

Tupolev Tu-104, Tu-107 & Tu-110

In the second half of 1953, Tupolev approached the Soviet leadership with the proposal to build a jetliner based on the Tu-16 medium bomber. Using the technical ideas, major assemblies and service experience of a proven aircraft promised a short development period and high reliability of the new airliner. Apart from that, this approach would assure that the aircraft entered service earlier than its Western counterparts - an important feature to demonstrate the superiority of communism. The Soviet leadership approved of this idea, and on 11 June 1954 the Central Committee of the CPSU and the Soviet Council of Ministers issued a decree ordering the development of a twin-jet passenger aircraft designated Tu-16P (for 'passazhirski' passenger), or 'izdeliye 104'. The design commonality between the Tu-16 and the future Tu-104 consisted mainly of wings, tail plane, fin, landing gear, flight deck equipment and the two Mikulin AM-3 (later renamed RD-3) turbojets. These parts were added to a completely new fuselage of 3.2 m diameter (2.9 m with the Tu-16).

The draft project was ready by September 1954, and the mock-up commission held its meetings in November/December of the same year. At the same time, manufacture of the first prototype started at Factory # 156 in Moscow-Lefortovo, Tupolev's prototype construction shop. The Tu-104, as the aircraft was called by now after its 'izdeliye' index, was completed in early 1955 and took off for the first time on 17 June 1955, just 53 weeks after the go-ahead for the project was received! Factory trials continued until 12 October 1955, and state trials at the NII VVS (Air Force Research Institute) were conducted between 31 January and 15 June 1956.

As there was a need to train Aeroflot flight crews on jet aircraft, several (reportedly five) Tu-16s were handed over by the Soviet Air Force to the national airline. These were modified by ARZ 400 at Vnukovo and designated Tu-104G (for 'gruzovoi' cargo).

All armament and military systems were removed, and the bomb bay was modified to carry mail. Apart from that, three Tu-16s were used by Aeroflot for fast delivery of newspaper matrices for printing of "Pravda" and "Izvestiya" over the vast USSR. These aircraft received the designation Tu-16G (for 'grazhdanski' - civil). Only the cannons were removed, and the containers with the matrices were fitted into the bomb bay. The Tu-104Gs and Tu-16Gs were used by Aeroflot for some years, but when a sufficient number of passenger jets became available, they were re-converted to bombers and handed back to the Air Force.

Series-production of the Tu-104 started at Factory # 135 in Kharkov in 1955 and at Factory # 166 in Omsk in 1956. The first aircraft were delivered to the Vnukovo Air Enterprise in May 1956, and the first scheduled flight with passengers on board (from Moscow via Omsk to Irkutsk) took place on 15 September 1956. This was the start of the jet era in the Soviet Union and in the world. Tupolev had been competing with Boeing and de Havilland to put the first jet airliner into scheduled service and indeed beat the Boeing 707 and the "Comet" 4 by two years!

Soon a new modification of the jetliner appeared - the Tu-104A. It was powered by modernised RD-3M engines and could carry 70 passengers, as compared to the 50 seats of the standard Tu-104. This version was also used by the Czechoslovak airline CSA, the sole export customer of the Tu-104. The only other variant which saw mass-production was the Tu-104B. It had a longer fuselage (by 1.2 m), more powerful RD-3M-500 engines and could seat 100 passengers. Series-production was assigned to Factory # 22 in Kazan and started in 1958, the first Tu-104Bs entering Aeroflot service in 1959.

The Tu-104E was to be the next series-production version. It received modernised Zubets RD-3P (M16-15) engines, modified air intakes, additional fuel tanks and slats. However, the Tu-104E did not prove itself during trials and was not admitted for passenger service. So only two of these 122 seaters were built in 1959.

When air travel became much more popular in the early 1960s, the cabins of all existing aircraft had to be re-configured so that they could carry more passengers. Thus the Tu-104A was modified to seat 85 or even 100 passengers; these versions received the designations Tu-104D(-85) and Tu-104V, respectively. However, both versions were later referred to as the Tu-104V.

Almost all Tu-104As had been converted to Tu-104Vs by aircraft repair factories by 1969. Some aircraft of the Pulkovo and Borispol Air Enterprises even carried 110 or 115 (Tu-104V-115) passengers! However, the number of seats was limited to 100 in 1972, and from then on the aircraft were again called Tu-104As. Tu-104Bs with the number of seats increased to 115 did not change their index, but were sometimes referred to as Tu-104B-115s.

About five Tu-104As were converted to Tu-104A-TS freighters by aircraft repair factories between 1969 and 1971. These were followed by six Tu-104Bs between 1971 and 1974 which became Tu-104B-TS cargo aircraft. Both versions could also be used for medevac.

There were also several versions which were converted in small numbers only: reportedly five Tu-104Sh trainers with the nose section of the Tu-16K-10 missile carrier for naval aviation navigator and operator training, two Tu-104AK zero-gravity simulators for cosmonaut training (the first of them entered service on 15 November 1960), and several Tu-104Ds and Tu-104Gs (second use of the designation each) in VIP configurations. Probably four Tu-104LL flying laboratories were used for testing of equipment and armament, e.g. for the Tu-128 and Tu-22M; one Tu-104LL even fired K-80 air-to-air missiles at target drones. And the Tu-104 "Retranslyator" (relay aircraft) was used for the flight tests of the Tu-144.

The Tu-107 (izdeliye 107) was designed and built as a tactical military transport based on the Tu-104A. Development was ordered by a decree of the Soviet government issued in March 1956. The aircraft was armed with two 23 mm cannons in a rear turret and could carry a load of ten tonnes in its unpressurised cargo bay, among them self-propelled howitzers, guns, prime movers, light APCs, jeeps and other equipment. Alternatively, 60 injured soldiers on stretchers, 70 paratroopers or 100 ground troops could be transported. Externally, the Tu-107 could be identified by the rear loading ramp and the absence of windows.

The prototype was built by Factory # 166 and started factory trials in September 1958. In summer 1959, it was handed over to the NII VVS (Air Force Research Institute) for state trials which were completed in spring 1960. Trials went without problems, but showed that the Tu-107's speed during air-dropping was too high and its range insufficient, so the type did not go into series-production, and the An-12 was preferred instead. The sole Tu-107 built was then transferred to the Ryazan paratroop school. On 29 September 1965, it carried a group of parachutists who left the aircraft at 14,400 metres setting several world records.

As the Tu-104 was based on a bomber and developed in a hurry, it soon became obsolescent. So production was stopped after only a few years. The line at Kharkov closed in late 1959 after 44 Tu-104s and Tu-104As had been built, while production in Omsk ended in spring 1960 after 59 Tu-104s and Tu-104As. The last of 96 Tu-104Bs left the Kazan factory in mid 1961 making a total production of 201 aircraft including the prototype and the static test frame (airframes handed over by one factory to another one before completion were counted only once while having two c/ns).

In the mid 1970s, many Tu-104s reached the end of their service life, and Aeroflot withdrew large numbers of them from use starting in 1974. The last scheduled passenger service took place on 20 November 1979 when Tu-104B CCCP-42485 took off on its last flight from Odessa. However, the type remained in service with the Soviet Armed Forces until the crash of CCCP-42332 at Pushkin on 7 February 1981 when the 2nd I/C of the Pacific Fleet and many other high-ranking naval officers were killed. After this catastrophe, all Tu-104s were grounded.

Officially, the last Tu-104 flight took place on 11 November 1986 when the restored Tu-104 CCCP-42322 was ferried from Sheremetyevo to Ulyanovsk for display at the Museum of Civil Aviation (by the way, retaining its nice looking VIP saloon). However, Russian aviation author Oleg Chernikov states he saw a Soviet Air Force Tu-104 airborne in the Khabarovsk region (Far East) as late as 2 July 1988 after having identified the type on the ground before! Another spotter said, that the last flight of the Soviet AF's Tu-104 was made in November 1988 from one of the Latvian Air Bases.

The Tu-104 had a high attrition rate for an airliner: about 10 % of all aircraft built crashed, and another 5 % were damaged beyond repair by accidents. Soviet children even used to sing in the 1970s "Tu-104 samy luchshiy samolyot. Nado bylo poyezdom!" (The Tu-104 is the very best aircraft. You better had gone by train!) to the melody of Chopin's Funeral March!

Several airframes have been preserved at various locations in the CIS, and three ex-CSA aircraft are preserved in the Czech Republic, including one in the Prague-Kbely museum.

Note 1: In late 1958, a new registration system was introduced in the Soviet Union, doing away with the Cyrillic letters used before. Starting in December 1958, all newly-built Tu-104s received the new five-figure registrations straight away, and most of the older aircraft were re-registered during 1959.

Note 2: The registration dates for the CCCP-L54.. registered aircraft come from an article in 'Flieger-Revue Extra' No. 3.

Note 3: Most Tu-104 registrations were later re-allocated to Yak-42s. In the Soviet register batch CCCP-42318 to CCCP-42522 was reserved for the type, but production only reached as far as CCCP-42508.

Note 4: As the hand-written documents we received were more than 40 years old, the names of the Aeroflot directorates and transfer dates were sometimes hard, if not impossible, to read and therefore some transfer of directorates might have been missed out.

2 Tu-104 prototypes built by Factory # 156 in Moscow-Lefortovo

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54 00	?	CCCP-L5400	Tu-104	Tupolev OKB	mfd	early55
						first prototype, in Aeroflot c/s with fleet number "25"; completed sections transported to Zhukovskiy for re-assembly; f/f 17jun55 from Zhukovskiy; f/n Moscow-Tushino 03jul55 participating in 'Aviation Day' display; underwent factory trials until 12oct55 and state trials 31jan/15jun56; seen LHR 22mar56; was displayed at the Economic Achievements Exhibition (VDNKh) between late 1956 and 1959; fate unknown

8 Tu-104 & 34 Tu-104A built by factory # 135 at Kharkiv-Sokolniki from 1955 to 1959

The c/n gives the year of manufacture, factory code (35 for factory 135), the batch number and the number in the batch

		Tu-104	AFL/Moscow-VKO	mfd	30oct55	construction reportedly started by Factory # 156 in Moscow, completed by Factory # 135 in Kharkov; f/f 05nov55 from Kharkov to Poltava; completed state trials 28mar56; f/n LHR 25apr56; h/o to Aeroflot may56, had fleet number "29"; rgd 09may56 (according to other sources 31may56); carried out first Tu-104 passenger flight (VKO-OMS-IKT) 15sep56; see c/ns 921102 and 021905
5 35 00 01	CCCP-L5412(1)	Tu-104	AFL/Moscow-VKO	rgd	27aug59	confirmed ex CCCP-L5412(1); wfu dec67 after 8,000 cycles
	CCCP-42318	Tu-104	AFL/Moscow-VKO	trf	04jan69	canx may69; used for fatigue trials in water tank at SibNIA reportedly since 1970, tested to destruction
	CCCP-42318	Tu-104	GosNII GA			had fleet number "27"; f/n LHR 25apr56; rgd only 21may56 (according to other sources 24apr56); l/n PRG 17jun56
6 35 00 02	CCCP-L5413	Tu-104	AFL/Moscow-VKO	rgd	19dec59	underwent fatigue trials in 1973
	CCCP-42319	Tu-104	AFL/Moscow-VKO			

	CCCP-42319	Tu-104	MAP Ramenskoye	trf	05jan77	opb LII GKAT; in Aeroflot c/s; canx jun77; used as ground instructional airframe by the Kryvyi Rih Aeronautical School, l/n intact 1992, only small parts remained by may98
6 35 00 03	CCCP-L5414 CCCP-L5414	Tu-104 Tu-104	AFL/Moscow-VKO Aeroflot/LUTTs	f/f trf	11may56 unknown	c/n from documents in the RGAE archive; rgd 26jun56; f/n CPH 03aug56 Lyotnyy uchebno-trenirovochnyy tsentr (Flying Training Centre) at OVB; severely damaged 19feb58 on the leg from Sverdlovsk to Moscow-Vnukovo of a training flight from Novosibirsk to Moscow when the crew came to the (wrong) opinion that fuel would not be sufficient to reach Vnukovo, decided to divert to Ryazan-Dyagilevo but was not able to find that airfield in bad weather, eventually the aircraft diverted to Savasleika but ran out of fuel on finals and made a forced landing in a forest some 1,500 metres from the runway threshold, all 3 crew escaped; the aircraft was provisionally repaired and ferried from Savasleika to Vnukovo; under repair by ARB-400 at VKO by 01aug58; eventually it was decided to withdraw the aircraft from use and display it at the Economic Achievements Exhibition (VDNKh) in Moscow; reportedly seen there as CCCP-42314 (while according to the register the batch only started with CCCP-42318 !)
6 35 01 01 ?	CCCP-L5415 CCCP-L5415	Tu-104 Tu-104	AFL/Moscow-VKO Soviet AF/AFL c/s	mfd trf	24aug56 1959	had 54 passenger seats; opb 200 AO; opened the VKO-TBS service 22sep56; f/n VKO 07jun57; this c/n trf to AFL/Uzbekistan 09apr58
6 35 01 02	CCCP-42320	Tu-104	AFL/Moscow-VKO	no	reports	force-landed wheels-up at Kubinka before 1961 and therefore did not become CCCP-42321 for which the line in the Soviet register is left blank apart from a canx date 25mar61; used as a ground instructional airframe by the Kiev Civil Aviation Engineering Institute (KIIGA), seen 1992/oct02; trf to the State Aviation Museum at Kiev (N50.407378 E30.458364) in 2003, seen there oct03/oct11
6 35 01 03	CCCP-L5416 CCCP-42322 CCCP-42322	Tu-104 Tu-104 Tu-104	AFL/Moscow-VKO AFL/Uzbekistan Sov. Navy/AFL c/s	mfd rgd trf	06nov56 04jul59 13dec61	registration not confirmed, the line for CCCP-42320 was left blank in the Soviet register apart for a canx date being 25mar61; it would also seem strange that this aircraft wasn't allocated a CCCP-L... registration before; was this a static test frame ? rgd 16nov56; trf to AFL/Uzbekistan probably aug57 canx 25mar61
6 35 01 04	"05" red	Tu-104	Soviet Air Force	mfd	30dec56	VIP aircraft of the Northern Fleet, opb mil. unit 20216 at Severomorsk; wfu aug81 and stored at Olenya/Vysokoy (east of Olenyegorsk); restored to airworthy condition within 20 days oct86, f/f 31oct86; ferried via SVO to the Museum of Civil Aviation at Ulyanovsk (N54.289858 E48.234530) 01/11nov86 (officially the last Tu-104 flight ever) and displayed there since, l/n oct11
6 35 01 05	"05" red CCCP-L5417	Tu-104Sh Tu-104	Soviet Air Force Aeroflot	mfd rgd	30dec56 31may57	not on Soviet register or overhaul list; opb by DA (strategic aviation) at Chkalovskaya; converted in 1977 to, see next line opb 43 TSBPIPLS at Ryazan
6 35 02 01	CCCP-L5418 CCCP-42324 CCCP-42324	Tu-104 Tu-104 Tu-104	AFL/Moscow-VKO AFL/Moscow-VKO MRP Kratovo	mfd rgd trf	28feb57 13may59 13feb70	trf to Novosibirsk Flight Training Centre (LUTTs) feb57; as such a report at PRG jan58 seems impossible; did not become CCCP-42323 for which the line in the Soviet register is left blank apart from a canx date 25mar61; ended up as static test frame at the TsAGI according to some reports rgd 01mar57; opb 65 LO
7 35 02 02	CCCP-L5434 CCCP-42340 CCCP-42340 CCCP-L5437 CCCP-42343	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	Soviet Air Force AFL/West Sib.-OVB Soviet Navy AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd trf mfd rgd	29mar57 22jul59 08jan65 30jun57 18may59	trf to AFL/Georgia-TBS 23jun60; f/n TBS 15jun66 PO Box A-7541; opb NPO 'Vzlyot' and based at Zhukovskiy; used as test-bed for the development of missile guidance systems; canx 1977 rgd 12jul57
7 35 02 03	CCCP-L5438 CCCP-42344	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	rgd rgd	09sep57 04feb59	rgd 09sep57 trf to AFL/Ukraine-ODS before 17jul71 as there is an incident report this date where it is mentioned as such; f/n VKO 02oct72; regularly rented by the Commander of the Black Sea Fleet but was never transferred to the military !; canx 1977
7 35 02 04	CCCP-L5439 CCCP-42345 CCCP-L5440 CCCP-42347 CCCP-42347	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104Sh2	AFL/Moscow-VKO AFL/Moscow-VKO AFL/Moscow-VKO AFL/Moscow-VKO Sov. Navy/AFL c/s	rgd mfd mfd mfd rgd	09sep57 23aug57 16mar59 28sep57 04feb59	f/n LHR 14sep57; l/n VKO jun58 was already f/n jan59; canx 25mar61; trf to Novosibirsk Flight Training Centre (LUTTs); ended up as static test frame at the TsAGI according to some reports rgd 05oct57 f/n VKO 02apr60; trf to AFL/Ukraine-KBP jun60 (according to other sources 28feb62); canx 1978
7 35 02 05	CCCP-L5441	Tu-104A	AFL/Moscow-VKO	mfd	30oct57	trf to AFL/Ukraine-ODS 28feb62; f/n LGW 22may71; canx 22sep77; see next line reportedly rebuilt by 20 ARZ at Pushkin with nose section of Tu-16K-10 as naval navigator trainer for Tu-16, but see previous line rgd 25nov57; f/n 04sep59 at Wrightstown McGuire AFB with United Nations delegation, see rgd date below !
7 35 03 01	CCCP-L5442 CCCP-L5442	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	rgd rgd	13may59 08jan58	f/n VKO 02oct72; trf to AFL/Ukraine-ODS; trf to Ulyanovsk Higher Flying School; canx 1977 f/n LHR 29mar58; w/o 15aug58 on a flight from Khabarovsk to Irkutsk when encountered clear air turbulence (associated with mountain wave?) and was thrown up from 10,800 m to 12,200 m (above maximum allowed altitude) where it lost speed and entered a spin, crashed near Birobijan, all 11 crew and 53 passengers killed
7 35 03 02	CCCP-L5443 CCCP-42350	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	16jan58 17nov59	rgd 22mar58; f/n FRA 25apr58 trf to Ulyanovsk Higher Flying School 02jun67 (according to other sources jul67); canx 28feb78; was used as a café at the central alley of Molodyozhny park at Ulyanovsk; damaged by arson around 1983
7 35 03 03	CCCP-L5444 CCCP-42351	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	24feb58 31dec59	rgd 04apr58; f/n HND 12apr58; l/n LHR 16may59 trf to AFL/Georgia-TBS jan61 (according to other sources 21aug66); photo in 'Krylia Rodiny' mar63; canx 28feb78
7 35 03 04	CCCP-L5445 CCCP-42352	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	15mar58 12feb60	rgd 26mar58; f/n LHR 05jul59 canx 25mar61; used as a ground instructional airframe by the Omsk Technical Aviation College (OLTU GA), l/n mar73
7 35 04 01	CCCP-42346	Tu-104A	AFL/Georgia-TBS	mfd	29mar58	rgd 06may58; trf to AFL/Uzbekistan jan65 (according to other sources 10jun60); trf to AFL/Ukraine-ODS 07apr65; f/n LED 09jul70; canx 27mar78; l/n Zhukovskiy 16aug92/04sep93, dumped; gone by 1995
7 35 04 02	CCCP-42347	Tu-104A	AFL/Moscow-VKO	mfd	30apr58	rgd 17may58; trf to AFL/Moscow-DME 16mar66; f/n VKO 30jun70; trf to AFL/East Siberia-IKT 1971; w/o 18may73 on a flight from Moscow to Chita when was blown up at an altitude of 6,500 m by a hijacker demanding to be flown to China (the hijacker detonated his bomb when the 'sky-marshall' shot at him), crashed in a forest near Chita, all 5 crew and 76 passengers killed; canx 1973
7 35 04 03	CCCP-42380 -- 35 04 05 7 35 05 01	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow AFL/Georgia-TBS AFL/Georgia-TBS Soviet Navy	mfd rgd trf mfd	27may58 30mar57 27jun59 07dec61	rgd 05aug58; trf to AFL/Georgia 29oct66; canx 1977 fuselage went to Kazan in exchange for Kazan-built set of wings rgd 24apr57 opb Black Sea Fleet at Mykolayiv; l/n SVX 13may70 rgd 04jul57
7 35 05 02	CCCP-L5436 CCCP-42342 CCCP-42342 CCCP-42342	Tu-104A Tu-104A Tu-104Sh1	AFL/Moscow-VKO AFL/Northern-LED Sov. Navy/AFL c/s	mfd rgd trf conv	31may57 02oct59 15dec61 1963	opb Baltic Fleet at Pushkin rebuilt by 20 ARZ at Pushkin with nose section of Tu-16K-10 as naval navigator trainer for Tu-16 in 1964 (or 1966); later converted to, see next line
7 35 05 03	CCCP-42342 -- 7 35 05 04 -- 35 05 05	Tu-104Sh2 Tu-104A Tu-104A Tu-104A	Sov. Navy/AFL c/s history unknown AFL/Georgia-TBS	conv mfd mfd	1975 27jun58 29jun58	navigator trainer for Tu-22M2; f/n Pushkin 1980 with radar nose; broken up Pushkin nov83 assemblies went to Omsk for their Tu-104A programme assemblies went to Omsk for their Tu-104A programme not on Soviet register or overhaul list, was this built ? rgd 05aug58; trf to AFL/Far East 16dec61; canx 1978 rgd 05aug58; f/n LHR 05may59; trf to AFL/Northern-LED 01dec67; trf to AFL/West Siberia 03may77; canx 1978; flew from Novosibirsk- Tolmachovo to Novosibirsk-Berdsck airfield (N54.739052 E83.097838) in 1978 and is preserved at its perimeter since (was to be the first aircraft for a proposed museum which did not materialise), seen aug96/oct10 in quite good condition (even the tyres are kept fully inflated), the cockpit has seen much better days but restoration started in 2009, the cabin is full of spare parts and a selection of uniforms
7 35 05 04	CCCP-42383 CCCP-42384 CCCP-42385	Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Moscow-VKO AFL/Moscow-VKO	mfd mfd mfd	31jul58 16aug58 30aug58	rgd 20aug58; trf to AFL/Northern-LED aug66; f/n LHR 17apr68; canx 28feb78 rgd 11nov58; f/n LHR 06jun59; trf to AFL/Far East-KHV 21jun67; canx 1978 rgd 11nov58; converted by ARZ-400 to Tu-104V with 100 seats; f/f as such 11aug62; trf to AFL/Northern-LED 18mar67; f/n LED 27may70; trf to AFL/East Siberia-IKT 29dec77; canx 1978
7 35 05 05	CCCP-42386	Tu-104A	Soviet Gvt/AFL c/s	mfd	30sep58	first reported in East Germany (probably at Brand) 04mar59 with Soviet leader Khrushchov; rgd 31jul59; opb 235 OAO at VKO from 01oct59 until 21jul60
7 35 06 01	CCCP-42387 CCCP-42387	Tu-104A Tu-104A	MAP Ramenskoye Soviet AF/AFL c/s	trf mfd	29jul60 31oct58	opb LII GKAT; canx 12may81 not on Soviet register !; reportedly ex "05" red; based at Akhtubinsk; contrary to some reports, it was not the personal plane of Marshall Georgi Zhukov (Zhukov had to leave the post of defence minister already 26oct57); f/n SVO 09apr72; ferried to Ozyornoye (Ukraine) for preservation probably in 1981 (not in 1983 as sometimes reported); preserved in Yuri Gagarin Park at Zhitomir (N50.246881 E28.664326), initially used as a children's cinema, seen jan83/jul11
7 35 06 02	CCCP-42388	Tu-104A	AFL/Uzbekistan-TAS	mfd	30nov58	rgd 04feb59; dbr 17sep61 on a heavy landing at Tashkent; not canx from Soviet register !; used as ground instructional airframe by Riga Aviation Institute (RKIIGA); was preserved near Bauska (Latvia) since the 1980s; scrapped in the early 1990s
7 35 06 03	CCCP-42389 CCCP-42389 "47" red	Tu-104A Tu-104A Tu-104AK	Soviet Gvt/AFL c/s AFL/Moscow-VKO Soviet Air Force	mfd LHR Krn	24jan59 28oct61 15jul93	rgd 05feb59; opb 235 OAO at VKO from 01oct59 until 21jul60 not canx from Soviet register based at Chkalovskiy and used for cosmonaut training; wfu probably in 1979; preserved in the factory museum at Kharkiv-Sokolniki (N50.026193 E36.265325), l/n sep11
7 35 06 04	CCCP-42390 CCCP-42390 CCCP-42390 "46" red	Tu-104A Tu-104A Tu-104A Tu-104AK	AFL/Moscow-VKO Soviet Gvt/AFL c/s AFL/Moscow-VKO Soviet Air Force	f/f f/f Mon	28dec58 sep92	mfd 24jan59 ?; toc by GVF Special Flight Unit (aon) 28jan59; rgd 05feb59; f/n LHR 13mar59 opb 235 OAO at VKO from 01oct59 until 09jun60 trf to 207 Flight Unit 06jun60 and to 200 Flight Unit 25jun62; not canx from Soviet register based at Chkalovskiy and used for cosmonaut training; flew 2,313 zero-g flights; t/l 9,861 hours 14 min and 5,051 cycles; last flight 16jan79 (to Monino); preserved in the Russian Air Force museum at Monino (N55.831732 E38.180347) l/n aug10
7 35 06 05	CCCP-42391	Tu-104A	AFL/Moscow-VKO	mfd	31jan59	rgd 18feb59; f/n LHR 23may59; canx 02mar63 as trf to Czechoslovakia

	OK-NDF I-DIWN OK-NDF	Tu-104A Tu-104A Tu-104A	CSA Alitalia CSA	d/d PRG 1980's	25feb63 02mar76 1980's	named 'Ceské Budejovice'; canx sep74 received this fake registration and full Alitalia c/s on its left side for a movie in 1975/76 as a restaurant near Olomouc (N49.597963 E17.245897) Czech Republic, the restaurant closed end 1990s early 2000s; still present aug11 in poor condition
9 35 08 02	CCCP-42392	Tu-104A	AFL/Uzbekistan-TAS	mfd	20feb59	rgd 17apr59; f/n AMS 29jul61; trf to AFL/Far East-KHV may64; reported Tashkent 02mar74 in incident report when ran off the side of the runway at night after landing on icy runway, reportedly opb AFL/Far East KHV but trf date to this directorate unknown; canx 1979
9 35 08 03	CCCP-42393	Tu-104A	AFL/Uzbekistan-TAS	mfd	31mar59	rgd 17apr59; f/n LHR 26sep59; trf to AFL/Far East-KHV 1965; trf to AFL/Ukraine 09oct69; canx 17aug79; used as a cinema in the Central Culture & Recreation Park at Odessa since 18aug79, burnt out and scrapped in 1988
9 35 08 04	CCCP-42394 CCCP-42394 CCCP-42394	Tu-104A Tu-104A Tu-104A	AFL/Moscow-VKO Soviet AF/AFL c/s MRP Soltsevo	mfd trf trf	10may59 14sep71 07mar75	rgd 14jul60; displayed at the Economic Achievements Exhibition (VDNKh) at Moscow 24jun59/jul62 opb Air Force Research Institute (NII VVS) in Aeroflot c/s; canx as trf back to Soviet Air Force; was then based at Zhukovski
9 35 08 05	CCCP-42395	Tu-104A	AFL/Moscow-VKO	mfd	29may59	rgd 23jun59; f/n LHR 25jul59; based at SVO since 05jan60; trf to AFL/International 15feb64; I/n ARN 05jul71; canx 1979
9 35 09 01	CCCP-42396	Tu-104A	Soviet Gvt/AFL c/s	mfd	23jun59	rgd 31jul59; f/n LHR 14sep59 en-route to Andrews AFB, USA; opb 235 OAO at VKO from 01oct59 until 16jun60
	CCCP-42396	Tu-104A	MAP Ramenskoye	trf	16aug60	canx as to AFL/International ? 14sep71; later to LII Zhukovski; canx 12may8. (year unknown but probably 1980); preserved in a park at Zhukovski, seen 1980, burnt out and scrapped probably in the late 1980s
9 35 09 02	CCCP-42397	Tu-104A	AFL/Moscow-VKO	mfd	14aug59	rgd 05sep59; f/n LHR 19aug59; based at SVO since 05jan60; trf to AFL/International 15feb64; trf to AFL/East Siberia jan 1973; I/n LED jan78; canx 1978
9 35 09 03	CCCP-42398	Tu-104A	AFL/Moscow-SVO	mfd	14aug59	f/n LHR 29aug59; rgd 05sep59; based at SVO since 05jan60; trf to AFL/International 15feb64; f/n HEL mar70; trf to AFL/Ukraine mar73 (not 02aug78 as in register); canx 16nov79; was preserved in Yaroslavl on the peninsula between the rivers Volga and Kotorosl since late 1979, f/n aug84, scrapped in 1988
9 35 09 04	CCCP-42455	Tu-104A	AFL/Uzbekistan-TAS	rgd	29oct59	trf to AFL/Georgia sep63; f/n LED 30oct72; trf to AFL/Ukraine 09feb73; canx 1979; was preserved at Vinnitsa, next to the Central Bus Station at ul. Kievskaya, used as a children's cinema until 1986 and then left to its fate, removed in autumn 1991 and scrapped (a church was built at that place later)
9 35 09 05	CCCP-42456	Tu-104A	AFL/Moscow-VKO	rgd	29oct59	f/n LHR 06dec59; used for trials by CAA operating from LHR 1966; I/n LHR 06may67; trf to AFL/Northern 05jun72; canx 1979

2 Tu-102 and 57 Tu-104A built by Factory # 166 in Omsk from 1956 to 1960

The c/n gives the year of manufacture, factory code (66 for factory 166), the batch number and the number in the batch

6 66 001 01	CCCP-L5419	Tu-104	AFL/Moscow-VKO	rgd	13oct56	f/n VKO 1957; trf to AFL/West Siberia-OVB 12jul57, made the first scheduled flight there (OVB-VKO) 12jul57; I/n VKO jun58; did not become CCCP-42325 for which the line in the Soviet register is left blank apart from a remark as being canx; the registration CCCP-42325, however, was painted on another unknown aircraft as such for a film
6 66 001 02	CCCP-L5420 CCCP-42326	Tu-104 Tu-104LL	MAP Ramenskoye MAP Ramenskoye	rgd rgd	13dec56 24jun59	reportedly trf to Novosibirsk Flight Training Centre (LUTTs); reportedly opb Novosibirsk Flight Training Centre (LUTTs) until 02may60; then opb LII GKAP; flying test-bed, equipped with long nose and had 'Aeroflot' titles; canx 11mar77; seen Zhukovski aug93/aug95 (N55.562417 E38.162210) dumped (visible on Google Earth as late as 2010)
6 66 002 01	CCCP-L5421	Tu-104A	GosNII GVF	mfd	26nov56	Tu-104A prototype; based at IKT since 25apr57; f/n VKO 10jul57; set several world records sep57; rgd 31jan58
	CCCP-42327 CCCP-42327	Tu-104A Tu-104A	GosNII GVF AFL/East Sib.-IKT	rgd trf	28jan60 23nov67	rgd 25nov67; photo ALA 1968; w/o 09feb76 on a flight from Irkutsk to Leningrad when lost control immediately after take-off (probably the wing-flap system had failed) and crashed into deep snow 180 m behind the runway threshold and 129 m right of its extended centreline, 9 out of 10 crew and 15 out of 105 passengers killed, 1 crew and 78 passengers injured (only 12 passengers escaped unhurt); t/t 22,069 hours and 10,308 cycles; canx apr76
6 66 002 02	CCCP-L5422 CCCP-42328	Tu-104A Tu-104A	AFL/West Sib.-OVB AFL/West Sib.-OVB	rgd rgd	01mar57 01feb60	was reportedly the personal aircraft of Leonid Brezhnev at some time; trf to Riga Aviation Institute (RTIIGA) 19jan61 and used as ground instructional airframe; h/o to the famous agricultural co- operative 'Nakotne' in the Jelgava district of Latvia probably in the mid-1970s, was initially displayed at the sports airfield (seen there jun78), but later turned into a sauna; burnt out in the late 1980s; cockpit preserved in the Latvijas Aviacijas Tehnikas Muzejs at Riga
6 66 002 03	CCCP-L5423 CCCP-42329 CCCP-42329 CCCP-42329	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/West Sib.-OVB AFL/West Sib.-OVB Soviet AF/AFL c/s AFL/East Siberia	rgd rgd trf rgd	26mar57 14aug59 25nov61 10jul56	f/n Sperenberg 19aug74; I/n Sperenberg 08jun77; seen 06oct95 as fire-trainer at Bychav, Belarus
7 66 003 01	CCCP-L5425 CCCP-42331 CCCP-42331	Tu-104A Tu-104A Tu-104A	AFL/East Siberia MAP LII Ramenskoye	rgd rgd trf	10jul56 12mar60 30sep64	reportedly trf to Ulyanovsk Higher Flying School
7 66 003 02	CCCP-42331 no code	Tu-104A Tu-107	Soviet Gvt/AFL c/s Soviet Air Force	trf mfd	30sep64 1958	tactical military transport; factory trials started sep58; underwent state trials with the NII VVS in summer 1959/spring 1960; then trf to the Ryazan paratroop school; helped to establish several world records in parachuting 29sep65
7 66 003 03	CCCP-L5424 CCCP-42330	Tu-104A Tu-104Sh	AFL/East Sib.-IKT Sov. Navy/AFL c/s	trf rgd	11jun57 25aug61	(according to other sources 25nov61); c/n and transfer to the Armed Forces mentioned in Soviet register but not the reg; equipped with an "EN" radar (from the K-10) in the nose; opb ou 143 mrad at Kamenny Ruchyei and used as staff aircraft in the 1970s and early 1980s; f/n LED 26mar72; wfu 1981; used as a café in the centre of nearby Mongokhto since around 1984; destroyed by arson and scrapped in 1994
7 66 004 01	CCCP-L5427 CCCP-42333 CCCP-L5426	Tu-104A Tu-104A Tu-104A	AFL/Moscow-VKO AFL/East Sib.-IKT AFL/Far East-KHV	rgd rgd rgd	09sep57 05may62 10jul56	was already f/n PRG aug57 canx may77 based at KHV since 28jan58; later reportedly trf to Novosibirsk Flight Training Centre (LUTTs)
7 66 004 02	CCCP-42332	Tu-104A	AFL/Far East-KHV Sov. Navy/AFL c/s	rgd trf	11apr61 28nov61	(according to other sources 25nov61); opb ou 25 mrad at Knevechi; w/o 07feb81 on take-off from Pushkin when lifted off with a speed 30 km/h lower than required and the pilots increased the AoA energetically, the aircraft stalled, banked right and crashed half-inverted some 500 m from the runway threshold after 8 seconds, all 52 occupants killed, according to official report the centre of gravity shifted in flight; the last Tu-104 crash
7 66 004 03	CCCP-L5428 CCCP-42334 CCCP-L5429 CCCP-42335	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd rgd rgd	09sep57 30may59 22oct57 11sep62	(according to other sources 25apr57); f/n VKO 1957; I/n VKO jun58 canx may77 photo in Putnam book f/n DME 19aug75; was five tonnes overloaded and therefore failed to lift on take-off from Chita 17jul76, and hit embankment at the end of the runway; canx sep76
7 66 005 02	CCCP-L5430 CCCP-42336	Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	22oct57 05may62	photo 09feb63; canx 22sep77
7 66 005 03	OK-1956	Tu-104A	CSA	rgd	1957	reported as such on VZLU website as used in tests for measurement of fuel consumption and length of take-off and landing run
	OK-LDA	Tu-104A	CSA	d/d	02nov57	named 'Praha'; started scheduled flights 09dec57; last flight 14sep73 to Kbely; canx 14sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbely aviation museum (N50.125550 E14.538336), I/n jul07, all markings removed; seen again 02may08 freshly painted; I/n sep11 named 'Bratislava'; w/o 16mar63 when burnt on the ground at Bombay after a refuelling accident
7 66 006 01	OK-LDB	Tu-104A	CSA	d/d	03dec57	named 'Brno'; canx 1974
7 66 006 02	OK-LDC CCCP-87786 OK-LDC	Tu-104A Tu-104A Tu-104A	CSA Aeroflot CSA	d/d d/d	30dec57	received this fake registration and full Aeroflot c/s for a movie in 1975/76 preserved at Touzim, Czech Republic, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice (N50.807163 E13.980341) with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05, I/n aug11
7 66 006 03	CCCP-L5431 CCCP-42337	Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd	21feb58 06may62	photo exists at OVB, date unknown, canx 20jan78
8 66 007 01	CCCP-L5432 CCCP-42338	Tu-104A Tu-104A	AFL/Moscow-VKO Aeroflot	rgd rgd	17mar58 jul62	trf to Yegoryevsk Technical School 01feb63; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow 1962/dec63
8 66 007 02	CCCP-L5433 CCCP-42339	Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Far East-KHV	rgd rgd	05feb58 17sep59	trf to AFL/East Siberia-IKT 10nov62; canx 27mar78
8 66 007 03	CCCP-L5453 CCCP-42353	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	rgd rgd	06may58 20jun59	f/n VKO 1958 trf to AFL/Far East-KHV 17sep66; canx mar77
8 66 008 01	CCCP-L5458 CCCP-42354	Tu-104A Tu-104A	AFL/Far East-KHV AFL/Far East-KHV	toc rgd	03apr58 11apr61	rgd 13may58 the first Tu-104 based at KHV; trf to AFL/Georgia-TBS 11oct68; f/n VKO 30jun70; trf to AFL/Ukraine- ODS 23jan78; canx 22may78; was preserved somewhere in Ukraine, a photo of it was taken in 1994
8 66 008 02	CCCP-42356 CCCP-42356	Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Far East-KHV	rgd trf	28may58 unknown	f/n GVA 12aug67 canx 1977
8 66 008 03	CCCP-42357	Tu-104A	AFL/Moscow-VKO	rgd	19may58	overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go- around; canx 02mar61
8 66 009 01	CCCP-42358 CCCP-42358	Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/East Sib.-IKT	rgd trf	07jun58 unknown	f/n GVA 07oct66 canx 1978
8 66 009 02	CCCP-42359	Tu-104A	AFL/East Sib.-IKT	rgd	27jun58	f/n PRG 16jun68; canx 1972
8 66 009 03	CCCP-42360	Tu-104A	AFL/Uzbekistan-TAS	rgd	07aug58	f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true?); reportedly again (or still) with

8 66 010 01	CCCP-42361	Tu-104A	AFL/Moscow-VKO	rgd	05aug58	AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 010 02	CCCP-42362	Tu-104A	AFL/Moscow (MUTA)	mfd	31jul58	assembled from Kharkov-built parts; f/n VKO 30jun70; trf to AFL/Ukraine-ODS 12jul73; canx 1978; was preserved in Konotop as a cinema until mid-1980s; scrapped
8 66 010 03	CCCP-42363	Tu-104A	AFL/Far East-KHV	rgd	25aug58	rgd 07aug58; opb 200 AO; w/o 17oct58 on the leg from Omsk to Moscow of a flight from Beijing to Moscow, while flying a turn and descending the aircraft was thrown up by heavy turbulence to about 12,000 metres (above maximum allowed altitude) where it stalled, entered an almost vertical dive and crashed in a forest near Aperia railway station (N55.467 E47.051) 27 km west of Kanash (Chuvashiya), all 9 crew and 71 passengers (mostly foreigners) killed; t/t 465 hours
8 66 011 01	CCCP-42364	Tu-104A	AFL/Far East-KHV	rgd	11nov58	l/n DME 27aug75; canx 1978
8 66 011 02	CCCP-42365	Tu-104A	AFL/East Siberia	rgd	12nov58	f/n LHR late 1950s; l/n KHV 65; canx 1978
8 66 011 03	CCCP-42366	Tu-104A	AFL/Far East-KHV	mfd	27sep58	trf to AFL/West Siberia-OVB 17nov67; canx 14jan78; preserved in the "Yubileiny" pioneers' camp near Tomsk (N56.460753 E85.103988) was used as a cinema and later as a café, received additional 'Yubileiny 35' titles, l/n jul08
8 66 012 01	CCCP-42367	Tu-104A	AFL/Far East-KHV	rgd	11nov58	rgd 19nov58; opb 202 AORS; w/o 03sep62 on the leg from Khabarovsk to Petropavlovsk-Kamchatski of a flight from Moscow to Petropavlovsk when experienced severe vibration while climbing through 4,500 metres, went out of control and crashed in a swamp 15 km south-west of Kurun (Nanal district of the Khabarovsk region, 95.5 km north-east of Khabarovsk airport), all 7 crew and 79 passengers killed; no reason for the crash could be established by the investigation commission but there was rumour that the aircraft may have been shot down accidentally by a missile which had been launched from the Litovko training range; t/t 4,426 hours and 1,760 cycles; canx 14sep62
8 66 012 02	CCCP-42368 OK-MDE	Tu-104A Tu-104A	AFL/Moscow-VKO CSA	rgd d/d	17nov58 12mar62	canx 1977 f/n VKO mar60; canx 10feb62 as trf to Czechoslovakia
8 66 012 03	CCCP-42369	Tu-104A	AFL/Moscow-VKO	mfd	31oct58	named 'Ostrava-Mosnov'; dbr 29aug73 on a flight from Damascus when force-landed at Nicosia after an emergency and ran off the right side of the runway, no casualties; wreck still present dec06 but was reported by sep09 as no longer present
8 66 013 01	CCCP-42370	Tu-104A	AFL/Far East-KHV	mfd	22dec58	rgd 17nov58; f/n LHR 15jul59; trf to AFL/Far East-KHV 05may72; crashed on finals to Alma-Ata 13jan77 due to fire in port engine, t/t 27,189 hours and 12,819 cycles; no canx date in Soviet register
8 66 013 02	1302	Tu-104A	Czechoslovak AF	no	reports	rgd 29dec58; opb 202 AORS; w/o 30jun62 the leg from Irkutsk to Omsk of a flight from Khabarovsk to Moscow when was accidentally shot down by a surface-to-air missile which had gone astray during an air defence exercise in the Magansk area, the aircraft went out of control, entered a flat spin and crashed in a forest east of Voznesenka (Beryozovo district of the Krasnoyarsk region, 28 km east of Krasnoyarsk airport), all 8 crew and 76 passengers killed; t/t 3,726 hours; canx 24oct62
8 66 013 03	1303	Tu-104A	Czechoslovak AF	no	reports	data of this came from ARZ 400, but nothing known of this in the Czech Republic; went directly to the Soviet Air Force
9 66 014 01	CCCP-42371	Tu-104A	AFL/East Sib.-IKT	rgd	20mar59	prototype of the Tu-104A-TS cargo/medevac version, converted by an ARZ in the late 1960s or early 1970s; later used as zero-gravity trainer at Chkalovski; wfu in late 1970s; sat derelict at Chkalovski, l/n aug02/may10
9 66 014 02	CCCP-42372	Tu-104A	AFL/West Sib.-OVB	rgd	20mar59	data of this came from VARZ-400, but nothing known of this in Czech Republic; went directly to the Soviet Air Force
9 66 014 03	CCCP-42373	Tu-104A	AFL/Far East-KHV	rgd	20mar59	in Sármelek (Hungary); in basic Aeroflot c/s, no titles; preserved at the 'Salyut' cultural centre in the Gorodets district of the Nizhni Novgorod region and seen there jul06/aug07
9 66 015 01	CCCP-42374	Tu-104A	AFL/Far East-KHV	rgd	09may59	f/n LED 08jul70; destroyed on landing Borispol in 1976 after engines were shut off in flight causing it to undershoot; according to Soviet register only canx by 1981
9 66 015 02	CCCP-42375	Tu-104A	AFL/Far East-KHV	rgd	08jun59	f/n DME 19aug75; canx 1977
9 66 015 03	CCCP-42376	Tu-104A	LII Zhukovski	rgd	27jul59	canx 1978 photo at VVO 1970; canx 1978
9 66 016 01	CCCP-42377	Tu-104A	AFL/Far East-KVH	rgd	21aug58	f/n DME 03oct72; canx 1978
9 66 016 02	CCCP-42378	Tu-104A	AFL/East Sib.-IKT	rgd	14aug59	reportedly opb Novosibirsk Flight Training Centre (LUTTs) until 04jul60; canx but date unknown; reported seen preserved somewhere in Latvia mid-1980s
9 66 016 03	CCCP-42451	Tu-104A	AFL/Far East-KHV	rgd	30sep59	canx 1977 f/n DME 03oct72; canx 1978; was preserved in a park at Usolye- Sibirskiye-17 (Irkutsk region), l/n 1986; probably scrapped
9 66 017 01	CCCP-42452	Tu-104A	AFL/Far East-KVH	mfd	10sep59	f/n VVO 63; photo KHV 1977; last flight 15mar79; canx 15apr79; preserved at Khabarovsk (City air terminal) since late 1979; scrapped in 1992; remains still seen there jul94
9 66 017 02	CCCP-42453	Tu-104A	AFL/West Sib.-OVB	rgd	21oct59	rgd 24sep59; opb 202 AORS; w/o 20oct60 on the leg from Omsk to Irkutsk of a flight from Moscow to Khabarovsk when was diverted to Ust'-Orda due to bad weather at Irkutsk, on finals to Ust'-Orda the nose landing gear seemed not to have lowered (in fact it was a problem with the indication of the gear position), the captain opted for a go-around but did not act decisively and turned left at a height of 10-15 metres over the runway some 2 km behind its threshold, the aircraft lost height, hit a high-voltage power-line, crash-landed on a slope of a hill and caught fire, 3 out of 7 crew killed while the other 4 and 15 out of 61 passengers were injured; t/t 1,071 hours; canx 18nov60
9 66 017 03	CCCP-42454 CCCP-42454 CCCP-42454	Tu-104A Tu-104A Tu-104LL2	G.K. Elektron MRP NPO "Vzlyot"	rgd mfd trf	late 59 late 59 03jan67	f/n DME 27aug75; canx 1977 rgd 15feb61; in Aeroflot c/s in Aeroflot c/s; test-bed, used for trials of the weapons system of the MiG-31 by the GK NII VVS since 1973, for which a 'Zaslou' radar was installed in the nose; informally called 'Buratino' (Pinocchio) because of the form of its nose; fired twice R-33 air-to-air missiles in 1975; converted to 'Tsiklon' weather control aircraft within the 'Gроза' (thunderstorm) programme in late 1970s, carried a 'Tsiklon' badge below the cockpit then; did not belong to GosNII GA or NII VVS as the other 'Tsiklon' aircraft; canx 1981; report at AMS 24jun71 must be wrong
9 66 018 01	CCCP-L5457 CCCP-42457 CCCP-42458 OK-NDD	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Far East-KHV AFL/East Sib.-IKT CSA	mfd rgd rgd d/d	late 59 08jan60 15jan60 07jan60	in ARZ 400 listing, probably just allocated and was registered directly as CCCP-42457 canx 1978 canx 23mar79 named 'Plizen'; w/o 01jun70 when crashed in fog on third approach to Tripolis, 13 killed
0 66 019 01	CCCP-42459	Tu-104A	AFL/Moscow	rgd	01feb60	trf to AFL/International 15feb64; trf to AFL/Ukraine 31aug72; canx may79
0 66 019 02	CCCP-42460	Tu-104A	Soviet Gvt/AFL c/s	rgd	24mar60	opb 235 OAO at VKO from 08sep60 until 19oct60
0 66 019 03	CCCP-42461	Tu-104A	AFL/Moscow	LHR	30apr60	trf to AFL/International 15feb64; trf to AFL/Leningrad-LED 06sep73; canx 1979; preserved at ulitsa Motorostroitelei at Rybinsk (N58.042922 E38.824536), seen nov87/jul09
0 66 020 01	CCCP-42462	Tu-104A	Soviet Gvt/AFL c/s	rgd	15may60	f/n LHR 16may61; trf to AFL/International 15feb64; seen as freighter Zürich 04may72; trf to AFL/East Siberia-IKT 1973; canx 1979; was preserved on a playground at Chita; scrapped in early 1990s
0 66 020 02	CCCP-42463	Tu-104A	Soviet Gvt/AFL c/s	trf	15feb64	opb 235 OAO at VKO from 05may60 until 13sep62; f/n LHR 14mar61; l/n AMS 08nov62
0 66 020 03	CCCP-42464	Tu-104A	AFL/International	trf	15feb64	trf to AFL/West Siberia-OVB 21sep72; trf to AFL/Ukraine 15may74; canx 1979
0 66 020 04	CCCP-42464 CCCP-42464 CCCP-42464	Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/International AFL/Northern-LED	rgd trf trf	15jul60 unknown 03mar69	opb 235 OAO at VKO from 06jun60 until 13sep62; f/n JFK 01oct60, but there is a press report of this aircraft flying Boston-Gander 19sep60 trf date according old registers but was already seen LHR 20aug63 on the regular SVO service; trf to AFL/West Siberia-OVB 21sep72; trf to AFL/Ukraine 17apr79; canx 1979 not on Soviet register; seen LHR 02aug66 on SVO service trf date according old registers but was already seen LHR 02aug66 on the regular SVO service; seen on photo dated 1978 taken at LED; canx 1979 and used as an instructional airframe, photo exists, and as such explaining the report at LED 05sep81 !

94 Tu-104B and 2 Tu-104E built by Factory # 22 in Kazan-Borisoglebskoye from 1958 to 1960

The c/n gives the year of manufacture, factory code (2 for factory 22), the batch number and the number in the batch

8 2 01 01	CCCP-42399	Tu-104B	GosNII GVF	rgd	20nov58	Tu-104B prototype; mfd early 1959; in Aeroflot c/s; used for atmospheric research (e.g. of the jetstreams) in 1959; trf to Kryv'v Rih Aeronautical School 27apr62
8 2 01 02	CCCP-42400	Tu-104B	AFL/Moscow-VKO	rgd	13apr59	f/n VKO 02oct72; first Tu-104 to reach 18,000 cycles; canx 1978 and underwent fatigue tests
8 2 01 03	CCCP-42401	Tu-104B	AFL/Moscow-VKO	rgd	13apr59	trf to AFL/West Siberia 05jul67; canx may77
8 2 01 04	CCCP-42402	Tu-104B	AFL/West Sib.-OVB	rgd	25apr59	canx 1977
8 2 01 05	CCCP-42403	Tu-104B	GosNII GVF	rgd	22apr60	was equipped with wing fences for tests; trf to AFL/Northern 20feb68; f/n AMS 19jun68; l/n ZRH 03aug75; canx 1978
8 2 02 01	CCCP-42404	Tu-104B	AFL/Moscow-VKO	rgd	08may59	trf to AFL/Northern 01dec67; f/n LED 06jul70; canx 1976
8 2 02 02	CCCP-42405	Tu-104B	AFL/West Sib.-OVB	rgd	25apr59	f/n on photo may68; landed 154 metres short of runway Irkutsk in poor weather 25jul71; not canx from Soviet register !
8 2 02 03	CCCP-42406	Tu-104B	AFL/West Sib.-OVB	rgd	06may59	not canx from Soviet register !
8 2 02 04	CCCP-42407	Tu-104B	AFL/West Sib.-OVB	rgd	06may59	photo exists at OVB, date unknown; last flight 09mar77 to Barnaul; canx mar77; preserved in the Culture & Recreation Park at Barnaul reportedly since 09mar77; scrapped in 1987 or 1988
8 2 02 05	CCCP-42408	Tu-104B	AFL/East Sib. OVB	rgd	18may59	hit a snow wall before runway Omsk 19mar72 on fifth landing attempt in bad weather; not canx from Soviet register
8 2 03 01	CCCP-42409	Tu-104B	AFL/Moscow-VKO	rgd	21may59	trf to AFL/Georgia 25may67; f/n LGW 02jul72; overran the runway at Sukhumi 14oct66, resulting in a collapsed nose gear (photo with the nose down off the runway exists); canx 06jan79
8 2 03 02	CCCP-42410	Tu-104B	AFL/Moscow-VKO	rgd	20may59	due to its canx on 31oct73 it was always assumed that it was this aircraft which was blown up 18may73, but that seems not to be the case and this crash was CCCP-42379
8 2 03 03	CCCP-42411	Tu-104B	AFL/East Sib.-IKT	rgd	04jun59	f/n LHR mid59; trf to AFL/Uzbekistan 25dec63; trf to AFL/Moscow- DME 16mar66; featured in the Soviet movie 'Nepodsuden' (Not cognizable) shot in 1969; trf to AFL/International 01apr71; f/n AMS 01jul72; trf to AFL/West Siberia-OVB 14feb74; last flight 29dec78; t/t 27,705 hours; canx jan79; was to be displayed as a gate guard at Novosibirsk-Tolmachevo airport, but was nevertheless scrapped
8 2 03 04	CCCP-42412	Tu-104B	AFL/Moscow-VKO	rgd	21may59	photo may68; canx 1978
8 2 03 05	CCCP-42413	Tu-104B	AFL/East Sib.-IKT	rgd	04jun59	trf to AFL/Moscow-VKO 13may68; f/n VKO 30jun70; trf to AFL/Ukraine jan73; canx jan79
8 2 04 01	CCCP-42414	Tu-104B	AFL/East Sib.-IKT	rgd	26jun59	f/n VKO 06may61; trf to AFL/Ukraine-KBP 21dec65; l/n LGW sep74; canx 22sep77
9 2 04 02	CCCP-42415	Tu-104B	AFL/Uzbekistan-TAS	rgd	05aug59	

9 2 04 03	CCCP-42416	Tu-104B	AFL/Moscow-VKO	rgd	22jul59	trf to AFL/Leningrad jan73; f/n LHR 22mar74; canx 23mar79
9 2 04 04	CCCP-42417	Tu-104B	AFL/Moscow-VKO	rgd	22jul59	trf to AFL/West Siberia 19mar73; canx 06jan79; preserved at the Training School at Omsk (N54.966353 E73.333132) in new (post-1973) c/s, f/n jul93; seen late 2002 in poor condition and again 2006 and was abandoned by sep09 wfu with doors open, still present sep10
9 2 04 05	CCCP-42418	Tu-104B	AFL/Moscow-VKO	rgd	22jul59	trf to AFL/West Siberia-OVB 19mar73; trf to AFL/Georgia 16apr74; f/n LED 11aug75; canx 1978
9 2 05 01	CCCP-42419	Tu-104B	AFL/Northern-LED	rgd	13apr59	first Tu-104 at LED, based there since 15apr59; f/n LHR 11jul69; l/n LHR 08jun76; canx 22sep77; trf to Riga Aviation Institute (RKIIGA) sep77 and used as ground instructional airframe; was preserved in a park at ul Maskavas (Moscow Street) at Riga, seen either 1979 or 1983; probably scrapped in the late 1980s
9 2 05 02	CCCP-42420	Tu-104B	AFL/Georgia-TBS	rgd	15apr59	f/n VKO 30jun70; canx 1977
9 2 05 03	CCCP-42421	Tu-104B	AFL/West Sib.-OVB	rgd	25apr59	canx 1977
9 2 05 04	CCCP-42422	Tu-104B	AFL/Georgia-TBS	rgd	15jun59	f/n DME 03oct72; canx 1977
9 2 05 05	CCCP-42423	Tu-104B	AFL/East Sib.-IKT	rgd	19may59	f/n IKT 12dec77 still operational; canx 1978
9 2 06 01	CCCP-42424	Tu-104B	AFL/Georgia-TBD	rgd	15apr59	f/n VKO 04oct72; canx 1977; was preserved at Sukhumi airport; destroyed during the civil war in Abkhazia in 1993
9 2 06 02	CCCP-42425	Tu-104B	AFL/Northern-LED	rgd	27apr59	f/n AMS 13nov68; canx oct76
9 2 06 03	CCCP-42426	Tu-104B	AFL/Moscow-VKO	d/d	08may59	trf to AFL/East Siberia-IKT 09dec65; canx 1977
9 2 06 04	CCCP-42427	Tu-104B	AFL/Uzbekistan-TAS	rgd	11jun59	trf to AFL/West Siberia-OVB dec65; f/n VKO 02oct72; canx 1977
9 2 06 05	CCCP-42428	Tu-104B	AFL/East Sib.-IKT	rgd	18may59	f/n LED 11aug75; canx 1978
9 2 07 01	CCCP-42429	Tu-104B	AFL/Northern-LED	rgd	04jul59	based at LED reportedly since may59; f/n LED 27may70; l/n LHR 01mar74; canx 27mar78; l/n LED aug78 seems strange regarding the canx date
9 2 07 02	CCCP-42430	Tu-104B	AFL/Moscow-VKO	rgd	17jun59	f/n LBG jun59; trf to AFL/Northern-LED 14sep61; in incident report 16apr74 when had a near-miss with Il-62M CCCP-86700 over Serbino near Leningrad; l/n LED 11apr75; canx may77
9 2 07 03	CCCP-42431	Tu-104B	AFL/West Sib.-OVB	rgd	24jun59	f/n VKO 1960; photo exists at OVB, date unknown; canx 1977
9 2 07 04	CCCP-42432	Tu-104B	AFL/West Sib.-OVB	rgd	24jun59	canx 1977
9 2 07 05	CCCP-42433	Tu-104B	AFL/West Sib.-OVB	rgd	22jul59	f/n DME 03oct72; canx 1977
9 2 08 01	CCCP-42434	Tu-104B	AFL/Northern-LED	rgd	10jul59	f/n LED 27may70; canx 22may78
9 2 08 02	CCCP-42435	Tu-104B	AFL/East Sib.-IKT	rgd	05aug59	canx 1978
9 2 08 03	CCCP-42436	Tu-104B	AFL/Uzbekistan-TAS	rgd	05aug59	trf to AFL/East Siberia-IKT 09dec65; landed 600 metres short of runway Irkutsk 28apr69; canx 1971
9 2 08 04	CCCP-42437	Tu-104B	AFL/East Sib.-IKT	rgd	05aug59	canx jan78
9 2 08 05	CCCP-42438	Tu-104B	AFL/West Sib.-OVB	rgd	14aug59	right engine failed after take-off Sverdlovsk 13mar61 and made an emergency landing on a lake; canx 23may61
9 2 09 01	CCCP-42439	Tu-104B	AFL/Northern-LED	rgd	25aug59	featured in the Soviet movie "Devchonka, s kotoroi ya druzhil" shot in 1963; f/n SVO 08jul70; l/n LHR sep72; canx mar75
9 2 09 02	CCCP-42440	Tu-104B	AFL/East Sib.-IKT	rgd	11sep59	f/n LED 11jul70; canx 1978
9 2 09 03	CCCP-42441	Tu-104E	GosNII GVF	mfd	late 59	first Tu-104E prototype, in Aeroflot c/s; f/f jan60; rgd 01mar60; no canx date on Soviet register; preserved at Kuibyshev Aviation Institute, later Samara State Aerospace University (N53.241450 E50.363535) seen apr93/nov10
9 2 09 04	CCCP-42442	Tu-104B	AFL/Moscow-VKO	rgd	08sep59	photo in "Grazhdanskaya Aviatziya" magazine at AMS sep62; trf to AFL/International 15feb64; trf to AFL/Moscow-DME jun66; again trf to AFL/International before jun71; f/n SVO 02jun71; trf to AFL/Ukraine-ODS 1973; l/n AMS 21jul73; canx 1979; was preserved in the Chkalov park at Dnipropetrovsk from 1980; scrapped nov86
9 2 09 05	CCCP-42443	Tu-104E	GosNII GVF	rgd	08sep59	second Tu-104E prototype, in Aeroflot c/s; no c/n given on Soviet register !; f/n LED 22jul70; canx 1977
9 2 10 01	CCCP-42444	Tu-104B	AFL/Moscow-VKO	mfd	19sep59	rgd 03oct59; was the first aircraft on a scheduled flight from DME 25mar64, thus officially opening the airport; f/n LGW 02jun72; trf to AFL/Ukraine-ODS jan73, opb 90 LO; w/o 17mar79 on a flight from Moscow-Vnukovo to Odessa when a false fire warning in the left engine (caused by hot air leaking from a de-icing system pipe) appeared 5 seconds after lift-off and forced the crew to shut the engine down after 6 minutes and return to Vnukovo, as the crew was not sure whether the engine fire had been extinguished it did not drop fuel so that the max. landing weight was exceeded by 10.2 t, while descending in the clouds the aircraft suffered from heavy icing, on finals at night in bad visibility and with tail wind the aircraft descended too fast and dropped below the glide path (due to the weight and the icing), a go-around was not possible under these conditions with only one engine working, so the aircraft hit a mast of a high-voltage power-line 14 minutes after take-off, crashed in a forest near Kievskoye shosse (N55.598889 E37.308889) and broke up, 1 out of 6 crew and 57 out of 113 passengers killed (most survivors were severely injured); t/t 24,356 hours and 14,118 cycles; canx 1979; this accident resulted in the decision to withdraw the Tu-104 from civil passenger service nov79
9 2 10 02	CCCP-42445	Tu-104B	AFL/Uzbekistan-TAS	rgd	29oct59	trf to AFL/Ukraine-KBP dec65; f/n VKO 06apr72; canx 1977; reported deriled KBP 07sep92 without undercarriage
9 2 10 03	CCCP-42446	Tu-104B	AFL/Georgia-TBS	rgd	18dec59	canx 1979
9 2 10 04	CCCP-42447	Tu-104B	AFL/Northern-LED	rgd	02dec59	hit approach lights in bad weather Odessa 10jul61; canx 17aug61
9 2 10 05	CCCP-42448	Tu-104B	AFL/Northern-LED	rgd	28jan60	featured in the Soviet movie "Sibiradiya" shot in 1976; canx 28feb78; l/n LED aug78
9 2 11 01	CCCP-42449	Tu-104B	Soviet Gvt/AFL c/s	rgd	20jan60	opb 235 OAO at VKO from 05jan60 until 20jan61; f/n DRS 11apr60
9 2 11 02	CCCP-42449	Tu-104B	AFL/Moscow-VKO	rgd	14jan60	trf to AFL/West Siberia 11sep71; canx 1975
9 2 11 02	CCCP-42450	Tu-104B	AFL/West Sib.-OVB	rgd	14jan60	f/n VKO may60; converted to a Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; canx 1976
	CCCP-L5412(2)	Tu-104B	Aeroflot	VKO	aug81	preserved at Vnukovo since 15sep76 with this fake registration (to commemorate the 20th anniversary of the first Tu-104 passenger flight by the original CCCP-L5412(1), c/n 5350001, which was tested to destruction), removed 23sep04 and scrapped; see c/ns 5350001 and 021905
0 2 11 03	CCCP-42465	Tu-104B	AFL/Uzbekistan-TAS	rgd	24mar60	f/n LHR 12nov64; trf to AFL/Ukraine jan66; canx jan80
0 2 11 04	CCCP-42466	Tu-104B	AFL/Far East-KHV	rgd	14apr60	canx 1977
0 2 11 05	CCCP-42467	Tu-104B	AFL/Far East-KHV	rgd	14apr60	f/n GVA 03jun68; canx 23mar79
0 2 12 01	CCCP-42468	Tu-104B	AFL/West Sib.-OVB	rgd	24mar60	l/n AMS 21jul68; converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; canx 1977
0 2 12 02	CCCP-42469	Tu-104B	AFL/Moscow-VKO	rgd	24mar60	f/n DRS 11apr60; trf to AFL/Far East-KHV 24may72; trf to AFL/Ukraine-ODS 17apr79; l/n PRG 12may79; canx 17apr80
0 2 12 03	CCCP-42470	Tu-104B	AFL/Georgia-TBS	rgd	13may60	f/n DME 27aug75; canx 1977; reportedly seen flying TBS 1989 !
0 2 12 04	CCCP-42471	Tu-104B	AFL/Northern-LED	mfd	22feb60	rgd 13apr60; f/n LHR 05apr68; crashed 28nov76 during night take-off from SVO due to artificial horizon failure causing the crew to become disoriented and exceed bank angle limits, t/t 22,199 hours 30 minutes and 13,336 cycles; not canx on Soviet register !
0 2 12 05	CCCP-42472	Tu-104B	AFL/Moscow-VKO	rgd	23apr60	trf to AFL/Ukraine-KBP 17may72; dbr when right main gear broke on heavy landing Novosibirsk 30aug75; canx 1976
0 2 13 01	CCCP-42473	Tu-104B	AFL/Far East-KHV	rgd	11may60	trf to AFL/Ukraine 07apr71; f/n IKT late77; canx 17apr80; was preserved in Park Pobedy (Victory Park) at Sevastopol; on photo (date unknown) with tail cut off
0 2 13 02	CCCP-42474	Tu-104B	AFL/Moscow-VKO	rgd	25may60	f/n LGW 22may66; trf AFL/Ukraine jan73; canx 1979
0 2 13 03	CCCP-42475	Tu-104B	AFL/East Sib.-IKT	rgd	16may60	trf to AFL/International 25apr72; returned to AFL/East Siberia-IKT 1973; canx jun78
0 2 13 04	CCCP-42476	Tu-104B	AFL/West Sib.-OVB	rgd	19may60	crashed on go-around Novosibirsk 09jun64 in bad weather; canx 10jul64
0 2 13 05	CCCP-42477	Tu-104B	AFL/Moscow-VKO	rgd	25may60	f/n LHR 19may61; trf to AFL/Ukraine jan73; canx 1979; was preserved at Druzhovka (Ukraine), scrapped in 2000
0 2 14 01	CCCP-42478	Tu-104B	AFL/Ukraine-KBP	rgd	23jun60	canx 1977
0 2 14 02	CCCP-42479	Tu-104B	AFL/West Sib.-OVB	rgd	23jun60	f/n GVA 03jun68; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; canx 1977
0 2 14 03	CCCP-42480	Tu-104B	AFL/Ukraine-KBP	rgd	23jun60	f/n LED 12aug68; canx 1977
0 2 14 04	CCCP-42481	Tu-104B	AFL/Uzbekistan-TAS	rgd	04aug60	trf to AFL/West Siberia-OVB 18oct65; photo exists at OVB, date unknown; canx 1978
0 2 14 05	CCCP-42482	Tu-104B	AFL/West Sib.-OVB	rgd	23jun60	f/n LED 11jul70; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; last flight 25mar77 to Kazan and was preserved at factory # 22 (KAP0); canx 1977; broken up by 1997
0 2 15 01	CCCP-42483	Tu-104B	AFL/Northern-LED	rgd	23jul60	crashed near Leningrad 18may63 when reduced below minimum safe approach speed because of bad crew co-ordination; canx 07jul63
0 2 15 02	CCCP-06195	Tu-104B	GKAT Zhukovski	rgd	13jul62	avionics test-bed for inertial and astro-inertial navigation systems; seen Zhukovski aug92/sep93 derelict but was gone by aug95; sequential registration CCCP-42484 was used on Tu-16 c/n 62203208
0 2 15 03	CCCP-42485	Tu-104B	AFL/Ukraine-KBP	rgd	28jul60	was the last Tu-104 to carry passengers (on a flight from Odessa) 20nov79; used for anti-terrorist training at the MVD training area at Balashikha (visible from the road from Moscow to Monino just before Monino when looking backwards on the North side of the road just North of the military heliport N55.808262 E38.039946), seen sep90/mar02 in reasonable condition; no longer visible on Google Earth so probably broken up
0 2 15 04	CCCP-42486	Tu-104B	AFL/Georgia-TBS	mfd	05jul60	rgd 23sep60; crashed on approach Domodedovo 13oct73 when entered a left spin, t/t 16,250 hours and 9,776 cycles
0 2 15 05	CCCP-42487	Tu-104B	AFL/Northern-LED	rgd	04aug60	f/n LED 11jul70; seen LGW 29jul73; canx 1978; preserved at the KAPO factory at Kazan since 25mar77 but no sightings since 1990s
0 2 16 01	CCCP-42488	Tu-104B	AFL/East Sib.-IKT	rgd	10aug60	f/n LED 27may70; canx 1978
0 2 16 02	CCCP-42489	Tu-104B	AFL/Ukraine-KBP	rgd	26aug60	f/n LED 11aug75; canx 1977
0 2 16 03	CCCP-42490	Tu-104B	AFL/Ukraine-KBP	rgd	03sep60	f/n late 1966; crashed after take-off Vnukovo 10oct71 after an in-flight explosion in the rear cargo bay destroyed the controls; canx 1972
0 2 16 04	CCCP-42491	Tu-104B	AFL/Moscow	rgd	11oct60	f/n LHR 20feb61; crashed on approach to Sofia 04jun62 when returning there after left engine was shut down on take-off; canx 10jul62
0 2 16 05	CCCP-42492	Tu-104B	AFL/Moscow	mfd	26aug60	rgd 11oct60; f/n LHR 11jun61; trf to AFL/East Siberia-IKT, date unknown; w/o 13jul63 on the leg from Beijing to Irkutsk of a flight from Moscow (flown by a crew from 207 AO MUTA) when descended too fast through low clouds on finals, hit approach lights 2,450 metres from the runway threshold (between the outer and inner marker) and touched a hill shortly after, continued to fly for 700 metres, eventually crashed 1,880 metres before the runway threshold and burnt out, all 8 crew and 25 out of 27 passengers killed (probably water had entered the static line, causing distorted indications of horizontal and vertical speed as well as of altitude); t/t 2,497 hours and 1,138 cycles; canx 12aug63
0 2 17 01	CCCP-42493	Tu-104B	AFL/Moscow	rgd	11oct60	f/n DRS 13apr61; trf to AFL/International 15feb64; l/n BUD 14aug71; trf to AFL/Ukraine-ODS 14sep71; canx 1979

0 2 17 02	CCCP-42494	Tu-104B	AFL/West-Sib.-OVB	rgd	21nov60	f/n LED 22jul70; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; canx 1977; donated by NAPO im. Chkalova to the city of Novosibirsk in 1979 and transported to the "Beryozovaya roshcha" park (order dated 28mar79, was to be put up until 01jun79); used as café "Samolyot" (aircraft) in 1983 (the modifications took several years), but was closed down after several months due to deficiencies in hygiene; removed in 1985; remains I/n near Irkutsk-Zapadny airfield in 1989; scrapped
0 2 17 03	CCCP-42495	Tu-104B	AFL/Moscow	rgd	11oct60	f/n AMS 21sep62; crashed on test flight from Sheremetyevo 25oct62 as the rudder controls were mounted the wrong way round during maintenance !; canx 24dec62
0 2 17 04	CCCP-42496	Tu-104B	AFL/West-Sib.-OVB	rgd	26oct60	converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 21feb72; canx 1977
0 2 17 05	CCCP-42497	Tu-104B	AFL/Far East-KHV	rgd	26oct60	canx 1978
0 2 18 01	CCCP-42498	Tu-104B	GosNII GVF	rgd	17mar60	in Aeroflot c/s
0 2 18 02	CCCP-42498	Tu-104B	MRP NPO "Vzlyot"	trf	17mar61	in Aeroflot c/s; canx 1981
0 2 18 02	CCCP-42499	Tu-104B	AFL/Moscow-VKO	rgd	29oct61	late rgd reported in register I; based at VKO reportedly since 1960; trf to AFL/East Siberia jun72; canx 1979
0 2 18 03	CCCP-42500	Tu-104B	AFL/Moscow-VKO	rgd	03nov60	f/n VKO 30jun70; trf to AFL/Ukraine 26dec72; based at ODS; canx 15apr79
0 2 18 04	CCCP-42501	Tu-104B	AFL/Ukraine-KBP	mfd	26oct60	rgd 02dec60; trf to AFL/Far East-KHV according to accident report but trf date unknown; dbr when overshoot threshold by 430 metres and overran runway at Chita 05nov74 and hit a railway embankment, t/t 17,301 hours and 12,990 cycles; canx 1974
0 2 18 05	CCCP-42502	Tu-104B	AFL/Uzbekistan-TAS	rgd	19dec60	trf to AFL/Moscow-DME 01jun66; based at DME; f/n VKO 30jun70; trf to AFL/Ukraine 14sep72; canx 16nov79
0 2 19 01	CCCP-42503	Tu-104B	AFL/Georgia-TBS	mfd	24nov60	rgd 02jan61; crashed on approach Domodedovo 07dec73 in bad weather when overflew outer marker with high speed and lost control when tried to lose this speed, t/t 18,300 hours and 10,983 cycles; not canx from Soviet register
0 2 19 02	CCCP-42504	Tu-104B	AFL/Far East-KHV	rgd	23dec60	crash-landed in a field on approach to Vladivostok 02nov61 after hitting a radio mast; canx 15nov61
0 2 19 03	CCCP-42505	Tu-104B	AFL/Northern-LED	rgd	30jan61	f/n LHR 28may71; on 23apr73 a bomb was set off by a hijacker during landing at Leningrad, landed safely but the bomb killed the hi-jacker and the flight engineer, aircraft was dbr; canx 1973
0 2 19 04	CCCP-42506	Tu-104B	AFL/Uzbekistan-TAS	rgd	27jan61	trf to AFL/Far East 24jun65; crashed on take-off Sverdlovsk 30sep73 when entered a left spin after artificial horizons failed; canx 1974
0 2 19 05	CCCP-42507	Tu-104B	AFL/Moscow	rgd	16jan61	opb 235 OAO at VKO from 07dec62 until 15feb64
0 2 19 05	CCCP-42507	Tu-104B	Soviet Gvt/AFL c/s	trf	15feb64	f/n LHR 05aug65; trf to AFL/Far East-KHV 13feb72; trf to AFL/ Ukraine-ODS 17apr79; canx 16nov79; was preserved near VARZ-400 at Vnukovo from 1980, I/n aug05
0 2 19 05	CCCP-42507	Tu-104B	AFL/International	trf	15feb64	preserved on poles at Vnukovo (N55.597574 E37.307936) with these fake colours and identity from 09apr06 (replaced CCCP-L5412(2) c/n 921102 which was broken up sep04), I/n oct11
0 2 20 01	CCCP-L5412(3)	Tu-104B	Vnukovo	VKO	09apr06	the last Tu-104 built; opb 235 OAO at VKO from 18jan61 until 15feb64; f/n LHR 11jul61
0 2 20 01	CCCP-42508	Tu-104B	Soviet Gvt/AFL c/s	rgd	16jun61	trf to AFL/Ukraine jul72; I/n LGW 23jul72; canx 1979; was preserved in a park at Orenburg in the 1980s, photo taken in 1986 exists; reportedly lost due to arson in 1990
0 2 20 01	CCCP-42508	Tu-104B	AFL/International	trf	15feb64	

Tupolev Tu-110

After factory trials of the Tu-104 had started, Tupolev decided to develop a version of the airliner with four, less powerful, turbojets. The reason for this was to reach a higher reliability which would have been necessary for possible exports as most Western jetliners of that era had four engines. Tupolev's proposal was approved by the Soviet leadership, and on 12 August 1955 the Council of Ministers issued a decree ordering the development of an airliner based on the Tu-104, but powered by four Lyulka AL-7P turbojets. Design work for the 'izdeliye 110' (or 'PO') had already started in late June 1955. The prototype Tu-110 (in a configuration with 50 seats) was built by Tupolev's Factory # 156 in Moscow, using parts delivered by Factory # 22, and took off for the first time on 11 March 1957.

Trials went without problems, and it was decided to start series-production at Factory # 22 in Kazan in 1957, with five aircraft to be built in 1958. The production version was designated Tu-110A and had 100 seats. However, only three aircraft were completed as it turned out that there was no real demand for the Tu-110. As no export deliveries were envisaged apart from the six Tu-104As for CSA, and the AM-3 engines became more reliable after some modernisation, and the Tu-104B also seating 100 passengers, it was deemed not sensible to have two similar aircraft in the inventory, so the Tu-110 programme was eventually cancelled.

On 18 July 1958, the Council of Ministers ordered the development of the Tu-124 which was to be powered by two Solovoy D-20P turboprops. As the D-20P was still unproven it was decided to use the four Tu-110s as test-beds to speed up the trials of this engine. The engines were replaced with four D-20Ps in 1959 for the prototype and the three production aircraft in 1960. Afterwards they received the designation Tu-110B.

Later the first Tu-110B received the modified D-20PO turboprops with an air bleeding system, and became a Tu-110LL flying laboratory. It wound up as an avionics test-bed at the NILITS im. V.S. Grizodubovoi (Scientific Research Flight Test Centre) and was used in 1964/69 to test the "Sapfir-23" radar developed for the MiG-23 fighter. The other three aircraft were also used for testing various flying equipment, in particular radar systems.

One of the Tu-110s was noted in Akhtubinsk in 1971 and also in the early 1980s flying. Another one was stored at the KIIGA (Kiev Civil Aviation Engineering Institute) airfield in Kiev-Zhulyany and noted there in 1980; it was scrapped sometime in the 1980s. Some fragments of the aircraft might still lie there. Apart from that, there is a report that a Tu-110 had been stored at Ulyanovsk, but was also scrapped. Unfortunately, this is all that is known about the type.

1 Tu-110 prototype built by Factory # 156 at Moscow-Lefortovo in 1957

56 0 0 ?	5600	Tu-110	Tupolev OKB	mfd	early57	c/n not confirmed; not CCCP-L5600 !; in Aeroflot c/s; f/f 11mar57; f/n VKO 09jul57; wfu approximately in 1961 and trf to Kiev Institute of Civil Aviation (KIIGA) at IEV for use as ground instructional airframe; scrapped there apr84
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3 Tu-110A aircraft built by Factory # 22 at Kazan-Borisoglebskoye in 1958

55 1 1 ?	CCCP-L5511	Tu-110A	Tupolev OKB	mfd	1958	c/n not confirmed, registration visible on photo; in Aeroflot c/s; received D-20P engines in 1960 and thus became a Tu-110B; later received D-20PO engines
55 1 2 ?	CCCP-3658. CCCP-L5512 ?	Tu-110LL Tu-110A	MRP NPO 'Vzlyot' Tupolev OKB	mfd	1958	flying laboratory; used to test the "Sapfir-23" radar for the MiG-23 in 1964/69 in Aeroflot c/s; c/n and reg not confirmed, only '5512' is known; received D-20P engines in 1960 and thus became a Tu-110B
55 1 3 ?	CCCP-L5513 ?	Tu-110A	Tupolev OKB	mfd	1958	in Aeroflot c/s; c/n and reg not confirmed, only '5513' is known; received D-20P engines in 1960 and thus became a Tu-110B

Tupolev Tu-114, Tu-116 & Tu-126

The sight of the mighty four engine Tu-114 with its counter-rotating propellers at a Western airport in the 1960s evoked almost as much amazement and enthusiasm as, later, the Concorde did. It was a truly gigantic aircraft for its time, dwarfing anything else on the ramp. It was the biggest commercial aircraft in the world back then and the fastest propeller-driven airliner. Its history goes back to the mid 1950s when Aeroflot had a need for a large aircraft with a long range to operate over the vast expanses of the Soviet Union as well as on long-distance intercontinental routes.

The design derived from the Tupolev Tu-95, a long-range strategic bomber which had flown first in 1952 and had first appeared in public at the Tushino Aviation day in August 1955. Accordingly, the aircraft was called Tu-95P (for 'passazhirski' - passenger) at first before being renamed Tu-114 (after its 'izdeliye' number) later. The new airliner made its first flight on 15 November 1957, but before that two Tu-95s were taken from the production line and produced as the Tu-116. The Tu-114 entered regular service on the Vnukovo - Khabarovsk route on 24 April 1961.

On July 10, 1962, two crews commanded by A.K. Vitkovsky and H.N. Tskhovrebov made a flight to Havana with an intermediate landing in Conakry, Guinea at an airport built by the Soviets a few years earlier. The total flight time was 21h 16 min. After this flight, it seemed that Cuba was no longer isolated from the USSR and regular flights could start. But at this time of cold war, the US government tried to do their best to hinder flights between the USSR and Cuba so, they asked the government of Guinea to refuse landing permission to the Tu-114 at Conakry, formally explaining that the airport could no longer accept aircraft of more than 150 tons. Only four flights were ever made through Conakry. Then, the route was modified and passed through Dakar, Senegal. After four flights, the Soviets were refused at this airport too, this time the reason was "they are transporting arms". Three more flights were made through Algiers, and finally Aeroflot could land nowhere in Africa, so it had to search for another route. Abandoning flights to Cuba was the last thing to do - it was exactly what

US government was trying to achieve. The only solution was to make non-stop transatlantic flights over the Arctic Ocean with an intermediate landing in Murmansk, not so far from Moscow. Theoretically, the aircraft was able to cover the distance of 10900 km (6700 miles) between Murmansk and Havana. In practice, it wasn't always the case. On January 7, 1963, the route Moscow Sheremetyevo - Murmansk - Havana was inaugurated by Tu-114 CCCP-76480. The route followed the Finnish, Norwegian and British coast, passed Reykjavik, southern Greenland, then passed Gander, New-York and Varadero.

In 1963 Delhi was added to the network, with an African service to Conakry and Accra commencing on 19 August 1965 and a service from Moscow to Montreal starting on 4 November 1966. In 1967, Tu-114 opened simultaneously four new international flights, Moscow Sheremetyevo to New-York, Tokyo, Beijing and Brazzaville. Additionally, Japan Air Lines decided to use the Tu-114 in cooperation with Aeroflot on the following routes: Tokyo-Moscow-Paris, Tokyo-Moscow-London, Tokyo-Moscow-Roma and Tokyo-Moscow-Copenhagen. Four aircraft were used: CCCP-76464, CCCP-76470, CCCP-76474 and CCCP-76490. They were carrying a little JAL logo and the inscription "Japan Air Lines" at the front of the fuselage, in addition to a big Aeroflot inscription and the red banner on the tail. This was the first time a Soviet and a non-communist company flew together the first joint flight with JAL taking place on April 17, 1967 on CCCP-76464.

The Tu-114 could accommodate 170 passengers. What made the Tu-114 unique then was the presence on board of a restaurant and sleeping compartments. On domestic flights, the restaurant was used as just another cabin. Each compartment had two lower and one upper beds, a table and a lamp. Passengers received sheets and blankets after two hours of flight. The incredible growth of demand made Aeroflot replace sleeping compartments with ordinary seats in 1969, increasing the seating capacity from 170 to 220. In 1968-1969, Sheremetyevo airport received a big number of new long-range Ilyushin Il-62

jets that started to replace Tu-114 on its routes. In terms of prestige, it was considered better to use a jet on international flights.

The final withdrawal from international service took place in June 1969 when Il-62s took over the Tokyo route; from 1968 to 1969 all the Tu-114 were transferred to Domodedovo airport. At the same time, the Tu-114 started to serve more domestic routes increasing passenger demand at such a rate that it was impossible to get a ticket less than 15 days before the flight. Aeroflot's domestic department greatly appreciated the arrival of more Tu-114s to its domain, as it was the biggest passenger aircraft in the world (before the Jumbo Jet appeared).

On April 30, 1968, the Tu-114 opened domestic flights Domodedovo (Moscow) - Tashkent, then on October 1 Domodedovo - Alma-Ata. On June 22, 1971 the Tu-114 started non-stop flights to Anadyr, replacing Il-18 with two its intermediate landings in Hatanga and Tiksi. In the summer of 1971, the Tu-114 commenced the route Domodedovo - Novosibirsk and made a test run to Sukhumi (Georgia). The biggest problem the Tu-114 encountered was the absence in the USSR of airports large enough to receive such a monster. That is why the geography of its flights has been limited to the mentioned routes. The lack of airport equipment made Aeroflot turn back to Il-18s on the route to Anadyr and finally never start using Tu-114s to Sukhumi. Moreover, the new Il-62 was taking over more and more Tu-114 destinations.

The first Tu-114s were withdrawn from use in 1970. By that time, they had only 11,000 to 14,000 hours each. Several aircraft had developed cracks in the engine mountings, and almost the whole fleet needed rework. However, conducting rework on the Tu-114 was considered not to be worthwhile, the more so as enough Il-62s were available by the mid 1970s to replace the type completely. So it was decided to withdraw the Tu-114 from use. 1974 was the last year of intensive use of the Tu-114. It flew nine flights daily to Khabarovsk, one daily flight to Novosibirsk and one to Tashkent. In 1975 it flew six flights daily and in 1976 - only three.

The respective decrees were issued by the Council of Ministers on 17 December 1975 (No. 2757) and by the Ministry of Aviation Industry on 11 May 1976 (No. 100). Several Tu-114s were noted stored at Domodedovo in 1975, and the last passenger service by Aeroflot was the flight of CCCP-76485 from Khabarovsk to Domodedovo on 2 December 1976. Only the two Tu-114s operated by the Soviet Air Force remained in use until the early 1980s.

By the end of its operational life the type had carried some 6 million passengers on 50,000 flights accumulating 350,000 hours. Given that the average service life was fifteen years and the average number of flights was about 1,600 per aircraft (one flight every three days), it seems there was a degree of under-utilization of this magic aircraft.

The only other version apart from the 'plain' Tu-114 which entered production was the Tu-114D (for 'dalni' - long-range) with a range extended to 10,750 km - and the number of seats reduced to 60. It was developed for the Moscow - Havana route in 1962 and entered regular service on 7 January 1963. As far as is known by now, only three aircraft belonged to this version.

Several projects failed to materialise, among them the Tu-114A long-haul variant for 100 passengers, the Tu-114T freighter, the Tu-115 military transport, a version with six NK-8 turboprops and even a nuclear-powered ASW aircraft, the Tu-114PLO. The Tu-114 was manufactured by Factory # 18 at Kuibyshev (now Samara), the prototype having been built at the Tupolev factory #156, then disassembled and moved to Zhukovskiy for flight testing. The actual number produced is open to debate but is now believed to be 33. The register of the former Soviet Union had a batch of registrations from CCCP-76458 to CCCP-76499 reserved, a total of 42 aircraft. However, the last recorded registration is

CCCP-76491, and 76462 and 76463 were the two Tu-116s. CCCP-76461 does not appear to have been used, leaving a total of 31. When we add the prototype and the static test airframe, we arrive at 33 aircraft.

The newspaper 'Sovetskaya Estonia' printed a photo on 22 May 1964 showing a Tu-114 in Aeroflot c/s with the registration CCCP-76457. However, there is no record of this registration on the Soviet register between 1960 and 1968. So we came to the conclusion that this photo shows a fake registration. The more so, as there is no c/n left open for it. Although Paul Duffy and Andrei Kandalov write in their book 'Tupolev - The Man and his Aircraft' that CCCP-76457 was destroyed in an accident on 2 December 1966 when hitting a snow-mound on take-off at Sheremetyevo, this seems to be a mix-up with another reported accident, that of CCCP-76491 undershooting at Brazzaville in the Congo on 16 February 1966. The truth seems to be that there was only one Tu-114 accident, and it combines facts from both reported accidents: CCCP-76491 was destroyed at Sheremetyevo on 17 February 1966 (as also reported in 'Soviet Transport Aircraft Since 1945'). The aircraft was on a flight to Brazzaville, but the accident did not happen there, but already on take-off at Sheremetyevo when it hit a snow-mound... The Tu-114 involved in this accident was the newest at the time and had been in service for barely three months. This may have resulted in the cessation of production and the consequent non-use of the reserved registrations from 76492 to 76499. Probably several Tu-114s airframes were under production at that moment, and they may have been finished as Tu-126s (see below).

The first unit CCCP-L5611 was painted in a proper scheme: white top, then grey with blue and red stripes on white background below the windows and silver bottom. After it had been given to Monino Air Museum, it was painted in the scheme that was standard in the 60-ies for Tu-114s: white top with a dark blue stripe below the windows, silver bottom. As it has already been said, four units wore Japan Air Lines logo and inscription during their joint service, the inscription AEROFLOT was black. Finally, in the beginning of the 70-ies, Aeroflot introduced a unique scheme for all its aircraft: white top, dark blue stripe across the windows, silver bottom, the inscription AEROFLOT being dark blue too. Most of the Tu-114 still in service were repainted in the new livery, but some of them wore the old one until their retirement. Among the repainted Tu-114, little differences could be noted, especially on planes given to the Army - some planes didn't have the dark stripe along the tail (76478, 76485), propellers were painted either in black or in dark blue. The following were painted in new Aeroflot livery: CCCP-76475, CCCP-76478, CCCP-76480, CCCP-76485, CCCP-76486, CCCP-76488 and CCCP-76490. Finally, remaining in the old livery until retirement were: CCCP-76459, CCCP-76460, CCCP-76470, CCCP-76472 and CCCP-76487. The well known CCCP-76464 was in the old livery, until it was placed as a monument in front of Domodedovo airport and was only then repainted in the new Aeroflot livery.

Following their withdrawal from service, most Tu-114s, and the Domodedovo and Vnukovo VARZ ones as well, were sadly scrapped in June and July 2006, but the prototype which surprised the world in 1959 was flown to Monino on 16 March 1972 and has been preserved there ever since. Other complete examples exist at the Ulyanovsk Museum of Civil Aviation and the technical training college at Kryvyi Rih Aeronautical School in Ukraine.

Not mentioned in the list below is CCCP-L5700 of which a photo exists which must be fake.

The registrations used by the Tu-114 were subsequently re-allocated to the Il-76 with the exception of CCCP-76480. The construction number gives the year of manufacture, the factory code (8 for Factory # 18 for CCCP-76457 to CCCP-76479 and M for CCCP-76480 to CCCP-76491), the type (4 for Tu-114), the batch number and the number in the batch.

2 Tu-114 prototypes built by Factory # 156 at Moscow-Lefortovo in 1957

56 1 1	CCCP-L5611	Tu-114	Tupolev OKB	mfd	oct57	first prototype, named 'Rossiya'; in Aeroflot c/s; completed sections transported to Zhukovskiy for re-assembly; f/f 15nov57 from Zhukovskiy; f/n Andrews AFB 28jun59; used by Soviet leader Khrushchov on a state visit to the US 15sep59; completed factory trials 31oct59; trf to GK NII VVS dec59; completed state trials 22jun60; severely damaged 21jun61 when the right main landing gear failed, was under repair for 1 1/2 years afterwards; ferried to factory # 18 20jan63 and brought there to series- aircraft configuration may63/sep65; used for system trials in 1965/68, the last of 326 test flights took place dec68; last flight 16mar72 (to Monino N55.832889 E38.182204); t/t 794 hours 46 min; preserved in the Russian Air Force museum at Monino; c/n checked in cockpit (probably means batch 1 aircraft number 1); vandals broke into the aircraft during the winter 2005/06 (when the museum was closed) and seriously damaged the cockpit; l/n aug11
56 1 2	CCCP-L5612	Tu-114	Tupolev OKB	mfd	feb58	second prototype, existence not proven; reportedly w/o 18feb58 when crashed near Kuibyshev during its first flight

32 Tu-114 production aircraft built by Factory # 18 at Kuibyshev-Bezmyanka in 1958/64

8 8 4 0 1	CCCP-76458	Tu-114	GosNII GVF	rgd	22apr60	late rgd reported in register !; in Aeroflot c/s; trf to AFL/Moscow-DME; f/n DME 03oct72; canx 1975
8 8 4 0 2	CCCP-76459	Tu-114	AFL/International	rgd	27nov67	late rgd reported in register; set several World Records apr60; was f/n KHV 23feb61; seen BRU 05jun68; trf to AFL/Moscow-DME late 1968; l/n active DME aug74; never canx according to Soviet register !; preserved at a playground near Novgorod airport since early 1977, used as 'Club of young aviators', f/n 16mar82; destroyed by arson in spring 1990, l/n 01jul90, fuselage burnt out and broken into two parts; broken up
8 8 4 1 1	--	Tu-114	Tupolev OKB			static test airframe
8 8 4 1 2	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	rgd	11sep59	rgd again 17nov61
	CCCP-76460	Tu-114	GosNII GA	trf	16apr62	
	CCCP-76460	Tu-114	AFL/Moscow (MUTA)	trf	01nov62	
9 8 4 1 3	CCCP-76464	Tu-114	AFL/Moscow	rgd	30jun61	f/n in East Germany 10nov73; canx 20jul76 as life-time expired; l/n DME 14nov77
						late rgd reported in register !; f/n YMX 04nov66; operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats; first such flight 17apr67; trf to AFL/Moscow-DME and converted back to standard version with 220 seats in 1969; l/n on pax flight 18jan72 (DME-OVB); canx 1976; was preserved in front of the terminal at Domodedovo since aug77; scrapped on that spot 28jul/05aug06
9 8 4 2 1	CCCP-76465	Tu-114	AFL/Moscow (MUTA)	rgd	31oct59	f/n KHV 23feb61; rgd again 23apr63; opf Soviet Air Force nov71/may75, carrying troops to East Germany, seen Grossenhain 09may73; canx 30apr76 as life-time expired
9 8 4 2 2	CCCP-76466	Tu-114	AFL/Moscow	rgd	05may61	late rgd reported in register !; f/n VKO 27oct62; converted to flight research laboratory 05oct63; never flew with passengers; canx 1975
9 8 4 2 3	CCCP-76467	Tu-114	AFL/Moscow	rgd	17nov61	late rgd reported in register !; opf Soviet Air Force nov71/may75 carrying troops to DDR; f/n Gross Dölln (Templin) 21nov72; l/n DME 19aug75; canx 1975
9 8 4 2 4	CCCP-76468	Tu-114	AFL/Moscow	rgd	27dec61	late rgd reported in register !; f/n JFK already oct60; opf Soviet Air Force nov71/may75 carrying troops to DDR; l/n Sperenberg 14may72; canx 1975
60 8 4 2 5	CCCP-76469	Tu-114	AFL/Moscow	rgd	30jun61	late rgd reported in register !; f/n JFK already oct60; canx 1975
60 8 4 3 1	CCCP-76470	Tu-114	AFL/Moscow	rgd	05may61	late rgd reported in register !; f/n LBG jun61; trf to AFL/International 1967; operated jointly with JAL for flights between Japan and Western Europe in 1967 with additional 'Japan Air Lines' titles, passenger cabin with 105 seats; returned to AFL/Moscow-DME and converted back to standard version with 220 seats in 1969; canx 1976; displayed at VARZ-400 rework plant since 1976, f/n sep92, l/n aug05; broken up jun06, remains still there by jul06
60 8 4 3 2	CCCP-76471	Tu-114	AFL/Moscow	rgd	05may61	late rgd reported in register !; f/n VKO apr62; l/n DME 03oct72; canx 1975
61 8 4 3 3	CCCP-76472	Tu-114	AFL/Moscow	rgd	28jun61	f/n VKO 04oct72; made first pax flight DME-DYR 22jun71; canx 1976; l/n DME 1991/1995, fuselage only, outside airport;
61 8 4 3 4	CCCP-76473	Tu-114	AFL/Moscow	rgd	02aug61	f/n KHV jan62; seen Sperenberg 17nov71; opf Soviet Air Force nov71/may75 carrying troops to East Germany, but seen on pax flights DME-OVB 02dec71 and 23nov72; l/n Gross Dölln (Templin) 16may75; canx 1976

61 8 4 3 5	CCCP-76474	Tu-114	AFL/Moscow	rgd	25oct61	trf to AFL/International 1967; operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; f/n BRU 29jun68; f/n SVO 1968 with JAL logo on fuselage; returned to AFL/Moscow-DME and converted back to standard version with 220 seats in 1969; l/n DME 19aug76; canx 1976
61 8 4 4 1	CCCP-76475	Tu-114	AFL/Moscow	rgd	25oct61	f/n DME 24nov70; canx 1976; l/n DME 14nov77
61 8 4 4 2	CCCP-76476	Tu-114	AFL/Moscow	rgd	01mar62	f/n SVO 27mar68; l/n Gross Dölln (Templin) 06nov73; canx 1976
61 8 4 4 3	CCCP-76477	Tu-114	AFL/Moscow	rgd	02feb62	f/n Gross Dölln (Templin) 15may72; canx 1976; l/n DME derelict, gone by 1991
62 8 4 4 4	CCCP-76478	Tu-114	AFL/Moscow	rgd	11may62	f/n in (former) East Germany 14may72; canx 25feb76; l/n DME 1991/1999, fuselage only, outside airport and later scrapped
62 8 4 4 5	CCCP-76479	Tu-114D	AFL/Moscow	rgd	28jun62	in the Soviet register with c/n 6201445 meaning the same line number !; f/n HAV 1962; dbr when nose gear suddenly retracted during maintenance at ATB Vnukovo in mid August 1962 when a junior engineer was working on the electronics of this aircraft and somehow managed to by-pass the protection mechanism preventing the gear from retracting while on the ground; canx 31aug62; fuselage was on the ATB scrapyard for about 20 years
62 M 4 5 1	CCCP-76480	Tu-114D	AFL/Moscow	mfd	jun62	version confirmed; rgd 27jul62; f/n HAV 08jan63; converted to 'plain' Tu-114 with 220 seats ca. 1969/70; canx 13feb73 as to Soviet Air Force
62 M 4 5 2	CCCP-76480	Tu-114	Soviet AF/AFL c/s	trf	13feb73	opb 223 lo (Flight Unit); still on register as such in mid 1970s; wfu in spring 1981
62 M 4 5 2	CCCP-76481	Tu-114	AFL/Moscow	rgd	10jan63	f/n LHR 08feb63; damaged on take-off at KHV 07aug67, blowing its tyres but landed safely at DME; canx 1976
62 M 4 5 3	CCCP-76482	Tu-114D	AFL/Moscow	rgd	07jan63	version confirmed in the Soviet register; f/n HAV 16oct66; converted to 'plain' Tu-114 with 220 seats ca. 1969/70; l/n DME 04oct72; l/n DME 27aug75; canx 1976
62 M 4 5 4	CCCP-76483	Tu-114	AFL/Moscow	rgd	10jan63	f/n Spereberg 20nov71; l/n DME 27aug75; canx 1975
63 M 4 5 5	CCCP-76484	Tu-114	AFL/Moscow	rgd	07jun63	f/n Spereberg 12nov73; l/n DME 27aug75; canx 1976
63 M 4 6 1	CCCP-76485	Tu-114	AFL/Moscow-VKO	rgd	24aug63	f/n DME may64; trf to AFL/International 1966; returned to AFL/Moscow-DME 1969; last Aeroflot Tu-114 to carry passengers (on a flight from KHV to DME) 02dec76; canx 1977; flown to Kryvyi Rih Aeronautical School (N47.934827 E33.321084) in spring 1977 and seen there jul96/oct10
63 M 4 6 2	CCCP-76486	Tu-114	AFL/Moscow	rgd	23sep63	f/n LIN nov63; was the only Tu-114 ever at AMS on 29may64; canx 1976; last flight sep76 to Tyumen; preserved in Aviators' park at Tyumen-Roshchino since 09sep76, broken up 1986
63 M 4 6 3	CCCP-76487	Tu-114	AFL/Moscow	rgd	22feb64	f/n LBG 23jun67; l/n VARZ 400 jul76; canx 1976
64 M 4 6 4	CCCP-76488	Tu-114	AFL/International	rgd	01jul64	trf to AFL/Moscow-DME 26feb70; f/n VKO 30jun70; canx 1976
64 M 4 6 5	CCCP-76489	Tu-114	AFL/Moscow	rgd	30jul64	trf to AFL/Moscow late 1968; f/n DME 03nov72; l/n DME jul76; canx 1976
64 M 4 7 1	CCCP-76490	Tu-114	AFL/International	rgd	25jun65	operated jointly with JAL for flights between Japan and Western Europe in 1967, passenger cabin with 105 seats; f/n HND 13jun67 with additional 'Japan Air Lines' titles; l/n as such HND sep67; trf to AFL/Moscow-DME and converted back to standard version with 220 seats in 1969
	CCCP-76490	Tu-114	Soviet AF/AFL c/s	trf	19jan73	opb 1009 tbat at Uzin; seen in East Germany 1974/1975; last flight may83 (to Ulyanovsk); preserved in the Museum of Civil Aviation at Ulyanovsk (N54.290624 E48.234760) probably from may83 (but some sources give 1988), l/n oct11
64 M 4 7 2	CCCP-76491	Tu-114	AFL/International	rgd	18nov65	w/o 17feb66 on a flight from SVO to BZV when, during take-off run in bad visibility, left main gear hit a snow-mound at 275 km/h causing fuselage to hit the ground, 21 of 68 aboard killed; canx 18apr66

Tu-116

The Tu-116 was a VIP transport version of the strategic bomber Tu-95. It was developed for the Soviet leader Nikita Khrushchov who wanted to fly in a Soviet aircraft to New York to address the United Nation's General Assembly. As the Tu-114 was still under development in the mid 1950s, it was decided to derive a passenger version from the Tu-95 which had the necessary range.

The Tu-116 was presented to the Soviet public under the designation Tu-114D (the real Tu-114D was the long-haul version of the Tu-114) in July 1958. In the event, Khrushchov flew to New York on the prototype of the Tu-114 in September 1959, thereby rendering the Tu-116 unnecessary. So both aircraft were handed over to long-range aviation regiments of the Soviet Air Force where they served as VIP transports until the spring of 1991. These two Tu-95s were

6 8 004 02	7801	Tu-116	Soviet Air Force	f/f	23apr57	toc 31may57; opb 1023 tbat at Semipalatinsk; underwent factory trials until 04oct57
	CCCP-76462	Tu-116	Soviet AF/AFL c/s	PRG	1958	opb 1023 tbat at Semipalatinsk; seen Gross Dölln (Templin) 16nov72; wfu in 1989; preserved in Museum of Civil Aviation at Ulyanovsk (N54.290885 E48.234015) since 1989, f/n 31aug93, l/n 2008
7 8 004 09	7802	Tu-116	Soviet Air Force	f/f	03jun57	toc sep57; opb 409 tbat at Uzin; started state trials mar58
	CCCP-76463	Tu-116	Soviet AF/AFL c/s	rgd	1958	completed state trials 25jul58; opb 409 tbat at Uzin; wfu apr91; scrapped at Uzin

Tu-126: 1 prototype and 8 production aircraft built by Factory # 18 at Kuibyshev-Bezmyanka in 1961-67

The Tu-126 (izd. L) was one of the most secret aircraft of the Soviet Union, so not much is known about it even today. It was an airborne warning and control aircraft developed to protect the Northern approaches of the Soviet Union from the threat of strategic bombers flying in via the Arctic. As it was not possible to deploy enough radar stations in the vast expanses of the Far North, a radar-equipped aircraft was needed to control this vital airspace.

First plans envisaged developing an AEW aircraft on the basis of the Tu-95 as this long-range bomber was a proven design. However, its fuselage turned out to be too small to accommodate all the electronic equipment and its operators. So the Tu-114 was chosen as a basis as it had a larger diameter fuselage.

Development of the Tu-126 was ordered by a decree of the Council of Ministers issued on 4 July 1958, and the general lay-out of the aircraft was confirmed on 30 January 1960. The mock-up commission convened on 7/12 December 1960, and the prototype was eventually completed by Factory # 18 at Kuibyshev (now Samara) in autumn 1961. It flew first on 23 January 1962 and completed the first stage of joint trials on 8 February 1964. The second stage was conducted at Vladimirovka between 24 May and November 1964.

61 M 6 0 1	618601	Tu-126	Soviet AF/PVO	mfd	oct61	prototype; f/f 23jan62 still with mock-up radar; "Liana" installed after 7 test flights at Lkhovitsy; underwent joint trials 1962/nov64; then opb 67 oae DRLO; transferred to the TMZ at Taganrog on the base of a VPK decree dated 25aug75 and converted to flying laboratory, see next line
	618601	LL "A"	MAP/TMZ	f/f	15aug77	from Taganrog; in Soviet AF c/s; underwent factory trials 01aug/21oct77; used for tests of the "Shmel" radar for the A-50 (izd. A, hence LL "A") AWACS, undertook 9 test flights (27 hours 39 min); converted by the TMZ to flying laboratory LL "2A" in 1987; ferried to Lkhovitsy 13mar87 and used for tests of the mock-up of the radar for the A-50M (izd. 2A); trf to GK NII VVS; wfu 1990; seen Zhukovski aug92/sep95 dumped; scrapped
65 M 6 1 1	no code	Tu-126	Soviet AF/PVO	mfd	may65	toc 1966; first production aircraft; without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
65 M 6 1 2	no code	Tu-126	Soviet AF/PVO	mfd	1965	toc 1966; with longer tail containing SPS-100 "Rezeda" ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 1 3	no code	Tu-126	Soviet AF/PVO	mfd	1966	without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 2 1	no code	Tu-126	Soviet AF/PVO	mfd	1966	without ECM suite; opb 67 oae DRLO; canx 1984; probably broken up 1990
66 M 6 2 2	no code	Tu-126	Soviet AF/PVO	mfd	1966	with longer tail containing ECM suite; first Tu-126 equipped with refuelling equipment, first test flight with this 29aug67; opb 67 oae DRLO; canx 1984; probably broken up 1990
67 M 6 2 3	no code	Tu-126	Soviet AF/PVO	mfd	1967	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; broken up dec90
67 M 6 2 4	no code	Tu-126	Soviet AF/PVO	mfd	1967	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; broken up dec90
67 M 6 2 5	no code	Tu-126	Soviet AF/PVO	mfd	nov67	with longer tail containing ECM suite; opb 67 oae DRLO; canx 1984; scrapped dec90; reportedly it was this aircraft to which the following applies: damaged during a flight over the Novaya Zemlya archipelago at night when entered a dive at 8,000 metres for unknown reasons and could be pulled out at 1,000 metres only, causing dozens of long cracks in the wings so that the aircraft had to be wfu

converted on the assembly line to Tu-116 VIP transports for long distances. These aircraft retained the standard bomber fuselage to reduce weight and increase fuel capacity. The rear fuselage had a pressurised cabin, seating up to 24 passengers. Both have Tu-95 c/ns.

The first flight took place on 23 April 1957, and state trials started in March 1958. However, the Tu-116 was not considered to be safe enough for Soviet leaders Khrushchov and Bulganin because of technical problems, and so it ended up in normal Air Force service. Instead the Tu-114 took over the task of VIP transport.

The construction number gives the year of manufacture, factory code (8 for factory 18 for aircraft), the batch number and the number in the batch..

completed state trials 25jul58; opb 409 tbat at Uzin; wfu apr91; scrapped at Uzin

The Tu-126 was equipped with a "Liana" radar mounted in an eleven-metre radome above the fuselage. This system provided for the detection of aerial targets at a distance of 100 to 350 km (depending on their size) and of large warships at up to 400 km. The Tu-126's complement consisted of five flight crew and eight radar-system operators.

The type was commissioned by the Soviet MoD on 30 April 1965, and the first aircraft were taken on charge by the 67 oae DRLO (independent AEW aviation squadron) of the Soviet Air Defence Forces in 1966. This sole Tu-126 unit was based at Zokniai near Yiauliai (Lithuania), but the aircraft normally operated over the Barents Sea or Kara Sea and less often over the 'small' Baltic Sea. As the "Liana" was not able to detect low-flying targets, the Tu-126 was withdrawn from use in 1984 and eventually replaced by the A-50. None of the Tu-126s survived as all were scrapped by the end of 1990, with the prototype seen dumped at Zhukovski aug92/sep95, but also sadly having been broken up shortly after 1995.

The construction number gives the year of manufacture, the factory code (M for factory # 18), the type (6 for Tu-126), the batch number and the number in the batch.

Tupolev Tu-124

Aeroflot's (and the government's) requirements in the late fifties and early sixties for a passenger jet smaller than the established Tu-104 and capable of operating from less developed, and in some cases unpaved, airfields led to the design of the Tupolev Tu-124 - outwardly similar to the Tu-104 but some 25 % smaller. Development of the aircraft which was to be powered by two Solovoyov D-20P turboprops was ordered by the Soviet Council of Ministers on 18 July 1958.

The first flight took place from Zhukovski on 24 March 1960, the prototype having been assembled elsewhere, then disassembled and trucked to Zhukovski before being put together again - a process not uncommon at the time and which had been used previously with the Tu-114.

Series production was allocated to Factory # 135 at Kharkov in Ukraine, where all the aircraft were manufactured, and the type entered service with Aeroflot on

2 35 10 01	CCCP-45036	Tu-124V	AFL/N.Kavkaz-ROV	rgd	02mar63	f/n STW 04aug64; trf to AFL/North Kavkaz-VOG dec66; trf to AFL/North Kavkaz-MRV 12jan70; cvtd to cargo version; operated jointly with GosNII GA; l/n ESL 24jan75; re-converted to pax version in 1976; canx 1977
2 35 10 02	CCCP-45037	Tu-124V	AFL/N.Kavkaz-MRV	mfd	29jan63	already in service 23feb63; rgd only 02mar63; trf to AFL/Belarus-MHP 02jun65; w/o 03jan76 on a flight from Moscow-Vnukovo to Brest when crashed shortly after take-off after both artificial horizons had failed, the aircraft rolling to port, diving into the ground on the outskirts of Sanino village with a vertical speed of 50 m/sec, all 5 crew and 56 passengers killed; t/t 17,014 hours 22 minutes and 14,409 cycles; canx 1976
3 35 10 03	CCCP-45038	Tu-124V	AFL/Moscow-VKO	mfd	12feb63	rgd 05mar63; f/n SXF 09mar63; trf to AFL/Privolzhsk-KUF 28apr72; trf to AFL/Privolzhsk-KZN 06dec78; w/o 29aug79 on a flight from Kiev to Kazan when flaps extended at 27,000 ft while on autopilot, crashed near Kirsanov (Tambov region), all 5 crew and 58 passengers killed; the type was wfu after this accident; t/t 23,232 hours and 18,369 cycles; canx 1979
3 35 10 04	CCCP-45039	Tu-124V	AFL/Privolzhsk-KUF	rgd	25mar63	f/n KUF 04dec63; l/n KUF 28apr72; canx 1977
3 35 10 05	CCCP-45040	Tu-124V	AFL/Estonia-TLL	rgd	12jun63	f/n TLL 04apr64; l/n TLL dec69; photo at KIV 1976
	CCCP-45040	Tu-124V	MAP Perm Motors	trf	05apr78	in Aeroflot c/s; canx 1982
3 35 11 01	CCCP-45041	Tu-124V	AFL/Privolzhsk-KUF	rgd	05jun63	f/n KUF jun64; trf to AFL/Privolzhsk-KZN 1973; canx 1980
3 35 11 02	CCCP-45042	Tu-124V	AFL/Estonia-TLL	rgd	12jun63	f/n LED 30oct72; trf to AFL/Privolzhsk 06dec78; canx 1980
3 35 11 03	CCCP-45043	Tu-124V	AFL/Lithuania-VNO	rgd	05jun63	f/n MHP 10apr65; l/n MHP 14jan69; canx 1976
3 35 11 04	CCCP-45044	Tu-124V	AFL/Moscow	rgd	04jun63	f/n BKO 21jan64 when took part in an exhibition of Soviet technology in Mali; trf to AFL/Privolzhsk-KUF 08dec65; w/o 23dec73 when crashed shortly after take-off from Lviv due to the failure of a defective turbine blade, the resulting violent vibration of the affected engine rupturing a fuel line and causing an in-flight fire, came down near Vinniki village, 17 persons aboard killed; canx 1974
3 35 11 05	CCCP-45045	Tu-124V	AFL/Lithuania-VNO	rgd	14jun63	f/n KBP 23sep75; canx 1979
3 35 12 01	CCCP-45046	Tu-124V	Soviet Gvt/AFL c/s	rgd	23jul63	opb 235 OAO at VKO from 14jul63 until 23aug65
	CCCP-45046	Tu-124V	AFL/Privolzhsk-KUF	rgd	04dec65	no record of this transfer on Soviet register; l/n KUF 18sep74
	CCCP-45046	Tu-124V	MAP Irkutsk APO	rgd	12sep78	canx 12mar84
3 35 12 02	CCCP-45047	Tu-124V	Soviet Gvt/AFL c/s	rgd	09aug63	opb 235 OAO at VKO from 31jul63 until 12dec65
	CCCP-45047	Tu-124V	AFL/Georgia-TBS	trf	24mar70	f/n TBS 19apr71; trf to AFL/Belarus-MHP 21aug74, but no record of that on Soviet register; l/n MHP 24apr76
	CCCP-45047	Tu-124V	MAP Irkutsk	rgd	17oct78	canx 12mar84
3 35 12 03	CCCP-45048	Tu-124V	AFL/Privolzhsk-KZN	rgd	18sep63	f/n LED 11jul70; canx 1980
3 35 12 04	CCCP-45049	Tu-124V	AFL/N.Kavkaz-MRV	rgd	05oct63	trf to AFL/North Kavkaz-VOG dec64; canx 1976
3 35 12 05	CCCP-45050	Tu-124V	Soviet AF/AFL c/s	VKO	nov64	overflew Holland 17feb68 but not on Soviet register apart from a 1967 canx remark
3 35 13 01	CCCP-45051	Tu-124V	AFL/Moscow-VKO	rgd	20nov63	trf to AFL/??? jun68; trf to AFL/Privolzhsk 19oct77; f/n DME 13nov77; canx 1978; preserved in a park at Nizhnekamsk (N55.625152 E51.810625), f/n oct06; to be sold or scrapped by late 2006
3 35 13 02	CCCP-45052	Tu-124V	AFL/Moscow-VKO	rgd	25jan64	f/n VKO 15aug64; l/n in Moscow 27jun70 on display at Economic Achievements Exhibition (VDNKh), gone by 26mar73 and canx 1973
4 35 13 03	CCCP-45053	Tu-124V	AFL/Lithuania-VNO	rgd	18feb64	f/n LED 09jul70; canx 1978 but also reported transferred to MAP Novosibirsk APO, but no record of that on Soviet register; probably used by the SibNIA institute for some tests; sat wfu at Novosibirsk-Yeltsovka, seen dec02/aug07
4 35 13 04	CCCP-45054	Tu-124V	AFL/International	rgd	20jul64	f/n HEL 24aug67; trf to AFL/Estonia 1968; trf to AFL/Privolzhsk 23feb79; canx 1980
4 35 13 05	CCCP-45055	Tu-124V	AFL/Moscow-VKO	rgd	27jan65	f/n VKO 18jan66; trf to AFL/Belarus-MHP 09sep69, but no record of that on Soviet register; l/n LED 28sep72; canx 1978
4 35 14 01	CCCP-45056	Tu-124V	AFL/International	rgd	24mar64	trf to AFL/Belarus-MHP 22feb66; f/n MHP 21jun66; trf to AFL/Belarus 11jan78 according to the Soviet register; l/n LED 22apr72; trf to AFL/Privolzhsk 06dec78; canx 1980
4 35 14 02	CCCP-45057	Tu-124V	AFL/Northern-LED	rgd	28apr64	trf to AFL/Privolzhsk-GOJ 1969; f/n LED 06jul70; canx 1970 due to a fire in second baggage bay on runway GOJ
4 35 14 03	CCCP-45058	Tu-124V	AFL/Northern-LED	rgd	28apr64	trf to MRP NPO Soltnevo 1974; reported transferred to MAP Novosibirsk APO, but no record of that on Soviet register; canx 28dec82; seen wfu Novosibirsk-Yeltsovka, last noted 2001
4 35 14 04	CCCP-45059	Tu-124V	AFL/Northern-LED	rgd	17may64	f/n LED 07may70; trf to AFL/Estonia 19aug70; trf to AFL/Privolzhsk-KZN 23feb79; canx 1980
4 35 14 05	CCCP-45060	Tu-124V	AFL/Estonia-TLL	rgd	17may64	f/n TLL 05jul66; canx 1977
4 35 14 06	CCCP-45061	Tu-124V	AFL/Lithuania-VNO	rgd	17may64	f/n SVO 09jul70; t/t 14,596 hours by 01oct73; w/o 16dec73 on a flight from Vilnius to Moscow when, at 8,000 m, a short circuit occurred in the elevator trim system, the horizontal stabiliser moved to a position which put the Tupolev in a dive and a resulting spin, the crew brought the plane under control at an altitude of about 2000m, because of a loss of situational awareness and a gyro that had failed due to loads sustained in the dive, the crew again lost control of the airplane, and crashed near Volokolamsk, all 6 crew and 45 passengers killed; canx 1974
4 35 14 07	CCCP-45062	Tu-124V	AFL/Privolzhsk-UFA	rgd	17jun64	force landed Kuibyshev 09jul73 after engine failure but repaired; l/n KUF 19mar75; canx 1980
4 35 14 08	CCCP-45063	Tu-124V	AFL/Belarus-MHP	rgd	23jun64	f/n MHP 18aug65
	CCCP-45063	Tu-124V	MAPLII Novosibirsk	trf	18dec76	rgd 26dec77; f/n late 1977; canx 01jan86; stored at the SibNIA compound at Novosibirsk-Yeltsovka(N55.096780 E83.000505) f/n 23jun94
4 35 14 09	CCCP-45064	Tu-124V	AFL/Privolzhsk	rgd	11aug64	in Aeroflot c/s; photo on internet taken at LED dated 1978; canx 12mar84
	CCCP-45064	Tu-124V	MAP Irkutsk APO	rgd	18dec76	c/n checked and CCCP-45064 still readable under the wing; was preserved in Komsomolski Park at Irkutsk (N52.352152 E104.21807) from around 1984, initially just with an IAPO logo, seen aug08 with "Rossiya" titles, l/n as such jul09; scrapped in 2010
	no reg	Tu-124V	Irkutsk APO	ph.	06jun01	f/n VOG jan66; trf to AFL/North Kavkaz-MRV dec66; l/n VKO 02oct72; canx in MRV 28sep76
4 35 14 10	CCCP-45065	Tu-124V	AFL/N.Kavkaz-VOG	rgd	11aug64	trf to AFL/North Kavkaz-MRV sep65; trf to AFL/North Kavkaz-VOG dec66, trf to AFL/North Kavkaz-MRV jun75
4 35 15 01	CCCP-45066	Tu-124V	AFL/Moscow-VKO	rgd	03nov64	trf to MAP Komsomolsk-na-Amure 26jul77; canx 1981
	CCCP-45066	Tu-124V	MAPLII Novosibirsk	trf	18dec76	trf to MAP Komsomolsk-na-Amure 26jul77; canx 1981
	CCCP-45067	Tu-124V	GosNII TA	trf	03nov64	
4 35 15 02	CCCP-45067	Tu-124V	AFL/N.Kavkaz-MRV	trf	jun65	f/n in Aeroflot c/s KBP 20aug75; canx 1978
4 35 15 03	OK-TEA	Tu-124V	CSA	d/d	13nov64	named "Melnik"; wfu 18dec72
	CCCP-45097	Tu-124V	AFL/Belarus-MHP	rgd	28aug73	trf to AFL/North Kavkaz-VOG 09oct69, but no record of that on Soviet register
	CCCP-45097	Tu-124V	MAP NovosibirskAPO	rgd	18may78	in Aeroflot c/s; canx 28dec83; was preserved in front of the terminal of Minsk-1 airport; scrapped named "Centrotex"; dbr 18aug70 when landed wheels-up at Zürich-Kloten, no casualties
4 35 15 04	OK-TEB	Tu-124V	CSA	d/d	13nov64	Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBA'; canx jul75 and returned to Soviet Union aug75
4 35 15 05	495	Tu-124K2	East German AF	d/d	1965	canx 1982
4 35 15 06	CCCP-83961	Tu-124V	MRP Soltnevo	rgd	08aug75	f/n ARN nov65; trf to AFL/Georgia-TBS mar68, but no record of that on Soviet register; trf to AFL/Privolzhsk-KZN 06dec78; canx 1980; was preserved in front of the "Pioneers' Palace" at Orsk from jun80, l/n 1984; probably scrapped
	CCCP-45068	Tu-124V	AFL/International	rgd	12dec64	f/n ARN apr66; trf to AFL/Privolzhsk-KZN jun67; was on flight SU2025-2026 KZN-MRV-KZN 25jun67, where hit by car on ground at MRV, soon repaired; trf to AFL/Privolzhsk-KUF 18may76 according to the Soviet register; canx 1979
4 35 15 07	CCCP-45069	Tu-124V	AFL/International	rgd	12dec64	Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBC'; canx only 01oct75, see next line
4 35 15 08	DM-SDA	Tu-124K2	EGAF/Interflug c/s	d/d	09apr65	call-sign 'DM-VBC'; canx jul75 and returned to Soviet Union aug75
	496	Tu-124K2	East German AF	r/r	oct73	canx 27sep83
	CCCP-83963	Tu-124V	MRP Soltnevo	rgd	08aug75	f/n ARN apr66; trf to AFL/North Kavkaz-VOG may68; canx 1977
4 35 15 09	CCCP-45070	Tu-124V	AFL/International	rgd	30dec64	trf to AFL/Georgia-TBS 22mar68, f/n ODS 1971 and later TBS 31jul74; trf to AFL/North Kavkaz-MRV oct74; trf to ??? apr75; trf to AFL/Privolzhsk-KZN 16mar79 according to the Soviet register but already trf to AFL/Privolzhsk aug74; l/n VKO 14nov77; canx 1980
4 35 15 10	CCCP-45071	Tu-124V	AFL/International	rgd	30dec64	in civilian c/s
4 35 16 01	"50"	Tu-124V	Soviet Air Force	photo		rgd only 29dec73; l/n Sperenberg 09sep79; CofA canx 14apr82
	CCCP-45146	Tu-124V	Soviet AF/AFL c/s	Spr	08oct71	rgd only 29dec73; l/n in (former) East Germany 18mar81; CofA canx 14apr82
4 35 16 02	CCCP-45158	Tu-124V	Soviet AF/AFL c/s	SXF	26jun71	rgd only 29dec73; l/n Sperenberg 24jun79; CofA canx 14apr82
4 35 16 03	CCCP-45173	Tu-124V	Soviet AF/AFL c/s	Spr	28aug71	rgd only 29dec73; l/n Sperenberg 24jun79; CofA canx 14apr82
5 35 16 04	CCCP-45072	Tu-124V	GosNII GA	rgd	24aug65	f/n in Aeroflot c/s LBG may65; trf to MRP NPO Soltnevo 1974; canx 12aug80
5 35 16 05	CCCP-45073	Tu-124V	Soviet Gvt/AFL c/s	rgd	03mar65	opb 235 OAO at VKO from 08feb65 until apr67; f/n SVO 03jul70; canx 1978
	CCCP-45073	Tu-124V	AFL/Belarus-MHP	trf	03jun69	no record of this transfer on Soviet register; f/n SVO 03jul70; l/n MHP 21apr76; canx 1978
5 35 16 06	CCCP-45074	Tu-124V	AFL/N.Kavkaz-MRV	rgd	01apr65	f/n MQF 05jun68; canx at MRV 12mar76
5 35 16 07	OK-UEC	Tu-124V	CSA	d/d	08jul65	named "Milad Boleslav"; wfu 18dec72
	CCCP-45098	Tu-124V	AFL/Belarus-MHP	rgd	10oct73	on Soviet register as c/n 1607; canx 1979
5 35 16 08	CCCP-45077	Tu-124V	AFL/Estonia-TLL	rgd	01apr65	f/n TLL 07oct66; l/n AER 06jul70; canx 1979
5 35 16 09	? 634	Tu-124V	Iraqi Air Force	d/d	1965	probably a Tu-124K
	YI-AEY	Tu-124V	Iraqi Airways	JED	nov80	destroyed at Al Taqaddum AB during the Gulf War feb91, photo oct04 with registration readable on page 82 of Scramble 321
5 35 16 10	? 635	Tu-124V	Iraqi Air Force	d/d	1965	probably a Tu-124K
	YI-AEL	Tu-124V	Iraqi Airways	PRG	sep73	l/n SAH 1980; was destroyed at Baghdad during the Gulf war feb91
5 35 17 01	CCCP-45078	Tu-124V	AFL/Belarus-MHP	rgd	18may65	f/n MHP 11feb66; l/n MHP 21apr76
	CCCP-45078	Tu-124V	MAPLII Novosibirsk	trf	18dec76	rgd 26dec77; canx 01jul86
5 35 17 02	CCCP-45079	Tu-124V	AFL/Lithuania-VNO	rgd	20may65	f/n VNO 17nov65; trf to AFL/Privolzhsk 25jan79; canx 1979;
5 35 17 03	CCCP-45080	Tu-124V	Soviet Gvt/AFL c/s	rgd	26jun65	opb 235 OAO at VKO from 08may65 until 27apr68
	CCCP-45080	Tu-124V	AFL/Northern	trf	17apr68	f/n LED 27may70; canx 23aug74; was preserved in a park at Novograd-Volynski (Zhitomir region of Ukraine); scrapped starting 23jul01
5 35 17 04	CCCP-45081	Tu-124V	Soviet Gvt/AFL c/s	rgd	26jun65	opb 235 OAO at VKO from 08may65 until 16dec67
	CCCP-45081	Tu-124V	AFL/Belarus	rgd	26jun65	no record of this transfer on Soviet register; reported in an incident report at Rostov-na-Donu 20jan74 (overran 150 metres on an icy runway after the crew had received incorrect info from ATC); canx 1978
5 35 17 05	CCCP-45082	Tu-124V	AFL/Privolzhsk-KUF	rgd	23jun65	f/n DME 03oct72; canx 18dec76
	CCCP-45082	Tu-124V	MAPLII Novosibirsk	trf	18dec76	
	CCCP-45082	Tu-124V	MAP Omsk Motors	rgd	06jun78	canx but date unknown; seen preserved Omsk jul93/jun94
5 35 17 06	CCCP-45083	Tu-124V	AFL/Northern-LED	rgd	30jun65	f/n LED 12aug68; w/o 29jan70 on approach to Murmansk when flew into a hill near Murmashi, 11 persons killed; canx 1970

5 35 17 07	CCCP-45199	Tu-124V	Soviet AF/AFL c/s	rgd	29dec73	f/n Sperenberg 01oct77; l/n Sperenberg 14jan79; CofA canx 14apr82
5 35 17 08	DM-SDB	Tu-124K2	EGAF/Interflug c/s	d/d	20aug65	Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBD'; wearing an Air Force cheatline, had serial "494" allocated but not used; damaged 21feb75 and wfu; canx aug75 and returned to Soviet Union aug75
	CCCP-64452	Tu-124V	MAP LII Zhukovski	rgd	16jul75	in Aeroflot c/s; f/n LED 06may78; canx 27jun83; preserved on the outskirts of the town of Kimry (N56.855294 E37.367152 approximately 4 km from Savyolovo) since 1984, f/n aug95, l/n feb08
5 35 17 09	CCCP-45084	Tu-124V	AFL/Privolzhsk-KUF	rgd	17aug65	f/n KUF 25jul69; l/n KUF 09oct74; canx 1978
5 35 17 10	CCCP-45085	Tu-124V	MAP LII Zhukovski	rgd	07dec65	in Aeroflot c/s; l/n 1970; canx 27apr84
5 35 18 01	CCCP-45086	Tu-124V	AFL/Northern-LED	rgd	13sep65	w/o 11nov65 when crashed on approach to Murmansk due to premature descent, all 32 persons aboard killed; canx 08dec65
5 35 18 02	CCCP-45087	Tu-124V	AFL/Privolzhsk-KZN	rgd	20sep65	f/n KUF 29may70; canx 1978
5 35 18 03	CCCP-45088	Tu-124V	AFL/Ulyanovsk HFS	rgd	20sep65	canx 1978
5 35 18 04	CCCP-45089	Tu-124V	Soviet Gvt/AFL c/s	rgd	28oct65	opb 235 OAO at VKO from 09oct65 until 28aug68; f/n CPH 16aug67
5 35 18 05	CCCP-45089	Tu-124V	AFL/Georgia-TBS	trf	23may69	no record of this transfer on Soviet register; trf to AFL/Belarus- MHP 02jul75, but again no record of this transfer on Soviet register; trf to AFL/Privolzhsk-KZN 23feb79; canx 1980
5 35 18 05	CCCP-45090	Tu-124V	AFL/International	rgd	15dec65	f/n SXF 15jun67; trf to AFL/Estonia 26oct67; trf to AFL/Privolzhsk-KZN 25jan79; canx 17apr80; preserved as a cinema in the culture and recreation park at Tula since 24oct81, broken up in late 1990s
5 35 18 06	CCCP-45091	Tu-124V	AFL/International	rgd	21feb66	f/n CPH 29dec65; trf to AFL/Lithuania 04oct67; trf to AFL/Privolzhsk 06feb78; canx 1979
5 35 18 07	CCCP-45092	Tu-124V	AFL/International	rgd	21feb66	f/n ARN jan67; trf to AFL/Privolzhsk-KUF 10oct68 but no record of that on Soviet register; trf to AFL/Privolzhsk 06dec78 according to Soviet register; l/n KUF 15dec72; canx 1980; preserved in the factory museum at Kharkov (N50.025555 E36.265477) seen jul93/sep11
5 35 18 08	50256	Tu-124V	Chinese Air Force	photo		c/n confirmed; probably Tu-124K; seen Shahezhen AFB 04oct88; preserved in the China Aviation Museum at Shahezhen AFB (N40.183033 E116.36001 Changping) initially in civilian markings (presumably that of CUA), l/n as such 1992; later repainted into Air Force c/s, l/n mar11
5 35 18 09	50257	Tu-124V	Chinese Air Force		25oct93	c/n confirmed; probably Tu-124K; preserved in the China Aviation Museum at Shahezhen AFB (N40.183081 E116.36036 Changping) in military markings, l/n nov10
5 35 18 10	CCCP-45093	Tu-124V	AFL/International	rgd	21feb66	f/n ARN apr67; trf to AFL/Belarus-MHP 08sep68, but no record of that on Soviet register; f/n MHP 29apr69; l/n MHP 20mar74; trf to AFL/Privolzhsk-KZN 06dec78; canx 1980
6 35 19 01	? V642	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVA'; f/n DEL 24oct67; names 'Raj Hansa' sep69; presented to the Lucknow State Museum within the Lucknow Zoo (N26.844817 E80.954517) for display by Mrs Indira Gandhi in dec84; f/n 02jan04, painted as 'Raj Huns'; l/n feb11
6 35 19 02	? V643	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVB'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tettagon village, all 5 crew killed but all passengers (including Prime Minister Morarji Desai) escaped basically unhurt
6 35 19 03	V644	Tu-124K	Indian Air Force	d/d	oct66	used call-sign 'VU-AVC', named 'Rajdoot'; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum (N28.572555 E77.103210) at Delhi-Indira Gandhi, seen feb05/feb11
6 35 19 04	--	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia painted on, but finally not handed over and order changed to An-24RV '907'
	CCCP-45094	Tu-124K2	Soviet Gvt/AFL c/s	rgd	21apr67	c/n confirmed; opb 235 OAO at VKO from 14apr67 until 29aug68
	CCCP-45094	Tu-124K2	AFL/Lithuania-VNO	trf	19sep68	f/n VKO 02oct72; trf to AFL/Privolzhsk-KZN 06dec78; canx 1980; l/n Kazan-Two or Kazan KAPO jul97
6 35 19 05	--	Tu-124K2	Hungarian AF	ntu	early67	c/n not confirmed !; Hungarian Air Force insignia painted on, but finally not handed over and order changed to An-24RV '908'; the aircraft probably went to the Soviet Air Force

53 Tu-124Sh navigator trainers built by Factory # 135 at Kharkiv-Karotish from 1962 to 1968

This second, military, series was started in 1963, and production ended in 1968. As the civil production stopped in 1966 and batch 06 and 07 were 1967 and 1968 built, this bridges the gap between the end of the first Tu-124 series and the large scale production of the Tu-134, which commenced during 1968.

2 35 00 01	no code	Tu-124Sh	Soviet Air Force	mfd	1962	prototype; photo exists
3 35 00 04	"08" red	Tu-124Sh	Soviet Air Force	Tbv	12aug97	stored at Tambov-Military, seen 31aug97, not reported there on two visits in aug01
3 35 00 05	not known	Tu-124USH	Soviet Air Force	ph.	ca.1981	opb VVAUL at Tambov
3 35 01 03	"11" red	Tu-124Sh	Soviet Air Force	photo		opb 604 uap; was stored at Tambov-Military, l/n 31aug97, no longer there by aug01
5 35 03 03	"55" yellow	Tu-124Sh	Soviet Air Force	photo		in "Letectiv-Kosmonautika" # 2/1988
5 35 04 02	"53" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; without bomb racks under the wings; with red cheatline; was preserved in Shevchenko Park at Nizhyn (Chernigov district of Ukraine), l/n as such 02may99, in bad condition, seen jun99 with freshly painted 'Rossiya' titles; scrapped around 2000
6 35 04 05	not known	Tu-124Sh	Soviet AF/PVO	ph.	1973	at Omsk-Severnoy; opb 64 ap at Omsk-Severnoy; with red cheatline
6 35 05 06	"65" blue	Tu-124Sh	Soviet AF/PVO	BTK	13jul97	opb 350 ap at Bratsk; sat wfu at Bratsk, l/n jul97
7 35 05 09	? "35" blue	Tu-124Sh1	Soviet AF/PVO	ph.	03jun76	at Stavropol-Shpakovskoye; c/n not confirmed; opb SVVAULSh PVO; later opb 72 ap at Amderma; flew AMV-NM about half a year after having run out of hours; airlifted by a Mi-26 to the centre of Naryan-Mar where it was preserved as a café; vandalised by teenagers and scrapped in late 1990s or early 2000s
7 35 06 01	"32" red	Tu-124Sh	Soviet Air Force	ph.	06may97	c/n checked; with red cheatline; preserved in a housing area near the gate of Nizhyn AFB (Chernigov district of Ukraine), l/n jun99; destroyed by arson around 2001, burnED for 3 days
3 35 06 03	"50" black	Tu-124Sh	Soviet Air Force	ph.	27apr99	c/n painted on as such, but probably in error as the year does not seem to be correct, there is also a theory that the real c/n could be in fact 3350003; preserved in the museum of the Lugansk ARZ, seen apr99/aug11
7 35 06 04	? "04" blue	Tu-124Sh	Soviet AF/PVO	ph.	2010	c/n hard to read; opb 72 ap at Amderma; used as a fire trainer at Amderma, outer wings removed, l/n 2010
7 35 06 06	"28" red	Tu-124Sh	Soviet Air Force	photo		installed by Mi-26 "81" at ul. Stefanovskogo at Shcholkovo-3 garrison (Chkalovski) 19feb86, was to be preserved as a children's café, but the café closed after some time and the aircraft was left to its fate; destroyed by arson (the tail burnt out and broke off) and scrapped probably in the early 1990s
7 35 06 10	"22" red	Tu-124Sh	Soviet Air Force	ULY	1987	c/n painted on as such; opb TVVAUL at Tambov; arrived in the Museum of Civil Aviation at Ulyanovsk 29oct84
	CCCP-45017(2)	Tu-124Sh	Aeroflot	ULY	sep92	c/n plate checked many times as 0610; repainted in these fake Aeroflot markings by the Museum of Civil Aviation at Ulyanovsk and preserved there (N54.290263 E48.233760), l/n apr11; see c/n 1350502
7 35 07 02	"72" red	Tu-124Sh	Soviet Air Force	photo		opb 652 uap VVAUL at Tambov; wfu probably in 1981
8 35 07 05	"18" red	Tu-124USH	Soviet Air Force	ph.	ca.1981	opb VVAUL at Tambov
8 35 07 06	CCCP-45095	Tu-124Sh	Soviet AF/AFL c/s	Spr	30jun71	rgd only 29dec73; opb 223 LO/8 adon at Chkalovski; seen RHE sep78 with 6 MiG-23s; l/n HEL 09jun80; CofA expired 14apr82; canx 06aug82
8 35 07 07	CCCP-45135	Tu-124Sh	Soviet AF/AFL c/s	SXF	19jun71	was rgd 29dec73 !; l/n Sperenberg 26may81; CofA canx 14apr82
---	"01" red	Tu-124Sh	Soviet Air Force	Kub	21aug95	preserved, partly dismantled; gone by aug99; photo shows it is one of the former Chkalovski Tu-124s, new Aeroflot cheatline and titles and CCCP- overpainted, if it is a Tu-124Sh it can only be CCCP-45095 or CCCP-45135
---	"02" white	Tu-124	Soviet Air Force	ph.	aug09	code may have been "02" blue initially and have faded; in basic Aeroflot c/s, no titles; preserved in a park at Ulugnor (formerly Komsomolabad, Andijan region of Uzbekistan, N40.739419 E71.707091) from 1980
---	"15" blue	Tu-124Sh	Soviet AF/PVO		03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSh PVO; trf to 356 ap at Semipalatinsk 1978; trf to 350 ap at Bratsk 1986; unofficially named 'Lyuska'; l/n BTK 01jul92
---	"23" blue	Tu-124Sh	Soviet AF/PVO	ph.	08aug86	at Omsk-Severnoy; opb 64 ap at Omsk-Severnoy
---	"25" blue	Tu-124Sh	Soviet AF/PVO	photo		opb SVVAULSh PVO; trf to 356 ap at Semipalatinsk 1978; trf to 64 ap at Omsk around 1986; unofficially named 'Matilda'
---	"35" blue	Tu-124Sh	Soviet AF/PVO		03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSh PVO
---	"40" red	Tu-124Sh	Soviet Air Force		07may98	seen preserved at Kirovsk
---	"45" blue	Tu-124Sh	Soviet AF/PVO		sep76	at Marinovka (Stavropol region); opb SVVAULSh PVO; probably trf to 64 ap at Omsk
---	"52" red	Tu-124LL	Soviet Air Force		photo	received a non-standard nose with sensors; used by LOMO as a test-bed in the 1960s for the development of electrical-optical fuses for the AAMs K-80 (R-4) and R-40
---	"53" blue	Tu-124Sh	Soviet Air Force	Erm	16apr97	later scrapped, as fuselage only at Yermolino by aug02
---	"55" blue	Tu-124Sh	Soviet AF/PVO		photo ?	
---	"67" red	Tu-124Sh	Soviet Air Force		photo	opb 604 uap
---	no code	Tu-124Sh	no markings	ph.	2009	preserved on a square near the central bus station at Chachersk (Gomel district of Belarus, N52.919175 E30.914408), was a cinema in the early 1990s (so cannot be c/n 5350402 as reported on a Belarussian website, apart from that the aircraft had bomb racks under the wings and was in good condition, as opposed to c/n 5350402), now houses a "Centre of Children's Creativeness", in natural metal colours with white/red/light blue cheatline, no markings whatsoever, l/n apr11; seen jul11 covered in graffiti

It is likely that in this series the following c/ns were built as well, but their existence is not proven:

3350002, 3350003, 3350101, 3350102, 3350104, 3350105, 3350201, 3350202, 3350203, 3350204, 4350205, 4350301, 4350302, 5350304, 5350305, 5350401, 5350403, 5350404, 5350501, 6350502, 6350503, 6350504, 6350505, 6350506, 6350507, 6350508, 7350510, 7350602, 7350604, 7350605, 7350607, 7350608, 7350609, 7350701, 7350703, 7350704, 8350708, 8350709, 8350710