDN 08mar10 when the crew forgot to lower the gear, all 3 occupants escaped unhurt
	SN-50YG	M-20-03	Pol. Border Guard	rgd	30aug03	in Gdansk-Rebeciow 07may11, probably on roll-out/presentation after major overhaul at Krosno; in silver c/s with red bands fuselage/wings, round Polish checkerboard, 'Border Guard' titles in English & Polish; canx 31dec13, restored 08jan14 & canx 09jan14
	SP-VSA	M-20-03	Pol. Border Guard	rgd	11may11	in white/blue c/s; f/n KRK 23apr97
1AH 002-16	SP-KAS	M-20-03	Elektrim S.A.	rgd	04sep96	in same c/s as above, no titles; f/n WRO 23feb01
	SP-KAS	M-20-03	Plus Discount	rgd	29apr98	
	SP-KAS	M-20-03	Teng Sp.z o.o.	rgd	12jun03	
	SP-KAS	M-20-03	Teng Air Sp.z o.o.	rgd	11may04	f/n KRK 26jul04 in the same c/s as above, no titles; l/n KRK 23jan07; advertised for sale sep11 reportedly sitting at Wroclaw Strachowice
	SP-KAS	M-20-03	Egeria Sp.z.o.o	rgd	22jun07	for sale on planecheck.com by Skyfleet Aviation Consulting, still same white/blue c/s; current 31dec11; l/n WRO 01dec12
1AH 002-17	D-GHCH	M-20-03	Flugdienst Parchim	rgd	08jun95	delivered to Parchim 08sep95 without permit to fly which was only issued 06oct95
	D-GHCH	M-20-03	H.C. Hummelbrunner	rgd	28dec95	Hummelbrunner was PZL sales agent; based at Karlshofen and later at Lübeck; in white c/s with white/red/yellow stripe and trim; f/n SXF may96 with exhibition number '181'
	D-GHCH	M-20-03	Deckers-Giese	rgd	jan97	lsf Leasinggesellschaft der Sparkasse; based at Hildesheim; in all-blue c/s with yellow trim; f/n HAJ 29mar97; no ownership info after aug99 due to German data-protection laws l; l/n DRS 08jun11
1AH 003-01	--	M-20-04	PZL Mielec	no	reports	prototype of version M20-04 (with increased take-off weight); never completed; scrapped ?
1AH 003-02	--	M-20				stored incomplete; scrapped ?
1AH 003-03	--	M-20				stored incomplete; scrapped ?
1AH 003-04	--	M-20				stored incomplete; scrapped ?
1AH 003-05	--	M-20				stored incomplete; scrapped ?
1AH 003-06	D-GFGP	M-20	Flugdienst Parchi	mres	08jun95	seen Mielec 27sep96 incomplete; never delivered; scrapped ?
1AH 003-07	D-GELB	M-20-03	H.C. Hummelbrunner	rgd	22apr97	seen Mielec 27sep96 incomplete; ferried from factory apr97; in all-blue c/s with yellow trim; f/n FDH apr97; lsf KG CDL-Leasing since sep98; at SXF 10jun00 with exhibition number '162'; seen FNB 27dec12/aug14 in all-silver c/s
						fuselage seen Mielec 30aug97; scrapped ?
						fuselage seen Mielec 30aug97; scrapped ?
1AH 003-08	--	M-20				
1AH 003-09	--	M-20				
1AH 003-10	--	M-20				
1AH 003-11	--	M-20				
1AH 003-12	--	M-20				fuselage seen Mielec 30aug97; scrapped ?

Aircraft with unknown construction numbers include

--- -- M-20-03 PZL Mielec f/f 13oct88 with TSIO/LTSIO-360-KB engines

PZL Swidnik "Kania"

The "Kania" (Kitty Hawk) is a follow-up to the Mi-2 developed for the US market. The GTD-350 engines were replaced by the Allison 250-C20B, avionics were changed, the forward fuselage was re-shaped and interior re-arranged. Work started in the late 1970s, and the prototype first flew on 3 June 1979. Certification according to FAR-29 was obtained, but the programme was not a success. The c/n consists of three pairs of numbers giving the version, batch number and number in the batch. A further development called "Taurus" was intended to use more powerful Allison 250-C28 engines. These required a modified and enlarged air-intake. A full-size mock-up was completed in 1980; however, no prototype was built. This mock-up still existed in external storage at Swidnik by 1996.

19 PZL "Kania" built by PZL Swidnik from 1979 to 2006

90 01 01	no reg	Kania	PZL Swidnik	f/f	03jun79	later used for ground testing
90 01 02	SP-PSA	Kania	PZL Swidnik	f/f	03jun79	rgd 31jan80
	SP-SSC	Kania	PZL Swidnik	r/r	13jun86	ditched near Lungi, Sierra Leone, 18sep88; canx 02jan89
90 01 03	SP-SSA	Kania	PZL Swidnik	rgd	15sep82	f/n HAJ 25may84; l/n ZIA 16aug92; canx 02mar98
	OK-MIK	Kania	Helicopter S.R.O.	rgd	18mar98	l/n KLV 13nov03; canx 06feb06 as to Poland and stored at Swidnik and still stored Swidnik oct07/aug13
90 01 04	SP-SSB	Kania	Heliseco/PZL	rgd	21apr83	did wear 'Kon Tiki Tours' and named 'Stanley' from its time in Sierra Leone in the late 1980s and was in blue/green/white c/s; CofA expired 10oct88, seen Swidnik may90 dismantled; canx 06sep96 used for ground tests/trials, noted Swidnik 30sep96; l/n Swidnik 27oct07 stored and the 'Kon Tiki Tours' and name 'Stanley' were still readable
						canx 11aug90 ?; sported a green/white/blue c/s; ditched near Freetown 14jul90
90 02 01	SP-SSD	Kania	PZL Swidnik	rgd	09mar88	seen PRG 21nov91; canx 21jan93
90 02 02	SP-SSE	Kania	PZL Swidnik	rgd	09jun88	Letecká služba Federálního policejního sboru; c/n checked; leased from PZL Swidnik; underwent trials with LS FPS 01sep92/01aug93; f/n PRG sep92; l/n PRG oct92
	B-3211	Kania	Czech MoI (LS FPS)	h/o	13apr92	underwent trials with LS FPS 01sep92/01aug93
	B-3211	Kania	Czech Police	trf	01jan93	underwent trials with LS FPS 01sep92/01aug93
	SP-SSE	Kania	PZL Swidnik	rgd	26aug93	canx 24aug94
	OM-TFA	Kania	Bel Air	rgd	24aug94	f/n KRK 21feb95; l/n BTS 21may95
	OM-TFA	Kania	Air Trp Europe	BRQ	05jun98	initially in white/blue c/s; l/n as such TAT 11oct07; repainted in mainly red c/s with white trim, as such on undated photo; canx mid-2010; seen TAT 28nov11 in good condition but without rotor; preserved on the premises of Craemer Slovakia at Liptovský Mikuláš (N49.068092 E19.646054), seen 2013
90 02 03	SP-SSF	Kania	PZL Swidnik	rgd	19jul89	canx 29aug90
	YV-633CP	Kania	Helicaribe	d/d	1990	owner reported as Comercializadora Aeropolka in 1996, was it Helicaribe first ??; photo 09dec90 in red/white c/s, no titles,
	YV-862C	Kania	Helicaribe	Swd	30sep96	but no certificate of registration, so no canx date; del to Czech Republic the same date, 23jan97
	SP-SSF	Kania	PZL Swidnik	rgd	23jan97	d/d 22feb97; crashed in Krkonoše mountains 30sep97; canx 19oct98
	OK-WIM	Kania	Helicopter S.R.O.	rgd	02feb97	at Kalo Lakatamia 26mar95; seen PFO nov01/oct06, serial painted out and no rotors
90 02 04	204	Kania	Cyprus Nat. Guard	e/d	13jun90	at Kalo Lakatamia 26mar95; seen PFO nov01/oct06, serial painted out and no rotors; seen with rotors at the fire dump at PFO feb14/oct14, abeam the threshold RW11 (N34.720611 E32.47112) and has just '205' painted on
90 02 05	205	Kania	Cyprus Nat. Guard	e/d	11jun90	carried also code/call-sign '32-01'; based at Poznan; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n Deblin-Irena 30aug98; l/n KRK 16oct98
90 03 01	PL-51XP	Kania	Polish Police	d/d	nov96	carried also code/call-sign 'U020'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n POZ 19jun04; f/n with new code 'G020' KRK 10jul09; l/n Krakow museum aug14, active
	SN-51XP	Kania	Polish Police	r/r	03dec02	

	SP-SXU	W-3	Heliseco	OSR	06nov99	never rgd to Heliseco, probably leased to them and sub-leased in Spain; f/n Lublin-Radawiec 05jul00; CofA expired 13dec99; canx 13jul04 as 'scrapped' ! but sold to Hispánica de Aviación at Madrid 30jun05
	SP-SSU EC-JPJ	W-3 W-3A	Hispánica de Avn	rgd	26jun05 30may06	canx 23jan06 as to Spain f/n La Guancha Heliport, Tenerife, 14jul07 with large 'BRIFOR' titles (Forest Fire Brigade); l/n Tenerife Island 19jul10; current nov14
31 03 01	SP-PUJ	W-3	PZL-Inst. Laczno.	rgd	03sep90	operated for Panstwowa Inspekcja Radiowa i Telekomunikacji; equipped with a special retractable aerial mast
	SP-SUI SP-SUI	W-3 W-3AS	Telecom Institute Heliseco	r/r rgd	03apr92 24feb95	seen Swidnik 07may03 under modification to W-3AS; seen WRO 21oct08, with additional 'WARM' titles; l/n as such WRO 06jun09; crashed after take-off for a forest inspection flight at Tabuyo del Monte, Leon, 18jun11
31 03 02	CCCP-04106 SP-SUK SP-SUK SP-SUK	W-3 W-3 W-3 W-3	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco	rgd rgd rgd rgd	02jun92 05may93 31dec96	l/n Swidnik 05jul00; canx 11mar02; seen stored at Swidnik nov04; modified to W-3AS and restored 01jul05 to Hispánica de Aviación; sold to Spain mid-2006, still operating with this registration for Hispánica; current dec06; canx 02feb07
	EC-KBG	W-3AS	Hispánica de Avn	rgd	20jun07	f/n Base forestal de Valdemorillo 30aug08 in yellow/grey c/s, with additional 'Comunidad de Madrid' titles; l/n Embalse de Navacerrada 22jul09, as such; current nov14
31 03 03	CCCP-04107 SP-SUL SP-SUL SP-SUL SP-SUL EC-JPA	W-3 W-3 W-3 W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heli Sureste Heliseco Hispánica de Avn	rgd rgd rgd lsd rgd rgd	08jun92 05may93 1995 18feb97 29may06	canx 23jan06 as to Spain l/n LUJ 14oct04; sold to Hispánica de Aviación at Madrid 30jun05; canx 23jan06 as sold to Spain photo 31mar08, location unknown, in yellow/grey c/s, with additional 'M.M.A.' titles (Ministry of the Environment); l/n LCG 01apr12; current nov14
31 03 04	0304	W-3T	Polish Navy	toc	31aug89	equipped with an LPG-150M winch; l/n Babie Doly 30jun13; converted to W-3WA in 2015/1016; l/n Swidnik 27jul16
31 03 05	CCCP-04108 SP-SUM SP-SUM SP-SUM SP-SUM	W-3 W-3 W-3 W-3 W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heli Sureste Heliseco	rgd rgd lsd rgd	03jun92 27may93 1995 22jul97	opb Helisca in Spain during the 1996 fire season according to official document f/n Swidnik 07may03 as W-3AS, titles not noted; l/n PED 16oct03; seen WRO 21oct07 with 'MMA' titles; l/n as such Colmar, France, 07jun08; seen KLV 04jun10 with 'MARM' titles; canx 05mar13 as to Spain a temporary 3-month registration; finally registered 09may13; seen Santo Domingo, Chile, 07jan17, no titles
	EC-LVE	W-3AS	Hispánica de Avn	rgd	08mar13	
31 03 06	CCCP-04109 SP-SUN SP-SUN SP-SUN	W-3 W-3 W-3 W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco	rgd rgd rgd rgd	03jun92 10may93 22jul97	seen Madrid-Cuatro Vientos 02oct95, opb ICONA, coded '10' seen Swidnik 07may03 under modification to W-3AS in full Heliseco c/s, titles not visible as panels removed
	SP-SUN EC-LQA	W-3AS W-3AS	Swidnik Poland Hispanica de Avn	WRO rgd	06oct06 24feb12	titles as reported; l/n Swidnik 27oct07, titles not reported; l/n WRO 20jun08 a temporary 3-month registration till 24may12; f/n LCG 01apr12 with additional MARM titles; finally registered 14may12; photo 22aug12; current nov14
31 03 07	CCCP-04110 SP-SUT SP-SUT SP-SUT SP-SUT SP-SUT SP-SUT	W-3 W-3 W-3 W-3AS W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Aeroflot Heli Sureste Heliseco SG Equipment Leas.	rgd rgd rgd ph. lsd rgd rgd	08jun92 24jun93 1993 1995 22jul97 12dec07	taken in Spain in all-white c/s with blue trim, no titles photo 10jun01 in Heliseco c/s with old 'Helisca' titles; l/n KLV 21oct05 opb LPU Heliseco; seen WRO 21oct07 no titles; l/n WRO 06jun09 with 'MARM' titles; arrived disassembled Melilla Airport, Montevideo, ' in jan12 and fully assembled in photos 20jan12, yellow c/s, silver bands, black 'M.A.R.M.' titles plus black 'Z2' code and small 'Heliseco' titles; l/n as such Angel S Adami 12jan12; canx 30jan13 as to Spain
	EC-LUQ CCCP-04111 SP-SUF SP-SUF	W-3AS W-3 W-3 W-3AS	Hispánica de Avn Aeroflot Aviazakaz Heliseco	rgd Ykm rgd rgd	31jan13 03jul92 29jun93 01apr98	a temporary 3-month registration; finally registered 24apr14 opb Helisca in Spain during the 1996 fire season according to official document seen Swidnik 07may03 under modification to W-3AS; l/n WRO 06oct07; l/n Swidnik 27oct07 titles not reported; l/n Sandomierz 29may10; canx 23apr15 as exported to Spain
	EC-MGJ EC-MIP CCCP-04112	W-3AS W-3AS W-3	Heliseco Heliseco Espana AFL/Far East-Kor	rgd rgd mfd	27apr15 nov15 02feb90	was a three-month temporary registration and was ntu as such received another three-month temporary CoFR on 30oct15; seen 01feb17 in tenerife harbour being shipped was to be opb Severokamchtskoye AO Kamchatavii at Korf-Tiichiki; w/o 23jul90 on the leg from Olyokminsk to Yakutsk-Magan of its delivery flight from Kremenchuk to Korf-Tiichiki with the MTOW exceeded by 800 kg and the speed exceeding the limitations, leading to a dramatic decrease of the useful life of the push rods of the main rotor so that one push rod failed while the helicopter was flying at a height of some 2,000 metres along the river Lena, the respective rotor blade collided with the tailboom and the helicopter crashed on Udamik island in the river (N61°06' E126°22'), all 3 crew and both passengers (aircraft mechanics) killed; t/ 90 hours
31 03 10	CCCP-04113 SP-SYB SP-SYB	W-3 W-3 W-3AS	Kamchatavia Aviazakaz Heliseco	rgd lsd	24jun93 23jun95	on charge as of 01jan93 opb Helisca in Spain during the 1996 fire season according to official document later rgd 31dec96; l/n KLV 08oct98, opb Heliseco; sold to Hispánica de Aviación, Madrid 30jun05; photo in white/red c/s with small 'Helisca' titles and large D.G.C.N titles; canx 23jan06 as to Spain
	EC-JPB	W-3AS	Hispánica de Avn	rgd	30may06	f/n TFS 27apr06, see rgd date !; in yellow/grey c/s with additional large 'BRIFOR' titles (Forest Fire Brigade); l/n Base forestal de Puerto el Pico 30aug08; current nov14 on charge as of 01jan93
31 03 11	CCCP-04114 SP-SYC SP-SYC	W-3 W-3 W-3AS	Kamchatavia Aviazakaz Heliseco	rgd rgd	18jun93 31dec96	l/n Igualada Odena, Spain, 08jun07, with large '80 Bombers' titles; seen WRO 06jun09, red/white c/s, no titles
	SP-SYC	W-3AS	MARM	ph.	01sep10	at Laza, near Ourense, northern Spain, all yellow c/s with red bands now painted silver and with 'MARM' titles; canx 23apr15 as exported to Spain
	EC-MGR CCCP-04115 SP-SYD SP-SYD	W-3AS W-3 W-3 W-3AS	Heliseco Kamchatavia Aviazakaz Heliseco	rgd rgd lsd	13may15 02jul93 23jun95	owned by Abanca Corporacion Bancaria S.A on charge as of 01jan93 and later rgd 11jun97; f/n GRO 26jun96, untitled; seen TFN 27jul07 with large 'M.M.A.' titles; l/n GRQ 15may10; canx 09may11 as sold to Spain
	EC-LMM	W-3AS	Hispanica de Avn	rgd	23may11	a temporary 3-month registration; finally registered 16sep11; f/n Tenerife Sur-Reina Sofia with small 'Heliseco' and large 'Magrama' titles; l/n at Tenerife 10aug16 win adverts on
31 03 13	CCCP-04116 SP-SUG SP-SUG	W-3 W-3 W-3AS	Aeroflot Aviazakaz Heliseco	Ykm rgd rgd	03jul92 02jul93 01apr98	l/n GRO 26jun04; seen WRO 21oct07 with 'MMA'; l/n as such Lyon-Bron 08jun08; seen Wloclawek-Kruszyn 20may09, red/white c/s, 'MARM' logo/title plus small 'Poland Swidnik' and 'www.heliseco. lublin.pl', operational; seen in Spain 22aug12
31 03 14	SP-SUO CCCP-04117 SP-SUO SP-SUO SP-SYR I-SOKO 315	W-3 W-3 W-3 W-3AS W-3AS W-3	PZL Swidnik/ZEUS Kamchatavia Aviazakaz Heliseco PZL Swidnik Eliwork Polish MoI	rgd rgd rgd rgd rgd toc	15may92 27may93 31dec96 05apr05 16may05 02apr90	on charge as of 01jan93; operator not confirmed, but confirmed was operated in the Far East of Russia seen GRO 05apr02, with titles; l/n Swidnik 07may03, titles not noted; canx 10nov04 as sold canx 28apr05 d/d 01jun05; f/n Brig, Switzerland, 14nov08; l/n Monza 13sep09; canx 07may15 opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00) for Straz Pozarna (fire brigade); equipped with Irenc "Leo-400" observation system in 1994; l/n Deblin-Irena 30aug98
	PL-31XP	W-3	Polish Police	toc	09may01	carried also code/call-sign 'N-010'; based at Gdansk; in blue/light grey c/s with white cheatline and 'Policja' titles; l/n GDN 16may03
	SN-31XP	W-3	Polish Police	r/r	03dec02	carried also code/call-sign 'N-010'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n Pruszcz Gdanski 23aug03; l/n Bemowo 17mar15
33 03 16	681	W-3	Myanmar Air Force	e/d	19nov90	
36 03 17	6501 0317	W-3 W-3U	Myanmar Air Force Polish Air Force	r/r f/f	17mar90	prototype of the armed version W-3U "Salamandra"; owned by PZL Swidnik; underwent trials in 1991, but rejected by the Polish Air Force because of its Soviet-origin armament and equipment; l/n PRG 21nov91; converted to transport version
	695 ? 6515	W-3UT W-3UT	Myanmar Air Force Myanmar Air Force	d/d r/r	27may92	from Gdynia
36 03 18	SP-SUW ZU-AGU	W-3K W-3K	PZL Swidnik Denel Ltd.	rgd rgd	29mar93 19jul93	canx 21may93 converted to armed version by Kentron (a division of Denel) and underwent trials in South Africa in 1993/94; canx 09aug94
	SP-SUW	W-3WB	PZL Swidnik	rgd	12aug94	seen GRO jun06, no titles; used for trials of the HOT-3/VIVIANE anti-tank missile in 1999; l/n St. Petersburg-Gorskaya 15may04; canx 03feb06, reason ?; l/n Swidnik 27oct07, titles not reported
31 03 19	CCCP-04118 SP-SUP SP-SUP SP-SUP	W-3 W-3 W-3 W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco	rgd rgd rgd lsd	20may92 09jun93 23jun96	opb Helisca in Spain during the 1996 fire season according to official document and later rgd 01apr98; f/n seen GRO 26jun96 with additional 'Gobierno de Canarias' titles; seen KLV 20jun98 as Heliseco; photo 10jun01 in Heliseco c/s plus 'Castilla la Mancha' titles; canx 10nov04 as sold to Helibravo of Portugal; l/n Swidnik jan06
	SP-SWA	W-3AS	Helibravo Avn SA	rgd	04apr06	f/n Swidnik 24feb06, so before being registered !; l/n Igualada Odena 09jul06, in two-tone yellow c/s with white trim; canx 20jul07 as sold to Spain

	EC-KIR	W-3AS	Helibravo Avn SA	rgd	07dec07	f/n 17dec07 Mallorca-Son Bonet, small 'Sky Helicópteros' titles in two-tone yellow c/s with white trim; seen Lubria 24aug08, with additional 'M.A.R.M' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10 as such; seen Mallorca-Son Bonet 30may14, no rotors, hangared and covered; l/n Mallorca-Son Bonet 14nov11, titles not reported
31 03 20	CCCP-04396 SP-SUR SP-SUR SP-SUR EC-LMC	W-3 W-3 W-3 W-3AS W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco Hispanica de Avn	rgd rgd rgd rgd	27may92 10may93 unknown 04may11	l/n Remolinos 21aug09; canx 28apr11 as sold to Spain a temporary 3-month registration; seen over Tenerife 09sep11 with additional 'Brifor' titles; rgd 16sep11; l/n 06jun12 Tenerife-La Guancha Heliport, operational, typical silver/yellow c/s; current nov14
31 03 21	CCCP-04397 SP-SUS SP-SUS SP-SUS	W-3 W-3 W-3 W-3AS	Aeroflot PZL Swidnik/ZEUS Aviazakaz Heliseco	rgd rgd rgd	11may92 29jun93 01apr98	seen GRO 26jun96, untitled l/n KLV 21oct05; seen WRO 21oct07, no titles; l/n as such l/n Lyon-Bron 08jun08; canx 28apr11 as sold to Spain
	EC-LMD	W-3AS	Hispanica de Avn	rgd	04may11	a temporary 3-month registration; finally registered 19sep11; seen La Guancha-Tenerife 14jun12 in all-yellow c/s with silver trim/bands around the fuselage; l/n Tenerife Sur-Reina Sofia jul12; current nov14
33 03 22	682	W-3	Myanmar Air Force	e/d	16nov90	
	6502	W-3	Myanmar Air Force	r/r		
31 03 23	683	W-3	Myanmar Air Force	e/d	13nov90	
	6503	W-3	Myanmar Air Force	r/r		
	03 24	W-3	PZL Swidnik			
	03 25	W-3	PZL Swidnik			cockpit section only, used as simulator; delivered to IAI in Israel
31 04 01	684	W-3	Myanmar Air Force	e/d	12nov90	cockpit section only, used as simulator; delivered to PZL Warszawa
	6504	W-3	Myanmar Air Force	r/r		
31 04 02	685	W-3	Myanmar Air Force	e/d	14nov90	
	6505	W-3	Myanmar Air Force	r/r		
31 04 03	686	W-3	Myanmar Air Force	e/d	16nov90	
	6506	W-3	Myanmar Air Force	r/r		seen preserved in Defence Services Museum at Yangon oct00, l/n oct12; since moved to Defence Services Museum at Naypyitaw, l/n feb16
31 04 04	687	W-3	Myanmar Air Force	e/d	19mar91	
	6507	W-3	Myanmar Air Force	ph.	1998	preserved in the Defence Services Museum at Naypyitaw, l/n feb16
31 04 05	688	W-3	Myanmar Air Force	r/r	28jan91	
	6508	W-3	Myanmar Air Force	r/r		
33 04 06	689	W-3	Myanmar Air Force	e/d	13feb91	
	6509	W-3	Myanmar Air Force	r/r		
33 04 07	690	W-3	Myanmar Air Force	e/d	31jan91	
	6510	W-3	Myanmar Air Force	r/r		
30 04 08	--	W-3RM	PZL Swidnik			static test airframe for this version
33 04 09	691	W-3	Myanmar Air Force	e/d	08apr91	VIP version
	6511	W-3	Myanmar Air Force	r/r		
33 04 10	692	W-3	Myanmar Air Force	e/d	08apr91	VIP version
	6512	W-3	Myanmar Air Force	r/r		
39 04 11	0411	W-3RM	Polish Navy	f/f	apr91	prototype of the W-3RM "Anakonda" SAR version; owned by PZL Swidnik and leased to the Polish Navy; f/n ZIA 16aug92
	SP-SYG	W-3RM	PZL Swidnik	rgd	15sep95	seen Swidnik 07may03 in Heliseco c/s and with small 'PZL' logo; modified for ship-based operations in 2004; CofA expired 01jan07; seen Swidnik oct07/jul11, titles not reported
31 04 12	SP-SUB	W-3	PZL Swidnik	rgd	18jun91	seen during ILA at SXF jun92 in green/white German Police c/s with 'Polizei' titles, retained this c/s until at least 1996, but the registration had replaced 'Polizei' on the tail-boom
	SP-SUB	W-3	Heliseco	rgd	24feb97	seen GRQ 05oct02, with titles; l/n PED 16oct03; w/o 13jul05 when crashed on a fire-fighting mission at Concejo de Tineo (Asturias); finally canx 04feb10
31 04 13	SP-SUD SN-YUI	W-3 W-3	PZL Swidnik Okada Air	rgd e/d	03jun91 02dec91	f/n LBG 21jun91 show number 'H340' in full Okada c/s including titles; l/n DRS 20sep91; canx 29nov91 seen mar93 at BNI; Okada has no contact with the factory for many years and no spares were bought for this !; l/n BNI 31may10, derelict
31 04 14	SP-SUU 414	W-3 W-3	PZL Swidnik Polish MoI	rgd toc	06jul92 18aug93	canx 06nov92 VIP helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo; used for the Pope's visit 22aug/12sep93; seen RIX 09sep93
	SP-SUU 414	W-3	PZL Swidnik	rgd	16jun94	canx again 21oct94; returned to Ministry of the Interior
	SP-SUU 414	W-3	Polish MoI	rgd	21jun95	re-converted to standard transport helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo
	PL-30XG SN-30XG	W-3 W-3	Pol. Border Guard Pol. Border Guard	Bern trf r/r	31mar96 21dec00 03dec02	l/n Swidnik 12oct95; canx again 25oct95; returned to Ministry of the Interior opb 103. pl NJW MSW at Warsaw-Bemowo (disbanded 31dec00); l/n Warsaw-Bemowo 28sep99 f/n jan01; l/n Radom 07sep02
	SP-VSM SN-34XP	W-3 W-3	Pol. Border Guard Polish Police	rgd Bern	01mar12 18mar13	f/n Radom 30aug03; modernised with PolyTech UF275-C observation system in 2004; l/n Gdansk-Rebiechowo 04aug10 f/n Eblag 04jun12; l/n GDN 07sep12; canx 15feb13 as 'transferred to military'
31 04 15	0415	W-3T	Polish Air Force	toc	07jul93	and 24apr13, full normal Border Guard c/s and titles, reg. taped on (suffix 'XP' is Police), identity quoted in photo caption and photo LCJ 14jun14 with 'Policja' titles but registration not visible; l/n Nowy Targ 15aug15; see Kraków Rakowice 19aug16 now coded 'G002'
31 04 16	SP-SXT	W-3	Tatrzańskie OPR	rgd	10feb93	l/n Minsk-Mazowiecki 11may14
31 04 17	0417	W-3T	Polish Air Force	toc	07jul93	photo at KRK 1993 with various sponsors titles painted on; w/o 11aug94 on SAR mission when crashed in the Dolina Olczyńska valley near Zakopane, all 4 crew killed; canx 07sep94
31 04 18	0418	W-3T	Polish Air Force	toc	07jul93	first W-3 commissioned by the Polish Air Force; f/n Laupheim 02jul94; converted for SAR duties; l/n Poznan-Krzyszewy 04oct11
	0418	W-3T (R)	Polish Air Force	toc	07jul93	converted by WZL-1 in 1995 to, see next line
31 04 19	0419	W-3T	Polish Air Force	toc	07jul93	ambulance version; l/n Minsk Mazowiecki 30sep13
	0419	W-3T (R)	Polish Air Force	Now	30aug98	converted by WZL-1 in 1995 to, see next line
30 04 20	SP-PSK	W-3A	PZL Swidnik	f/f	28jul92	ambulance version; l/n Minsk Mazowiecki 10sep16
	SP-SSK	W-3A	PZL Swidnik	rgd	03jun93	c/n also given as 310420; prototype of the W-3A version; rgd 30jul92; l/n LBG 15jun93; see rgd below
	420	W-3A	Polish MoI	lsd	aug93	canx 11jan94; sold to Ministry of the Interior 14jun94
	SP-SSK 420	W-3A	PZL Swidnik	rgd	09aug94	VIP helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo; used for the Pope's visit 22aug/12sep93; seen RIX 09sep93; l/n SXF 04jun94; see dates above
	SP-SSK 420	W-3A	Polish MoI	rep	nov94	canx 16nov94
	PL-32XP	W-3A	Polish Police	toc	09may01	reconverted to standard transport helicopter; opb 103. pl NJW MSW at Warsaw-Bemowo; l/n jun95
	SN-32XP	W-3A	Polish Police	r/r	03dec02	seen in military colours Swidnik 12oct95; canx 25oct95
31 05 01	0501	W-3T	Polish Air Force	toc	07jul93	carried also code/call-sign 'A-013'; based at Warsaw; in blue/light grey c/s with white cheatline and 'Policja' titles; l/n GDN 15may03
	0501	W-3RL	Polish Air Force	LCJ	31aug98	carried also code/call-sign 'A-013'; in blue/light grey c/s with white cheatline and 'Policja' titles; f/n KTW 28jun03; l/n Czestochowa Rudniki 28jul16
31 05 02	0502	W-3T	Polish Air Force	toc	07jul93	converted by WZL-1 in 1998 to, see next line
	0502	W-3RL	Polish Air Force	Dbl	30aug98	used for SAR duties; l/n Swidwin 08aug16
37 05 03	D-HNSA SP-SYT	W-3A W-3A	Polizei Sachsen LPU Heliseco	rgd rgd	10mar94 09jun11	converted by WZL-1 in 1998 to, see next line
	EC-LRO	W-3A	Heliseco	rgd	27sep12	opb 2. eltr for Lotnicze Górskie Pogotowie Ratunkowe for SAR duties; l/n Pruszcz Gdansk 29jun13
31 05 04	0504	W-3P	Polish Air Force	mfd	23may93	based at Dresden; l/n Schönhagen 27sep09; canx 08oct10 as exported
	504	W-3P	Polish Air Force	r/r	dec98	seen Tabuyo del Monte 20sep10; canx 09may12 as sold to Spain
	0504	W-3P	Polish Air Force	Swi	10apr13	operator Hispanica de Aviacion; photo 20aug12; seen active 25jul16 over the Canary Islands
39 05 05	0505	W-3RM	Polish Navy	toc	17jul92	toc 07jul93; opb 36. splt at WAW; l/n WAW 18apr98
39 05 06	0506	W-3RM	Polish Navy	toc	17jul92	opb 36. splt at WAW (disbanded 31dec11); l/n WAW 31oct10; opb 1 BLT at WAW from 01jan12
37 05 07	SP-SYE	W-3A	PZL Swidnik	rgd	24may95	l/n WAW 04jul14 with 'Republic of Poland' titles
	SP-SXZ	W-3A	Tatrzańskie OPR	rgd	25jan96	opb 29 el MW at Darlowo; l/n Swidnik 27jul16
	SP-SYO (1)	W-3A2	PZL Swidnik	res	12jun97	opb 29 el MW at Darlowo; l/n Darlowo 02aug14
	SP-PSL	W-3A2	PZL Swidnik	rgd	15may98	seen with 'United Indian Airways Ltd.' titles LBG 12jun95 show number 'H340'; l/n Swidnik 12oct95, still with these titles
	SP-SSL	W-3A2	Helibravo	rgd	10sep03	dbr 29jan03 in an auto-rotation landing at Murzasichle after both engines had failed; the remains went to the 'Ambulance' Museum at Kraków 09dec05, fuselage seen there oct09/sep15; canx only 05mar08; see c/n 370908
	EC-KSQ EC-KSQ	W-3A2 W-3A2	Hispanica de Avn Sky Helicópteros	rgd trf	31oct08 dec09	prototype of the W-3A2 version with Smith SN350 autopilot; not taken up
37 05 09	SP-SYH (3)	W-3AM	PZL Swidnik	mfd	28sep96	f/n Swidnik 11may98; l/n Goraszka 17may03
	HL9256	W-3AM	Daewoo	rgd	18nov96	f/n KLV 19sep03; sold to Spain and departed Swidnik 19sep03 but seen again Goraszka 17apr04 without titles; photo Bustarviejo heliport 19sep04 with small Helibravo and Matinsa titles with additional 'Comunidad de Madrid' sticker; canx 13jun08 as to Spain
	HL9256	W-3AM	Heli Korea Ltd.	rgd	17oct01	rgd 12feb10 as leased from Banco Popular Español, S.A; f/n Mallorca-Son Bonet 21may10 in white/yellow c/s with additional 'M.A.R.M' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10; seen Mallorca 05aug11 with large code 'H-01'; l/n as such Mallorca-Son Bonet 05sep14; l/n Mallorca-Son Bonet 11nov14, titles not reported
	N649LH	W-3A	Lloyd Helicopters	rgd	22jun07	rgd 28sep96; canx 10oct96; photo exists taken at Swidnik wearing both SP-SYH and HL9256 with Daewoo titles
	EC-KHB	W-3AM	Hispanica de Avn	rgd	16nov07	l/n 21oct06 at Sacheon, South Korea; canx 14jun07
	EC-KHB	W-3AM	Sky Helicópteros	trf	mar10	canx 28jun07 as to Spain, version as such on FAA register
						f/n Madrid-Cuatro Vientos 16dec07 with additional 'DGB' titles; l/n AGP 30mar08 as such
						in full c/s Mallorca-Son Bonet 21may10, without registration and titles; reported Mallorca-Son Bonet 22oct10 as with registration and titles; seen Ibiza 28may11 with titles and coded 'H02'; El Beriel 08dec15 and 31mar16 no code; seen 01feb17 in Tenerife harbour being shipped

39 05 10	510 0510	W-3RM W-3SP	Polish MoI Polish MoI	toc r/r	29apr93 01jul98	opb 103. pl MSW; converted in 1998 to, see next line unofficial designation; opb GROM special forces unit; w/o 21aug98 when crashed on a training flight at Rembertów
39 05 11	0511	W-3RM	Polish Navy	toc	14apr93	l/n Babie Dolt 27feb13
39 05 12	0512	W-3RM	Polish Navy	toc	14apr93	dbf 12mar97 when ditched in the Baltic Sea
39 05 13	0513	W-3RM	Polish Navy	h/o	17oct96	funded and owned by LOTOS Petrobaltic; opb 1. dIMW (redesignated 28. eIMW 01jan03 and 43. BLotM 01jan11) at Gdynia-Babie Doly from 17oct96; in white/red SAR c/s with 'Polish Navy' titles; l/n operational Gdynia-Babie Doly 19sep12; wfu 2014; sold to Ukraine 2015
37 05 14	HL9220	W-3AM	Citi Air	rgd	18dec95	w/o 10jan97 when crashed near Yejujngbu City; canx 13mar97
37 05 15	SP-FSO 0515 SP-FSO 0515 SP-FSU 101	W-3AM W-3A W-3A W-3A W-3A W-3A	Daewoo Cars Polish Air Force Daewoo Cars Polish Air Force PZL Swidnik Ras al-Khaimah Pol	res WAW res WAW rgd	21dec96 12may97 19oct98 23feb99 06jul00 19dec01	not taken up probably leased for Pope's visit not taken up; leased by Daewoo to Polish Air Force see previous line! already f/n Swidnik 05jul00; l/n Swidnik dec00; canx 13dec01 arrived at Ras al-Khaimah on board II-76 EP-CFB and f/n there 22dec01; was only rgd 11jul04; f/n at Ras al-Khaimah Police HQ 22jul04; l/n sep04
	A6-SAA	W-3A	Saud bin Saqr	rgd	28dec04	full name Sheikh Saud bin Saqr al-Qasimi; delivered back to Swidnik apr05; canx 02may05; seen stored at Swidnik jun05/24feb06 in all-yellow c/s with only registration on
	SP-FSU	W-3A	Hispanica de Avn	rgd	21jun06	Hispanica de Aviación; opb Heliseco; seen Campiño Heliport 13aug06 with just 'MMA' titles on; canx 25oct06
	HL9298	W-3A	Helikorea	rgd	16nov06	canx jun07
	EC-KGT	W-3A	Hispanica de Avn	rgd	12nov07	Hispanica de Aviación; l/n Lugo 11aug11, in all-yellow c/s with silver trim/bands around the fuselage; current nov14
36 05 16	0516	W-3W	Polish Air Force	toc	12may94	used for training; l/n Tomaszów Mazowiecki 15jul13
36 05 17	0517	W-3W	Polish Air Force	toc	12may94	used for training; l/n Nowy Glinnik 24aug12; on temporary deployment to the Polish Navy in 2015
36 05 18	0518	W-3W	Polish Air Force	toc	12may94	used for transport; l/n Powidz 09jun15
36 05 19	0519	W-3W	Polish Air Force	toc	12may94	converted for SAR duties; l/n 07may03; l/n Ketrzyn 03aug14
36 05 20	0520	W-3W	Polish Air Force	toc	12may94	used for SAR; f/n Radom aug03; l/n Powidz 26jul12
36 06 01	0601	W-3W	Polish Army	h/o	02sep94	opb 47. Szkolny Pulk Smiglowców 02sep94/oct95 and by 7. Dywizjon Lotniczy from oct95; converted from jan12 to, see next line
	0601	W-3PL	Polish Army	Swd	28jul15	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n Kielce 07sep16
36 06 02	0602	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Bydgoszcz-Szwederowo 20jul15
36 06 03	0603	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Tomaszów-Mazowiecki 20may14
36 06 04	0604	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Radom 23aug15
36 06 05	0605	W-3W	Polish Army	toc	sep94	opb 66. Dywizjon Lotniczy; l/n Tomaszów-Mazowiecki 20may14
36 06 06	0606	W-3W	Polish Army	h/o	02sep94	opb 47. Szkolny Pulk Smiglowców 02sep94/oct95 and by 7. Dywizjon Lotniczy from oct95; in dark green/dark brown camo c/s; l/n Minsk Mazowiecki 15aug08; converted from jan12 to, see next line
	0606	W-3PL	Polish Army	Lub	09oct14	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n Warsaw- Bemowo 08jul16
36 06 07	0607	W-3W	Polish Army	toc	jan95	opb 66. Dywizjon Lotniczy; reportedly crashed 10aug96; used as ground instructional airframe at Olesnica, but seen Swidnik 07may03 and Tomaszów Mazowiecki 08apr09; l/n Deblin-Irena 12oct10
36 06 08	0608	W-3W	Polish Army	toc	jan95	opb 66. Dywizjon Lotniczy; l/n KRK 29oct09
36 06 09	0609	W-3W	Polish Army	h/o	20dec94	opb 47. Szkolny Pulk Smiglowców 20dec94/oct95 and by 7. Dywizjon Lotniczy from oct95; l/n Tomaszów Mazowiecki 05may10; converted to, see next line
	0609	W-3PL	Polish Army	Swd	28jul15	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n KRK 14jul16
36 06 10	0610	W-3W	Polish Army	toc	jan95	opb 66. Dywizjon Lotniczy; l/n Tomaszów Mazowiecki 15jul13
36 06 11	0611	W-3W	Polish Army	toc	1995	opb 66. Dywizjon Lotniczy; l/n Radom 23aug15
36 06 12	0612	W-3W	Polish Army	toc	1995	opb 66. Dywizjon Lotniczy; l/n Inowroclaw 16may15
36 06 13	0613	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Swidnik 27jul16
36 06 14	0614	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Tomaszów Mazowiecki 15jul13
36 06 15	0615	W-3W	Polish Army	h/o	03aug95	opb 47. Szkolny Pulk Smiglowców 03aug95/oct95 and by 7. Dywizjon Lotniczy from oct95; converted to, see next line
	0615	W-3PL	Polish Army	Swd	27jun16	opb 56. Baza Lotnicza at Inowroclaw-Latkowo from late 2015 or early 2016; in olive drab c/s; l/n Swidnik 27jul16
36 06 16	0616	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Pobienik Wielki 04nov14
36 06 17	0617	W-3W	Polish Army	toc	aug95	opb 66. Dywizjon Lotniczy; l/n Bemowo 06jul16
36 06 18	0618	W-3WA	Polish Air Force	toc	1996	the first W-3WA (complying with FAA requirements); initially opb 47. SzPS; later opb 36. splt at WAW (disbanded 31dec11); opb 1 BLT at WAW from 01jan12; l/n WAW 30jun14, with 'Republic of Poland' initially opb 47. SzPS; later opb 36. splt at WAW (disbanded 31dec11); opb 1 BLT at WAW from 01jan12; l/n WAW 30jun14, with 'Republic of Poland' titles
36 06 19	0619	W-3WA	Polish Air Force	toc	1996	opb 47. SzPS; f/n Beauvechain 03sep99; l/n Powidz 09jun15
36 06 20	0620	W-3WA	Polish Air Force	toc	1996	opb 47. SzPS; converted for SAR duties; l/n Swidwin 29sep15
36 07 01	0701	W-3WA	Polish Air Force	SXF	11may96	opb 47. SzPS
36 07 02	0702 SP-SYK	W-3WA W-3WA	Polish Air Force PZL Swidnik	rgd	11may96	seen SXF 11may96 carrying this registration; 'paper' registration for ILA 1996, see date above; canx 04jun96
37 07 03	0702 SP-SYH HL9221 HL9221	(1) W-3WA W-3AM W-3AM W-3AM	Polish Air Force PZL Swidnik Citi Air Hanyang Aviation	Now mfd rgd rgd	30aug98 25feb96 21feb96 03aug01	opb 47. SzPS; l/n Powidz 23jul14; on temporary deployment to the Polish Navy in 2015 rgd 28feb96; first W-3AM (for operations over water); canx 12mar96 as sold to Korea before Polish cancellation date but confirmed by Korean CAA
37 07 04	SP-SYH HL9221 HL9222	(2) W-3AM W-3AM W-3AM	PZL Swidnik Citi Air Hanyang Aviation	mfd rgd rgd	19mar96 03may96 03aug01	rgd 29mar96; canx 30mar96 as sold to Korea l/n GMP 28oct98 seen GMP 04feb10, no rotors; current oct14 but no longer current on the dec14 register; probably sold to Motor-Sich of Ukraine for re-engining in late 2014 or early 2015
37 07 05	SP-SYI SP-SYI CS-HFA I-SOKL	W-3AM W-3AM W-3AM W-3AM	Heliseco Helizeco Aviacao Helizeco Aviacao Eliwork	rgd trf rgd rgd	18jul96 20apr90 05jul01 28aug06	l/n KLV 08oct98; see trf date below opb Heliseco; canx 26jun01; seen BZG 24aug06, in white/red c/s with Rescue titles, owner possibly PZL f/n in Portugal 04aug05, coded '01 Bombeiros' f/n Monza sep06; l/n Talamona 18dec13, operational, mostly yellow/white c/s, red titles plus a couple smaller logos 'HA HELIBRAVO' and 'Matinsa'; canx 07may15
	EC-MGN	W-3AS	Heliseco	rgd	13may15	see in Santa Cruz docks 02nov15; seen Helisuperficie de Operaciones de Respuesta Aérea Tenerife with just 'HASA' titles; l/n TFN 30oct16
37 07 06	SP-SYL HL9255	(1) W-3AM W-3AM	PZL Swidnik Daewoo	rgd rgd	05sep96 15oct96	canx 19sep96 d/d 20sep96; w/o 08mar98 on a fire-fighting flight when crashed near Ponghwa-gun; canx 04may98
37 07 07	SP-SYL HL9257 HL9257 EC-JUM EC-JUM	(2) W-3AM W-3AM W-3AM W-3AM W-3AM	PZL Swidnik Daewoo Heli Korea Ltd. Hispanica de Avn Sky Helicópteros	mfd rgd rgd rgd trf	26sep96 14jan97 26oct01 30oct06 may08	rgd 28sep96; canx 18nov96 seen in Spain off-airport at Puente de las Alas 08aug06, in white c/s with green top and blue stripes f/n Mallorca-Son Bonet in white c/s with green top and blue stripes with small titles; seen Mallorca-Son Bonet 11feb09 coded 'H01' with small 'Govern de Les Illes Balears' titles in white/yellow c/s; l/n as such airport-Sa Rapita 15mar11; was rgd 25may10 as leased from Banca; current nov14
37 07 08	SP-SYM D-HSNB	W-3A W-3A	PZL Swidnik Polizei Sachsen	rgd Swd	26mar97 sep96	canx 18apr97 finally rgd 10jul97; based at Dresden; badly damaged 05nov97 at Dresden Heliport, but repaired; new CoFA issued 18sep00; l/n DRS 23mar04; w/o 17jan05 when crashed in a wooded area near Thalheim (Saxony), 2 of the 5 policemen aboard killed; canx 31oct05
37 07 09	0709	W-3A	Czech Air Force	d/d	27sep96	l/n Kbel 06may13
37 07 10	0710	W-3A	Czech Air Force	d/d	27sep96	l/n BRQ 02may99; w/o 12feb01 while practising auto-rotation procedures when crashed near the village of Skvorec (19 km east of Prague), during recovery from auto-rotation the tail-rotor hit the ground, but the pilot lifted off again, climbing to around 50 m, at this point the helicopter became uncontrollable due to the tail-rotor damage and crashed back to the ground, all 3 crew seriously injured
37 07 11	0711	W-3A	Czech Air Force	d/d	01nov96	l/n Hradec Kralove 05sep10
37 07 12	0712	W-3A	Czech Air Force	d/d	01nov96	l/n BRQ 07sep08
37 07 13	0713	W-3A	Czech Air Force	Kbe	mar97	l/n Plzen-Line 06apr10
37 07 14	0714	W-3A	Czech Air Force	Kbe	mar97	l/n KLV 04oct03; damaged 27feb02 in forced landing but repaired; l/n Kralovske Vinohrady hospital, Prague, 25nov15
37 07 15	0715	W-3A	Czech Air Force	Hrd	29aug98	l/n near Spicak 18feb16
37 07 16	0716	W-3A	Czech Air Force	POV	27aug98	l/n Hradec Kralove 14may16
37 07 17	0717	W-3A	Czech Air Force	Kbe	mar97	opb 233 VL; l/n Hradec Kralove 06sep13
37 07 18	0718	W-3A	Czech Air Force	BRQ	10may97	l/n Line 26aug98; reportedly crashed at Line 24sep02, obviously repaired; seen KLV 06apr04; l/n at a Prague hospital 18aug12
37 07 19	0719	W-3A	Czech Air Force	BRQ	10may97	opb 233 VL; l/n Bydgoszcz 20may16
36 07 20	0720	W-3RR	Polish Army	d/d	1998	"Procjon-3" Elint version; owned by Ministry of Defence; underwent factory trials at Swidnik 1999/2001; l/n KRK 20jul16
31 08 01	-- RA-10801	W-3 W-3	for Daewoo not known	Swd mfd	05jul00 31jul03	green shell only, still present 07may03; order cancelled ordered by the administration of the Krasnodar region, but reportedly privately owned; left Swidnik for Russia 01aug03
	RA-04399	W-3	PANKh	rgd	12sep03	to the Krasnodar region; in white/blue/red c/s with 'PANKh' logo on the engine cowling; impounded 26jan06; f/n KRR 21sep06; not included in a Russian CAA listing 15oct13; l/n AER 22jan14, operational seen Swidnik aug01, incomplete (green shell only); intended for Polish Navy as 0802 but not delivered and order cancelled
37 08 02	--	W-3AM		Swd	05jul00	for delivery flight 12nov01 to a ship in Bremerhaven (to be shipped to South Korea); canx 27nov01 opb Daegu Fire-fighting Department; w/o 18jan03 when crashed into a water-reservoir near Tego (South Korea)
	SP-SYP Daegu 002	W-3AM W-3AM	PZL Swidnik Daegu Firefighting	rgd rgd	09nov01 21dec01	canx 31may97; registered for one day for delivery flight to a ship (to be shipped to South Korea)
37 08 03	SP-SYN (1)	W-3AM	PZL Swidnik	rgd	30may97	

37 08 04	HL9259 SP-SYN (2)	W-3AM W-3AM	Citi Air PZL Swidnik	rgd mfd	01jul97 26jun97	w/o 29oct00 when crashed shortly after take-off from Hyunpo Lighthouse; canx 08jan01 rgd 27jun97; registered only for delivery flight to a ship (shipped to Vietnam); canx 27oct97; photo exists wearing 'TCT Bay Dich Vu Viet Nam' titles owner also reported as N.S.F.C.; f/n HAN 1998 rgd 10feb99; leased to Citi Air
	VN-417 HL9265 HL9265 EC-JUN EC-JUN	W-3AM W-3AM W-3AM W-3AM	TCT Bay Dich Vu Daewoo Heli Korea Ltd. Hispanica de Avn Sky Helicopteros	rgd arr rgd rgd trf	05jan98 25dec98 17oct01 30oct06 may08	seen active off-airport at Puenteacaldelas 08aug06 in white/yellow c/s with blue trim, with just 'MMA' titles f/n Sant Llorenç des Cardassar (Mallorca) 14aug08 with 'Sky Helicopteros' titles, coded 'H02' with small 'Govern de Les Illes Balears' titles in white/yellow c/s with blue trim; repainted by mar09 in white/yellow c/s with same code and titles; rgd 20oct09 as leased from Sa Nostra; l/n Mallorca-Son Bonet 22oct10, with same c/s and titles; seen Santander 13mar11 with large 'MARM' and small 'Inaer' titles; crashed 02jul12 whilst assisting in tackling the forest fire at Cortes de Pallás; current nov14
37 08 05	SP-SYN (3) HL9262 HL9262 EC-JUL	W-3AM W-3AM W-3AM W-3AM	PZL Swidnik Daewoo Heli Korea Ltd. Hispanica de Avn	mfd rgd rgd rgd	27oct97 07mar98 17oct01 jul06	rgd 30oct97; canx 02dec97 f/n SSN 26oct98; leased to Citi Air f/n dec04 on overhaul in Poland photo as such exists; confirmed by Spanish CAA it had only a temporary registration and was never fully registered in Spain canx 14jun07 canx 28jun07 as to Spain; version as such on FAA register temporary registration only (registration was not accomplished until 16nov07, so the operator filed another application); photo exists in red/white c/s with blue trim, with additional 'DGB' titles on engine cowling; canx 16nov07
	HL9296 N646LH EC-KHG	W-3AM W-3A W-3AM	Lloyd Helicopters Hispanica de Avn	rgd rgd rgd	25oct06 22jun07 02jul07	canx 28jun07 as to Spain; version as such on FAA register temporary registration only (registration was not accomplished until 16nov07, so the operator filed another application); photo exists in red/white c/s with blue trim, with additional 'DGB' titles on engine cowling; canx 16nov07
	EC-KSI	W-3AM	Sky Helicopteros	rgd	23oct08	in same c/s as above, with large 'MARM' (Ministry of Agriculture) and small 'Sky Helicopteros' titles; arrived at Mallorca-Son Bonet oct08; repainted to white/yellow c/s; rgd 19oct09 as leased from Caixa D'Estalvis De Catalunya, S.A; seen Mallorca-Son Bonet 05jun10, with additional 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10; current nov14
36 08 06	0806	W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Piotrkow Trybunalski 05jul15
36 08 07	0807	W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Tomaszów Mazowiecki 15jul13, stored
36 08 08	0808	W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Piotrkow Trybunalski 03jul16
36 08 09	0809	W-3WA	Polish Army	d/d	24sep97	opb 66. Dywizjon Lotniczy; l/n Tomaszów Mazowiecki 15jul13
36 08 10	0810	W-3WA	Polish Army	d/d	28oct97	opb 66. Dywizjon Lotniczy; l/n Tomaszów-Mazowiecki 20may14
36 08 11	0811	W-3WA	Polish Army	h/o	24sep97	opb 7 Dywizjon Lotniczy from 24sep97, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; converted to, see next line
37 08 12	0811 SP-SYO (2) HL9264 HL9264 N647LH EC-KHF	W-3PL W-3AM W-3AM W-3AM W-3A W-3AM	Polish Army PZL Swidnik Daewoo Heli Korea Ltd. Lloyd Helicopters Hispanica de Avn	Mis mfd rgd rgd rgd rgd	09aug11 18nov98 20jan99 17oct01 22jun07 02jul07	seen next line opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n 22oct15, flying rgd 23nov98; seen Swidnik 28sep98 under assembly; canx 09dec98 l/n POZ 17dec05; canx 14jun07 canx 28jun07 as to Spain; version as such on FAA register temporary registration only (registration was not accomplished until 16nov07, so the operator filed another application)
	EC-KSA	W-3AM	Sky Helicopteros	rgd	13oct08	leased from Banco de Crédito Balear, S.A; f/n Mallorca-Son Bonet feb09, no titles and may09 with small titles; seen Mallorca-Son Bonet 21may10 with additional 'M.A.R.M.' titles (Ministry of the Environment, Rural and Maritime Affairs); l/n Mallorca-Son Bonet 22oct10; current nov14 named 'City of Puck'; l/n PZN 27aug16 under assembly; not delivered but transferred to, see next line h/o 08dec99; same c/n as previous line but type c/n changed from 36 to 37; opb Choong Nam Fire Department (South Korea); d/d 27dec99; rgd 10dec99 with the registration 'Choongnam 001' but carries just '119' which is the emergency telephone number in South Korea ex '001'; probably is the W-3 that crashed 19mar11 into a reservoir in Seosan, some 277 kilometres south of Seoul after taking off for an extinguishing operation in the nearby Mont Gaya region; canx 09aug11 as destroyed
36 08 13	0813	W-3WARM	Polish Navy	d/d	06aug98	l/n Babie Doly 25mar15
36 08 14	0814	W-3WARM	Polish Navy	Swd	28sep98	prototype of the W-3PPD-2 "Gipsówka" command version; f/n Swidnik 28sep98; underwent factory trials at late 1999/2000; l/n Swidnik 24feb06; converted in 2006 to, see next line
37 08 14	119	W-3AM	Choong Nam Fire D.	mfd	19nov99	POST stands for airborne terrain observation post; l/n Tomaszów Mazowiecki 05may10 opb 66. Dywizjon Lotniczy; f/n Swidnik 28sep98; l/n off airport 07oct14 opb 66. Dywizjon Lotniczy; f/n Swidnik 28sep98; l/n Radom 23aug15 opb 7 Dywizjon Lotniczy from 30sep98, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; converted to, see next line opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Inowroclaw-Latkowo 16may15 opb 7 Dywizjon Lotniczy from 30sep98, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; in dark green/dark brown camo c/s; f/n Swidnik 28sep98; l/n POZ 19may05; converted to, see next line opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Inowroclaw-Latkowo 21may16 opb 7 Dywizjon Lotniczy from 31aug99, by 56. Pulk Smiglowców Bojowych late 2010/31dec11 and by 56. Baza Lotnicza from 01jan12; f/n Swidnik 28sep98; converted to the first W-3PL (seen under conversion at Swidnik 24feb06)
36 08 15	0815	W-3WARM	Polish Navy	d/d	13aug99	opb 56. Baza Lotnicza at Inowroclaw-Latkowo; in olive drab c/s; l/n Kraków Rakowice 30jul16
36 08 16	0816	W-3PPD-2	Polish Army	d/d	1998	opb 66. Dywizjon Lotniczy; f/n Swidnik 28sep98; l/n Tomaszów Mazowiecki 08sep00; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/04; dbr 15dec04 when made an emergency landing near Kerbela (Iraq), 3 killed and 4 injured; wreck l/n in Iraq in 2005 opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05; l/n Radom 23aug15 opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05; l/n KRK 24jul16 opb 66. Dywizjon Lotniczy; l/n Piotrkow Trybunalski 03jul16 green pod only; intended for Korea, but not delivered f/n Kiel 28jun03; l/n Babie Doly 23feb15 green pod only "Procion-3" Elint version; f/n Swidnik 26feb06; l/n Tomaszów Mazowiecki 17may12 some parts of c/n 370507 used; rgd 08feb05; d/d 19feb05; in red/white c/s with 'TOPR' titles; l/n Zakopane heliport 11apr11 seen on the assembly line 05jul00; opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05, f/n sep03, l/n feb05; l/n KRK 24jul16 seen on the assembly line 05jul00; opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05, l/n Radom 23aug15 seen on the assembly line 05jul00; opb 66. Dywizjon Lotniczy; opb Samodzielna Grupa Powietrzno-Szturmowa in Iraq in 2003/05; l/n Tomaszów Mazowiecki 15jul13 a green pod only by may03; seen on the assembly line 26feb06; l/n Swidnik 26jun06, almost complete in sand/brown/green camo c/s with black code, no insignia yet; never delivered as the contract was cancelled jun06; stored with serial '912' at Swidnik, seen jul15 ntu under assembly; bought by Polish Border Guards in 2004 f/n GDN 19jul06; l/n active 14may11 finally rgd 07jun13; seen GDN 26may14 on the assembly line; l/n Swidnik 26jun06, almost complete in sand/brown/green camo c/s with black code, no insignia yet; never delivered as the contract was cancelled jun06; stored without serial at Swidnik, seen nov09/jul15 ntu opb 36. split at WAW (disbanded 31dec11); in red/white c/s with 'Republic of Poland' titles; opb 1 BLT at WAW from 01jan12; Rzeszow 12jun16; 'Republic of Poland' titles flying over Poland; opb 36. split at WAW (disbanded 31dec11); opb 1 BLT at WAW from 01jan12; l/n WAW 30jun14 with 'Republic of Poland' titles seen on a low loader near Poznan; all yellow c/s with green trim and small stylish 'CONAF' titles; photo 15sep10 taken at Vina del Mar-Rodelillo, Chile, and l/n there 23sep10 f/n 30sep10 on certification flight; l/n Santiago Eulogio Sanchez 08jan13 on the assembly line on the assembly line
36 08 17	0816	W-3POST	Polish Army	d/d	30sep98	
36 08 18	0817	W-3WA	Polish Army	d/d	30sep98	
36 08 18	0818	W-3WA	Polish Army	d/d	30sep98	
36 08 19	0819	W-3WA	Polish Army	h/o	30sep98	
36 08 20	0819 0820	W-3PL W-3WA	Polish Army Polish Army	Mis h/o	10aug11 30sep98	
36 09 01	0820 0901	W-3PL W-3WA	Polish Army Polish Army	BZG h/o	21may11 31aug99	
36 09 02	0901 0902	W-3PL W-3WA	Polish Army Polish Army	Mis d/d	30aug08 31aug99	
36 09 03	0903	W-3WA	Polish Army	d/d	11may00	
36 09 04	0904	W-3WA	Polish Army	d/d	11may00	
36 09 05	0905	W-3WA	Polish Army	d/d	11may00	
36 09 06	-- 0906	W-3 W-3WARM	Polish Army Polish Navy	Swd h/o	05jul00 18jan02	
36 09 07	-- 0907	W-3 W-3RR	Polish Army Polish Army	Swd d/d	07may03 2005	
37 09 08	SP-SXW	W-3R	Tatrzańskie OPR	mfd	10nov04	
36 09 09	0909	W-3WA	Polish Army	d/d	30nov00	
36 09 10	0910	W-3WA	Polish Army	d/d	30nov00	
36 09 11	0911	W-3WA	Polish Army	d/d	30nov00	
37 09 12	-- 0912	W-3A W-3A	primer Iraqi Army Avn	Swd Dbl	07may03 16nov06	
37 09 13	9A-HGA -- SN-33XG SP-VSN	W-3A W-3 W-3WARM W-3	HelifOR Pol. Border Guard Pol. Border Guard	res Swd d/d res	nov08 26feb06 18jul06 may11	
37 09 14	-- 0914	W-3A W-3A	primer Iraqi Army Avn	Swd Swd	26feb06 nov06	
36 09 15	9A-HNI 0915	W-3A W-3A	HelifOR Polish Air Force	res Swd	nov08 05nov08	
36 09 16	0916	W-3A	Polish Air Force	ph.	06aug09	
37 09 17	SP-SYS	W-3A	Corp.Nac.Forestal		11aug10	
37 09 18	CC-ACJ --	W-3A W-3A	Corp.Nac.Forestal primer	rgd Swd	28sep10 02jul11	
31 09 19	-- SP-SWZ SP-SWZ	W-3A W-3A W-3A	primer PZL Swidnik Philippine AF	Swd rgd Swi	02jul11 02jul11 05aug11 jan12	
	310919	W-3A	Philippine AF	RZE	27jan12	in olive drab c/s with 'Philippine Air Force' titles but no serial or nationality marks yet; canx 22feb12 as to the Philippines in full c/s with titles and nationality marks and serial in the tail and '919' on the nose; delivered ex Rzeszów 13feb12 by An-124 RA-82044; l/n active dec12 on the assembly line
31 09 20	-- SP-SWI	W-3A W-3A	primer PZL Swidnik	Swd rgd	02jul11 05aug11	seen flying 13sep11 with Philippine Air Force titles but no serial or nationality marks yet; l/n Swidnik jan12; canx 22feb12 as to the Philippines in full c/s with titles and nationality marks and serial in the tail and '920' on the nose; delivered ex Rzeszów 13feb12 by An-124 RA-82044; l/n Clark AFB 13mar12 on the assembly line
31 09 21	-- SP-SWP	W-3A W-3A	primer PZL Swidnik	Swd rgd	02jul11 30sep11	in olive drab c/s with 'Philippine Air Force' titles, but no serial or nationality marks yet; seen as such Swidnik jan12; canx 22feb12 as to the Philippines in olive drab c/s with roundels and 'Philippine Air Force' titles, full serial on the tail and '921' on the nose; still carried the Polish registration SP-SWP when seen RZE 27jan12; delivered from RZE 13feb12 by An-124-100 RA-82044; severely damaged 07aug14 on a flight from Camp Ranao at Marawi City to Cagayan de Oro City when went out of control shortly after take-off and came to rest on its right side, 1 of the 4
	310921	W-3A	Philippine AF	RZE	27jan12	

						crew and 1 person on the ground injured while all 7 passengers escaped unhurt, a technical malfunction was ruled out on the assembly line
31 09 22	--	W-3A	primer	Swd	02jul11	
	SP-SWE	W-3A	PZL Swidnik	rgd	18oct11	
	SP-SWE	W-3A	Philippine AF	Swi	jan12	in olive drab c/s with 'Philippine Air Force' titles but no serial or nationality marks yet; canx 22feb12 as to the Philippines
	310922	W-3A	Philippine AF	RZE	26jan12	in full c/s with titles and nationality marks and serial in the tail and '922' on the nose; delivered ex Rzeszów 13feb12 by An-124 RA-82044
31 09 23	--	W-3A	primer	Swd	02jul11	on the assembly line; probably to be delivered nov12
	SP-SWC	W-3A	PZL Swidnik	rgd	09jul12	canx 04jan03 as to the Philippines
	310923	W-3A	Philippine AF	RZE	nov12	arriving Clarke AFB 26nov12
31 09 24	SP-SWI	W-3A	PZL Swidnik	Swd	02jul11	on the assembly line without registration; rgd 03sep12; probably to be delivered nov12; canx 04jan03 as to the Philippines
	310924	W-3A	Philippine AF	RZE	nov12	arriving Clarke AFB 26nov12; l/n CRK 09apr16
31 09 25	--	W-3A	primer	Swd	02jul11	on the assembly line; probably to be delivered nov12
	SP-SWP	W-3A	PZL Swidnik	rgd	12dec12	canx 22mar13 as to the Philippines
	310925	W-3A	Philippine AF	d/d	14feb13	left this day by An-124
31 09 26	--	W-3A	primer	Swd	02jul11	on the assembly line; probably to be delivered nov12
	SP-SWZ	W-3A	PZL Swidnik	rgd	14jan13	canx 22mar13 as to the Philippines
	310926	W-3A	Philippine AF	d/d	14feb13	left this day by An-124; l/n Mactan-Cebu 13nov13; crashed 07nov16 in a rice field in Puerto Princesa, Palawan
37 09 27	--	W-3A	primer	Swd	02jul11	on the assembly line
37 10 01	AT-12	W-3A	Algerian Air Force	Swd	nov12	first of 8
	SP-SWL	W-3A	PZL-Swidnik	rgd	03dec12	photo early 2013 also carries AT-12; l/n RZE 18mar13; canx 25apr13 as to Algeria; seen at Karlsruhe & Lyon-Bron 08mar14 on delivery
37 10 02	SP-SIC	W-3A	PZL Swidnik	rgd	24may13	canx 18dec13
	AT-14	W-3A	Algerian Air Force	Swd	23aug13	l/n Lyon-Bron 14apr14 on delivery
37 10 03	SP-SIE	W-3A	PZL Swidnik	rgg	16jul13	canx 18dec13
	AT-18	W-3A	Algerian Air Force	Swd	23aug13	seen Lyon-Bron 14apr14 on delivery; l/n Ain Arnat
37 10 04	SP-SIF	W-3A	PZL Swidnik	rgd	09oct13	f/n Swidnik 31oct13; also marked AT-22; seen as such Lyon-Bron 19jan14 on delivery; canx 29jan14
	AT-22	W-3A	Algerian Air Force	rgd	27may15	at Ain Arnat
37 10 05	SP-SII	W-3A	PZL Swidnik	rgd	10dec13	f/n Swidnik 31dec13, also marked AT-28; seen as such Lyon-Bron 19jan14 on delivery; canx 29jan14
	AT-28	W-3A	Algerian Air Force	rgd	27may15	at Ain Arnat
37 10 06	SP-SIL	W-3A	PZL Swidnik	rgd	19dec13	f/n Swidnik 20dec13; canx 21mar14
	AT-32	W-3A	Algerian Air Force	rgd	08mar14	seen Karlsruhe & Lyon-Bron on delivery also marked SP-SIL
37 10 07	SP-SIN	W-3A	PZL Swidnik	rgd	18feb14	f/n Swidnik 15feb14, also marked AT-28; canx 17jun14
	AT-36	W-3A	Algerian Air Force	PMI	31may14	on delivery, also marked SP-SIN
37 10 08	SP-SIO	W-3A	PZL Swidnik	rgd	01apr14	f/n Swidnik 24apr14, also marked AT-42; canx 17jun14
	AT-42	W-3A	Algerian Air Force	PMI	31may14	on delivery, also marked SP-SIO
37 10 09	SP-SIP	W-3A	PZL Swidnik	rgd	25jun15	f/n in the factory 28jul15, still in primer; later painted up in full Ugandan Police colours
	5X-MAG	W-3A	Ugandan Police	h/o	17dec15	at Kampala; in white/blue c/s with 'Police' titles
37 10 10	SP-SIS	W-3A	PZL Swidnik	Swi	26jul15	rgd 23oct15; l/n Swidnik 11dec15 in full c/s as written on next line; canx 14dec15
	EC-MJH	W-3A	Heliseco	rgd	15dec15	f/n Swidnik 14jan16 in red/yellow/white c/s with just 'HASA' titles
37 10 11	--	W-3A		Swi	28jul15	seen under assembly for Spain
	SP-SIR	W-3A	PZL Swidnik	rgd	25nov15	canx 16dec15
	EC-MJI	W-3A	Heliseco	rgd	17dec15	f/n Swidnik 14jan16 in red/yellow/white c/s with just 'HASA' titles; l/n Lanzarote 07dec16
37 10 12	SP-SIW	W-3A	PZL Swidnik	rgd	03dec15	canx 16dec15
	EC-MJJ	W-3A	Heliseco	rgd	17dec15	f/n Swidnik 14jan16 in red/yellow/white c/s with just 'HASA' titles; l/n La Palma 14dec16
37 10 13	--	W-3A				probably not yet built by end 2015 and earmarked for Algeria
36 10 14	1014	W-3A	Polish Air Force	Swd	nov12	d/d to WAW was 08feb13; l/n WAW 16sep15
36 10 15	1015	W-3A	Polish Air Force	d/d	29may13	f/n WAW 06jun13; l/n active 04sep16
36 10 16	1016	W-3A	Polish Air Force	Swd	02jul13	Polish Republic c/s & titles; l/n WAW 16feb15
36 10 17	1017	W-3A	Polish Air Force	Swd	27oct13	Polish Republic c/s & titles; l/n KRK 19jul16
36 10 18	1018	W-3A	Polish Air Force	Swd	23nov13	Polish Republic c/s & titles; l/n WRO 23sep16

PZL SW-4 "Puszczyk" & Leonardo AW009

The "Puszczyk" (Tawny Owl) is a light utility helicopter developed to replace the Mi-2 in 80 % of its roles. It can be used for transport, training, crop-spraying, law enforcement, liaison, ambulance and patrolling duties, or even as a flying crane. The standard version which is powered by one Allison 250-C20R/2(SP) turboshaft engine can carry four passengers or 400 kg of cargo in the main cabin and a further 150 kg in the luggage compartment (or up to 700 kg as an external underlug load). An alternative engine would be the Turboméca TM-319 while original plans from the 1980s to install the PZL-built GTD-350M1 have been shelved in the meantime. When its development started in 1985, the SW-4 stood in direct competition with the Mi-34 (both are the first Eastern helicopters with a skid-type landing gear, incidentally). Two decades later it is obvious that neither of these two helicopters became a real success. This is partly to blame on the political and economical changes which shook Eastern Europe since the late 1980s, but partly also on technical problems.

Design of the SW-4 was initially led by Stanisław Trebacz who was succeeded by Krzysztof Bzówka in 1990. The draft project was completed in 1987, and a full-scale mock-up was built in the same year. However, work continued very slowly due to financial difficulties, and a major re-design had to be conducted in 1991 as there were severe technical problems. A ground-test airframe was completed in December 1994, but the first flight of the prototype did not take place before 26 October 1996 as ground trials revealed that the main rotor had to be re-designed. The type certificate in accordance with FAR-27 / JAR-27 requirements was granted on 14 November 2002, and the first production helicopter made its maiden flight in November 2004. It is the first of 30 (according to other sources 47) SW-4s ordered by the Polish Armed Forces which wanted to use them for flying training and liaison duties. Although there are reports about agreements with possible clients in the UK and Russia, no firm orders had been placed by the end of 2004. Nevertheless, PZL Swidnik planned to deliver about ten SW-4s to civilian operators each year starting from 2005. The civil version was redesignated Finmeccanica AW009 in early 2016, while the military version retained the designation SW-4. The c/n is explained as follows: the first two digits (60 or 66) seem to stand for the version (as is the case with the Mi-2); they are followed by the batch number and the number in the batch.

SW-4s built by PZL Swidnik at Swidnik since 1994

---	no reg	SW-4	PZL Swidnik	mfd	1987	full-scale mock-up of the GTD-350 powered original version; in white c/s with red cheatline and trim, no titles; stored behind one of the factory halls until 1996, then scrapped
60 01 01	--	SW-4	PZL Swidnik	mfd	1994	static test airframe; still present Swidnik aug09
60 01 02	--	SW-4	PZL Swidnik	mfd	dec94	ground test airframe, never flew; in all-white c/s with blue 'SW-4' titles; l/n Swidnik aug13
60 01 03	no reg	SW-4	PZL Swidnik	f/f	26oct96	first prototype; in all-red c/s with white 'SW-4' titles; l/n Swidnik 29oct96
	SP-PSW	SW-4	PZL Swidnik	rgd	21nov96	f/n Deblin-Irena 30aug98; seen SXF jun02 with exhibition number '363'; l/n Mielec 03may03; canx 03feb06 because it needed some repairs and modifications and the factory saved paying insurance while this work was taking place; l/n Swidnik 26oct07, titles not reported
60 01 04	no reg	SW-4	PZL Swidnik	f/f	19oct98	second prototype; in yellow c/s with blue 'SW-4' titles; f/n LBG 16jun97, with the exhibition number 'H-321'; l/n Swidnik sep98
	SP-PSZ	SW-4	PZL Swidnik	rgd	21oct98	f/n Goraszka may99, still with the exhibition number 'H-321'; seen LBG jun01 with the new exhibition number 'H-344'; involved in a minor accident at Swidnik 17apr02, but repaired; seen Goraszka 17may03 without exhibition number; l/n Swidnik 26oct07
	SP-SSZ	SW-4	PZL Swidnik			reserved, but not taken up
	SP-PSZ	SW-4 Solo	AgustaWestland	Swd	19oct13	SW-4 Solo RUAS/OPH (Unmanned Aerial System/Optionally Piloted Helicopter) technology demonstrator, developed under the UK Ministry of Defence's Rotary Wing Unmanned Aerial System (RWUAS) Capability Concept Demonstration (CCD) contract; in matt-black c/s with 'Agusta Westland' titles on the upper tailboom and the inscription 'RUAS' below the rotor-head; f/n Swidnik 19oct13, flying; pilotless trials at Llanbedr (North Wales) in late May 2015 included 27 hours of demonstration flying and 22 automatic simulated deck landings onto a towed trailer that replicated the deck of a frigate (there is a photo of the helicopter flying with no 'driver' 19may15); l/n Swidnik 12may16
66 02 01	0201	SW-4	Polish Air Force	f/f	08nov04 ?	first production helicopter; in all-green c/s, no titles; presented to the public Swidnik 15nov04; was to undergo military qualification trials dec04/apr05; was to be h/o to the Air Force Flying School (WSO SP) at Deblin apr05; l/n Deblin-Irena 16nov06, with 'Puszczyk' (Tawny Owl) painted on
	6601	SW-4	Polish Air Force	LCJ	19mar07	c/n not confirmed; l/n Radom 24aug13
60 02 02	SP-PSY	SW-4	PZL Swidnik	mfd	27may05	rgd 06jun05; initially in all-white c/s, no titles; f/n QYD 15jul05; seen Paderborn 14jul06 in white/red c/s, no titles; l/n as such FAB 21jul06; seen SSN 17oct07 in white/red/black c/s, no titles; canx 19oct07, 06dec07 & 10jan08
	HL9402	SW-4	Ace Air	SSN	01feb08	according to register rgd 26feb08 to Seoultrejeo; l/n GMP 23feb10; current dec15
66 02 03	0203	SW-4	Polish Air Force	Krz	09nov06	h/o 16nov06 at Deblin; opb 1. OSzL; l/n Tomaszow Mazowiecki 08apr09
	6602	SW-4	Polish Air Force	Dbl	19jun10	
66 02 04	6603	SW-4	Polish Air Force	Swd	26oct07	ready for delivery; l/n Radom 24aug13
66 02 05	6604	SW-4	Polish Air Force	Swd	26oct07	ready for delivery; l/n OSR 17sep15
66 03 01	6605	SW-4	Polish Air Force	Msl	30aug08	in primer on the assembly line 26oct07; l/n Deblin 13dec12
66 03 02	6606	SW-4	Polish Air Force	Dbl	24jun08	in primer on the assembly line 26oct07; l/n Caslav 23may15
66 03 03	6607	SW-4	Polish Air Force	Gzk	06jun08	l/n Minsk-Mazowiecki 11may14
66 03 04	6608	SW-4	Polish Air Force	Dbl	11jun08	in primer on the assembly line 26oct07; l/n Gilze Rijen 20jun14
66 03 05	6609	SW-4	Polish Air Force	Swd	09jun08	under final assembly; in camo c/s; l/n OSR 16sep16
66 03 06	6610	SW-4	Polish Air Force	Dbl	09jun09	l/n Kraków Rakowice 31jul16
66 03 07	6611	SW-4	Polish Air Force	Dbl	09jun09	in primer on the assembly line 09jun08; l/n Radom 24aug13

66 03 08	6612	SW-4	Polish Air Force	Dbl	11aug09	in primer on the assembly line 09jun08; l/n Deblin 19jun10
66 03 09	6613	SW-4	Polish Air Force	ph.	12nov08	in primer on the assembly line 09jun08; l/n Kraków Rakowice 31jul16
66 03 10	6614	SW-4	Polish Air Force	ph.	12nov08	in primer on the assembly line 09jun08; l/n Kraków Rakowice 30jul16
66 03 11	6615	SW-4	Polish Air Force	Dbl	may09	l/n Poznan-Krzyszyn 04oct11
66 03 12	6616	SW-4	Polish Air Force	QFO	19sep09	l/n Bemowo 08jul16
66 03 13	6617	SW-4	Polish Air Force	Dbl	11aug09	l/n Kraków Rakowice 31jul16
66 03 14	6618	SW-4	Polish Air Force	Swd	aug09	l/n Ketrzyn 31jul15
66 03 15	6619	SW-4	Polish Air Force	Swd	aug09	l/n Deblin 17sep16
66 03 16	6620	SW-4	Polish Air Force	WAW	04dec09	l/n Deblin 20jun15
66 03 17	6621	SW-4	Polish Air Force	Dbl	19jun10	l/n Poznan-Krzyszyn 22oct13
66 03 18	6622	SW-4	Polish Air Force	SXF	08jun10	l/n Radom 24aug13
66 03 19	6623	SW-4	Polish Air Force	Dbl	19jun10	l/n Radom 22aug13
66 03 20	6624	SW-4	Polish Air Force	Dbl	19jun10	l/n 28aug16 active
60 03 21	SP-SWV (1)	SW-4	no titles	mfd	04mar08	f/n Swidnik 09jun08; in white/red/black c/s
	HL9403	SW-4	Yech'on Astronom	rgd	15dec09	to Yech'on Astronomical Space Center; canx 27dec12 as w/o !
60 03 22	SP-SWV (2)	SW-4	no titles	rgd	photo	seen in primer on the assembly line 09jun08; photo in the same c/s as UR-SASW, date unknown
	UR-SASW	SW-4	no titles	Swd	30oct08	left Swidnik 30oct08 on delivery flight; based at IEV; l/n IEV 25jul10; no longer on register 30jan12; seen Swidnik 28jul15 without any marks on
60 03 23	SP-SWV (3)	SW-4	no titles	Swd	28oct09	in white/orange c/s
	B-1125L	SW-4	Chinese titles	rgd	26feb10	at Jiujiang; c/n not confirmed but in the same c/s
	B-7790	SW-4	THXAC	rgd	29oct10	Tianyi Helicopter Xinjiang Airlines Company; current 27sep14
60 03 24	SP-SWV (4)	SW-4	no titles	Swd	28oct09	in red/white c/s; l/n Swidnik 13nov09
	B-7791	SW-4	THXAC	rgd	29oct10	Tianyi Helicopter Xinjiang Airlines Company; canx jan14
66 03 25 ?	6625	SW-4	Polish Air Force	d/d	14apr10	
60 04 01	SP-SSW	SW-4	PZL Swidnik	rgd	21apr10	seen flying Zamosc-Mokre 11jun11 all-white c/s, black reg. & small PZL SW-4 titles; l/n Swidnik 02jul11; badly damaged at Fairbanks International Airport, AK on 15jan12 during cold-weather trials; canx 29sep15 as permanently wfu, see next line
	0401	SW-4	Polish Air Force	ph.	03sep12	displayed at the MSPO 2012 fair at Kielce with 'Agusta Westland' titles on the upper tail boom, as an armed version; l/n Radom 24aug13
60 04 02	SP-SST	SW-4	PZL Swidnik	rgd	12jul10	f/n FAB 16jun10; l/n FAB 26jul10; canx 26jul11 as 'sold abroad'
	B-7792	SW-4	THXAC	rgd	14dec11	Tianyi Helicopter Xinjiang Airlines Company; either B-7790/1/2 crashed on a spraying mission 16jun13 but still current on the register 27sep14
60 04 03	SP-SWV (5)	SW-4	PZL Swidnik	rgd	21jul11	in black/golden c/s; displayed at the Latin American Business Aviation Conference & Exhibition (LABACE) at São Paulo-Congonhas 11/13aug11; canx 11oct11
60 04 04	PP-MHJ	SW-4	N. Correia Constr.	rgd	17nov11	in black/golden c/s, no titles; f/n BFH 29mar12; l/n MAE 04dec13
	SP-SWY	SW-4	Agusta Westland	rgd	30sep11	seen on the assembly line 02jul11; opb PZL Swidnik
	I-ATWA	SW-4	Agusta Westland	ph.	26feb14	displayed at the "HAI HELI-EXPO 2014" helicopter exhibition in the Anaheim Convention Center 24/27feb14
	SP-SWY	AW009	Finmeccanica	ph.	01mar16	in black c/s with multi-coloured trim; displayed at the "HAI HELI-EXPO 2016" helicopter exhibition in the Kentucky Exposition Center at Louisville 29feb16/03mar16
60 04 05	SP-SWO	SW-4	PZL-Swidnik	res	end2011	opb PZL-Swidnik; photo 26mar12 at Biala Podlaska all-white c/s, blue/red sunburst trim, 'Agusta Westland'
60 04 07	SP-SWN	SW-4	Agusta Westland	res	end2011	titles; l/n as such 12aug12 somewhere in Poland
60 04 08	SP-SWN	SW-4	PZL-Swidnik	rgd	27mar13	f/n Hradec Kralove 11may13; l/n Swidnik 28jul15
	--	SW-4	PZL-Swidnik	Swi	28jul15	under assembly for 'Tuncang' company, China
	SP-SIV	SW-4	PZL-Swidnik	rgd	24may16	
60 04 09	--	SW-4	PZL-Swidnik	Swi	28jul15	under assembly for 'Tuncang' company, China
	SP-SIT	SW-4	PZL-Swidnik	rgd	08apr16	was already seen flying Swidnik 06apr16; l/n Swidnik 12may16; canx 30may16 as to China
	B-70PF	SW-4	PZL-Swidnik	rgd	14dec16	to Hubei Tuncang General Aviation Co. Ltd
60 04 10	SP-SIA	SW-4	PZL-Swidnik	rgd	29sep16	

For the Polish built SW-4s, registration SP-SWV is reserved for PZL Swidnik to make test flights. Many SW-4s reportedly have been sold to China and the factory received marks SP-SWV for each SW-4 they want to sell (only for test flight), they do not register any of these SW-4s.