

## Lisunov Li-2 (PS-84)

The adaptation of the DC-3-196 was headed by Vladimir Myasishchev, while Boris Lisunov (an engineer at Factory # 84) came onto the scene only after Myasishchev had been arrested and imprisoned in 1938. The aircraft was known initially as the PS-84 (PS standing for passazhirski samolyot, passenger aircraft, built by Factory # 84). The PS-84 was renamed Li-2 on 17 September 1942 by an order of the commander of the GVF (Civil Air Fleet). However, in Air Force documents the designation Li-2 is used only from the second half of 1943. The PS-84/Li-2 was mainly built by Factory # 84 at Moscow-Khimki, which was evacuated to Tashkent in autumn 1941. The last aircraft completed at Khimki left the production line on 18 October 1941, with the next one being completed at Tashkent on 7 January 1942.

Unfortunately, their construction numbers are not known. by the end of WWII Li-2s had been built, and when production ceased in 1954 this number had increased reportedly to 4,924 (1938: 1, 1939: 6 (but see the registration dates of batch 1!), 1940: 57, 1941: 237, 1942: 423, 1943: 618, 1944: 626, 1945: 458, 1946: 163, 1947: 351, 1948: 277, 1949: 296, 1950: 293, 1951: 313, 1952: 312, 1953: 130, in total 4,561 aircraft). Apart from that, Factory # 124 at Kazan built 10 aircraft before WWII, and 353 Li-2Ts were built by Factory # 126 at Komsomolsk-na-Amure between 1946 and 1950 (1947: 40, 1948: 148, 1949: 157, 1950: 8) before this plant switched to MiG-15 production in 1950. Contradicting total production figures are known; for example, according to Boris Shavrov's standard compendium on Soviet aircraft, a total of 4,863 of this type were built.

Some major versions of PS-84/Li-2: PS-84 for passenger duty; PS-84K/Li-2K for cargo and troop carrying (cargo door on the left-hand side), armed with a machine gun in a dorsal turret; Li-2P for passenger duty; Li-2T for cargo and troop carrying (cargo door on the left-hand side); Li-2V for high high-altitude missions and airports; PS-84VP/Li-2VP transport/bomber version; PS-84I medevac version with stretchers; UChShLi-2 and Li-2US for navigator training; Li-2F for aerial photography; Li-2PR with glass nose; Li-2IRE, Li-2REO, Li-2LL and Li-2 "Meteo" flying laboratories.

The Yugoslav Air Force operated at least 11 Li-2s between 1945 and 1959. After the deterioration of relations between the Soviet Union and Yugoslavia in 1948, spare parts became difficult to obtain, and so ten aircraft were re-engined with Pratt & Whitney R-1830-900 engines and Hamilton Standard propellers from 1953 onwards. These aircraft were unofficially designated Li-3 by the Yugoslav Air Force. All Li-3s were on strength of the 111 ppa (transport regiment) at Zagreb, a unit of the 5th Air Corps. At least five of them seem to have been changed from the four-digit 70xx series to the five-digit 711xx series, probably in late 1969. Shortly afterwards, all Li-3s must have been withdrawn from use as only one of them has ever been seen with a five-digit serial.

Only one Li-2 remains airworthy at the moment, HA-LIX c/n 18433209 which had been withdrawn from use in 1973 and was restored to flying condition, with its 'first' flight on 21 September 2001. The only other survivor, RA-01300 c/n 23441605, which had been restored to flying condition during 1993, unfortunately crashed on 26 June 2004.

The construction number was often painted on the tail and in some cases the construction number was painted on the leading edge of the wing(s).

### 295 PS-84 built by Factory # 84 at Moscow-Khimki from 1939 to 18oct41

The construction number systems changed several times making the issue very complicated. The first PS-84 built had the c/n 841, with 84 being the factory number and 1 denoting the first aircraft.

Batch 1 consisted of 9 aircraft which carried sequential numbers from 1 to 9.

Batches 2 to 4 also consisted of 9 aircraft each. Their c/n consisted of the batch number (02, 03, 04), the sequential number of the aircraft in the batch and a 6 the meaning of which is not known. Batch 5 does not seem to exist.

Batches 6 to 8 probably consisted of 29 aircraft each (the highest known number for batch 6 is 20, however). Their c/n consisted of the batch number (6, 7, 8), a 5 the meaning of which is not known, and the two-digit sequential number of the aircraft in the batch. The better known c/n system started with batch 9. It consisted of a 1, the meaning of which is not known (the first type built by Factory # 84?), 84 as the factory number, the two-digit batch number and the two-digit number in the batch. It is not completely clear, though, how many aircraft these batches contained. For most batches the highest known number is 10, but batch 10 consisted of 30 aircraft and batches 11 to 15 of 15 aircraft. The last aircraft completed at Moscow-Khimki was probably from batch 22.

|        |               |       |                    |     |         |  |
|--------|---------------|-------|--------------------|-----|---------|--|
| 84 1   | URSS-M138     | PS-84 | Aeroflot/Moscow    | rgd | 08may39 | prototype, assembled from a CKD kit delivered by Douglas (possibly DC-3-196 c/n 2034) and powered by Wright "Cyclone" SGR-1820-G2 engines; underwent state trials at the NII GVF 03sep/17dec39 (166 cycles with t/t 73 hours 45 min); opb 31 otryad for casevac duties during the "Winter War" against Finland dec39/1940; later used on international routes; canx 20jun40  |
| 84 2 ? | not known     | PS-84 |                    |     |         | designated DS-3 2M-62IR in factory documents; second prototype, assembled from parts delivered by Douglas; possibly became CCCP-N... of Polyarnaya Aviatsiya, a photo shows M-62IR engines and a passenger door opening outward (PS-84 doors opened inward), digits of registration not visible on photo powered by Wright "Cyclone" SGR-1820-G2 engines; opb 31 otryad for casevac duties during the "Winter War" against Finland dec39/1940; in document jul41; canx 1941  |
| 1      | CCCP-L3400    | PS-84 | Aeroflot           | rgd | 11may39 | powered by Wright "Cyclone" SGR-1820-G2 engines; opb 31 otryad for casevac duties during the "Winter War" against Finland dec39/1940; in document apr42  |
| 2      | CCCP-L3401    | PS-84 | Aeroflot           | rgd | 28jun39 | the first PS-84 powered by M-62IR engines (designated DS-3 2M-62IR in factory documents); mentioned in document jul41  |
| 3      | CCCP-L3404    | PS-84 | Aeroflot           | rgd | 04sep39 | canx 03apr41   |
| 4      | CCCP-L3405    | PS-84 | Aeroflot           | rgd | 09mar40 | c/n also given as '207' in MGA document; soc 31mar52 as worn out, see next line  |
| 5      | not known     | PS-84 | Soviet Air Force   | d/d | 1940    | opb 23 oap GVF; in camo c/s with white 'BERLINSKI' titles on the nose and regarding the soc date on previous line, it is possible that this was in fact CCCP-L3406   |
| 6      | not known     | PS-84 | Soviet Air Force   | d/d | 1940    | probably Soviet Air Force  |
| 7      | CCCP-L3406    | PS-84 | GVF/Soviet AF c/s  | rgd | 25feb40 | probably Soviet Air Force  |
|        | "406" blue    | PS-84 |                    | ph. | 1945    | probably Soviet Air Force  |
| 8      | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 9      | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 1 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 2 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 3 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 4 6 | CCCP-L3409    | PS-84 | Aeroflot           | rgd | 29apr40 | canx 20sep40   |
| 02 5 6 | CCCP-L3408    | PS-84 | Aeroflot           | rgd | 29apr40 | w/o jul41 due to enemy action  |
| 02 6 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 7 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 8 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 02 9 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 03 1 6 | CCCP-L3945(1) | PS-84 | GVF                | rgd | 15aug41 | in document jul42; see c/n 18428409  |
| 03 2 6 | CCCP-L3412    | PS-84 | Aeroflot           | rgd | 22may40 | opb agon; canx 20sep41 as 'burnt under war conditions'   |
| 03 3 6 | CCCP-L3943(1) | PS-84 | GVF                | rgd | 11aug41 | rgd again 19jan43 !; see c/n 18435706  |
| 03 4 6 | CCCP-L3413    | PS-84 | Aeroflot           | rgd | 05jul40 | w/o jan42 due to enemy action  |
| 03 5 6 | CCCP-L3410    | PS-84 | Aeroflot           | rgd | 05jun40 | opb agon (one engine was from the Directorate of the MOW-IKT route, so the aircraft might have served there before); canx 20sep41 as 'written off under war conditions'  |
| 03 6 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 03 7 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 03 8 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 03 9 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 04 1 6 | CCCP-L3411    | PS-84 | Aeroflot           | rgd | 11jun40 | canx 08aug41   |
| 04 2 6 | CCCP-L3414    | PS-84 | Aeroflot           | rgd | 11jun40 | in document apr42; involved in an accident, details unknown; soc 19apr44   |
| 04 3 6 | CCCP-L3415    | PS-84 | Aeroflot           | rgd | 28jun40 | photo in natural metal c/s; w/o jan42 due to enemy action  |
| 04 4 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 04 5 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 04 6 6 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 04 7 6 | CCCP-L3416    | PS-84 | Aeroflot           | rgd | 10jul40 | w/o feb42 due to enemy action  |
| 04 8 6 | CCCP-L3417    | PS-84 | Aeroflot           | rgd | 12jul40 | in document jul41; canx 1941; a Li2 with this registration was seen preserved at Komsomolsk-na-Amure-Dzyomgi (N50.590672 E137.08760), but date unknown and in all-white c/s, no titles but regarding the camo date of this aircraft in 1941, and its age, it seems certain this is another aircraft carrying this marks, possibly even a Komsomolsk-na-Amure-Dzyomgi built one   |
| 04 9 6 | CCCP-L3418    | PS-84 | Aeroflot           | rgd | 09sep40 | in document apr42; w/o; soc 01nov47  |
| 6 5 01 | CCCP-L3419    | PS-84 | Aeroflot           | rgd | 07sep40 | in document jul41  |
|        | "419"         | PS-84 | GVF/Soviet AF c/s  |     |         | c/n not confirmed; in three-tone camo c/s with dark (probably blue) code   |
| 6 5 02 | CCCP-L3420    | PS-84 | Aeroflot           | rgd | 12sep40 | in document jul41  |
| 6 5 03 | CCCP-L3421    | PS-84 | Aeroflot           | rgd | 12sep40 | in document jul41; canx 1941   |
| 6 5 04 | CCCP-L3422    | PS-84 | Aeroflot           | rgd | 04nov40 | in document apr42  |
| 6 5 05 | CCCP-L3423    | PS-84 | AFL/Moscow-Irkutsk | mfd | 29sep40 | rgd 05oct40; based at Sverdlovsk; w/o 18jun42 on the leg from Moscow-Khodynka to Kazan of a flight from Moscow to Khabarovsk when took off with a broken breather pipe of the right engine which lead to vibrations of the engine, when the crew tried to fix the problem by changing the altitude mixture control the right engine failed while the aircraft was flying at a height of some 80-100 metres over Moscow, the aircraft lost height rapidly, collided with a pole of a telegraph line along a railway line, crashed on the rails near the railway station Moscow-Butyrskaya tovarnaya and caught fire, 3 of the 4 crew, 9 of the 17 passengers (among them P.S. Makarova, the Deputy of the Chairman of the Supreme Soviet of the RSFSR) and 1 person on the ground killed and all 9 survivors injured; t/t 2,041 hours |
| 6 5 06 | CCCP-L3424    | PS-84 | Aeroflot           | rgd | 10oct40 | in document apr42; soc 01apr48 as became an exhibit with the Troitsk Technical School  |
| 6 5 07 | CCCP-L3425    | PS-84 | Aeroflot           | rgd | 04nov40 | w/o feb42 due to enemy action  |
| 6 5 09 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |

|           |               |       |                    |     |         |  |
|-----------|---------------|-------|--------------------|-----|---------|--|
| 6 5 10    | CCCP-L3426    | PS-84 | Aeroflot           | rgd | 04nov40 | in document jan41; there are photos of the wreck of the crashed aircraft (probably during WWII) with small '3426' under the stabiliser   |
| 6 5 11    | CCCP-L3427    | PS-84 | Aeroflot           | rgd | 20nov40 | in document apr41  |
| 6 5 12    | CCCP-L3428    | PS-84 | Aeroflot           | rgd | 27nov40 | in a document apr42  |
|           | CCCP-L3428    | Li-2  | AFL/Azerbaijan     |     |         | damaged 25jun44 while being parked at Moscow-Khodynka when the stabiliser was damaged by the propeller wash of Li-2 CCCP-L4030; soc 24oct50 as worn out  |
| 6 5 13    | CCCP-L3429    | PS-84 | Aeroflot           | rgd | 06dec40 | in document jul41  |
| 6 5 14    | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 6 5 15    | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 6 5 16    | CCCP-L3430    | PS-84 | Aeroflot           | rgd | 11dec40 | in document apr42  |
| 6 5 17    | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 6 5 18    | CCCP-L3431    | PS-84 | Aeroflot           | rgd | 23dec40 | in document jul41; photo exists registration painted as CCCP-L-3431  |
| 6 5 19    | not known     | PS-84 | not known          | d/d | 1940/41 | probably Soviet Air Force  |
| 6 5 20    | CCCP-L3432    | PS-84 | Aeroflot           | rgd | 23jan41 | in document jul41  |
| 7 5 01    | CCCP-N310     | PS-84 | Polyarnaya Aviats. | rgd | 11jan41 | left Moscow for Anadyr 22mar41; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41   |
| 7 5 02    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 03    | CCCP-N311     | PS-84 | Polyarnaya Aviats. | rgd | 11jan41 | registration painted on as 'CCCP H-311'; in natural metal c/s (at some time with red nose and trim), 'Aviaarktika' titles; photo at Matochkin Shar (Novaya Zemlya) in 1941; reached 85° N (north of Franz Josef Land archipelago) 27mar43; opb Chukotskaya aviagruppa in 1944; was in very poor condition by 1944 and should have been wfu; dbr in autumn 1944 during an ice-reconnaissance mission for the icebreaker "I. Stalin" which had become locked in the ice of the Kara Sea when crashed into the sea near Amderma, crew survived; canx 1945   |
| 7 5 04    | CCCP-L3433    | PS-84 | Aeroflot           | rgd | 30dec40 | canx 12aug41   |
| 7 5 05    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 06    | CCCP-L3434    | PS-84 | Aeroflot           | rgd | 27jan41 | soc 14sep43 as worn out  |
| 7 5 07    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 08    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 09    | CCCP-L3435    | PS-84 | Aeroflot           | rgd | 14jan41 | soc 22sep51 as worn out  |
| 7 5 10    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 11    | CCCP-L3436    | PS-84 | AFL/Far East       | rgd | 11jan41 | opb 12 AO; dbr 30sep44 on the leg from Sverdlovsk to Kazan of a flight from Khabarovsk to Moscow when the left engine failed 2 hours 15 minutes into the flight and the pilot opted for a precautionary landing at Vyatskiye Polyany (Kirov region), but did not calculate the approach correctly and had to go around, when trying to 'hop' over a railway line the aircraft lost speed and came down 50 metres behind the line, destroying three wooden huts, 3 of the 5 crew and 5 of the 14 passengers injured; t/t 2,524 hours; soc 23oct44   |
| 7 5 12    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 13    | CCCP-L3437    | PS-84 | Aeroflot           | rgd | 23jan41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 29jun/01jul42  |
| 7 5 14    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 15    | CCCP-L3438    | PS-84 | GVF                | rgd | 28jan41 | in a document 18jul41 as having received engines from Air Force stocks; opb Yugo-zapadnaya osobaya aviagruppa GFV by jan42; w/o 13jan42 on a flight from Morozovsk to a site behind the German lines at night when a fire emerged in the cabin on the return leg (near Verkhnyaya Tarasovka railway station) and spread rapidly, all 5 crew bailed out at a height of some 350 metres (1 of them was killed and 1 seriously injured) while the sole passenger (an Air Force officer) did not manage to bail out and was killed, the aircraft crashed near Smelovka (5 km east of Verkhnyaya Tarasovka)   |
| 7 5 16    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 17    | CCCP-L3439    | PS-84 | Aeroflot           | rgd | 17feb41 |  |
| 7 5 18    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 19    | CCCP-L3440    | PS-84 | GVF                | mfd | 25jan41 | rgd 13feb41; opb 4 oap GVF; w/o 27mar43 on a flight from Moscow-Khodynka to Khvoynaya when the left engine developed problems shortly after take-off (probably due to the use of low-octane petrol) so that the pilot decided to return to Khodynka, as he was afraid that the engine might fail completely he did not fly the full aerodrome circuit but tried to land straight on with tailwind, came in too high and banked sharply to the left in order to avoid a collision with parked aircraft so that the left wing struck the ground and the aircraft crashed, 2 of the 5 crew killed, 2 crew seriously injured and 1 crew and 1 passenger slightly injured while the other 8 passengers escaped unhurt; t/t 1,977 hours                                |
| 7 5 20    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 21    | CCCP-L3441    | PS-84 | Aeroflot           | rgd | 10mar41 | soc 02mar53 as become an exhibit   |
| 7 5 22    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 23    | CCCP-L3442    | PS-84 | Aeroflot           | rgd | 22feb41 | soc 25jul51 as worn out  |
| 7 5 24    | CCCP-X471     | PS-84 | NKVD ?             | d/d | 1941    |  |
| 7 5 24    | CCCP-X471     | PS-84 | Aeroflot           | no  | reports | soc 10jun52  |
| 7 5 25    | CCCP-L3443    | PS-84 | GVF                | mfd | 06feb41 | rgd 27feb41; opb 1 atd GVF at Moscow-Vnukovo; w/o 23jan43 on a cargo flight from Khvoynaya to Moscow-Vnukovo in support of Elektroprom when encountered below-minima weather conditions (fog and snowfall) on approach to Moscow at dusk, was not able to find Vnukovo airfield, flew to Khimki but was not allowed to land there, circled on the north-western outskirts of Moscow in search of an airfield, lost height due to pilot error, collided with a barn 300 metres from Posyolok im. Kirova and crashed on the premises of the sovkhos (state farm) "16th Party Congress" between Myakinino and Strogino, 3 of the 7 crew and 2 of the 3 passengers killed plus 3 crew seriously injured and 1 crew and 1 passenger slightly injured; t/t 2,000 hours |
| 7 5 26    | CCCP-L3944(1) | PS-84 | GVF                | rgd | 14aug41 | see c/n 18424707   |
| 7 5 27    | CCCP-L3444    | PS-84 | Aeroflot           | rgd | 27feb41 | photo in natural metal c/s with small titles on nose (in Aeroflot brochure 1987); in document jul41  |
| 7 5 28    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 7 5 29    | CCCP-L3452    | PS-84 | Aeroflot           | rgd | 17jul41 | soc 01dec48 as worn out  |
| 8 5 01    | CCCP-1335     | PS-84 | NKAP zavod # 466   | rgd | 01mar41 |  |
| 8 5 02    | CCCP-L3445    | PS-84 | Aeroflot           | rgd | 12mar41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun/01jul42; opb 1 ap 1 atd GVF at Vnukovo by 1943; severely damaged on take-off from Molotov (now Perm) 04jun43 when tried to take-off from the wrong point on the airfield, lifted off after 340 m but stalled, the left wing hit parked Li-2 CCCP-L3962 and the aircraft collided with a wooden shed, all 3 crew and 7 passengers escaped unhurt; soc 02mar53 as became an exhibit  |
| 8 5 03    | CCCP-L3446    | PS-84 | GVF                | rgd | 04apr41 | possibly opb 19 oap GVF; made a forced landing near Belaya Tserkov due to poor weather 07dec44   |
| 8 5 04    | CCCP-L3446    | Li-2  | Aeroflot           | rgd | 04apr41 | soc 31mar52 as became an exhibit   |
| 8 5 04    | CCCP-L3447    | PS-84 | GVF                | mfd | 18mar41 | rgd 19mar41; opb Lyotny tsentr UUZ i BP GU GVF at Novosibirsk; w/o 19jun42 on a training flight from Novosibirsk when the flight mechanic made a mistake in handling the fuel system so that the left engine flamed out shortly after take-off, as the trainee pilot did not cope with the situation and crew resource management did not work the aircraft crashed in a forest 1 km north-west of the airport and caught fire, 1 of the 4 crew killed and the other 3 injured; t/t 1,111 hours; soc 14jan46 as to become an exhibit, but this must have been in error   |
| 8 5 05    | CCCP-L3448    | PS-84 | Aeroflot           | rgd | 14mar41 | soc jul43 as trf to the Soviet Air Force   |
| 8 5 06    | CCCP-L3449    | PS-84 | Aeroflot           | rgd | 20mar41 | photo; in document jul41   |
| 8 5 07    | CCCP-L3450    | PS-84 | Aeroflot           | rgd | 04apr41 |  |
| 8 5 08    | CCCP-L3459    | PS-84 | Aeroflot           | rgd | 21mar41 | in document jul41; canx 1941; seen in old film   |
| 8 5 09    | CCCP-L3460    | PS-84 | Aeroflot           | rgd | 28mar41 | in document jun41; canx 1941   |
| 8 5 10    | CCCP-L3461    | PS-84 | Aeroflot           | rgd | 05apr41 | in document jul41  |
| 8 5 11    | CCCP-L3462    | PS-84 | Aeroflot           | rgd | 29mar41 | in document jul41  |
| 8 5 12    | CCCP-L3463    | PS-84 | Aeroflot           | rgd | 07apr41 | photo in natural metal c/s; soc 01oct50 as worn out  |
| 8 5 13    | CCCP-L3464    | PS-84 | Aeroflot           | rgd | 03apr41 | dbr, details unknown; soc 12aug41  |
| 8 5 14    | CCCP-L3465    | PS-84 | GVF                | mfd | 21mar41 | rgd 07apr41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 24jun42/01jul42; opb 1 atd GVF at Moscow-Vnukovo by 1943; dbr 19jun43 on the leg from Voronezh to Moscow of a flight from Rostov-na-Donu to Moscow when the left engine failed shortly after take-off (due to a faulty repair), the captain opted for a forced landing in a field, but the aircraft stalled at a height of some 6-8 metres due to poor crew resource management and crashed 6 km from Voronezh airport, all 6 crew and 19 passengers escaped basically unhurt; t/t 1,810 hours; soc 20jun43   |
| 8 5 15    | CCCP-L3466    | PS-84 | Aeroflot           | rgd | 07apr41 |  |
| 8 5 16    | CCCP-L3467    | PS-84 | Aeroflot           | rgd | 05apr41 |  |
| 8 5 17    | CCCP-L3468    | PS-84 | AFL/Georgia        | rgd | 09apr41 |  |
| 8 5 18    | CCCP-L3469    | PS-84 | Aeroflot           | rgd | 17apr41 | canx 20sep41 as having burnt out while carrying out a 'special mission'  |
| 8 5 19    | CCCP-L3470    | PS-84 | Aeroflot           | rgd | 07apr41 | in document jun41; canx 1941   |
| 8 5 20    | CCCP-L3471    | PS-84 | Aeroflot           | rgd | 17may41 | canx 12aug41   |
| 8 5 21    | CCCP-L3472    | PS-84 | Aeroflot           | rgd | 16may41 |  |
| 8 5 22    | CCCP-L3473    | PS-84 | Aeroflot           | rgd | 10apr41 | in document jun41  |
| 8 5 23    | CCCP-1339     | PS-84 | NKAP ZiS           | rgd | 04apr41 | dbr, details unknown; soc 31dec43  |
| 8 5 24    | CCCP-L3474    | PS-84 | Aeroflot           | rgd | 10apr41 | Zavod im. Stalina (probably # 125)   |
| 8 5 25    | CCCP-L3475    | PS-84 | Aeroflot           | rgd | 10apr41 | involved in an accident, details unknown; soc 20mar45  |
| 8 5 26    | CCCP-L3476    | PS-84 | Aeroflot           | rgd | 17apr41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 26jun/01jul42; csoc 12jan50 as worn out  |
| 8 5 27    | CCCP-L3477    | PS-84 | Aeroflot           | rgd | 17apr41 | w/o jan42 due to enemy action  |
| 8 5 28    | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 8 5 29    | CCCP-L3478    | PS-84 | Aeroflot           | rgd | 05may41 | soc 28dec52 as worn out  |
| 184 09 01 | CCCP-L3479    | PS-84 | GVF                | mfd | 15apr41 | rgd 06may41; opb Osoby otryad GVF pri Chornomorskom flote by jan42; w/o 25jan42 on the leg from Kuibyshev (now Samara) to Molotov (now Perm) of a flight from Krymskaya to Molotov when encountered below-minima weather conditions (heavy snowfall and poor visibility) on approach to Molotov at dusk, the pilot tried to land at the airfield of the flying school (which was not prepared for a landing), had to go around several times and eventually decided to land in a snow-covered field between Bolshoye Subotino and Ustinovo (3.5 km south-west of the airfield), but due to the poor visibility the aircraft crash-landed and broke up, all 5 crew and 4 passengers injured; t/t 766 hours  |
| 184 09 02 | not known     | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 184 09 03 | CCCP-L3480    | PS-84 | Aeroflot           | rgd | 09may41 | soc 01mar46 as worn out  |

|     |    |    |               |            |                    |       |         |   |   |
|-----|----|----|---------------|------------|--------------------|-------|---------|---|---|
| 184 | 09 | 04 | CCCP-L3481    | PS-84      | Aeroflot           | rgd   | 09may41 | soc 17nov50 as became an exhibit  |   |
| 184 | 09 | 05 | CCCP-L3482    | PS-84      | Aeroflot           | rgd   | 20may41 | in document apr42   |   |
|     |    |    | CCCP-X56      | PS-84      | NKVD ?             | no    | reports | c/n in document as 1840605, but that c/n does not exist, looking at the sequence of 'neighbouring' aircraft, it can only be 1840905   |   |
|     |    |    | CCCP-X56      | PS-84      | AFL/Northern       | trf   | 12may61 | no canx date given in MGA documents   |   |
| 184 | 09 | 06 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 09 | 07 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 09 | 08 | CCCP-I340     | PS-84      | NKAP zavod # 452   | rgd   | 02jun41 |   |   |
|     |    |    | CCCP-21501    | Li-2       | MAP Rybinsk Motors | rgd   | 11dec65 | canx 02jan67  |   |
| 184 | 09 | 09 | CCCP-I344     | PS-84      | NKAP zavod # 84    | rgd   | 19jun41 |   |   |
| 184 | 09 | 10 | CCCP-L4162    | PS-84      | GVF                | mfd   | may41   | opb 2 atp 10 atd GVF at Moscow-Vnukovo; dbr 20feb46 on a cargo flight from Minsk-1 to Moscow-Vnukovo when the take-off was aborted after lift-off due to poor crew resource management, the aircraft touched down outside of the airport, collided with the ruins of a building and broke up, all 5 crew escaped; t/t 2,513 hours; soc 01apr46  |   |
| 184 | 09 | 26 | not known     | PS-84      | GVF                | d/d   | 1941    | data from Russianplanes.net (not in the listing from Andersson)   |   |
|     |    |    | "7."          | PS-84      | Soviet Air Force   | trf   | 19jun45 | given on Russianplanes.net as 'h/o to 813N komand.'; scrapped around 1950   |   |
| 184 | 10 | 01 | CCCP-L3950(1) | PS-84      | GVF                | rgd   | 04oct43 | c/n in register and other documents as such, full c/n probably 1841001; soc 12nov48; see c/n 18439403   |   |
| 184 | 10 | 02 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
|     |    |    | 10 03         | CCCP-L3458 | PS-84              | GVF   | d/d     | 1941  | c/n in document as such, full c/n probably 1841003; soc 02mar50 as worn out |
| 184 | 10 | 04 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 05 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 06 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 07 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 08 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 09 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 10 | not known     | PS-84      | Soviet Air Force   | d/d   | jun41   | with Wright engine cowlings; opb NII VVS at Chkalovski; in two-tone camo c/s with natural metal undersides; damaged 29jun41 on a flight from Chkalovski to Pskov-Kresty with technical personnel of 402 iap on board when the landing gear did not lower, as the aircraft was shot at by Soviet fighters from the 8 sad and by Soviet anti-aircraft artillery by mistake, the crew opted for an immediate belly-landing; the damaged aircraft was still present 03jul41 but as it could not be recovered in time it was burnt before 26jul41 to prevent it falling into German hands  |   |
| 184 | 10 | 11 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 12 | CCCP-L3483    | PS-84      | GVF                | rgd   | 30jul41 |   |   |
| 184 | 10 | 13 | CCCP-L3484    | PS-84      | GVF                | rgd   | 30jul41 | opb 1 ae MAGON GVF; w/o in the early hours of 18jun42 on the return leg of a flight from Yelets (Oryol region) to a partisan airstrip at Vzdruzhnoye (Trubchevsk district of the Bryansk region) behind the German lines when encountered below-minima weather conditions (fog) on approach to Yelets, flew 3 circles over the airfield, entered a dive on final approach at a height of some 40-50 metres and crashed, 3 of the 5 crew and both passengers killed and both survivors seriously injured; t/t 1,267 hours  |   |
| 184 | 10 | 14 | CCCP-L3485    | PS-84      | GVF                | rgd   | 30jul41 | w/o jan42 due to enemy action   |   |
| 184 | 10 | 15 | CCCP-L3486    | PS-84      | GVF                | rgd   | 25jul41 | opb Severny osoby aviaotryad; w/o 06aug41 due to enemy action (12 days after registration !); canx 20sep41 as 'written off under war conditions'  |   |
| 184 | 10 | 16 | CCCP-L3487    | PS-84      | GVF                | rgd   | 30jul41 | w/o jan42 due to enemy action   |   |
| 184 | 10 | 17 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 18 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 19 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 20 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 21 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 22 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 23 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 24 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 25 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 26 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 27 | CCCP-L3493    | PS-84      | GVF                | rgd   | 04aug41 | registration initially allocated to c/n 1841107; opb Kharkovskaya agon GVF by 20sep41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; w/o 11aug42 on the leg from Makhachkala to Ordzhonikidze of a flight from Moscow to Ordzhonikidze when lost speed while climbing over a mountain range in Checheno-Ingushetiya (due to an error of the 2nd pilot who was in command while the captain was sleeping), stalled, crashed on the wooded slope of a mountain 7 km south-west of Achkhoi-Martan, caught fire and burnt out, 1 of the 6 crew and 4 of the 18 passengers killed and all 19 survivors injured  |   |
| 184 | 10 | 28 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 29 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 10 | 30 | CCCP-L3497    | PS-84      | GVF                | rgd   | 04aug41 | in document jun41 !; opb Kharkovskaya agon GVF by 20sep41   |   |
| 184 | 11 | 02 | CCCP-L3498    | PS-84      | GVF                | rgd   | 18jul41 | initial c/n 1841108 changed to 1841102; in document jun41 !; opb Kharkovskaya agon GVF by 20sep41   |   |
| 184 | 11 | 03 | CCCP-L3499    | PS-84      | GVF                | rgd   | 04aug41 | opb Kharkovskaya agon GVF by 20sep41; in document apr42; soc 07mar46 as worn out  |   |
| 184 | 11 | 04 | CCCP-L3495    | PS-84      | GVF                | rgd   | 18jul41 | registration initially allocated to c/n 1841105; opb Kharkovskaya agon GVF by 20sep41; opb 7 oap GVF by mar43; w/o 02mar43 on the leg from Yerevan to Tbilisi of a flight from Rostov when the pilot took off although he was not allowed to do so because of poor weather on the route, the aircraft flew low over the ground in order to avoid being seen, got caught in a downstream and crashed in poor visibility into snow-covered Mount Ketan-Dag 45 km north-east of Yerevan, 1 of the 5 crew and the sole passenger killed and all 4 survivors injured (2 of them seriously)   |   |
| 184 | 11 | 05 | CCCP-L3488    | PS-84      | GVF                | rgd   | 19aug41 | already in a document jun41; opb Kharkovskaya AGON GVF by 20sep41 and by 8 otryad Kievskoi OAG GVF by nov41; w/o 14nov41 on a positioning flight from Voronezh to Uryupinsk at dusk when flew very low, veered off course to the south by 18 km, tried to land in that area and crashed 2 km south of Akcherna due to pilot error after extending the flaps, all 6 crew and 8 passengers killed; t/t 455 hours  |   |
| 184 | 11 | 06 | CCCP-L3489    | PS-84      | GVF                | rgd   | 19aug41 | opb Kharkovskaya agon GVF by 20sep41; opb 1 atd GVF by 1943; w/o during the night 30/31jul43 on a flight to an area behind the German lines when was attacked by a night fighter of 10./NJG 5 of the German Air Force (piloted by Hauptmann Alois Lechner), caught fire and crashed near Zhukovka (Mogilyov region of Belarus), all 6 crew managed to bail out, but 1 of them was killed and 1 injured; soc 31jul43   |   |
| 184 | 11 | 07 | CCCP-L3490    | PS-84      | GVF                | rgd   | 04aug41 | initial c/n 1841027 changed to 1841107; opb Kharkovskaya agon GVF by 20sep41; in document apr42; soc 19jul48 as 'exhibit' (worn out)  |   |
| 184 | 11 | 08 | "490" white   | PS-84      | GVF/Soviet AF c/s  | photo |         | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21/24jun42  |   |
| 184 | 11 | 09 | CCCP-L3491    | PS-84      | GVF                | rgd   | 06aug41 | initial c/n 1841101 changed to 1841108; in document jun41 !; opb Kharkovskaya agon GVF by 20sep41   |   |
| 184 | 11 | 09 | CCCP-L3492    | PS-84      | GVF                | rgd   | 04aug41 | registration initially allocated to c/n 1841104; opb Kharkovskaya AGON GVF as of 20sep41 and by Kievskaya OAG GVF as of aug42; w/o 10aug42 while being parked at Stalingrad-Tsentralny when was destroyed by a bombing raid of the German Air Force   |   |
| 184 | 11 | 10 | CCCP-L3496    | PS-84      | GVF                | rgd   | 18jul41 | initial c/n 1841100 changed to 1841110; in document jun41 !; opb Kharkovskaya agon GVF by 20sep41   |   |
| 184 | 11 | 11 | CCCP-L3905    | PS-84      | GVF                | rgd   | 22jul41 | rgd again 07aug41 !; w/o jan42 due to enemy action  |   |
| 184 | 11 | 12 | CCCP-L3906    | PS-84      | GVF                | rgd   | 22jul41 | in document jun41 !; rgd again 06aug41 !; opb 11 eskadriya; canx 20sep41 as 'written off under war conditions'  |   |
| 184 | 11 | 13 | CCCP-L3907    | PS-84      | GVF                | rgd   | 22jul41 | rgd again 06aug41 !; opb Kharkovskaya agon GVF by 20sep41; in document apr42; soc 01oct50 as worn out   |   |
| 184 | 11 | 14 | CCCP-L3908    | PS-84      | GVF                | rgd   | 07aug41 |   |   |
| 184 | 11 | 15 | CCCP-L3909    | PS-84      | GVF                | rgd   | 24jul41 | new CoFR issued 06aug41; opb Kharkovskaya agon GVF by 20sep41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22/23jun42; opb 2 atp 1 atd GVF by 1943; w/o in the early hours of 20may43 on a supply flight from Sochi-Adler for partisans in the Crimea when had to return due to poor weather conditions over the 3 targets, wanted to land at Sukhumi due to poor weather in the Sochi area but was not allowed to land at Sukhumi, approached Sochi-Adler in below-minima weather conditions (low clouds, fog and rain) and crashed near Sochi-Matsesta into a mountain 500 metres from the coast, all 6 crew killed   |   |
| 184 | 12 | 01 | CCCP-L3910(1) | PS-84      | GVF                | rgd   | 24jul41 | rgd again 06aug41 !; opb Kharkovskaya agon GVF by 20sep41, in document apr42; see c/n 18433307  |   |
| 184 | 12 | 02 | CCCP-L3910(1) | Li-2       | AFL/Yakutiya       | trf   | 12jun45 | opb 14 TO YaAG; soc 25jul51 as worn out   |   |
| 184 | 12 | 02 | not known     | PS-84      | not known          | d/d   | 1941    | probably Soviet Air Force   |   |
| 184 | 12 | 03 | CCCP-L3912(1) | PS-84      | GVF                | rgd   | 06aug41 | opb Kharkovskaya agon GVF by 20sep41; opb 3 ae Moskovskoi agon GVF by 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 2 atp 1 atd GVF by 1943; w/o during the night 30/31jul43 on a supply flight for partisans in Belarus when was attacked by a night fighter of 10./NJG 5 of the German Air Force (piloted by Hauptmann Alois Lechner) from behind, caught fire and crashed in the Mogilyov region, 5 of the 6 crew MIA presumed killed while the 6th one and the sole passenger managed to bail out; soc 31jul43; see c/n 18417004   |   |
| 184 | 12 | 04 | CCCP-L3913(1) | PS-84      | GVF                | rgd   | 28jul41 | new CoFR issued 07aug41; opb 3 pap Krasnoyarskiy vozduzhnoi trassy (Krasnoyarsk Air Route) from 04jan43; w/o 05mar43 on a flight from Yakutsk to Olyokminsk when entered an area of heavy snowfall and both engines lost power consecutively (probably due to icing) while the aircraft was flying at a height of some 150 metres, the aircraft lost height, crashed in a forest near Berdigestyakh (Gorny district of Yakutiya) and broke up, 3 of the 5 crew killed and 1 crew plus 1 of the 6 passengers injured while all others escaped basically unhurt; the survivors were evacuated 11 days after the accident (after one of them had reached a settlement); see c/n 23441505 |   |
| 184 | 12 | 05 | CCCP-L3914(1) | PS-84      | GVF                | rgd   | 07aug41 | see c/n 18428501  |   |
| 184 | 12 | 06 | CCCP-L3915(1) | PS-84      | GVF                | rgd   | 07aug41 | see c/n 18431510  |   |
| 184 | 12 | 07 | CCCP-L3916(1) | PS-84      | GVF                | rgd   | 28jul41 | in document jun41 !; rgd again 06aug41 !; opb Kharkovskaya agon GVF; canx 20sep41 as 'written off under war conditions'; see c/n 23441504   |   |
| 184 | 12 | 08 | CCCP-L3917(1) | PS-84      | GVF                | rgd   | 31jul41 | see c/n 1849102   |   |
| 184 | 12 | 09 | CCCP-L3918(1) | PS-84      | GVF                | rgd   | 31jul41 | see c/n 18431004  |   |
| 184 | 12 | 10 | CCCP-L3919(1) | PS-84      | GVF                | rgd   | 13aug41 | canx 20sep41 as 'written off under war conditions'; see c/n 18431803  |   |
| 184 | 12 | 11 | CCCP-L3920(1) | PS-84      | GVF                | rgd   | 13aug41 | see c/n 18431802  |   |
| 184 | 12 | 12 | CCCP-L3921    | PS-84      | GVF                | rgd   | 05aug41 | opb Kharkovskaya AGON GVF by 20sep41 and by Kievskaya OAG GVF by aug42; w/o in the early hours of 12aug42 on a flight from Stalingrad-Tsentralny to the area of Zhirkov (110 km west of Stalingrad) in order  |   |

|            |               |       |                  |     |         |  |   |
|------------|---------------|-------|------------------|-----|---------|--|---|
|            |               |       |                  |     |         |  | to air-drop ammunition for a Soviet unit which was encircled by German troops when was shot down on the return leg (probably over the front line), all 6 crew killed  |
| 184 12 13  | CCCP-1355     | PS-84 | NKAP zavod # 84  | rgd | 03sep41 |  |   |
| 184 12 14  | CCCP-L3923    | PS-84 | GVF              | rgd | 08aug41 |  | opb Kharkovskaya agon GVF by 20sep41; in document nov41   |
| 184 12 15  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 01  | CCCP-L3924    | PS-84 | GVF              | rgd | 11aug41 |  | opb 1 atd GVF; in a document apr42; w/o in the 1st quarter of 1943 when was shot down by a fighter of the German Air Force  |
| 184 13 02  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 03  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 04  | CCCP-L3925    | PS-84 | GVF              | rgd | 16aug41 |  |   |
| 184 13 05  | CCCP-L3926    | PS-84 | GVF              | rgd | 16aug41 |  | opb 4-y otrjad MAGON GVF by oct41; w/o 03oct41 on a flight from Vyazma-Dvovayka to Moscow-Vnukovo at night with the MTOW exceeded by 1,114 kg when took off from a runway which was only 700 metres long, lost height after lift-off and struck the ground after some 100-150 metres, 1 of the passengers was thrown out and killed while all 6 crew survived (2 occupants were slightly injured); the wreck was destroyed to prevent it falling into German hands  |
| 184 13 06  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 07  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 08  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 09  | CCCP-L3927    | PS-84 | GVF              | rgd | 19aug41 |  |   |
| 184 13 10  | CCCP-L3928    | PS-84 | GVF              | rgd | 19aug41 |  |   |
| 184 13 11  | CCCP-L3929    | PS-84 | GVF              | rgd | 19aug41 |  | in document apr42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; soc 25jul51 as worn out   |
| 184 13 12  | CCCP-1356     | PS-84 | NKAP zavod # 84  | rgd | 03sep41 |  |   |
| 184 13 13  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 13 14  | not known     | PS-84 | Soviet Air Force | no  | reports |  | was equipped with a "Caterpillar" undercarriage (with tracks); underwent factory trials sep41   |
| 184 13 15  | CCCP-L3930    | PS-84 | GVF              | rgd | 23aug41 |  |   |
| 184 14 01  | CCCP-L3931(1) | PS-84 | GVF              | mfd | 22aug41 |  | rgd 26aug41; opb 1 atd GVF at Moscow-Vnukovo; w/o 11may43 on a test flight from Molotov (now Perm) after an engine change when the flight mechanic made a mistake in handling the fuel system so that both engines flamed out shortly after take-off, the pilot tried to return to the airfield but height was not sufficient so that the aircraft collided with the roofs of two wooden houses and crashed at ul Pigasovskaya between ul. Alekseyevskaya and ul. Svobody on the outskirts of Molotov, damaging a third house, 1 of the 4 crew killed and the other 3 as well as the sole passenger seriously injured; t/t 2,000 hours; see c/n 18420002  |
| 184 14 02  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 03  | CCCP-L3946(1) | PS-84 | GVF              | rgd | 11oct41 |  | in document apr42; see c/n 18420310   |
| 184 14 04  | CCCP-L3947(1) | PS-84 | GVF              | rgd | 11oct41 |  | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 1 atd GVF by 1943; w/o in the late hours of 28apr43 on a supply flight for the partisan group of Saburov at Dubnitskoye (60 km west of Yel'sk in the Gomel region of Belarus) when tried to land at the airstrip in poor weather (low clouds and rain), banked sharply to the left between the second and the third orientation fire and crashed, all 6 crew and 5 passengers killed; see c/n 18427202   |
| 184 14 05  | CCCP-L3911(1) | PS-84 | GVF              | rgd | 26aug41 |  | opb Chernomorski oao by 20sep41; soc 25jul51 as worn out; see c/n 18438001  |
| 184 14 06  | CCCP-L3922    | PS-84 | GVF              | rgd | 29aug41 |  | was initially allocated CCCP-L3934; opb 6 ae MAGON GVF; w/o 09dec41 on a food supply flight from Khvoynaya to Leningrad at dawn when flew nap-of-the-earth, collided with a tree-top 7 km north of Khvoynaya airfield, crashed into the forest and caught fire, all 5 crew killed and the sole passenger injured (he reached Khvoynaya airfield the next day)   |
| 184 14 07  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 08  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 09  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 10  | CCCP-L3932(1) | PS-84 | GVF              | rgd | 29aug41 |  | was initially allocated CCCP-L3933; opb 5 oap GVF; w/o 03jun43 on the leg from Chkalovski to Vologda of a supply flight from Chkalovski to Byelomorsk when the flight mechanic forgot to switch the tanks in time so that the fuel pressure dropped and the right engine stopped after some 30-35 minutes, soon followed by the left one, the pilot tried to force-land in a cutting in a forest 1.5 km north-west of Zezevitovo (Strunino district of the Ivanovo region), but the aircraft hit tree tops, crashed and caught fire, 4 of the 5 crew and 1 of the 3 passengers killed and all 3 survivors seriously injured (1 of the passengers shot himself); t/t 1,864 hours; canx 26aug43 as a combat loss; see c/n 18434006  |
| 184 14 11  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 12  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 13  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 14  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 14 15  | CCCP-L3933(1) | PS-84 | GVF              | rgd | 03sep41 |  | was initially allocated CCCP-L3935; in document apr42; see c/n 18431805   |
| 184 15 01  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 15 02  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 15 03  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 15 04  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 15 05  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 15 06  | CCCP-I441     | PS-84 | NKAP zavod # 1   | rgd | 16jul42 |  |   |
| 184 15 07  | CCCP-1357     | PS-84 | NKAP zavod # 18  | mfd | 02sep41 |  | rgd 05sep41; slightly damaged 29nov42 on take-off from Chapayevsk when the right engine caught fire due to a fuel leak and the aircraft made a forced landing; was to be repaired   |
| 184 15 08  | CCCP-L3934(1) | PS-84 | GVF              | rgd | 05sep41 |  | w/o jan42 due to enemy action; see c/n 23443507   |
| 184 15 09  | CCCP-L3935(1) | PS-84 | GVF              | rgd | 07sep41 |  | in document may42; see c/n 23443004   |
| 184 15 10  | CCCP-L3936(1) | PS-84 | GVF              | rgd | 08sep41 |  | see c/n 18427510  |
| 184 16 01  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 16 02  | CCCP-63822    | Li-2  | AFL/Far East     | trf | 30jun60 |  | photo exists; soc 19apr66 as worn out   |
| 184 16 02  | CCCP-L3940(1) | PS-84 | GVF              | rgd | 18dec42 |  | opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was shot down by a fighter of the German Air Force; see c/n 18431804   |
| 184 16 03  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 16 04  | CCCP-L3937(1) | PS-84 | GVF              | rgd | 09sep41 |  | was initially allocated CCCP-L3936; soc 24oct50 as worn out; see c/n 23443510   |
| 184 16 05  | CCCP-L3951(1) | PS-84 | GVF              | rgd | 12sep41 |  | see c/n 18439406  |
| 184 16 06  | CCCP-L3952(1) | PS-84 | GVF              | rgd | 13sep41 |  | in document apr42; see c/n 3102   |
| 184 16 07  | CCCP-L3963(1) | PS-84 | GVF              | rgd | 20sep41 |  | w/o jan42 due to enemy action; see c/n 18434302   |
| 184 16 08  | not known     | PS-84 | Soviet Air Force | d/d | 1941    |  | opb the military acceptance department detached to GAZ No. 1 at Moscow-Khodynka (subordinated to Upravleniye zakazov samolyotov, the aircraft procurement directorate); w/o 29oct41 on a flight from Moscow to Kuibyshev, in connection with the evacuation of GAZ No. 1 to Kuibyshev, when encountered poor weather (fog and drizzle) some 25 km east of Kuznetsk, flew some circles over the Beloye ozero forest (located on a 340 metres high hill) south-west of Golodyayevka (now Dubrovka in the Nikolayevka district of the Ulyanovsk region) and crashed, all 4 crew and 20 passengers (among them the aircraft designer Vsevolod Tairov) killed, the cause of the accident could not be established  |
| 184 16 09  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 16 10  | CCCP-L3953(1) | PS-84 | GVF              | rgd | 13sep41 |  | see c/n 18427003  |
| 184 17 01  | not known     | PS-84 | not known        | d/d | 1941    |  | probably Soviet Air Force   |
| 184 17 02  | CCCP-L3964(1) | PS-84 | GVF              | rgd | 23sep41 |  | see c/n 1847705   |
| 184 17 03  | CCCP-L3965(1) | PS-84 | GVF              | rgd | 20sep41 |  | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 23jun/01jul42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb tao KVT (transport flight of the Krasnoyarsk air route) and detached to 5 pap on the ALSIB route by nov42; w/o 17nov42 on the leg from Krasnoyarsk-Yemelyanovo to Kirensk of a flight from Krasnoyarsk to Ladd Field (Alaska) when entered a nose-spin shortly after take-off due to excess load plus icing of wings and fuselage, crashed close to another PS-84 (which was waiting for take-off) and exploded, all 4 crew and 16 passengers (aircrew and technical ground staff of 5 pap plus 10 civilians) killed; see c/n 18438704  |
| 184 17 04  | CCCP-L3954(1) | PS-84 | GVF              | rgd | 20sep41 |  | opb 2 ae Moskovskoi agon GVF by 1942; flew supplies to Sevastopol 24/30jun42; in document jul42; see c/n 18425609   |
| 184 17 05  | CCCP-L3955(1) | PS-84 | GVF              | rgd | 20sep41 |  | see c/n 18432101  |
| 184 17 06  | CCCP-L3956(1) | PS-84 | GVF              | rgd | 20sep41 |  | opb 1 atp 1 atd GVF at Moscow-Vnukovo; w/o 22aug43 on the return leg of a flight to target No. 17 of the Belarus partisan HQ near Rechitsa (Gomel region of Belarus) when one engine failed some 30 minutes after take-off while the aircraft was flying at a height of some 200-300 metres, the pilot decided to return to the airstrip of target No. 17, but the aircraft did not make it and crashed into a forest, 5 of the 6 crew killed while the 6th one escaped unhurt; see c/n 18435407  |
| 184 17 07  | CCCP-L3961(1) | PS-84 | GVF              | rgd | 20sep41 |  | in document apr42; see c/n 18429808   |
| 184 298 08 | CCCP-X861     | Li-2  | MVD - Dalstroj   | rgd | unknown |  | opb SMP AO from 09aug48; served the Magadan-Zaliv Kresta route oct48; Dalstroj assigned the crew of A.N. Sushkov to this aircraft 28jun49   |
|            | CCCP-L3961(2) | Li-2  | AFL/Magadan      | trf | unknown |  | see c/n 1841707   |
|            | CCCP-16199    | Li-2  | AFL/Magadan      | rgd | unknown |  |   |
|            | CCCP-16199    | Li-2  | AFL/Kazakhstan   | trf | 15jan65 |  | see c/n 18430307  |
| 184 17 09  | CCCP-L3958(1) | PS-84 | GVF              | rgd | 22sep41 |  | see c/n 5804  |
| 184 17 10  | CCCP-L3957(1) | PS-84 | GVF              | rgd | 23sep41 |  |   |
| 184 18 01  | CCCP-L3959(1) | PS-84 | GVF              | mfd | 21nov41 |  | already rgd 23sep41; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21/23jun42; opb atp KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43; opb 1 atp 1 atd GVF at Moscow-Vnukovo by aug43; w/o in the late hours of 28aug43 on a flight from Khvoynaya (Leningrad region) to the area of lake Ladoga in order to drop a reconnaissance team behind the Finnish lines when was called back due to poor weather (although the weather at Khvoynaya was even worse), tried to land during a thunderstorm with heavy rain and strong cross winds and had to go around, but the crew was blinded by a lightning and lost spatial orientation so that the aircraft banked to the left and crashed, 2 of the 6 crew killed and 2 seriously injured and all other crew and passengers slightly injured; t/t 1,682 hours; see c/n 18434105 |
| 184 18 02  | CCCP-L3960(1) | PS-84 | GVF              | rgd | 23sep41 |  | w/o jan42 due to enemy action; see c/n 18430109   |

|     |       |               |       |                   |       |         |   |
|-----|-------|---------------|-------|-------------------|-------|---------|---|
| 184 | 18 03 | CCCP-L3966(1) | PS-84 | GVF               | rgd   | 23sep41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; opb 1 atd GVF by early 1943; w/o in the 1st quarter of 1943 when was shot down by a fighter of the German Air Force; see c/n 18435704  |
|     |       | "966" white   | PS-84 | GVF/Soviet AF c/s | photo |         | c/n not confirmed, see above; in winter camo c/s; abandoned in damaged condition at an airfield which was occupied by German troops   |
| 184 | 18 04 | CCCP-1456     | PS-84 | NKAP aviaotryad   | rgd   | 30jan43 |   |
| 184 | 18 05 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 18 06 | CCCP-L3969(1) | PS-84 | GVF               | rgd   | 23sep41 | opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; see c/n 1842404   |
| 184 | 18 07 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 18 08 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 18 09 | CCCP-L3972(1) | PS-84 | GVF               | rgd   | 27sep41 | in document apr42; see c/n 18432904   |
| 184 | 18 10 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 19 01 | CCCP-L3974(1) | PS-84 | GVF               | rgd   | 06oct41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; opb 1 atd GVF by 1943; w/o in the early hours of 28may43 on the return leg of a supply flight for partisans near Bryansk when was hit by German anti-aircraft artillery, caught fire and crashed behind the German lines, 2 of the 6 crew killed while 4 crew managed to bail out (but only 1 of them reached Soviet positions, the other 3 are MIA); see c/n 18430401   |
| 184 | 19 02 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 19 03 | CCCP-L3976(1) | PS-84 | GVF               | mfd   | 04oct41 | mentioned in a document apr42; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; rgd only 16aug43; opb 3 atp 10 atd GVF by 1945; w/o 19apr45 on the leg from Kraków to Minsk of a flight from Kraków to Moscow in support of the People's Commissariat for Lines of Communications when deviated from the flight plan, entered low clouds, collided with trees on the slope of Mount Lysica (612 metres) 20 km east of Kielce and came to rest on its summit, all 6 crew and 5 of the 7 passengers killed and both survivors injured; t/t 3,087 hours; see c/n 18430504  |
| 184 | 19 04 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 19 05 | CCCP-L3978(1) | PS-84 | GVF               | rgd   | 06oct41 | see c/n 18426104  |
| 184 | 19 06 | CCCP-L3979(1) | PS-84 | GVF               | rgd   | 29sep41 | see c/n 18429910  |
| 184 | 19 10 | CCCP-L3982    | PS-84 | GVF               | mfd   | 09oct41 | opb 2 atp 1 atd GVF at Moscow-Vnukovo; w/o 08aug43 on a flight from Balashov to Kursk with a cargo of 3 M-105 engines when at least one of the engines broke loose during take-off, broke through the cabin floor and trapped the control cable of the horizontal stabiliser which was running under the floor so that the aircraft went out of control (the pilot tried to steer the aircraft with the trim tabs of the stabiliser, but to no avail), the aircraft crashed in the steppe some 7 km after take-off, caught fire and burnt out, all 6 crew killed; t/t 1,770 hours   |
| 184 | 20 01 | not known     | PS-84 | GVF/Soviet AF c/s | mfd   | dec41   | the first dedicated military transport from series-production; opb 2 ae 1 ap 1 atd GVF; damaged in the early hours of 16dec42 on a flight from Kubinka at night close to the front-line when collided at a height of 250 metres with R-5 "21" c/n 101 of 1 oap GVF 1 km west of Blagino (Pogoreloye Gorodishche district of the Kalinin region), the R-5 crashed while the PS-84 managed to make a forced landing (wheels-up) 500 metres north of Zelenkovo, both crew of the R-5 killed and the captain of the PS-84 injured while the other 4 crew escaped unhurt; repaired   |
| 184 | 20 07 | CCCP-L3948(1) | PS-84 | GVF               | mfd   | 1941    | see c/n 18429805  |
|     |       | "948"         | PS-84 | GVF/Soviet AF c/s | BMA   | 21jun42 | opb MAGON GVF; flew to Stockholm-Bromma 21jun42, using call-sign 'P-PUSP' (possibly a misunderstanding of the Cyrillic 'P'); w/o in the early hours of 26jun42 on a cargo flight from Stockholm-Bromma to Kalinin-Migalovo (now Tver-Migalovo) when was hit by anti-aircraft fire (either German or Soviet) from the ground while overflying the front-line, as the left engine caught fire the crew decided to make a forced landing in a field near Ivantsevo (Molotovitsy district of the Leningrad region), but the right wing collided with trees while the aircraft was flying a right turn at low height, the aircraft crashed nose-down in the forest 1 km east of Ivantsevo, caught fire and burnt out, all 4 crew (pilot: Rybin) killed |
| 184 | 21 01 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 21 02 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 21 03 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 21 04 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 21 05 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 21 06 | CCCP-1406     | PS-84 | NKAP zavod # 84   | rgd   | 19oct42 |   |
|     |       | CCCP-21503    | Li-2  | MAP Tashkent APO  | rgd   | 15dec65 | canx 29nov67  |
|     |       | CCCP-L3988    | PS-84 | GVF               | rgd   | 21oct41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 22jun42/01jul42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb 1 atd GVF by 1943; w/o in the 3rd quarter of 1943 when was destroyed on the ground  |
| 184 | 21 08 | CCCP-L3989(1) | PS-84 | GVF               | mfd   | 18oct41 | 18oct41 was given as the mfd in the accident report, but it can be the rgd in fact as c/n 1842109 was rgd 18oct41 and c/n 1842107 was rgd 21oct41; opb 7 eskadrilya MAGON GVF; empennage and ailerons damaged by a storm while the aircraft was parked at Saratov during the night 07/08nov41; the aircraft was repaired on site 08/28nov41, but the aileron control cables were cross-wired by mistake; w/o 29nov41 on the test flight from Saratov after the repairs when the aircraft banked to the right shortly after lift-off and crashed due to the cross-wired cables, 1 of the 4 crew killed and the other 3 slightly injured; see c/n 18411006  |
| 184 | 21 09 | CCCP-L3990    | PS-84 | GVF               | rgd   | 18oct41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 30jun42/01jul42; later opb 3 atp 1 atd GVF; w/o during the night 19/20mar44 on a supply flight from Staraya Toropa to partisans behind the German lines when was shot down by a night fighter of 3./NJG 100 of the German Air Force (piloted by Leutnant Ulrich Trüber) while flying at a height of some 700 metres near Yanovshchina (Krupki district of the Minsk region) and exploded, all 6 crew and 1 of the 2 passengers killed (the sole survivor was thrown out by the explosion)   |
| 184 | 21 10 | CCCP-L3991    | PS-84 | GVF               | rgd   | 20oct41 | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21/30jun42; transported the first batch of Soviet pilots and technicians for the ALSIB operation to Ladd Field (Alaska) 21sep42; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43   |
| 184 | 22 01 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 22 02 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 22 03 | CCCP-1405     | PS-84 | NKAP zavod # 84   | rgd   | 19oct42 |   |
|     |       | CCCP-83965    | Li-2  | MAP Tashkent APO  | rgd   | 15dec65 | canx 29jun67  |
| 184 | 22 04 | CCCP-1371 (2) | PS-84 | NKAP zavod # 153  | rgd   | 16apr43 |   |
| 184 | 22 05 | CCCP-1414     | PS-84 | NKAP zavod # 24   | rgd   | 17jun42 |   |
|     |       | CCCP-1373 (2) | PS-84 | NKAP              | r/r   | 1943 ?  |   |
| 184 | 22 06 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 22 07 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 22 08 | CCCP-1376 (2) | PS-84 | NKAP zavod # 292  | rgd   | 12jan43 |   |
| 184 | 22 09 | not known     | PS-84 | not known         | d/d   | 1941    | probably Soviet Air Force   |
| 184 | 22 10 | CCCP-L3993    | PS-84 | GVF               | rgd   | 20oct41 | probably the last aircraft built at Moscow-Khimki   |
|     |       | not known     | PS-84 | Soviet Air Force  | trf   | 1942 ?  |   |
|     |       | CCCP-1486     | PS-84 | NKAP zavod # 22   | rgd   | 29jan43 |   |

#### **4,331 ? PS-84/Li-2 built by Factory # 84 at Tashkent-Vostochny from 07jan42 to May 1953**

The first aircraft built at Tashkent was probably from batch 23. Until batch 405, the previous construction number system from Moscow-Khimki continued to be in use: it consisted of a 1, the meaning of which is not known (the first type built by Factory # 84 ?), 84 as the factory number, the batch number (2 or 3 digits) and the two-digit number in the batch. All those batches seem to have contained 10 aircraft each. Starting from batch 406 the code for the factory which was used in the c/n was changed to 34 (although the number of the factory itself did not change). The system looked then as follows: the first digit gave the year of manufacture (2 for 1952 and 3 for 1953), followed by the code 34 for factory # 84, the three-digit batch number and the number in the batch.

|     |       |               |       |                  |            |         |  |
|-----|-------|---------------|-------|------------------|------------|---------|--|
| 184 | 23 08 | CCCP-1495     | PS-84 | NKAP zavod # 26  | rgd        | 10mar43 |  |
| 184 | 23 10 | CCCP-1450     | PS-84 | NKAP aviaotryad  | rgd        | 15oct42 |  |
| 184 | 24 03 | CCCP-1403     | PS-84 | NKAP zavod # 84  | mfd        | 09mar42 | rgd 19oct42  |
|     |       | CCCP-1403     | Li-2  | MAP zavod # 166  | trf        | unknown | w/o 23jun54 on the leg from Verkhnyaya Salda to Sverdlovsk of a cargo flight from Verkhnyaya Salda to Omsk when took off with an illegal passenger in the seat of the second pilot and the engines being fed from the rear left tank which was almost empty, both engines stopped working at a height of 30-40 metres, the aircraft lost height, collided with a high-voltage power line, caught fire and crashed between houses and barns of a village 1.5 km from the airport, 3 of the 5 crew and 1 of 2 passengers killed and all survivors injured, all those killed were discovered to be intoxicated; t/t 9,816 hours |
| 184 | 24 04 | CCCP-1408     | PS-84 | NKAP zavod # 84  | mfd        | mar42   | rgd 19oct42  |
|     |       | CCCP-L3969(2) | Li-2  | AFL/Ukraine-HKR  | no reports |         | soc 31oct57 as worn out; see c/n 1841806   |
| 184 | 24 05 | CCCP-1409     | PS-84 | NKAP zavod # 29  | rgd        | 19nov42 |  |
| 184 | 24 06 | no reg        | PS-84 | NKAP zavod # 18  | mfd        | feb42   | crashed before it could be entered into the register; in camo c/s; w/o 12may42 on a flight from Kuibyshev-Bezmyanka to Nizhni Tagil-Valyogin Bor when encountered poor visibility, the pilot descended to 700 metres and the aircraft crashed into the summit of Mount Golaya aka Mount Shaitan (748 metres) in the Vesolye gory range 9 km south-east of Kordon (Visim-Shaitanka district of the Sverdlovsk region), all 4 crew and both passengers (among them the director of Factory No. 18, Matvei B. Shenkman) killed; wreck found 14may42   |
| 184 | 24 07 | CCCP-1415     | PS-84 | NKAP zavod # 24  | rgd        | 17jun42 |  |
| 184 | 24 08 | CCCP-1378     | PS-84 | NKAP zavod # 39  | rgd        | 04jun42 |  |
| 184 | 24 09 | CCCP-1379     | PS-84 | NKAP zavod # 153 | rgd        | 16apr43 |  |
| 184 | 24 10 | CCCP-1400     | PS-84 | NKAP zavod # 16  | rgd        | 20may42 |  |
|     |       | CCCP-L3970    | Li-2  | AFL/Ukraine      | no reports |         |  |
|     |       | CCCP-65725    | Li-2  | AFL/Ukraine      | no reports |         | soc 08mar60 as worn out  |
| 184 | 25 01 | CCCP-1442     | PS-84 | NKAP zavod # 1   | rgd        | 16jul42 |  |
| 184 | 25 02 | CCCP-1401     | PS-84 | NKAP zavod # 26  | rgd        | 10mar43 |  |
|     |       | CCCP-46237    | Li-2  | MRP Solntsevo    | rgd        | 05jun58 |  |

|           |                             |                |                          |            |                        |  |
|-----------|-----------------------------|----------------|--------------------------|------------|------------------------|--|
| 184 25 03 | CCCP-1402                   | PS-84          | NKAP zavod # 30          | rgd        | 04mar43                |  |
| 184 25 04 | CCCP-L3996                  | PS-84          | GVF                      | rgd        | 20jan43                | opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 21jun42/01jul42; opb 1 atd GVF by 1943; w/o in the 3rd quarter of 1943 when was shot down by a fighter of the German Air Force   |
| 184 25 0. | ? CCCP-L3997                | PS-84          | GVF                      | no         | reports                | c/n probably 1842505 or 1842507; registration not on pre-1944 register; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 23/29jun42   |
| 184 25 06 | "997" white<br>CCCP-1544    | PS-84          | GVF/Soviet AF c/s        | photo      | 21aug43                | opb 19 otap GVF; in dark green c/s with light blue undersides  |
| 184 25 08 | CCCP-L3998                  | PS-84          | NKAP zavod # 31<br>GVF   | rgd<br>mfd | 17apr42                | rgd 20jan43; opb Moskovskaya agon GVF by 1942; flew supplies to Sevastopol 24jun42/01jul42; opb 1 atd GVF by 1943; w/o in the early hours of 08apr43 on a flight to the front when the right engine failed (due to a faulty repair), the aircraft made a forced landing near Ordulyevo (Smolensk region), caught fire and burnt out, all 6 crew escaped  |
| 184 25 10 | CCCP-L4000                  | PS-84          | GVF                      | rgd        | 20jan43                | opb 1 atd GVF; w/o in the 3rd quarter of 1943 when was destroyed on the ground   |
| 184 26 06 | not known                   | PS-84          | Soviet Air Force         |            |                        | was equipped with GAM-10 flame extinguishers; underwent trials with 1 addd (long-range aviation division) 26/30apr43; went on to serve with 1 added thereafter   |
| 184 29 06 | CCCP-1521                   | PS-84          | NKAP zavod # 21          | rgd        | 09jun43                |  |
| 184 30 01 | CCCP-1407                   | PS-84          | NKAP zavod # 166         | rgd        | 31aug42                |  |
| 184 30 12 | CCCP-N494                   | Li-2           | Polyarnaya Aviats.       | no         | reports                | c/n from accident report; opb Chukotskaya aviagruppa; w/o 01nov48 on the leg from Ust'-Yansk to Mys Kosisty at night of a flight from Kresty Kolymskiye to Mys Kosisty when the oil pressure of the right engine dropped (due to a design deficiency) and the engine eventually failed, the propeller could not be feathered as there was no oil pressure so that the aircraft lost height, entered clouds and suffered from heavy icing, the crew attempted a forced landing on the ice of bukhta Kozhevnikova bay, but was not able to correctly establish its height over the ice as the cockpit windows were covered by ice as well, the aircraft stalled on finals and crashed head-on onto the ice 16 km east of Mys Kosisty airport, all 6 crew killed; wreck found 17nov48, partially submerged and frozen into the ice; soc 07mar49 |
| 184 31 06 | CCCP-1601                   | PS-84          | NKAP zavod # 456         | rgd        | 14feb44                |  |
| 184 32 09 | CCCP-X914                   | PS-84          | MPSS                     |            |                        | Ministry of Communications Systems Industry; opb LIS NII-11 MPSS (PO Box 446); mentioned in an incident report   |
| 184 33 10 | CCCP-L4002                  | PS-84          | GVF                      | rgd        | 12aug43                |  |
| 184 34 06 | CCCP-L4003                  | PS-84          | GVF                      | mfd        | 07jul42                | in document 04jan43 as '4003'; opb 5 pap; rgd only 22may43   |
|           | CCCP-L4003                  | Li-2           | AFL/Uzbekistan-TAS       | no         | reports                | opb 3 UTO; w/o 27dec50 on an aerial survey training flight from Tashkent-Yuzhny, after a technical stop at Dzhusaly the aircraft headed for Turkestan, but the crew was not aware of the strong wind drift so that the aircraft strayed off course to the left by 72 km and crashed at 2,050 metres (126 metres below the summit) into the slope of Mt. Mynzhilgi (Bessaz) in the Karatau range (Southern Kazakhstan region) after dusk, all 8 crew (among them 3 aerial survey navigators) killed; wreck found 28dec50; t/t 7,072 hours   |
| 184 34 10 | CCCP-L4004                  | PS-84          | GVF                      | rgd        | 06jan43                | see c/n 18423102   |
| 184 35 01 | CCCP-L4005(1)               | PS-84          | GVF                      | rgd        | 12aug43                | opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; later opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945  |
| 184 35 02 | CCCP-L4006                  | PS-84          | GVF                      | rgd        | 15may43                | opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; later opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945  |
| 184 35 03 | CCCP-L4007(1)               | PS-84          | GVF                      | no         | reports                | registration not on pre-1944 register; see c/n 18430402  |
| 184 35 04 | CCCP-L4008(1)               | PS-84          | GVF                      | mfd        | 10jul42                | rgd 20jan43; opb 1 atp 1 atd GVF at Moscow-Vnukovo; w/o 19sep43 on the leg from Khvoynaya to Leningrad of a flight from Moscow to Leningrad when the crew lost orientation at night, decided to return to Khvoynaya, tried to land at Yakhnovo airfield (8 km south-west of Khvoynaya airfield) in poor weather (low clouds) and had to go around when both engines flamed out as the flight mechanic had forgotten to switch the tanks in time (there were still some 150-200 kg of fuel in other tanks) so that the aircraft entered a dive and crashed in a swamp 1.5 km from Yakhnovo airfield, all 5 crew and 12 passengers killed; t/t 1,418 hours; see c/n 1844108  |
| 184 35 05 | CCCP-L4009                  | PS-84          | GVF                      | rgd        | 26mar43                |  |
| 184 35 06 | CCCP-L4010(1)               | PS-84          | GVF                      | rgd        | 20jan43                | opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was destroyed during a combat mission; see c/n 18434210   |
| 184 35 07 | CCCP-L4011(1)               | PS-84          | GVF                      | rgd        | 12aug43                | see c/n 18428907   |
| 184 35 08 | CCCP-L4012                  | PS-84          | GVF                      | rgd        | 20jan43                | opb 2 atp 1 atd GVF; new CoFR issued 16aug43; w/o in the early hours of 14sep43 on the return leg of a supply flight for partisans in Belarus when was attacked by a Bf 110 of 3./NJG 100 of the German Air Force (piloted by Leutnant Waldemar Rathke) while flying at a height of some 1,500 metres near Leskovo, caught fire and crashed near Toropa (Vitebsk region of Belarus), close to the front-line, all 6 crew killed  |
| 184 35 09 | CCCP-L4013                  | PS-84          | GVF                      | rgd        | 20jan43                | rgd again 16aug43 !  |
| 184 36 03 | not known                   | PS-84          | Soviet Air Force         | no         | reports                | PS-84 2M-62IR; first aircraft of the improved military version; started state trials 28jul42   |
| 184 41 08 | CCCP-L4008(2)<br>CCCP-84555 | PS-84<br>Li-2  | AFL/West Siberia         | no<br>Koy  | no<br>reports<br>jan65 | see c/n 1843504<br>soc 10jun65 as worn out, based on an 'instructional letter' dated 17mar65<br>in documentary on 'Soviet Civil Aircraft'  |
| 184 42 07 | ? "4207"                    | PS-84          | Soviet Air Force         |            |                        |  |
| 184 45 05 | CCCP-1455                   | PS-84          | NKAP zavod # 126         | rgd        | 16nov42                |  |
| 184 46 10 | CCCP-71225                  | Li-2           | AFL/Ukraine              | toc        | 24apr60                | f/n IEV 11mar64  |
|           | CCCP-71225                  | Li-2           | AFL/Urals                | trf        | 28jan74                | soc 28feb75 as worn out  |
| 184 47 06 | ? not known                 | PS-84          | German Air Force         | no         | reports                | in a German loss report as 'Douglas 63 W.Nr. 844706', but this cannot be a Douglas c/n, most probably it is a PS-84 c/n of which the 1st digit has been omitted due to lacking space in the reports column or for other reasons; opb 2./Versuchsverband Ob.d.L. (Oberbefehlshaber der Luftwaffe, Air Force Headquarters); damaged due to pilot error at Breslau-Gandau 29jan44, damage reported as 25 %  |
| 184 48 07 | CCCP-L1281                  | Li-2           | AFL/Moscow (MUTA)        | no         | reports                | see c/n 18440502   |
| 184 50 09 | CCCP-L4015(1)               | Li-2           | GVF                      | rgd        | 11nov42                |  |
| 184 50 10 | CCCP-L4016                  | Li-2           | GVF                      | rgd        | 11nov42                |  |
| 184 50 14 | CCCP-1661                   | Li-2           | NKAP LII                 | rgd        | 30apr44                |  |
| 184 52 01 | CCCP-L3949(1)               | Li-2           | GVF                      | rgd        | 24feb43                | see c/n 18438904   |
| 184 52 05 | CCCP-L4014(1)               | Li-2           | GVF                      | rgd        | 11nov42                | opb 26 oap GVF by 1946; see c/n 18428905   |
| 184 53 06 | CCCP-L4017                  | Li-2           | GVF                      | mfd        | 13oct42                | rgd 11nov42; opb Lyotny tsentr GVF at Baku-Zabrat by 1947; w/o 06aug47 on a training flight from Severo-Vostochny Bank (Azerbaijan) at night when lost speed while flying a left turn at a height of some 100 metres (due to pilot error), entered a dive and crashed, 4 of the 6 crew killed and both survivors seriously injured; t/t 2,732 hours  |
| 184 54 08 | "5408"                      | Li-2VP         | Soviet Air Force         | no         | reports                | with Wright engine cowlings; converted by Factory # 84 at Tashkent to the first PS-84 with an internal bomb bay; started factory trials jan43; underwent state trials 14mar/05apr43, which it did not pass   |
| 184 56 01 | CCCP-L4021                  | Li-2           | GVF                      | rgd        | 16aug43                |  |
|           | CCCP-L4021                  | Li-2           | AFL/Ukraine-KIV          |            | photo                  | opb Moldavski oao (which was by then subordinated to the Ukrainian directorate) at Kishinyov-Ryshkanovka; in two-tone camo c/s with dark undersides, small titles on nose only   |
| 184 56 09 | CCCP-L4018(1)               | Li-2           | GVF                      | rgd        | 16aug43                | see c/n 18431608   |
| 184 57 01 | CCCP-L4026(1)               | Li-2           | GVF                      | mfd        | 24dec42                | rgd 20jan43; see c/n 18440505  |
|           | "4026" black                | Li-2           | GVF/Soviet AF c/s        | ph.        | 1943                   | in white 'winter' c/s; opb 1 atd GVF; involved in an accident in 1943; new CoFR issued 16aug43   |
|           | CCCP-L4026(1)               | Li-2           | Aeroflot                 | IKT        | 14oct53                |  |
| 184 57 07 | CCCP-1540                   | Li-2           | NKAP zavod # 84          | rgd        | 05aug43                |  |
|           | CCCP-48094                  | Li-2           | MAP Taganrog             | rgd        | 11dec65                | canx 30oct70   |
| 184 57 08 | CCCP-71164                  | Li-2           | AFL/MOW MAG SPVVS        | KUF        | 08feb64                | already on charge by 01mar60; soc 30may66 as worn out  |
| 184 58 02 | CCCP-L4020(1)               | Li-2           | GVF                      | rgd        | 12aug43                | see c/n 18428404   |
| 184 58 03 | CCCP-L3941(1)               | Li-2           | GVF                      | rgd        | 06mar43                | opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was destroyed on the ground; see c/n 18423003   |
| 184 58 05 | CCCP-L5805                  | Li-2           | GVF                      | mfd        | 02dec42                | temporary registration (probably just used as a call-sign); was to be delivered to the long-range aviation of the Soviet Air Force; ferried by a crew from the Uzbek GVF directorate; w/o 08dec42 on the leg from Chelkar to Aktuybinsk of its ferry flight from Tashkent when encountered low clouds over the Mugodzhir range, suffered from icing while flying through the clouds, lost height and crashed at a height of 520 metres into the southern slope of Mount Menshy Brat (590 metres), all 5 crew and 3 passengers killed; t/t 6 hours; wreck found 10dec42   |
| 184 58 09 | CCCP-L4030                  | Li-2           | GVF                      | rgd        | 15may43                | opb 1 ad GVF; damaged Li-2 CCCP-L3428 at Moscow-Khodynka 25jun44   |
| 184 59 09 | CCCP-L4022(1)               | Li-2           | GVF                      | rgd        | 16aug43                | see c/n 18440508   |
| 184 59 10 | CCCP-L4023(1)               | Li-2           | GVF                      | rgd        | 20may43                | see c/n 18440509   |
| 184 60 01 | CCCP-L4024(1)               | Li-2           | GVF                      | rgd        | 20jan43                | opb 2 atp 1 atd GVF; w/o in the late hours of 02jun43 on a supply flight for partisans in the area of Trubchevsk (Bryansk front) when was hit by German anti-aircraft artillery, caught fire, crashed south-east of Trubchevsk after passing the front-line and exploded, all 7 crew MIA presumed killed; see c/n 18423106   |
| 184 60 02 | CCCP-L4025(1)               | Li-2           | GVF                      | rgd        | 16aug43                | opb 1 atd GVF; w/o in the 3rd quarter of 1943 when was shot down by German anti-aircraft artillery; see c/n 18428909   |
| 184 61 02 | CCCP-L4027(1)               | Li-2T<br>Li-2T | GVF<br>GVF/Soviet AF c/s | rgd<br>Mtp | 20jan43<br>1943        | see c/n 18429905<br>in crudely applied white 'winter' c/s; had a UTK-1 gun turret with a UBT machine gun; opb 1 atd GVF at Moscow-Vnukovo; w/o 13apr43 on a flight from Moscow to Krasnodar when the right engine caught fire, the aircraft made a forced landing near Trifonovo (Gluboki district of the Rostov region), but the fire could not be extinguished and the aircraft burnt out, no casualties   |
| 184 61 05 | CCCP-L4028(1)               | Li-2           | GVF                      | rgd        | 02feb43                | opb 1 atd GVF; w/o in the 3rd quarter of 1943 when did not return from a mission; see c/n 18414707   |
| 184 62 01 | CCCP-L4029                  | Li-2           | GVF/Moscow               | mfd        | 03jan43                | rgd 12aug43; opb 1 otryad Moskovskogo upravleniya; w/o 20sep43 on a cargo flight from Sverdlovsk (now Yekaterinburg) to Kuibyshev (now Samara) at night when the inexperienced crew deviated from the prescribed flight path by 68 km to the north-west and tried to land at the place it had reached at ETA (that turned out to be Tashla in the Novy Buyan district of the Kuibyshev region), at that time the left engine was not working and the aircraft was low on fuel, as the elevation of Tashla was 75 metres above that of Kuibyshev airport the aircraft crashed into the ground while flying the first turn of the approach pattern, all 4 crew and the sole passenger killed; t/t 839 hours  |
| 184 63 02 | CCCP-L4031                  | Li-2           | GVF                      | mfd        | 11jan43                | rgd 06mar43; opb 1 atd GVF; suffered a technical breakdown in 1943   |
| 184 63 05 | CCCP-L4032                  | Li-2           | GVF                      | mfd        | jan43                  | rgd 06mar43; opb 1 ae 2 atp 1 atd GVF at Moscow-Vnukovo; w/o 21dec43 on a training flight from Moscow-Vnukovo when the engines flamed out on final approach (due to a manufacturing defect of the left rear fuel tank), the aircraft lost height and speed, the trainee at the controls pulled the stick back, causing the aircraft to stall, it entered a spin and crashed in a forest 800 metres from the perimeter of the airfield, 3 of the 7 crew killed and the other 4 seriously injured; t/t 132 hours   |
| 184 63 07 | CCCP-L4033                  | Li-2           | GVF                      | rgd        | 06mar43                |  |

|            |  |                                      |   |                                 |   |  |
|------------|--|--------------------------------------|---|---------------------------------|---|--|
| 184 63 10  | not known  | Li-2                                 | Soviet Air Force                                      | no                              | reports   | was equipped with an improved "Caterpillar" undercarriage; underwent factory trials apr43 and state trials until jun43, which were not successful  |
| 184 64 05  | not known  | Li-2                                 | GVF   |                                 |   | possibly did not carry a registration or code; opb 87 oap GVF; damaged 03may45 on landing at Gleiwitz (now Gliwice) when collided with 3 parked Il-2s of the Soviet Air Force  |
| 184 65 06  | CCCP-L4034   | Li-2                                 | GVF   | rgd                             | 15may43   | opb 2 atp 1 atd GVF; w/o in the late hours of 21aug43 on a flight from Oboyan to a target behind the German lines 20 km east of Mirgorod when crossed the front-line near Akhtyrka (Sumy region of Ukraine) and was never heard of again, all crew MIA presumed killed   |
| 184 65 07  | CCCP-L4105<br>CCCP-L4105   | Li-2<br>Li-2                         | GVF<br>AFL/Armenia-EVN                                | rgd<br>no                       | 24apr44<br>reports                                  | in accident report with c/n 18465507 (which is impossible), registration CCCP-L4105 and mfd 03aug50 !; opb 35 ae; w/o 27jan54 on an atmospheric sounding flight from Yerevan when deviated from the prescribed flight path by 18 km due to strong winds, while descending in clouds the aircraft crashed at a height of 3,160 metres into the snow-covered eastern slope of Mt. Kara-Dag (3,231 metres) 12 km west of Tsakhkashen, all 6 crew killed; t/t 1,930 hours; wreck found 28jan54; soc 26nov54  |
| 184 65 09  | CCCP-48980(1)  | Li-2                                 | MAP"Sverdlov" Perm                                    | rgd                             | 18dec65   | canx 22jul70; see c/n 23441804   |
| 184 65 10  | CCCP-L4035   | Li-2                                 | GVF   | mfd                             | 31jan43   | rgd 15may43; opb 1 atp 1 atd GVF at Moscow-Vnukovo; dbr 14jun43 on the leg from Moscow to Khvoynaya of a flight from Moscow to Leningrad when the left rear fuel tank ran empty due to crew error and the right engine failed while the aircraft was flying at a height of some 100 metres, the aircraft continued to fly for some 2 km and crashed in a forest between Burachikha and Klyuchevay (30 km south-east of Maksatikha in the Kalinin region), all 5 crew and 17 passengers injured; t/t 360 hours  |
| 184 66 02  | CCCP-L4036   | Li-2                                 | GVF   | mfd                             | 31jan43   | rgd 15may43; opb 1 atd GVF; suffered a technical breakdown in 1943; see next line, really the same aircraft ?  |
|            | not known  | Li-2VP                               | Soviet Air Force                                      | mfd                             | sep44   | c/n may also be 1846605 (different sources give different numbers); second version with this designation, was an improved version with an internal bomb bay, had a UTK-1 gun turret with a UBT machine gun; underwent state trials 26dec44/21jan45, the conclusion being that it was too heavy   |
| 184 66 04  | CCCP-L4037   | Li-2                                 | GVF   | rgd                             | 12aug43   |  |
| 184 66 05  | CCCP-L4038   | Li-2                                 | GVF   | mfd                             | 08jan43   | rgd 26mar43; opb 87 oap by 1945; w/o 01apr45 on the leg from Kiev to Kraków of a flight from Moscow-Vnukovo to Kraków when the right engine developed problems (as it had been serviced with 'winter' oil despite the warm spring temperatures), the crew opted for a precautionary landing at Skoromokhi, but the right engine caught fire and the aircraft force-landed in difficult terrain near Turovets (15 km east of Skoromokhi airfield), all 5 crew and 4 passengers escaped unhurt, but the aircraft burnt out; t/t 2,061 hours  |
| 184 66 09  | CCCP-1515<br>CCCP-26175  | Li-2<br>Li-2                         | NKAP zavod # 466<br>MOMS Omsk                         | rgd<br>rgd                      | 02jun43<br>11dec65                                  | canx 1976  |
| 184 67 02  | CCCP-L3987   | Li-2                                 | GVF   | rgd                             | 11feb44   | already in a document apr42; opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945   |
| 184 67 05  | CCCP-L4039   | Li-2                                 | GVF   | rgd                             | 31mar43   |  |
| 184 69 03  | CCCP-L4040   | Li-2                                 | GVF   | rgd                             | 15may43   |  |
|            | "4040" white   | Li-2                                 | GVF/Soviet AF c/s                                     | ph.                             | 15jun44   | in camo c/s with Red Stars   |
| 184 69 04  | CCCP-X360<br>CCCP-L3942(1)<br>CCCP-L4100<br>CCCP-L3967<br>CCCP-54814 | Li-2<br>Li-2<br>Li-2<br>Li-2<br>Li-2 | NKSM<br>GVF<br>GVF<br>AFL/Ukraine<br>AFL/Turkmenistan | rgd<br>r/r<br>r/r<br>r/r<br>trf | 18mar43<br>unknown<br>1943/44<br>unknown<br>19may59 | Ministry of Medium Machine-building (Minsredmash)<br>see c/n 18430005<br>soc 26nov60 as life-time expired  |
| 184 69 08  | CCCP-L4041   | Li-2                                 | GVF   | rgd                             | 15may43   |  |
| 184 70 01  | CCCP-X362<br>CCCP-L4101<br>CCCP-L1276<br>CCCP-N427                   | Li-2<br>Li-2<br>Li-2<br>Li-2         | NKTP<br>GVF<br>AFL/Ukraine<br>Polyarnaya Aviats.      | rgd<br>r/r<br>no<br>photo       | 18mar43<br>1943/44<br>reports<br>photo              | Ministry of Tank Production (Tankoprom)<br>soc 06jul55 as worn out<br>opb MAGON by 1946 and by Igarskaya aviagruppa by early 1948; in dark green c/s; dbr 21feb48 - either repaired or registration re-used; used to resupply the drifting polar station SP-3 and the Arctic expedition "Sever-6" in 1954; flew from Zakharkovo to Dikson jun57  |
| 184 73 06  |  |                                      |   |                                 |   |  |
| 184 73 07  | not known<br>CCCP-N470 (1)   | Li-2<br>Li-2                         | Soviet Air Force<br>Polyarnaya Aviats.                | mfd                             | 1943  | assigned to Chukotskaya aviagruppa from 07oct47, but probably not taken on charge as opb by Moskovskaya AGON from aug47; to be used for training only according to a decree issued 03jun48; under repair at Krasnoyarsk as of 10sep48; see c/n 18436201  |
| 184 74 07  | CCCP-L4104<br>CCCP-L4104<br>CCCP-L4104                               | Li-2<br>Li-2<br>Li-2                 | GVF<br>AFL/West Siberia<br>AFL/MOW MAG SPIVS          | rgd<br>no<br>no                 | 04jun43<br>reports<br>reports                       | soc 02jun55 as worn out  |
| 184 77 01  | CCCP-L4102<br>CCCP-L1277   | Li-2<br>Li-2                         | GVF<br>AFL/Ukraine                                    | rgd<br>no                       | 26apr43<br>reports                                  | soc 31jan56 as worn out  |
| 184 77 02  | CCCP-1516  | Li-2                                 | NKAP aviaotryad                                       | rgd                             | 04jun43   |  |
| 184 77 04  | CCCP-1504  | Li-2                                 | NKAP aviaotryad                                       | rgd                             | 28apr43   |  |
| 184 77 05  | CCCP-1501<br>CCCP-L3964(2)   | Li-2<br>Li-2                         | NKAP aviaotryad<br>AFL/Krasnoyarsk                    | rgd<br>no                       | 22apr43<br>reports                                  | see c/n 1841702; soc 14oct47 as life-time expired  |
| 184 77 06  | CCCP-1502  | Li-2                                 | NKAP aviaotryad                                       | rgd                             | 22apr43   |  |
| 184 77 10  | CCCP-1530<br>CCCP-1530   | Li-2<br>Li-2                         | NKAP zavod # 36<br>MAP zavod # 36                     | mfd<br>no                       | 13apr43<br>reports                                  | rgd 17jun43<br>dbr 19jun50 when had to make a forced landing near Verkhnyaya Salda; t/t 3,121 hours 11 minutes; canx 30jun50   |
| 184 78 09  | CCCP-L4103<br>CCCP-L1288   | Li-2<br>Li-2                         | GVF<br>AFL/Ukraine                                    | rgd<br>no                       | 26apr43<br>reports                                  | soc 05apr58 as worn out  |
| 184 80 01  | CCCP-1531<br>CCCP-N472<br>CCCP-N444                                  | Li-2<br>Li-2<br>Li-2                 | NKAP LII<br>Polyarnaya Aviats.<br>Polyarnaya Aviats.  | rgd<br>no<br>no                 | 21jun43<br>reports<br>reports                       | opb MAGON from 24jan51<br>opb MAGON; last overhaul completed 30apr47; w/o 07mar48 on a flight from Dudinka to Amderma at night when the crew lost orientation and the aircraft crashed near the western shore of lake Oche-Ti into the eastern slope of Mount Netem-Pe (1,338 metres) in the Northern Urals (143 km north of Kharpi), all 6 crew and 14 passengers killed, the crew had not had enough rest before the flight; canx 13may48; the wreck was found only 17sep50  |
| 184 85 08  | CCCP-1517  | Li-2                                 | NKAP aviaotryad                                       | rgd                             | 07jun43   |  |
| 184 87 03  | "6" red  | Li-2(K)                              | Soviet Air Force                                      | ph.                             | may44   | in camo c/s, with 'polar bear holding bomb' badge on nose; dbr 13may44 when crashed during a check-flight after rework   |
| 184 88 10  | CCCP-L4042   | Li-2                                 | GVF   | rgd                             | 31aug43   |  |
| 184 91 01  | CCCP-1608  | Li-2                                 | NKAP aviaotryad                                       | rgd                             | 11dec43   |  |
| 184 94 01  | CCCP-1535  | Li-2                                 | NKAP zavod # 19                                       | rgd                             | 24jul43   |  |
| 184 91 02  | CCCP-L3917(2)  | Li-2                                 | AFL/Moscow (MUTA)                                     | no                              | reports   | see c/n 1841208; soc 06jul55 as life-time expired  |
| 184 91 04  | CCCP-L4153   | Li-2                                 | AFL/Ukraine   | no                              | reports   | opb 19 oap GVF; w/o 07dec44 on the leg from Kinshinyov to Kiev of a flight from Kishinyov to Moscow when encountered below-minima weather conditions (thick fog) while flying very low, collided with the slope of a ravine and crashed 460 metres further on in a field (1.5 km from Orlovka in the Teplik district of the Vinnitsa region), all 5 crew and 11 passengers killed; wreck found 09dec44   |
| 184 91 05  | CCCP-L4154   | Li-2                                 | AFL/Belarus   | no                              | reports   | soc 20jul56, no reason given   |
| 184 91 06  | CCCP-L4161   | Li-2                                 | GVF   | mfd                             | 28jul43   | photo in "Sovyetiski Soyuz" magazine dec52; soc 27jun55 as worn out  |
| 184 91 08  | CCCP-L4156   | Li-2                                 | AFL/Privolzhsk  | no                              | reports   |  |
| 184 91 10  | CCCP-L4158   | Li-2                                 | AFL/Privolzhsk  | no                              | reports   |  |
| 184 94 05  | CCCP-1536  | Li-2                                 | NKAP zavod # 29                                       | rgd                             | 26jul43   |  |
| 184 95 06  | not known  | Li-2                                 | GVF   | mfd                             | 15jul43   | probably carried a code instead of a registration; opb 87 ogap GVF; w/o in the late hours of 13nov44 on a flight from Stanislav (now Ivano-Frankivsk) to an area behind the German lines when landed at Lvov instead of Stanislav by mistake but continued on to Stanislav immediately, had difficulty to find the airfield at Stanislav at night in fog, had to go around 4 times, touched tree tops at a height of 50 metres on the 5th approach, crashed in a forest 12 km north-west of the airfield and burnt out, 4 of the 6 crew killed and the other 2 as well as both passengers injured; t/t 791 hours |
| 184 96 06  | "17" white   | Li-2                                 | Soviet Air Force                                      | photo                           |   | opb 12 gvap dd; in camo c/s; flew two sorties against Helsinki feb44   |
| 184 99 03  | CCCP-1545  | Li-2                                 | NKAP LII  | rgd                             | 31aug43   |  |
| 184 100 07 | CCCP-L4043   | Li-2                                 | GVF   | rgd                             | 06sep43   |  |
| 184 100 08 | CCCP-L4044   | Li-2                                 | GVF   | rgd                             | 06sep43   |  |
| 184 100 10 | CCCP-L4045   | Li-2                                 | GVF   | rgd                             | 06sep43   |  |
| 184 103 08 | CCCP-Zh62  | Li-2                                 | NKVD-GU ZhDS  | rgd                             | 23sep43   |  |
| 184 103 09 | CCCP-Zh63  | Li-2                                 | NKVD-GU ZhDS  | rgd                             | 23sep43   |  |
| 184 104 07 | CCCP-L4046   | Li-2                                 | GVF   | rgd                             | 24sep43   |  |
| 184 104 08 | CCCP-L4047   | Li-2                                 | GVF   | rgd                             | 24sep43   | opb 2 atp 1 atd GVF; w/o in the late hours of 27aug43 when was shot down by a night fighter of 3./NJG 100 of the German Air Force (piloted by Oberleutnant Hans Gref) and crashed 58 km south-west of Nevel, all 6 crew MIA presumed killed  |
| 184 104 09 | CCCP-26169   | Li-2                                 | MAP Voronezh  | rgd                             | 02dec65   | canx 1976  |
| 184 104 10 | CCCP-L4048   | Li-2                                 | GVF   | rgd                             | 24sep43   |  |
| 184 105 01 | CCCP-L4049   | Li-2                                 | GVF   | rgd                             | 24sep43   |  |
| 184 105 02 | CCCP-L4050   | Li-2                                 | GVF   | mfd                             | 10sep43   | rgd 24sep43  |
|            | CCCP-L4050   | Li-2                                 | AFL/Ukraine   | no                              | reports   | soc 19aug55 as worn out  |
| 184 105 03 | CCCP-L4051   | Li-2                                 | GVF   | rgd                             | 24sep43   |  |
|            | CCCP-L4051   | Li-2                                 | AFL/Ukraine   | no                              | reports   | soc 27jun55 as worn out  |
| 184 105 04 | CCCP-L4052   | Li-2                                 | GVF   | rgd                             | 24sep43   |  |
|            | CCCP-L4052   | Li-2                                 | AFL/Northern  | no                              | reports   | soc 30sep55 as worn out  |
| 184 105 05 | CCCP-L4053   | Li-2                                 | GVF   | rgd                             | 28sep43   |  |
| 184 105 07 | CCCP-L4054   | Li-2                                 | GVF   | rgd                             | 28sep43   | opb 87 oap GVF; suffered engine failures 22jan45 and 07mar45   |
|            | "4054" white   | Li-2                                 | GVF/Soviet AF c/s                                     | photo                           |   |  |
|            | CCCP-L4054   | Li-2                                 | Aeroflot  | KRR                             | 1jan56  |  |
| 184 105 08 | CCCP-L4055   | Li-2                                 | GVF   | rgd                             | 24sep43   |  |
| 184 105 10 | CCCP-L4056   | Li-2                                 | GVF   | rgd                             | 28sep43   |  |
| 184 106 02 | CCCP-L4060   | Li-2                                 | GVF   | rgd                             | 21oct43   |  |
| 184 106 03 | CCCP-L4057   | Li-2                                 | GVF   | rgd                             | 28sep43   | opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945  |

|              |               |        |                    |       |         |   |
|--------------|---------------|--------|--------------------|-------|---------|---|
| 184 106 04   | CCCP-L4057    | Li-2   | AFL/Lithuania-VNO  | trf   | 1956    | based at VNO in 1956/59; soc 18nov58 as worn out  |
| 184 106 06   | CCCP-L4058    | Li-2   | GVF                | rgd   | 21oct43 |   |
| 184 106 08   | CCCP-L4059    | Li-2   | GVF                | rgd   | 21oct43 |   |
|              | CCCP-L4061    | Li-2   | GVF                | rgd   | 21oct43 |   |
| 184 108 09   | CCCP-L4061    | Li-2   | AFL/Ukraine        | no    | reports | crashed Kiev 31dec53, no further details known; soc 13apr54   |
|              | CCCP-L4062    | Li-2   | GVF                | rgd   | 21oct43 |   |
|              | CCCP-L4062    | Li-2   | AFL/Kazakhstan     | no    | reports |   |
|              | CCCP-54981(1) | Li-2   | AFL/Kazakhstan     | no    | reports | soc 29may58 as life-time expired; see c/n 18431502  |
| 184 108 10   | CCCP-L4063    | Li-2   | GVF                | rgd   | 21oct43 |   |
| 184 109 01   | CCCP-L4064    | Li-2   | GVF                | rgd   | 29oct43 | opb 1 atd GVF; w/o 08mar44 while paratropping supplies for the advancing units of the 3rd Ukrainian Front when was attacked by 4 Bf 109s of the German Air Force north-west of Novouyryevka (Nikolayev region of Ukraine), caught fire and crashed on the outskirts of Novouyryevka, all 6 crew and both passengers killed  |
| 184 110 06   | CCCP-L3989(2) | Li-2   | GVF                | rgd   | 03dec43 | see c/n 1842108   |
| 184 110 09   | CCCP-1642     | Li-2   | NKAP zavod # 29    | mfd   | oct43   | rgd 23mar44   |
|              | CCCP-L3968    | Li-2   | AFL/Ukraine        | trf   | jun44   |   |
|              | CCCP-65724    | Li-2   | AFL/Ukraine-IEV    | no    | reports | soc 30jan63 as life-time expired and again on 24aug63 as worn out ! 184 110 52 ? "1052" Li-2K Soviet Air Force 1944 in green c/s; given c/s is an impossible c/n 184 112 06   |
|              | "I-596" white | Li-2   | Soviet Air Force   | photo |         | probably still opb NKAP; in dark green c/s  |
|              | CCCP-65681    | Li-2   | AFL/Privolzhsk     | trf   | unknown | soc 14feb61 as worn out   |
| 184 114 01   | CCCP-L4065    | Li-2   | GVF                | rgd   | 17feb44 |   |
| 184 114 02   | CCCP-L4066    | Li-2   | GVF                | rgd   | 09dec43 | opb 3 oads GVF at Myachkovo; made a forced landing 04aug45  |
|              | CCCP-L4066    | Li-2   | AFL/Privolzhsk     | trf   | unknown | soc 27jun55 as worn out   |
| 184 114 03   | CCCP-L4067    | Li-2   | GVF                | rgd   | 06dec43 |   |
| 184 114 05   | CCCP-L4068    | Li-2   | GVF/Moscow         | mfd   | 15nov43 | opb 1 ATO; w/o 12feb44 on a cargo flight from Gorki (now Nizhni Novgorod) to Kuibyshev (now Samara) when started to climb steeply after lift-off (as the trim tabs of the elevator were still in landing position), stalled at a height of some 30-40 metres, crashed 200 metres outside of the airfield's perimeter and caught fire, all 4 crew and both passengers killed; t/t 107 hours; rgd 17feb44, 5 days after the accident ! rgd 17feb44  |
| 184 114 06   | CCCP-L4069    | Li-2   | GVF                | mfd   | nov43   | damaged 30oct47 when an engine caught fire and the aircraft made a forced landing near Peskaly (Kuibyshev region); t/t 3,102 hours; was to be repaired not on pre-1944 register; opb 62 oap GVF by 1946; see c/n 18411506   |
|              | CCCP-L4069    | Li-2T  | AFL/Volga          |       |         | canx 31mar70  |
| 184 114 07   | CCCP-L4070(2) | Li-2   | GVF                | rgd   | unknown |   |
| 184 114 09   | CCCP-93911    | Li-2   | MAP"Sverdlov" Perm | rgd   | 18dec65 |   |
| 184 114 10   | CCCP-L4072    | Li-2   | GVF                | rgd   | 09dec43 |   |
|              | CCCP-L4072    | Li-2   | AFL/West Siberia   | trf   | unknown | soc 19aug55 as worn out   |
| 184 115 01   | CCCP-1612     | Li-2   | NKAP zavod # 292   | rgd   | 29dec43 |   |
| 184 115 05   | CCCP-L4074    | Li-2   | GVF                | rgd   | 11feb44 | opb 10 atd GVF at Moscow-Vnukovo; involved in an incident in 1945   |
| 184 115 06   | CCCP-L4070(1) | Li-2   | GVF                | rgd   | 25dec43 | see c/n 18411407  |
| 184 117 02   | CCCP-L4075    | Li-2   | GVF                | rgd   | 25dec43 |   |
|              | CCCP-L4075    | Li-2   | AFL/North Kavkaz   | trf   | unknown |   |
|              | CCCP-L4075    | Li-2   | AFL/Krasnoyarsk    | trf   | 08jul58 |   |
|              | CCCP-16207    | Li-2   | AFL/Krasnoyarsk    | trf   | unknown | soc 24oct59 as worn out   |
| 184 117 03   | CCCP-1614     | Li-2   | NKAP zavod # 31    | rgd   | 11jan44 |   |
| 184 117 06   | CCCP-1616     | Li-2   | NKAP zavod # 23    | rgd   | 15jan44 |   |
| 184 119 06   | not known     | Li-2NB | Soviet Air Force   | no    | reports | converted to night-bomber version (second one with this designation) reportedly in 1943   |
| 184 120 04   | not known     | Li-2T  | Soviet Air Force   | ph.   | dec52   | at Petrovsk; opb the Balashov flying school   |
| 184 121 01   | CCCP-L4077    | Li-2   | GVF                | rgd   | 17feb44 |   |
|              | CCCP-L4077    | Li-2   | AFL/Ukraine        | trf   | unknown | registration given as CCCP-L3977 in MGA document, but probably in error ?   |
|              | CCCP-84719(2) | Li-2   | AFL/Ukraine        | rgd   | unknown | soc 06jan59 as worn out; see c/n 18422203 with the same registration given in MGA document  |
| 184 121 03   | CCCP-L4078    | Li-2   | GVF                | rgd   | 17feb44 | opb 3 oads GVF at Myachkovo; suffered an engine failure 04apr45   |
| 184 121 04   | CCCP-L4079    | Li-2   | GVF                | rgd   | 16feb44 |   |
| 184 121 06   | CCCP-L4082    | Li-2   | GVF                | rgd   | 17feb44 |   |
| 184 121 07   | CCCP-L4083    | Li-2   | GVF                | rgd   | 05apr44 |   |
| 184 121 08   | CCCP-L4083    | Li-2   | AFL/Uzbekistan     | trf   | unknown | soc 19may55 as worn out   |
| 184 121 08   | CCCP-L4084    | Li-2   | GVF                | rgd   | 17feb44 |   |
| 184 121 10   | CCCP-L4080    | Li-2   | GVF                | rgd   | 07mar44 |   |
|              | CCCP-L4080    | Li-2   | AFL/Latvia         | trf   | unknown | soc 24sep55 as worn out   |
| 184 122 01   | CCCP-L4085    | Li-2   | GVF                | rgd   | 14mar44 |   |
| 184 122 03   | CCCP-1636     | Li-2   | NKAP zavod # 447   | rgd   | 11feb44 |   |
| 184 123 10   | CCCP-L4081    | Li-2   | GVF                | rgd   | 07mar44 |   |
|              | CCCP-L4081    | Li-2   | AFL/North Kavkaz   | trf   | unknown | soc 31may57 as worn out   |
| 184 124 06   | CCCP-L4086    | Li-2   | GVF                | rgd   | 26feb44 |   |
|              | CCCP-L4086    | Li-2   | AFL/Moscow (MUTA)  | trf   | unknown | soc 06jul55 as life-time expired  |
| 184 124 22 ? | CCCP-1485     | Li-2   | NKAP zavod # 22    | rgd   | 29jan43 | c/n reported as being 124-22 in the old Soviet register; rgd seems too early and the number in the batch too high   |
| 184 125 01   | CCCP-L4087    | Li-2   | GVF                | rgd   | 25feb44 | opb 3 oads GVF at Myachkovo; suffered an engine failure 07mar45   |
|              | CCCP-L4087    | Li-2   | AFL/North Kavkaz   | trf   | unknown | soc 05sep55 as worn out   |
| 184 125 09   | CCCP-71219    | Li-2   | AFL/Kazakhstan     | toc   | 11apr60 | soc 29apr66 as life-time expired; cargo version   |
| 184 130 07   | CCCP-71163    | Li-2   | AFL/MOW MAG SPIVS  | trf   | 01mar60 | soc 30jul65 by order of the MGA dated 17mar65   |
| 184 131 09   | CCCP-X386     | Li-2   | NKTP               | rgd   | 05may44 | Ministry of Tank Production (Tankprom)  |
| 184 132 04   | CCCP-L4088(1) | Li-2   | GVF                | rgd   | 09may44 | data from the Soviet register via Lennart Andersson, but see c/n 18413704 (both aircraft with the registration CCCP-L4088 were built in 1944)   |
| 184 132 07   | CCCP-51132    | Li-2   | AFL/Turkmenis.-ASB | toc   | 15jan60 | f/n ASB 21mar60; l/n ASB 27aug61; soc 23jun65 as worn out   |
| 184 136 01   | CCCP-L4089    | Li-2   | GVF                | rgd   | 09may44 |   |
| 184 136 02   | CCCP-L4093    | Li-2   | GVF                | rgd   | 09may44 |   |
|              | CCCP-L4093    | Li-2   | AFL/Northern       | trf   | unknown | soc 24sep55 as worn out   |
| 184 137 03   | CCCP-L4090    | Li-2   | GVF                | rgd   | 09may44 |   |
|              | CCCP-L4090    | Li-2   | AFL/Privolzhsk     | trf   | unknown | soc 19aug55 as worn out   |
| 184 137 04   | CCCP-L4088(2) | Li-2   | AFL/Kazakhstan     | mfd   | 19mar44 | opb 7 TAO; w/o 16jun47 on a cargo flight from Leninabad to Alma-Ata with the MTOW for the given conditions exceeded by 627 kg when did not want to lift off, was forced by the pilot to lift off at low speed, collided at a height of 2-3 metres with a telephone pole and with a high-voltage power-line, stalled, crashed on a road in Ispisar settlement and caught fire, 2 of the 4 crew and 1 of the 3 passengers killed, 1 crew member seriously injured and the other 3 survivors slightly injured; t/t 1,984 hours; see c/n 18413204                                   |
| 184 137 10   | CCCP-L4095    | Li-2   | GVF                | rgd   | 23may44 | soc 19aug55 as worn out   |
|              | CCCP-L4095    | Li-2   | AFL/North Kavkaz   | trf   | unknown |   |
| 184 138 03   | CCCP-L4096    | Li-2   | GVF                | rgd   | 23may44 |   |
|              | CCCP-L4096    | Li-2   | AFL/Azerbaijan     | trf   | unknown | soc 19aug55 as worn out   |
| 184 138 09   | CCCP-L4091    | Li-2   | GVF                | rgd   | 09may44 |   |
| 184 139 07   | CCCP-L4092    | Li-2   | GVF                | rgd   | 09may44 |   |
| 184 140 05   | CCCP-71222    | Li-2   | AFL/MOW MAG SPIVS  | toc   | unknown | on charge as of 01may60   |
|              | CCCP-71222    | Li-2   | Aeroflot/KShVLP    | trf   | 02dec60 | Kirovograd Advanced Flying Training College   |
|              | CCCP-71222    | Li-2   | AFL/Urals-SVX      | trf   | 18nov63 | f/n SVX 09feb66; soc 19apr66 as worn out t/t 7,961 hours  |
| 184 140 07   | CCCP-L4094    | Li-2   | GVF                | rgd   | 09may44 | registration initially allocated to c/n 18413710  |
|              | CCCP-L4094    | Li-2   | AFL/North Kavkaz   | trf   | unknown | soc 25jan57 due to its poor technical condition; t/t 8,529 hours  |
| 184 143 02   | CCCP-1675     | Li-2   | NKAP               | rgd   | 22jun44 |   |
| 184 143 05   | CCCP-L4098    | Li-2   | GVF                | mfd   | 28apr44 | rgd 23may44   |
|              | CCCP-L4098    | Li-2   | AFL/Ukraine-IEV    | no    | reports | opb 86 OAO; overhauled by ARB-411 16oct54, committing several mistakes in the process so that the structural integrity of the wing was compromised and the wing became subject to increased fatigue; w/o 08may55 on the leg from Kiev to Dnepropetrovsk of a cargo flight from Kiev to Zaporozhye when the left outer wing broke off during the approach at a height of 200-300 metres, the aircraft entered a spin, crashed on the gentle slope of a hill 9 km west of Dnepropetrovsk airport and burnt out, all 4 crew killed; t/t 9,257 hours and 15,965 cycles; soc 15jun55 |
| 184 143 07   | CCCP-L4097    | Li-2   | GVF                | rgd   | 09may44 |   |
|              | CCCP-L4097    | Li-2   | AFL/North Kavkaz   | trf   | unknown | soc 05sep55 as worn out   |
| 184 145 01   | CCCP-L4099    | Li-2   | GVF                | rgd   | 23may44 |   |
|              | CCCP-L4099    | Li-2   | AFL/Azerbaijan     | no    | reports | an inspection at ARZ-411 may55 showed cracks in the central wing section, t/t 9,979 hours by then; soc 06jul55 as life-time expired   |
| 184 145 09   | CCCP-L4111    | Li-2   | GVF                | rgd   | 23may44 | opb Lyotny tsentr GVF at Baku-Bina; w/o in the early hours of 25nov44 on a training flight from Baku-Bina at night when caught fire and crashed into the Caspian Sea north of the Apsheron peninsula, all 7 crew killed; some wreckage was washed ashore 27nov44  |
| 184 147 06   | CCCP-L5022    | Li-2   | AFL/Northern-LED   | LED   | 1955    | mentioned in the accident report of Li-2 CCCP-L4712, but not in the MGA document as such  |
|              | CCCP-L5022    | Li-2   | AFL/Moscow (MUTA)  | trf   | unknown |   |
|              | CCCP-L5022    | Li-2   | AFL/Sasovo FS      | trf   | 12jan59 | soc 06aug59 as life-time expired  |
| 184 147 07   | CCCP-L4028(2) | Li-2   | AFL/Privolzhsk     | no    | reports | soc 24mar59 as worn out; see c/n 1846105  |
| 184 148 04   | CCCP-L912     | Li-2   | AFL/Northern       | no    | reports | featured in the Soviet movie "Dva kapitana" (Two Captains) shot in 1955   |
| 184 148 08   | CCCP-54935    | Li-2   | AFL/Northern       | no    | reports | soc 22dec65 as worn out   |
|              | not known     | Li-2T  | Soviet Air Force   | w/o   | 10oct44 | when crashed into Mt. Zadni Gerlach in the Tatra mountains (N49.15143° E20.0781°E) at 2,580 metres ASL, all 24 occupants killed   |
| 184 150 05   | CCCP-L4112    | Li-2   | AFL/Moldova        | no    | reports |   |
|              | CCCP-65678(1) | Li-2   | AFL/Moldova        | no    | reports | soc 31aug59 as life-time expired; see c/n 18439004  |
| 184 150 06   | CCCP-L4113    | Li-2   | GVF                | rgd   | 10jun44 |   |
|              | CCCP-L4113    | Li-2   | AFL/Yegorevsk TS   | trf   | unknown | soc 14jul54 no reason given   |
| 184 151 05   | CCCP-69301(1) | Li-2   | MAP Kirov          | rgd   | 19nov65 | canx 22mar67; see c/n 33444003  |



|            |  |                         |  |                   |                            |   |
|------------|--|-------------------------|--|-------------------|----------------------------|---|
| 184 151 06 | CCCP-L4431<br>CCCP-L4431               | Li-2<br>Li-2            | GVF<br>AFL/Ukraine-HRK                                 | rgd<br>HRK        | 10jun44<br>may55           | rgd seems early for a CCCP-L44.. registration !<br>an inspection may55 showed cracks in the central wing section, t/t 10,649 hours by then; soc 06jul55 as life-time expired  |
| 184 152 07 | CCCP-L4114                             | Li-2                    | AFL/North Kavkaz                                       | no                | reports                    | soc 11may56 as worn out   |
| 184 152 10 | CCCP-L4115                             | Li-2                    | Aeroflot/KShVLP  | no                | reports                    | Kirovograd Advanced Flying Training College; soc 21feb56 as worn out  |
| 184 155 04 | not known<br>CCCP-71215                | Li-2<br>Li-2            | Soviet Air Force<br>AFL/Urals                          | mfd<br>toc        | 28jun44<br>24mar60         |   |
| 184 157 03 | CCCP-L913<br>CCCP-54780                | Li-2<br>Li-2            | AFL/Krasnoyarsk<br>AFL/Krasnoyarsk                     | no<br>no          | reports<br>reports         | soc 12mar66 as worn out<br>seen in a film on Soviet civil aircraft<br>soc 12apr61 as worn out   |
| 184 157 05 | CCCP-L4117<br>"4117" white             | Li-2<br>Li-2            | GVF<br>GVF/Soviet AF c/s                               | no<br>no          | reports<br>photo           | registration not on the pre-1944 register<br>in "Tekhnika Molodyozhi" magazine # 12/1978<br>soc 19aug55 as worn out   |
| 184 158 02 | CCCP-L4118<br>CCCP-L4118               | Li-2<br>Li-2            | AFL/N.Kavkaz-RVI<br>AFL/Krasnoyarsk                    | RVI<br>trf        | 1956<br>14jan58            |   |
| 184 160 02 | CCCP-46236                             | Li-2                    | MAP Kom-na-Amu APO                                     | rgd               | 11dec65                    | soc 20mar58 as became an exhibit<br>canx 04feb67  |
| 184 161 10 | 11                                     | Li-2T                   | Polish Air Force                                       | d/d               | 29jan47                    | but not confirmed<br>was leased to LOT 12feb59, but did not carry civil markings; canx 04aug60, but again unconfirmed !   |
| 184 162 01 | not known                              | Li-2T                   | Polish Air Force                                       |                   |                            | no additional data available  |
| 184 162 04 | 12 ?                                   | Li-2T                   | Polish Air Force                                       | d/d               | 14sep46                    | canx 20dec55; probably preserved at the Zamoszcz technical school   |
| 184 162 07 | 15                                     | Li-2T                   | Polish Air Force                                       |                   |                            | no additional data available  |
| 184 162 08 | 03 (1)                                 | Li-2T                   | Polish Air Force                                       | d/d               | 21jul47                    | was leased to LOT 12feb59, but did not carry civil markings; reportedly serial changed to '3' but no additional data available; see c/n 18436205 and 23442704   |
| 184 165 03 | CCCP-71162                             | Li-2                    | AFL/MOW MAG SPIVS                                      | trf               | 01mar60                    | soc 22dec65 as worn out   |
| 184 166 02 | no code                                | Li-2VP                  | Soviet Air Force                                       |                   |                            | armed version   |
| 184 167 06 | CCCP-51150                             | Li-2                    | AFL/Ukraine  | toc               | 31jan60                    | soc 14nov66 as life-time expired  |
| 184 168 06 | CCCP-L4165                             | Li-2                    | AFL/West Siberia                                       | no                | reports                    | soc 29sep55 as worn out   |
| 184 169 04 | CCCP-L4160<br>CCCP-L4160               | Li-2<br>Li-2            | AFL/International<br>AFL/Ukraine-LWO                   | mfd<br>no         | sep44<br>reports           | opb 52 (Berlinski) ATO OAG MVS; made an emergency landing at VKO 06jan49<br>soc 18nov58 as worn out; in MGA document with new registration CCCP-54965, but probably in error or not taken up as a result of the early soc date; see c/n 23442603  |
| 184 169 06 | CCCP-L4121                             | Li-2                    | AFL/North Kavkaz                                       | no                | reports                    |   |
| 184 169 07 | CCCP-16231<br>CCCP-L4122               | Li-2<br>Li-2            | AFL/North Kavkaz<br>AFL/North Kavkaz                   | no<br>no          | reports<br>reports         | soc 05aug59 as life-time expired  |
| 184 169 10 | CCCP-16208<br>CCCP-16208               | Li-2<br>Li-2            | AFL/North Kavkaz<br>Aeroflot/KShVLP                    | no<br>trf         | reports<br>10jan61         |   |
| 184 170 02 | CCCP-L4123                             | Li-2                    | AFL/Kazakhstan   | no                | reports                    | Kirovograd Advanced Flying Training College; soc 25jul61 as worn out  |
| 184 170 03 | CCCP-L4126                             | Li-2                    | AFL/Ukraine  | no                | reports                    | soc 21feb56 as worn out   |
| 184 170 04 | CCCP-L4127                             | Li-2                    | AFL/Ukraine  | no                | reports                    | soc 06jul55 as life-time expired  |
| 184 170 05 | CCCP-L3912(2)                          | Li-2                    | AFL/Moscow (MUTA)                                      | no                | reports                    | soc 16dec57 as life-time expired; see c/n 1841203   |
| 184 170 06 | CCCP-L4129<br>CCCP-L4130<br>CCCP-L4130 | Li-2<br>Li-2<br>Li-2P   | AFL/Ukraine-HRK<br>AFL/Privolzhsk<br>AFL/Lithuania-VNO | no<br>mfd<br>trf  | reports<br>1944<br>unknown | soc 11may56 as life-time expired<br>opb Litovski OAO at VNO in 1948/56 (in a document 1951, but not mentioned in the MGA listing); soc 13apr56 as life-time expired   |
| 184 170 08 | CCCP-L4139                             | Li-2                    | AFL/Ukraine  | no                | reports                    | soc 27jun56 as life-time expired; photos exist  |
| 184 170 09 | CCCP-L4177                             | Li-2                    | AFL/Moscow (MUTA)                                      | no                | reports                    | soc 19aug55 as life-time expired  |
| 184 170 10 | CCCP-L4149                             | Li-2                    | AFL/Georgia  | no                | reports                    | soc 11may56 as worn out   |
| 184 171 02 | CCCP-L4124                             | Li-2                    | AFL/Ukraine-HRK  | mfd               | 21sep44                    | f/n HRK may55; an inspection may55 showed cracks in the central wing section, t/t 10,226 hours by then; soc 19aug55 as life-time expired; also served with AFL/Ukraine-ODS according to Ukrainian CAD document  |
| 184 171 03 | CCCP-L4159                             | Li-2                    | AFL/Belarus  | no                | reports                    | soc 13apr56 as worn out   |
| 184 171 04 | CCCP-48091                             | Li-2                    | MAP Kuibyshev MSZ                                      | rgd               | 06aug58                    | canx 27dec75  |
| 184 175 07 | "24"                                   | Li-2                    | Soviet Air Force                                       | ph.               | 1956                       | opb 194 vtap; in dark green c/s with light blue underside; slightly damaged 1956 on landing at Sredne-Byelaya when the right main gear collapsed  |
| 184 176 02 | CCCP-L4132                             | Li-2                    | AFL/Ukraine-ODS  | mfd               | oct44                      | soc 31may57 as life-time expired  |
| 184 176 03 | not known                              | Li-2                    | Soviet Air Force                                       | Rts               | 03nov45                    | damaged on landing at Saratov-Yuzhny 03nov45 when collided with parked Yak-3 "80" c/n 8051 of the Soviet Air Force during the landing run   |
| 184 176 07 | CCCP-L4163                             | Li-2                    | AFL/North Kavkaz                                       | no                | reports                    | soc 10jul57 as worn out   |
| 184 177 01 | CCCP-L4135                             | Li-2                    | AFL/West Siberia                                       | no                | reports                    | soc 05nov55 as worn out   |
| 184 178 05 | CCCP-1772                              | Li-2                    | MAP zavod # 166  | mfd               | nov44                      | w/o 05sep49 on the leg from Kazan to Shcherbakov (now Rybinsk) of a positioning flight from Omsk to Shcherbakov when the right engine failed at a height of some 8-10 metres shortly after take-off, the aircraft lost height and speed and banked to the left so that the left wing collided with a wooden house at Sukhaya Reka (some 2 km from the airfield), the aircraft damaged a second house, came to rest in a garden, caught fire and burnt out, all 5 crew and 7 passengers injured; t/t 2,237 hours   |
| 184 178 09 | not known<br>CCCP-51145<br>CCCP-51145  | Li-2<br>Li-2<br>Li-2    | Soviet Air Force<br>AFL/Urals X<br>AFL/Urals-SVX       | mfd<br>toc<br>trf | 1945<br>05jan60<br>1963    | f/n SVX 17oct62<br>soc 10may65 by order of the MGA  |
| 184 179 10 | CCCP-L4136                             | Li-2                    | AFL/Uzbekistan   |                   |                            | made a forced landing 07mar45; soc 19may55 as worn out  |
| 184 181 03 | CCCP-L4140                             | Li-2                    | AFL/MOW MAG SPIVS                                      | no                | reports                    | soc 31jan56 as worn out   |
| 184 182 01 | CCCP-51134                             | Li-2                    | AFL/Northern   | toc               | 28dec59                    | soc 22jun66 as life-time expired  |
| 184 182 05 | CCCP-51154                             | Li-2                    | AFL/Kazakhstan   | toc               | 10feb60                    | soc 20jul65 as worn out   |
| 184 182 06 | CCCP-L4141                             | Li-2                    | AFL/West Siberia                                       | no                | reports                    | soc 26dec55 as life-time expired  |
| 184 183 01 | CCCP-L4142<br>CCCP-L4142<br>CCCP-L4142 | Li-2<br>Li-2<br>Li-2    | GVF<br>AFL/West Siberia<br>AFL/Northern                | trf<br>trf<br>trf | unknown<br>31jul55<br>no   | opb 3 oads GVF at Myachkovo; suffered an engine failure 09mar45<br>soc 10may58 as worn out  |
| 184 183 07 | CCCP-L4143                             | Li-2                    | AFL/Aktubinsk FS                                       | no                | reports                    | soc 13feb58 as became an exhibit  |
| 184 183 08 | SP-LBG                                 | Li-2T                   | LOT  | rgd               | 09jan47                    | dbt at Warsaw 16dec63; canx 30dec63 as not repairable   |
| 184 184 09 | CCCP-51141                             | Li-2                    | AFL/Urals-SVX  | rgd               | 13jan60                    | f/n SVX 17nov62; soc 15apr66 as worn out, t/t 11,094 hours  |
| 184 187 01 | CCCP-71159                             | Li-2                    | AFL/MOW MAG  | toc               | unknown                    | on charge as of 01mar60; f/n BKA sep64 in natural metal c/s with blue trim; soc 06dec65   |
| 184 188 02 | CCCP-51152                             | Li-2                    | AFL/Kazakhstan   | toc               | 10feb60                    | f/n MRV 13dec62; soc 26may65 as instructed by the MGA   |
| 184 188 05 | CCCP-27204                             | Li-2                    | MOM Omsk   | rgd               | 15dec65                    | canx 12jan68  |
| 184 187 07 | not known                              | Li-2                    | GVF  |                   |                            | possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 01may45   |
| 184 188 09 | not known<br>CCCP-84614(1)             | Li-2P<br>Li-2P          | Soviet Air Force<br>Soviet Air Force                   | mfd               | jan45                      | preserved in the Russian Air Force museum at Monino since jan59, but it is not confirmed that this is the original registration worn at that time, however, it does have a plate in the cockpit '84614'; see c/n 6008 with the same registration, probably from mid 1958; in all over dark green c/s with light blue undersides and Red Star on tail, registration still visible under the paint apr91/sep91  |
| 184 190 02 | CCCP-15010                             | Li-2P                   | Aeroflot   | Mon               | 24sep91                    | was briefly painted with this fake registration on the right-hand side for a movie appearance during which the engines were run; registration still visible aug92   |
| 184 190 03 | no code                                | Li-2P                   | Soviet Air Force                                       | Mon               | 30sep01                    | in fake Soviet Air Force c/s; remnants of 'CCCP-84614' visible under green paint; with a crude imitation of a UTK-2 dorsal turret (substituted by a small Perspex blister) to imitate the Li-2VP armed version (N55.832269 E38.184245) carried code "06" yellow on left-hand side and code "12" yellow on right-hand side; in fake Soviet Air Force c/s with the imitation of the dorsal turret as described above, l/n 18jul15   |
| 184 190 02 | "06"/"12"yel.                          | Li-2P                   | Soviet Air Force                                       | Mon               | 03may03                    | preserved (N55.832269 E38.184245) and freshly painted in two tone camo c/s  |
| 184 190 02 | "39"yellow                             | Li-2P                   | Soviet Air Force                                       | Mon               | 15aug15                    | dbt 20nov60, details unknown; soc 15apr61   |
| 184 190 03 | CCCP-51143<br>CCCP-L4145               | Li-2<br>Li-2            | AFL/Syktvykar<br>AFL/Privolzhsk                        | toc<br>mfd        | 05jan60<br>21jan45         | w/o 09nov46 on the leg from Kuibyshev (now Samara) to Ufa of a flight from Kuibyshev to Sverdlovsk (now Yekaterinburg) when the oil pressure of the left engine dropped and the engine was shut down 1 hour and 35 minutes into the flight, the pilot decided to make an emergency landing at Ufa, but veered off course while descending through the clouds, when the aircraft broke through the cloud cover it was straight over the city of Ufa instead of the airport, the pilot set the right engine to take-off power but it failed as well because of overheating, as the aircraft was to come down in the city the pilot turned into the direction of the Byelaya river, after hitting trees on the embankment of the river with its wing the aircraft crashed into a forest near the river port, caught fire and burnt out, 3 of the 4 crew and all 3 passengers killed and the sole survivor injured; t/t 1,470 hours   |
| 184 190 08 | not known                              | Li-2                    | GVF  |                   |                            | possibly did not carry a registration or code; opb 87 oap GVF; suffered a breakdown 05apr45   |
| 184 190 10 | SP-LBC                                 | Li-2T                   | LOT  | rgd               | 26oct46                    | w/o 26may48 when crashed near Popowie   |
| 184 191 03 | CCCP-L4147                             | Li-2                    | AFL/Privolzhsk   | no                | reports                    | soc 24sep55 as life-time expired  |
| 184 191 05 | CCCP-L4148                             | Li-2                    | AFL/Tajikistan-DYU                                     | mfd               | 1945                       | soc 06jul55 as worn out   |
| 184 191 09 | CCCP-51153                             | Li-2                    | AFL/Kazakhstan   | toc               | 03feb60                    | soc 16feb62 as worn out   |
| 184 192 01 | not known<br>CCCP-71214<br>CCCP-71214  | Li-2T<br>Li-2T<br>Li-2T | Soviet Air Force<br>AFL/Urals<br>AFL/Urals-CEK         | mfd<br>toc<br>trf | 1945<br>24mar60<br>1963    |   |
| 184 193 02 | not known                              | Li-2                    | GVF  |                   |                            | soc 15apr66 as worn out with a t/t of 10,281 hours  |
| 184 194 05 | not known<br>CCCP-19405                | Li-2<br>Li-2            | Soviet Air Force<br>AFL/Urals-SVX                      | mfd<br>trf        | 13feb45<br>07jan60         | possibly did not carry a registration or code; opb 87 oap GVF; suffered an engine failure 08may45<br>opb 666 uap Balashovskogo VVAUL at Rtishchevo; in dark green c/s with light blue underside<br>temporary registration, based on the c/n; ferried from Rtishchevo to Sverdlovsk-Koltsovo 08jan60; opb 120 ATO; still in full Soviet Air Force c/s; w/o 15jan60 on the leg from Sverdlovsk to Kazan of a ferry flight from Sverdlovsk to ARB-402 at Moscow-Bykovo (in order to receive civil documents and be repainted in Aeroflot colours) when the right engine failed and could not be restarted (probably the feeder tank had run dry), the crew decided to return to Koltsovo but the aircraft lost height as it was flying too slow and the decision to jettison the cargo worsened the situation as some boxes got stuck in the door, protruding to the outside and thus creating drag, the aircraft continued to lose height and came down in a forest south of Didino (68 km west of Koltsovo airport) and broke up, 1 of the 4 crew killed, 1 seriously and 2 slightly injured; t/t 2,310 hours; soc 22feb60 |
| 184 194 07 | CCCP-71207                             | Li-2                    | AFL/East Siberia                                       | toc               | 01mar60                    | soc 12sep66 as worn out   |
| 184 194 10 | CCCP-51135                             | Li-2                    | AFL/Northern   | toc               | 28dec59                    | dbt, details unknown; soc 24mar62   |
| 184 196 02 | SP-LBH                                 | Li-2T                   | LOT  | rgd               | 13may47                    | canx 31oct64  |
| 184 196 10 | CCCP-71197                             | Li-2                    | AFL/Yakutiya   | toc               | 04mar60                    | soc 08apr61 as worn out   |
| 184 197 04 | SP-LBJ                                 | Li-2T                   | LOT  | rgd               | 13jun47                    | canx 24sep57; to Polish Air Force but no military history known   |

|            |               |       |                    |       |         |   |
|------------|---------------|-------|--------------------|-------|---------|---|
| 184 197 10 | CCCP-51137    | Li-2  | AFL/Northern       | toc   | 28dec59 | soc 22dec65 as worn out   |
| 184 198 02 | SP-LBB        | Li-2T | LOT                | rgd   | 28sep46 | canx 24oct57; to Polish Air Force but no military history known   |
| 184 198 04 | SP-LBD        | Li-2T | LOT                | rgd   | 21aug46 | w/o 19may52 when crashed near Sowina; canx 02jun52  |
| 184 199 03 | CCCP-L1282    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |   |
|            | CCCP-L1282    | Li-2  | AFL/Sasovo FS      | trf   | 12jan59 | soc 31jul59 as became an exhibit  |
| 184 199 08 | CCCP-71161    | Li-2  | AFL/MOW MAG SPIVS  | toc   | unknown | on charge as of 01mar60; involved in an accident, details unknown; soc 12aug64  |
| 184 200 01 | CCCP-L4150    | Li-2  | AFL/Ukraine-HRK    | mfd   | feb45   | opb 23 TAO; w/o 14jan46 on a flight from Kharkov to Moscow-Vnukovo when suffered from severe icing while flying at a height of some 400-600 metres, the resulting buffeting of the tailplane led to a part of the left stabiliser coming off 1 hour and 17 minutes into the flight, the aircraft entered a spin, broke apart during the recovery manoeuvre (at a height of some 150-200 metres) and crashed between houses at Netrubezh (Kolpny district of the Oryol region), all 5 crew and 17 passengers killed; t/t 635 hours   |
|            |               |       |                    |       |         | see c/n 1841401; soc 06jul55 as life-time expired   |
|            |               |       |                    |       |         | soc 15feb55 as life-time expired  |
| 184 200 02 | CCCP-L3931(2) | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 15apr55 as life-time expired  |
| 184 200 04 | CCCP-L4179    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |   |
| 184 200 05 | CCCP-L4180    | Li-2  | AFL/Ukraine-HRK    | mfd   | 09apr45 | w/o 05nov46 on the leg from Voronezh to Moscow-Vnukovo of a flight from Ashkhabad to Moscow-Vnukovo (as the aircraft had been delayed at Voronezh for 2 days because of poor weather no passengers were on board any more) when the airport at Vnukovo was overstrained due to poor weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for about two hours and running low on fuel the aircraft tried to land in thick fog at night, lost speed while flying a turn, stalled and crashed in a ditch near Yamishchevo village (at km 34 of the highway Moscow-Minsk, in the Zvenigorod district), all 5 crew killed; t/t 1,517 hours; see also C-47B-5-DK CCCP-L946 and Li-2 CCCP-L4207 which all crashed within 50 minutes |
| 184 200 06 | CCCP-L4181    | Li-2  | AFL/Turkmenistan   | mfd   | 1945    | Main Directorate of the Hydrological and Meteorological Service   |
|            |               |       |                    |       |         | c/n not confirmed, difficult to read on screenshot; in dark green c/s with light blue undersides, code might be yellow or red; featured in the Soviet movie "Maksim Perepelitsa" shot in 1955   |
| 184 201 01 | CCCP-M191     | Li-2  | GU Gidrometsluzhby | rgd   | early50 |   |
|            | "7"           | Li-2  | Soviet Air Force   | ph.   | 1955    |   |
|            |               |       |                    |       |         |   |
|            | CCCP-L1291    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |   |
|            | CCCP-84551    | Li-2  | AFL/Privolzhsk     | trf   | 01jan60 | soc 24nov.. as worn out   |
| 184 201 08 | CCCP-51146    | Li-2T | AFL/Ukraine IEV    | toc   | 31jan60 | photo exists  |
|            | CCCP-51146    | Li-2T | AFL/Slavyansk FS   | trf   | 20aug66 | soc 17oct66 as life-time expired  |
| 184 202 01 | CCCP-51147    | Li-2  | AFL/Ukraine        | toc   | 31jan60 |   |
|            | CCCP-51147    | Li-2  | AFL/Urals          | trf   | 29dec63 | f/n HRK 12nov65; soc 14feb67 as life-time expired   |
| 184 202 02 | CCCP-29111    | Li-2  | MAP Rybinsk Motors | rgd   | 11dec65 | canx 25nov67  |
| 184 202 03 | SP-LBE        | Li-2T | LOT                | rgd   | 21aug46 | canx 29nov51 as not repairable, after accident ?  |
| 184 202 05 | SP-LBF        | Li-2T | LOT                | rgd   | 08jan47 | hi-jacked by the crew on domestic flight Katowice-Lodz-Gdansk 17dec49 and landed in Bornholm, Sweden; canx 31oct64  |
|            |               |       |                    |       |         | soc 14nov66 as life-time expired  |
| 184 202 08 | CCCP-51155    | Li-2  | AFL/Kazakhstan     | toc   | 10feb60 |   |
| 184 203 03 | CCCP-L4184    | Li-2  | AFL/MOW MAG SPIVS  | no    | reports | photo in the Khabarovsk region (N47.627836 E137.799511); involved in an accident, details unknown; soc 01sep60  |
|            | CCCP-65705    | Li-2  | AFL/MOW MAG SPIVS  | no    | reports |   |
| 184 203 08 | CCCP-L4187    | Li-2  | AFL/Ukraine        | mfd   | mar45   |   |
|            | CCCP-16131 ?  | Li-2  | AFL/Ukraine        | no    | reports | last digit difficult to read in the MGA document; soc 26may62 as life-time expired  |
| 184 203 09 | CCCP-51139    | Li-2  | AFL/Northern       | toc   | 06jan60 | soc 25oct65 as life-time expired; see c/n 18434705  |
| 184 203 10 | CCCP-L3946(2) | Li-2  | AFL/Privolzhsk     | no    | reports | soc 18aug59 as worn out; see c/n 1841403  |
| 184 204 02 | CCCP-51149    | Li-2  | AFL/Ukraine        | toc   | 31jan60 |   |
|            | CCCP-51149    | Li-2  | AFL/Slavyansk FS   | trf   | 11sep66 | soc 29sep71 as life-time expired  |
| 184 204 03 | unknown       | Li-2T | Soviet Air Force   | mfd   | 1945    |   |
|            | CCCP-51103    | Li-2T | AFL/Urals          | toc   | 13jan60 |   |
|            | CCCP-51103    | Li-2T | AFL/Urals-CEK      | ref   | 1963    | soc 12jan66 as worn out   |
| 184 204 04 | CCCP-L4206    | Li-2  | AFL/Ukraine-HRK    | mfd   | apr45   | soc 11may56 as life-time expired  |
| 184 205 03 | CCCP-L4185    | Li-2  | AFL/Turkmenistan   | no    | reports |   |
|            | CCCP-51114    | Li-2  | AFL/Turkmenistan   | no    | reports | soc 04apr61 as worn out   |
| 184 205 04 | CCCP-L4189    | Li-2  | AFL/West Siberia   | no    | reports | soc 31jan56 as life-time expired  |
| 184 206 01 | CCCP-L4192    | Li-2  | GVF                | no    | reports | opb 3 oads GVF at Myachkovo; made a forced landing in 1945  |
|            | CCCP-L4192    | Li-2  | AFL/Northern       | trf   | unknown | soc 15dec56 as worn out   |
| 184 206 02 | CCCP-L4193    | Li-2  | GVF                | no    | reports | opb 3 oads GVF at Myachkovo; suffered engine failures 05jun45 and 08oct45   |
|            | CCCP-L4193    | Li-2  | AFL/North Kavkaz   | photo | unknown | featured in the Soviet movie "Tsel yego zhizni" (The Goal of His Life) shot in 1957   |
|            | CCCP-16214    | Li-2  | AFL/North Kavkaz   | rgd   | unknown | soc 20jan60 as life-time expired  |
| 184 206 03 | CCCP-L4186    | Li-2  | AFL/Ukraine-HRK    | no    | reports | soc 13feb58 as life-time expired  |
| 184 206 04 | CCCP-51133    | Li-2  | AFL/Privolzhsk     | toc   | 23dec59 | soc 15apr66 as life-time expired  |
| 184 206 05 | CCCP-L4188    | Li-2  | AFL/Kazakhstan     | no    | reports |   |
|            | CCCP-54898    | Li-2  | AFL/Kazakhstan-PLX | PLX   | 09may59 | soc 18jun60 as worn out   |
| 184 206 07 | CCCP-L4199    | Li-2T | SibNIA             | mfd   | 08apr45 |   |
|            | CCCP-L4199    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 31oct57 as life-time expired  |
| 184 206 08 | CCCP-26180    | Li-2  | MOMS Omsk          | rgd   | 15dec65 | canx 11jan72  |
| 184 206 09 | CCCP-L4196    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | dbf, details unknown; soc 26apr57   |
| 184 207 01 | CCCP-L4200    | Li-2  | AFL/Ukraine        | no    | reports | soc 26dec55 as life-time expired  |
| 184 207 02 | CCCP-L4197    | Li-2  | AFL/Latvia-RSC     | mfd   | 1945    | opb Latviskaya OAG; w/o 19jul52 on a training flight from Riga-Spive at night when the crew committed a mistake in handling the fuel system so that both engines flamed out during a go-around, the aircraft lost speed, stalled while flying a left turn and crashed at the perimeter of the airfield, all 4 crew killed; t/t 5,948 hours  |
|            |               |       |                    |       |         | soc 06jul55 as life-time expired  |
| 184 207 04 | CCCP-L4201    | Li-2  | AFL/Privolzhsk     | no    | reports | soc 20mar58 as life-time expired  |
| 184 207 06 | CCCP-L4203    | Li-2  | AFL/Ukraine        | no    | reports | soc 07dec65 by order of the MGA   |
| 184 208 10 | CCCP-51144    | Li-2  | AFL/Sykytyvkar     | toc   | 07jan60 | canx 25apr66  |
| 184 209 04 | CCCP-26170    | Li-2  | MAP Novosibirsk    | rgd   | 06dec65 | canx 05nov55 as worn out  |
| 184 209 06 | CCCP-L4204    | Li-2  | AFL/Northern       | no    | reports |   |
| 184 209 07 | CCCP-L4205    | Li-2  | AFL/Ukraine-ODS    | mfd   | 03may45 |   |
|            | CCCP-L4205    | Li-2  | SibNIA             | trf   | 14oct58 |   |
|            | CCCP-L4205    | Li-2  | AFL/Ukraine        | trf   | unknown | soc 27sep61, no reason given  |
| 184 209 08 | CCCP-L4207    | Li-2  | AFL/Lithuania      | mfd   | may45   | opb Litovskii otdelny aviaotryad GVF; dbr 05nov46 on a flight from Vilnius to Moscow-Vnukovo when the airport at Vnukovo was overstrained due to poor weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for 1 hour 15 minutes the aircraft tried to land in thick fog at night, as the radio compass of the aircraft was not working it was directed by ATC on the basis of radar bearings, during the 5th approach the aircraft ran out of the fuel and crashed 60 metres from the terminal, 1 of the 22 passengers killed and all other passengers as well as all 4 crew injured; t/t 1,920 hours; see also C-47B-5-DK CCCP-L946 and Li-2 CCCP-L4181 which all crashed within 50 minutes                                |
|            |               |       |                    |       |         |   |
| 184 209 09 | CCCP-L4208    | Li-2  | AFL/Azerbaijan     | no    | reports | soc 03dec59 as worn out   |
|            | CCCP-84608    | Li-2  | AFL/Azerbaijan     | no    | reports | prototype of this version; in camo c/s; underwent state trials with the NII VVS in autumn 1945  |
| 184 210 01 | no code       | Li-2T | Soviet Air Force   | ph.   | 1945    | soc 22mar54 as worn out   |
| 184 210 03 | CCCP-L4212    | Li-2  | AFL/Irkutsk        | no    | reports | soc 12aug58 as worn out   |
| 184 210 04 | CCCP-L4213    | Li-2  | AFL/North Kavkaz   | no    | reports | opb 24 ATO; w/o 30dec47 on the leg from Chelyabinsk-Balandino to Kazan of a cargo flight from Chelyabinsk to Moscow when took off having neither weather data from Kazan nor the airport's approval for a landing there, crashed at a height of 1,145 metres into the summit of Mount Otliknoi Greben (1,155 metres) in the Taganai ridge of the Urals (20 km north of Zlatoust in the Chelyabinsk region) and exploded, all 4 crew and 2 passengers killed; t/t 2,316 hours; wreck found 31dec47   |
| 184 210 05 | CCCP-L4214    | Li-2  | AFL/Moscow         | mfd   | may45   | soc 24sep55 as life-time expired  |
|            |               |       |                    |       |         | soc 15dec56 as worn out   |
| 184 210 06 | CCCP-L4216    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |   |
| 184 210 07 | CCCP-L4217    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |   |
| 184 210 08 | CCCP-L4215    | Li-2T | AFL/East Siberia   | no    | reports |   |
|            | CCCP-16180    | Li-2T | AFL/Krasnoyarsk    | trf   | 06nov59 | soc 31may61 as worn out   |
| 184 210 10 | CCCP-L4210    | Li-2  | AFL/Uzbekistan     | no    | reports | soc 13apr54 as worn out   |
| 184 211 10 | CCCP-L4211    | Li-2  | AFL/Krivoy Rig TS  | no    | reports | soc 25nov54 as worn out   |
| 184 212 08 | CCCP-L4222    | Li-2  | AFL/Ukraine-ODS    | mfd   | 25may45 | f/n ODS may55; an inspection may55 showed cracks in the central wing section, t/t 10,014 hours by then; soc 12aug56 as life-time expired  |
|            |               |       |                    |       |         | on charge as of 01aug60; soc 22dec70 as life-time expired   |
| 184 213 02 | CCCP-71284    | Li-2  | AFL/Moscow ASPIMVL | toc   | unknown | soc 30jul58 as life-time expired  |
| 184 213 04 | CCCP-L4223    | Li-2  | AFL/Lithuania      | no    | reports | soc 31jan56 as life-time expired  |
| 184 213 07 | CCCP-L4225    | Li-2  | AFL/Ukraine        | no    | reports | soc 05nov55 as worn out   |
| 184 215 03 | CCCP-L4224    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 31mar57 as worn out   |
| 184 215 06 | CCCP-L4227    | Li-2  | AFL/Northern       | no    | reports | opb 46 ATO; w/o 27dec51 on a flight from Yakutsk to Vilyuisk when the crew selected fuel supply from the left rear tank but forgot to switch to another tank when the left rear tank ran empty, when both engines stopped 31 minutes into the flight the crew tried to make an emergency landing in the valley of the river Taras near Namtsy (90 km north of Yakutsk), but set the propellers on high pitch and lowered the landing gear too early so that the aircraft did not make it to the valley, stalled and crashed into the forest 200 metres from the valley, all 6 crew and 14 passengers killed; t/t 4,429 hours  |
| 184 216 01 | CCCP-L4228    | Li-2  | AFL/Yakutiya       | mfd   | 12jun45 | soc 14dec55 as worn out   |
|            |               |       |                    |       |         | soc 06aug55 as worn out   |
| 184 216 06 | CCCP-L4229    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 25mar61 as became an exhibit  |
| 184 217 04 | CCCP-L4232    | Li-2  | AFL/West Siberia   | no    | reports | suffered structural damage due to heavy turbulence in a thunderstorm; soc 25jan57 due to its poor technical condition; t/t 10,834 hours   |
| 184 218 09 | CCCP-L4233    | Li-2  | AFL/Irkutsk        | no    | reports | soc 19aug55 as life-time expired  |
| 184 219 01 | CCCP-L4230    | Li-2  | AFL/Northern       | mfd   | 1945    | not in MGA documents as such  |
|            |               |       |                    |       |         | soc 14dec55 as life-time expired  |
| 184 219 02 | CCCP-L4220    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | opb 87 AO until 1956  |
| 184 219 03 | CCCP-L4221    | Li-2P | NII GVF            | no    | reports |   |
| 184 219 04 | CCCP-L4221    | Li-2P | AFL/Turkmenistan   | no    | reports |   |
|            | CCCP-L4231    | Li-2  | AFL/Ukraine        | mfd   | 1945    |   |

|            |                         |                |  |            |                    |   |
|------------|-------------------------|----------------|--|------------|--------------------|---|
|            | CCCP-L4231              | Li-2           | AFL/Troitskoye ATU                       | trf        | 1956 ?             | soc 25jan57 due to its poor technical condition; t/t 12,434 hours; probably used as a ground instructional airframe by Troitskoye ATU   |
| 184 219 06 | CCCP-L4241              | Li-2           | AFL/Georgia                              | mfd        | jun45              |   |
|            | CCCP-L4241              | Li-2           | AFL/Ukraine-HRK                          | trf        | unknown            | soc 13feb58 as life-time expired  |
| 184 219 07 | CCCP-L4242              | Li-2           | AFL/Uzbekistan                           | no         | reports            | soc 27jun55 as life-time expired  |
| 184 219 08 | CCCP-L4243              | Li-2           | AFL/Yegorevsk. ATU                       | mfd        | 1945               | soc 12feb57 as life-time expired; t/t 11,144 hours; probably used as a ground instructional airframe by Yegorevskoye ATU  |
| 184 219 10 | CCCP-L4323              | Li-2           | AFL/Azerbaijan                           | no         | reports            | soc 16aug56 as life-time expired  |
| 184 220 02 | CCCP-L4235              | Li-2           | AFL/Ukraine-ODS                          | mfd        | jun45              |   |
|            | CCCP-L4235              | Li-2           | SibNIA                                   | trf        | 15jun58            | soc 29jul58 as life-time expired  |
| 184 220 03 | CCCP-L4236              | Li-2           | AFL/Ukraine                              | no         | reports            | soc 31oct58 as worn out   |
| 184 220 04 | CCCP-L1292              | Li-2           | AFL/Moscow (MUTA)                        | no         | reports            |   |
|            | CCCP-84770              | Li-2           | AFL/Moscow (MUTA)                        | no         | reports            | soc 21jul59 as life-time expired  |
| 184 221 02 | CCCP-51127              | Li-2           | AFL/Northern                             | toc        | 06jan60            | dbr, details unknown; soc 16sep61   |
| 184 221 05 | not known               | Li-2           | Soviet Air Force                         | mfd        | 1945               |   |
|            | CCCP-71169              | Li-2           | AFL/Urals                                | toc        | 05jan60            |   |
|            | CCCP-71169              | Li-2           | AFL/Urals-PEE                            | trf        | 1964               | soc 15apr66 as worn out   |
| 184 222 01 | CCCP-L4237              | Li-2           | AFL/Ukraine-HRK                          | mfd        | jul45              | soc 20mar58 as life-time expired  |
| 184 222 02 | CCCP-L4238              | Li-2           | AFL/North Kavkaz                         | no         | reports            | soc 24sep55 as worn out   |
| 184 222 03 | CCCP-L4239              | Li-2           | AFL/Ukraine                              | no         | reports            |   |
|            | CCCP-L4239              | Li-2           | AFL/Latvia                               | trf        | 06mar58            |   |
|            | CCCP-84719(1)           | Li-2           | AFL/Latvia                               | rgd        | unknown            | soc 08sep58 as worn out; possibly already wfu before re-registered into the new system, see c/n 18412101 with the same registration given in MGA document   |
| 184 222 05 | CCCP-L4247              | Li-2           | AFL/Ukraine                              | no         | reports            | soc 25aug56 as worn out   |
| 184 222 06 | CCCP-L4252              | Li-2           | AFL/Privolzhsk                           | no         | reports            | soc 05aug57 as life-time expired  |
| 184 222 10 | CCCP-L4254              | Li-2           | AFL/Privolzhsk                           | no         | reports            |   |
|            | CCCP-L4254              | Li-2           | AFL/West Siberia                         | no         | reports            | soc 05nov55 as life-time expired  |
| 184 223 04 | CCCP-L4249              | Li-2           | AFL/Ukraine                              | no         | reports            | soc as worn out but no date given   |
| 184 223 06 | CCCP-L4258              | Li-2           | AFL/Uzbekistan                           | no         | reports            | soc 10may58 as life-time expired  |
| 184 223 07 | CCCP-71172              | Li-2           | AFL/Turkmenis--ASB                       | toc        | 22jan60            | f/n ASB dec60; l/n ASB 17jul62; soc 05dec65 by order of the MGA dated 07sep65   |
| 184 223 08 | not known<br>7011       | Li-2T<br>Li-3  | Yugoslav Air Force<br>Yugoslav Air Force | no<br>BEG  | reports<br>03may70 | converted to a Li-3 (Yugoslav designation for a Li-2 with P&W R-1830-900 engines)<br>opb 111 ppa at Zagreb; repainted in fake RAF markings for a movie after withdrawal; preserved in Muzej Jugoslovenskog Vazduhoplovstva at Belgrade (N44.814075 E20.291141), seen apr02/may14 (serial and RAF roundels still visible in 2003 but all markings completely faded by Jun10); moved early 2017 year to the Belgrade Aeronautical Museum where it is stored outside, dismantled; l/n oct17                                |
| 184 223 09 | not known<br>CCCP-71171 | Li-2<br>Li-2   | Soviet Air Force<br>AFL/Urals            | mfd<br>toc | 26jul45<br>05jan60 | soc 30may66 as worn out   |
| 184 223 10 | CCCP-L4260              | Li-2           | AFL/West Siberia                         | no         | reports            |   |
|            | CCCP-84519              | Li-2           | AFL/West Siberia                         | no         | reports            | soc 09may59 as worn out   |
| 184 224 01 | CCCP-L4261              | Li-2           | AFL/Urals                                | mfd        | 28jul45            | opb 3 ATO; w/o 09jan49 on the leg from Kazan to Moscow of a cargo flight from Sverdlovsk to Moscow when the engines lost power (due to icing of the carburetors) shortly after lift-off, the aircraft lost height and speed and crashed in a snow-covered field behind the runway, 3 of the 4 crew killed and the sole survivor seriously injured; t/t 3,394 hours  |
| 184 224 02 | CCCP-L4262              | Li-2           | AFL/Northern                             | no         | reports            | soc 17sep57 as worn out   |
| 184 224 07 | CCCP-51131              | Li-2           | AFL/Turkmenistan                         | toc        | 15jan60            | soc 03jul64 as worn out   |
| 184 225 03 | CCCP-L4263              | Li-2           | AFL/West Siberia                         | no         | reports            | soc 05aug57 as worn out   |
| 184 225 09 | CCCP-71198              | Li-2           | AFL/Yakutiya                             | toc        | 04mar60            | soc 10jun65 as worn out   |
| 184 226 02 | CCCP-51157              | Li-2           | AFL/Far East                             | toc        | 01mar60            | soc 17oct66 as life-time expired  |
| 184 226 05 | "39"                    | Li-2           | Soviet Air Force                         | mfd        | 1945               | not Soviet Navy; crashed into Lysaya mountain (Shkotovo district of the Primorye region) some 50 metres from the summit after 1949, details unknown, all crew killed; parts of the wreckage extant in 2011; see next line, stories do not match !   |
| 184 226 06 | CCCP-71208              | Li-2           | AFL/West Siberia                         | toc        | 01mar60            | soc 16mar65 as life-time expired; see previous line !   |
| 184 226 07 | CCCP-51136<br>not known | Li-2<br>Li-2   | AFL/Northern<br>AFL/Yakutiya             | toc<br>no  | 28dec59<br>reports | soc 23oct66 as life-time expired<br>opb 37 AO; w/o 22mar46 on a flight from Anadyr to Uelkal when flew too low and crashed into a mountain between the slopes of the Zolotoi khibret ridge and the Ushkanyi gory range 85 km from Anadyr 15 minutes after take-off (according to an accident report), photos of a wreck reported to be c/n 18422607 taken in 2009 show it lies in a valley of a river far from mountains !  |
| 184 226 10 | SP-LAM<br>63            | Li-2P<br>Li-2P | LOT<br>Polish Air Force                  | rgd<br>i/s | 11jan46<br>1960    | named 'Maciek'; used for agricultural work 1952/54; canx 01sep60<br>used by Wojska Ochrony Pogranicza (Border Protection Forces) and based at Wiciko Morskie; wfu 12jun64; preserved at a lakeside near Straszyn and was still there in the 1980s in poor condition but was removed late 1980s/early 1990s  |
| 184 227 01 | CCCP-L4266              | Li-2           | AFL/Estonia                              | mfd        | 1945               | opb Tallinski OAO; soc 25jan57 due to its poor technical condition; t/t 11,510 hours  |
| 184 227 02 | SP-LAA                  | Li-2P          | LOT                                      | rgd        | 27dec45            | named 'Alina'; used for agricultural work 1952/54; canx 31oct64   |
| 184 227 03 | SP-LAB                  | Li-2P          | LOT                                      | rgd        | 12dec45            | named 'Baska'; used for photo survey 1953/65; canx 30nov61  |
| 184 227 04 | SP-LAC                  | Li-2P          | LOT                                      | rgd        | 04jan46            | named 'Celina'; canx 31oct64  |
| 184 227 05 | SP-LAD                  | Li-2T          | LOT                                      | rgd        | 04jan46            | named 'Duska'; used for agricultural work 1952/54; canx 31oct64   |
| 184 227 06 | CCCP-L4326              | Li-2           | AFL/Lithuania-VNO                        |            |                    |   |
|            | CCCP-L4326              | Li-2           | AFL/Yakutiya                             | trf        | 13feb51            |   |
| 184 227 07 | CCCP-L4267              | Li-2           | AFL/Ukraine                              | no         | reports            | soc 31jan56 as worn out   |
| 184 227 08 | CCCP-L4268              | Li-2           | AFL/Northern                             | no         | reports            | soc 09may55 as worn out   |
| 184 227 09 | CCCP-L4273              | Li-2           | AFL/Turkmenistan                         | no         | reports            | soc 21jun55 as worn out   |
| 184 227 10 | CCCP-L4269              | Li-2           | AFL/Privolzhsk                           | no         | reports            |   |
| 184 228 01 | not known<br>CCCP-51129 | Li-2T<br>Li-2T | Soviet Air Force<br>AFL/Urals            | mfd<br>toc | 1947<br>05jan60    |   |
|            | CCCP-51129              | Li-2T          | AFL/Urals-CEK                            | trf        | 1963               | soc 24jan66 as worn out   |
| 184 228 04 | CCCP-.....              | Li-2T/V        |  |            |                    | prototype of the high-altitude version with TK-19 supercharger; registration not visible, except 'CCCP-'  |
| 184 228 07 | CCCP-L4270              | Li-2           | AFL/Azerbaijan                           | no         | reports            | soc 13apr66 as worn out   |
| 184 229 01 | CCCP-L4271              | Li-2           | AFL/Yegorevsk. ATU                       | mfd        | 1945               | soc 12feb57 as life-time expired; t/t 11,023 hours; probably used as a ground instructional airframe by Yegorevskoye ATU  |
| 184 229 02 | CCCP-L4321              | Li-2           | AFL/Northern                             | no         | reports            | an inspection at ARB-411 may55 showed mistakes in the repair of the central wing section, t/t 10,261 hours by then, trf 13oct56 to SibNIA   |
| 184 229 03 | CCCP-L4277              | Li-2           | AFL/Privolzhsk                           | no         | reports            | soc 15apr55 as worn out   |
| 184 229 04 | CCCP-L4274              | Li-2           | AFL/Tajikistan                           | rgd        | unknown            | in a document 1948  |
|            | CCCP-L4274              | Li-2V          | AFL/Moscow (MUTA)                        | no         | reports            | photo as an experimental high-altitude version, date unknown; soc 31may57 as worn out   |
| 184 229 05 | CCCP-L4272              | Li-2           | AFL/Privolzhsk                           | no         | reports            | soc 24sep55 as worn out   |
| 184 229 07 | CCCP-L4278              | Li-2           | AFL/Turkmenistan                         | mfd        | 04dec45            | opb 6 TAO; w/o 31oct46 on a flight from Ashkhabad to Tashauz when the left rear fuel tank had not been closed tightly after refuelling so that fuel spilt into the left wing during the flight and exploded when the engines were throttled down shortly before touch-down so that the left wing came on fire, all 4 crew and 12 passengers managed to evacuate the aircraft unhurt, but the aircraft burnt out; t/t 869 hours  |
| 184 229 09 | CCCP-L4275              | Li-2           | AFL/Tajikistan                           | mfd        | 27nov45            | opb 8 ATO; w/o 18nov48 on the leg from Stalinabad (now Dushanbe) to Leninabad (now Khujand) of a cargo flight from Stalinabad to Lyubertsy when encountered below-minima weather conditions between Jizak and Leninabad, while flying in thick clouds the aircraft drifted off course due to strong winds and crashed at a height of 700 metres into the western slope of the khibret Mogol-Tau ridge (31 km west of Leninabad), all 4 crew killed and the sole passenger injured; t/t 2,948 hours; wreck found 19nov48 |
| 184 229 10 | CCCP-51130              | Li-2           | AFL/Turkmenistan                         | toc        | 02jan60            | soc 29aug66 as life-time expired; last digit of year difficult to read  |
| 184 230 02 | CCCP-L4251              | Li-2           | AFL/Turkmenistan                         | no         | reports            | soc 06jul55 as life-time expired  |
| 184 230 03 | CCCP-L3941(2)           | Li-2           | AFL/Krasnoyarsk                          | no         | reports            | see c/n 1845803   |
|            | CCCP-84673              | Li-2           | AFL/Krasnoyarsk                          | no         | reports            | soc 25feb62 as life-time expired  |
| 184 230 04 | CCCP-L4265              | Li-2           | AFL/Troitsk TS                           | no         | reports            | soc 07jun54 as worn out   |
| 184 230 06 | CCCP-L4322              | Li-2           | AFL/Belarus                              | ph.        | 1954               | in natural metal or light grey c/s; featured in the Soviet movie "Novy Minsk" (New Minsk) shot in 1954; soc 10may58 as life-time expired  |
| 184 230 07 | CCCP-L4280              | Li-2           | AFL/Northern                             | no         | reports            | soc 30sep55 as worn out   |
| 184 230 08 | CCCP-L4281              | Li-2           | AFL/Moscow (MUTA)                        | no         | reports            |   |
|            | CCCP-L4281              | Li-2           | AFL/East Siberia                         | trf        | unknown            | soc 14dec55 as life-time expired  |
| 184 230 09 | CCCP-L4294              | Li-2           | AFL/Kazakhstan                           | no         | reports            | soc 30sep55 as worn out   |
| 184 230 10 | CCCP-L4295              | Li-2           | AFL/Kyrgyzstan                           | FRU        | 01jun45            | photo in "Sovetskaya Kyrgyzia" newspaper 03sep67; soc 05nov55 no reason given in MGA document   |
| 184 231 01 | CCCP-L4279              | Li-2           | AFL/East Siberia                         | no         | reports            | opb 11 ATO; made a forced landing near Tynda (N55°00' E125°16') 20apr48; soc 20jul56 as worn out  |
| 184 231 02 | CCCP-L4005(2)           | Li-2           | AFL/West Siberia                         | no         | reports            | soc 21jun55 as worn out; see c/n 1843501  |
| 184 231 03 | CCCP-51142              | Li-2           | AFL/Sykytyvkar                           | toc        | 07jan60            | soc 30apr66 no reason given in MGA document   |
| 184 231 04 | CCCP-L4282              | Li-2           | AFL/Moscow (MUTA)                        | no         | reports            | soc 21feb56 as life-time expired  |
| 184 231 06 | CCCP-L4024(2)           | Li-2           | AFL/N.Kavkaz-RVI                         | mfd        | 25dec45            | f/n RVI apr58; l/n RVI 21oct59; see c/n 1846001   |
|            | CCCP-84694              | Li-2           | AFL/North Kavkaz                         | no         | reports            | opb 231 OAO; w/o 17jan61 on an atmospheric sounding flight from Stalingrad-Gumrak at night (with 3 layers of clouds) when the inexperienced captain permitted a loss of speed at a height of 5,200 metres, the aircraft stalled, could not be recovered and dived into a snow-covered field near Pervoye Maya village (Dubovka district of the Stalingrad region, 85 km north-north-east of Gumrak), all 5 crew killed; t/t 10,617 hours; soc 06mar61   |
| 184 231 09 | CCCP-L4283              | Li-2           | AFL/Moscow (MUTA)                        | no         | reports            | soc 12aug55 as worn out   |
| 184 231 10 | CCCP-L4284              | Li-2           | AFL/Moscow (MUTA)                        | rgd        | unknown            | the first Li-2 with modified oil coolers; opb 27 otryad Moskovskogo upravleniya GVF by 1947; t/t 1,085 hours by 09apr47; soc 11may56 as life-time expired   |
| 184 232 01 | SP-LAH                  | Li-2P          | LOT                                      | rgd        | 15feb46            | named 'Hela'; w/o 19mar54 when crashed near Limonowa  |
| 184 232 02 | SP-LAG                  | Li-2P          | LOT                                      | rgd        | 08jan46            | named 'Gabrysia'; canx 30nov61  |
| 184 232 03 | SP-LAS                  | Li-2T          | LOT                                      | mfd        | 1945               | rgd 14jun46; named 'Stasiek'; converted to 24 pax, eight windows; canx 30nov61 due to wing structure fatigue; to tourist centre in Sobieszów in 1963; preserved at Lubuskie Muzeum Wojskowe in Drzonów since 08sep89, l/n jul17   |
| 184 232 04 | SP-LAP                  | Li-2P          | LOT                                      | rgd        | 20apr46            | named 'Piotrus'; canx 30nov61   |

|            |                                  |                         |  |                   |                               |  |
|------------|----------------------------------|-------------------------|--|-------------------|-------------------------------|--|
| 184 232 05 | SP-LAT                           | Li-2P                   | LOT                                    | rgd               | 10jul46                       | named 'Tomek'; canx 10apr61  |
| 184 232 06 | SP-LAU<br>64                     | Li-2P<br>Li-2P          | LOT<br>Polish Air Force                | rgd<br>i/s        | 14jun46<br>1960               | named 'Urszulka'; canx 01sep60<br>used by Wojska Ochrony Pogranicza (Border Protection Forces) and based at Wicko Morskie; wfu 12jun64;<br>after withdrawal it was preserved in Kolobrzeg city, 1969 photos show it apparently in the middle of a<br>housing-estate  |
| 184 232 07 | YR-TAM<br>YR-TAM                 | Li-2P<br>Li-2P          | TARS<br>TAROM                          | rgd<br>trf        | 15mar47<br>1954               | seen BUD oct56; canx 13aug70; modified to geological survey aircraft in 1963; seen 1970s "Capra Neagra"<br>café, Brasov together with YR-TAB, later scrapped   |
| 184 232 08 | YR-TAB<br>YR-TAB                 | Li-2T<br>Li-2T          | TARS<br>TAROM                          | rgd<br>trf        | 08jun46<br>1954               | canx 13aug70; seen 1970s "Capra Neagra" café, Brasov together with YR-TAM, later scrapped  |
| 184 232 09 | CCCP-71187<br>CCCP-71187         | Li-2<br>Li-2            | AFL/Ukraine<br>AFL/Urals               | toc<br>trf        | 27feb60<br>29dec65            | soc 29dec65 as life-time expired   |
| 184 232 10 | CCCP-48096                       | Li-2                    | MAP Tblisi APO                         | rgd               | 19nov65                       | canx 15feb67   |
| 184 233 01 | CCCP-L4285<br>CCCP-54869         | Li-2<br>Li-2            | AFL/Kazakhstan<br>AFL/Kazakhstan       | no<br>reports     | no<br>reports                 | soc 31dec58 as life-time expired   |
| 184 233 02 | CCCP-L4286                       | Li-2                    | AFL/Yakutiya                           | no                | reports                       | soc 26may59 as life-time expired   |
| 184 233 03 | CCCP-L4288                       | Li-2                    | AFL/North Kavkaz                       | mfd               | 1946                          | soc 25jan57 due to its poor technical condition; t/t 8,243 hours   |
| 184 233 05 | CCCP-L4289<br>CCCP-84578         | Li-2<br>Li-2            | AFL/Moscow (MUTA)<br>AFL/Moscow (MUTA) | no<br>reports     | no<br>reports                 | soc 18nov59 as life-time expired   |
| 184 233 06 | CCCP-L4290                       | Li-2                    | AFL/Ukraine-HRK                        | mfd               | jan46                         | f/n MRV 23jul54; soc 11may56 as life-time expired  |
| 184 233 07 | CCCP-L4291                       | Li-2                    | AFL/North Kavkaz                       | FRU               | 01jun46                       | photo in "Sovetskaya Kyrgyziya" newspaper 03sep67; soc 14dec55 as life-time expired  |
| 184 233 09 | CCCP-L4292                       | Li-2                    | AFL/West Siberia                       | no                | reports                       | photo exists in dark green c/s; soc but no date or reason given  |
| 184 233 10 | CCCP-L4296                       | Li-2                    | AFL/Kazakhstan                         | no                | reports                       | soc 26dec55 as life-time expired   |
| 184 234 01 | CCCP-L4297                       | Li-2                    | AFL/Ukraine-HRK                        | mfd               | jan46                         | soc 13oct56 as life-time expired   |
| 184 234 02 | CCCP-L4298                       | Li-2T                   | AFL/Northern                           | mfd               | 06oct45                       | soc 23may57 as trf to SibNIA, used as static test airframe   |
| 184 234 06 | CCCP-L4300                       | Li-2                    | AFL/Armenia                            | no                | reports                       | soc 31oct57 as worn out  |
| 184 234 07 | CCCP-L4299                       | Li-2                    | AFL/Northern                           | no                | reports                       | soc 31jan56 as worn out  |
| 184 235 01 | YR-TAA                           | Li-2P                   | TARS                                   | rgd               | 07jun46                       | w/o 15nov50 when crashed in the Fagaras mountains  |
| 184 235 02 | YR-TAR<br>YR-TAR                 | Li-2P<br>Li-2P          | TARS<br>TAROM                          | rgd<br>trf        | 07jun46<br>1954               | canx 10jul69; scrapped   |
| 184 235 03 | YR-TAC ?<br>HA-LIA<br>HA-LIA     | Li-2P<br>Li-2P<br>Li-2P | TARS<br>MASZOVLET<br>MALÉV             | rgd<br>trf<br>trf | 08jun46<br>01aug46<br>01oct54 | registration date not 100 % sure<br>named 'Aladár'<br>wfu 31dec61; used as 'Little Pilot Coffee House' in Budapest until damaged by fire 08jul68   |
| 184 235 04 | YR-TAD<br>YR-TAD                 | Li-2P<br>Li-2P          | TARS<br>TAROM                          | rgd<br>trf        | 08jun46<br>1954               | canx 02jul69; scrapped   |
| 184 235 05 | YR-TAF<br>YR-TAF                 | Li-2P<br>Li-2P          | TARS<br>TAROM                          | rgd<br>trf        | 18jun46<br>1954               | canx 31dec68; was preserved in Herestrau Park at Bucharest as 'YR' until about 1982; scrapped  |
| 184 235 06 | YR-TAE ? (1)<br>HA-LIB<br>HA-LIB | Li-2P<br>Li-2P<br>Li-2P | TARS<br>MASZOVLET<br>MALÉV             | mfd<br>trf<br>trf | 07mar46<br>04aug46<br>01oct54 | rgd 17jun46 ?; see c/n 23441905<br>named 'Béla'<br>last service 15oct58; wfu apr59, burnt for fire practice at Ferihegy in 1962  |
| 184 235 07 | YR-TAH ?<br>HA-LIC<br>HA-LIC     | Li-2P<br>Li-2P<br>Li-2P | TARS<br>MASZOVLET<br>MALÉV             | mfd<br>trf<br>trf | 15mar46<br>17aug46<br>01oct54 | rgd 18jun46 ?<br>named 'Cecil'<br>last service 20oct60; used as a ground trainer since 29mar61; wfu 31dec61; burnt for fire practice at<br>Ferihegy in 1962  |
| 184 235 08 | YR-TAJ ?<br>HA-LID<br>HA-LID     | Li-2P<br>Li-2P<br>Li-2P | TARS<br>MASZOVLET<br>MALÉV             | mfd<br>trf<br>trf | 20mar46<br>21aug46<br>01oct54 | rgd 18jun46; neither date confirmed<br>named 'Denes'<br>w/o 31dec61; destroyed in 1962   |
| 184 235 09 | YR-TAI                           | Li-2P                   | TARS                                   | rgd               | 03jun46                       | w/o 21nov47 when crashed near Plouznice nad Popelkou (Czechoslovakia) because of non-functioning radio<br>equipment, 9 or 13 people killed; canx 21nov47   |
| 184 235 10 | YR-TAO ? (1)<br>HA-LIE<br>HA-LIE | Li-2P<br>Li-2P<br>Li-2P | TARS<br>MASZOVLET<br>MALÉV             | rgd<br>trf<br>trf | 1946<br>21aug46<br>01oct54    | see c/n 23441802<br>named 'Elemér'<br>wfu 1960; burnt for fire practice at Ferihegy in 1963  |
| 184 236 01 | CCCP-51126                       | Li-2                    | AFL/Turkmenis.-ASB                     | toc               | 27dec59                       | f/n ASB 27aug61; soc 12jan66 as worn out   |
| 184 236 05 | CCCP-71306                       | Li-2                    | AFL/Northern                           | toc               | unknown                       | on charge as of 01aug60; soc 19apr66 as worn out   |
| 184 236 07 | CCCP-L4327<br>CCCP-65684         | Li-2<br>Li-2            | AFL/Privolzhsk<br>AFL/Privolzhsk       | no<br>reports     | no<br>reports                 | soc 02oct62 as life-time expired   |
| 184 236 08 | CCCP-N393                        | Li-2                    | Polyarnaya Aviats.                     | ph.               | 1950                          | at Mys Shmidta; opb Chukotskaya aviagruppa from 24jan51; in dark green c/s   |
| 184 236 09 | CCCP-27217                       | Li-2                    | MAP Ufa Motors                         | rgd               | 06dec65                       | canx 24jan67   |
| 184 237 01 | CCCP-71184                       | Li-2                    | AFL/Far East                           | toc               | 08mar60                       | soc 31aug61 as worn out  |
| 184 237 04 | CCCP-06191                       | Li-2                    | Tatars. SNKh Kazan                     | rgd               | 13jul62                       |  |
| 184 237 07 | CCCP-93916(1)                    | Li-2                    | MAP Kazan VPO                          | rgd               | 26nov65                       | canx 22jan72 ?; see c/n 23441707   |
| 184 237 08 | CCCP-L4301                       | Li-2                    | AFL/Uzbekistan                         | no                | reports                       | soc 06sep56, by order of the Azerbaijan UGA, as life-time expired  |
| 184 237 09 | CCCP-L4302                       | Li-2                    | AFL/Uzbekistan                         | no                | reports                       | soc 19aug55 as life-time expired   |
| 184 237 10 | CCCP-63820                       | Li-2                    | AFL/Azerbaijan                         | toc               | 02aug60                       |  |
| 184 238 01 | YR-TAV                           | Li-2                    | AFL/Yakutiya                           | trf               | 29jan63                       | soc 15dec66 as life-time expired   |
| 184 238 02 | YR-TAT<br>YR-TAT                 | Li-2P<br>Li-2P          | TARS<br>TARS                           | rgd<br>rgd        | 19jul46<br>24jul46            | w/o 13aug47 when crashed at Bucharest<br>was reported as c/n 18432802 in error ?, see this c/n   |
| 184 238 03 | YR-TAX<br>YR-TAX                 | Li-2P<br>Li-2           | TAROM<br>TARS                          | trf<br>rgd        | 1954<br>24jul46               | canx 22dec70, donated to Pioneers children's organisation; scrapped  |
| 184 238 04 | YR-TAZ<br>YR-TAZ                 | Li-2<br>Li-2            | TARS<br>TAROM                          | rgd<br>trf        | 24jul46<br>1954               | w/o 08oct60 when crashed at Mironeasa-Iassy  |
| 184 238 05 | CCCP-L4330                       | Li-2                    | Romanian Air Force                     | trf               | 16mar66                       | canx 13mar66 as to the Romanian Air Force  |
| 184 239 01 | CCCP-L4303                       | Li-2                    | AFL/Privolzhsk                         | no                | reports                       | canx 10oct68; scrapped; reportedly was 804 but photo as 3804 exists  |
| 184 239 02 | CCCP-L4304                       | Li-2                    | AFL/Latvia                             | no                | reports                       | soc 26dec55 as life-time expired   |
| 184 239 03 | CCCP-L4304                       | Li-2                    | AFL/Kazakhstan                         | mfd               | 03dec46                       | opb 25 TAO; w/o 30sep48 on the leg from Balkhash to Karaganda of a flight from Alma-Ata to Moscow<br>when the crew probably lost spatial orientation while flying in clouds so that the aircraft entered a dive, the<br>right wing broke off during the recovery from the dive and the aircraft crashed in the steppe in the Aktogai<br>district (39 km north-west of Balkhash airport), all 4 crew and 11 passengers killed; t/t 2,474 hours; wreck<br>found only 10oct48 |
| 184 239 05 | CCCP-L4305                       | Li-2                    | AFL/North Kavkaz                       | no                | reports                       | soc 24jun57 as life-time expired   |
| 184 239 06 | CCCP-L4306                       | Li-2                    | AFL/North Kavkaz                       | no                | reports                       | soc 31oct57 as worn out  |
| 184 239 09 | CCCP-63829                       | Li-2                    | AFL/Northern                           | toc               | unknown                       | on charge as of 01sep60; soc 22dec65 as worn out   |
| 184 240 01 | SP-LAE                           | Li-2P                   | LOT                                    | rgd               | 11jan46                       | named 'Ela'; w/o 14apr55 when crashed near Katowice  |
| 184 240 02 | SP-LAK                           | Li-2P                   | LOT                                    | rgd               | 28feb46                       | named 'Krysia'; canx 30nov61   |
| 184 240 03 | SP-LAR                           | Li-2P                   | LOT                                    | rgd               | 14apr46                       | named 'Rena'; canx 01sep60   |
| 184 240 04 | SP-LAF                           | Li-2P                   | LOT                                    | rgd               | 08feb46                       | named 'Fela'; canx 30nov61   |
| 184 240 05 | SP-LAJ                           | Li-2P                   | LOT                                    | rgd               | 01mar46                       | named 'Jasiek'; canx 30nov61   |
| 184 240 06 | SP-LAN                           | Li-2P                   | LOT                                    | rgd               | 23mar46                       | named 'Nelli'; canx 30nov61  |
| 184 240 07 | SP-LAO                           | Li-2P                   | LOT                                    | rgd               | 23mar46                       | named 'Olenka'; crashed 07oct52  |
| 184 240 08 | SP-LAL                           | Li-2P                   | LOT                                    | rgd               | 23mar46                       | named 'Lucynka'; w/o 25aug60 when crashed at Lignowa near Tczew, crew killed   |
| 184 240 09 | SP-LAW                           | Li-2P                   | LOT                                    | rgd               | 14jun46                       | named 'Wojciech'; canx 24nov60   |
| 184 240 10 | YR-TAS<br>YR-TAS                 | Li-2P<br>Li-2P          | TARS<br>TAROM                          | rgd<br>trf        | 24may46<br>1954               |  |
| 184 241 02 | CCCP-51138                       | Li-2                    | AFL/Northern-LED                       | toc               | 31jan60                       | trf 1968 to the Agricultural High School; canx 01feb72; scrapped   |
| 184 242 02 | CCCP-51148                       | Li-2                    | AFL/Ukraine-HRK                        | mfd               | apr46                         | soc 03aug67 as life-time expired   |
| 184 243 08 | CCCP-71260                       | Li-2                    | AFL/Lithuania                          | toc               | unknown                       | f/n HRK 23oct64; soc 14feb67 as worn out   |
| 184 243 09 | not known                        | Li-2                    | AFL/Lithuania                          | toc               | 01jul60                       | on charge as of 01jul60; soc 06jul65 and again 07sep65 by order of the MGA<br>registration given as CCCP-71261, but crossed out in MGA document; see c/n 18437309 with very similar<br>details and also c/n 18425602 with the same registration given in MGA document  |
| 184 244 01 | not known                        | Li-2                    | AFL/Komi                               | trf               | 12jan71                       | soc 09apr74 as worn out  |
| 184 245 06 | CCCP-71175                       | Li-2                    | AFL/Far East                           | toc               | 01mar60                       | soc 30apr66 as worn out  |
| 184 245 07 | CCCP-63903                       | Li-2                    | AFL/Northern                           | toc               | 26aug63                       | soc 24jan66 as worn out  |
| 184 245 08 | CCCP-71199                       | Li-2                    | AFL/Yakutiya                           | toc               | 04mar60                       | soc 22dec65 as worn out  |
| 184 245 09 | CCCP-71200                       | Li-2                    | AFL/Yakutiya                           | toc               | 04mar60                       | soc 30apr66 as life-time expired   |
| 184 246 03 | CCCP-93934<br>CCCP-93934         | Li-2<br>Li-2            | MAP Myachkovo<br>MAP Zhukovski         | rgd<br>trf        | 22nov65<br>unknown            |  |
| 184 246 08 | CCCP-71174                       | Li-2                    | AFL/Far East                           | toc               | 04mar60                       | canx 1971  |
| 184 246 10 | CCCP-71176                       | Li-2                    | AFL/Far East                           | toc               | 08mar60                       | soc 31may68 by order of the MGA as maximum time in between overhauls was exceeded  |
| 184 247 02 | not known                        | Li-2T                   | Soviet Air Force                       | no                | reports                       | soc 11jun66 by order of the MGA  |
| 184 247 03 | not known                        | UCHShLi-2               | Soviet Air Force                       | no                | reports                       | converted to, see next line<br>first Li-2T converted to this training version for navigators; underwent state trials at the NII VVS<br>26apr19may47  |
| 184 247 04 | CCCP-71201                       | Li-2                    | AFL/Yakutiya                           | toc               | 04mar60                       | soc 28may66 as life-time expired   |
| 184 247 05 | CCCP-71183                       | Li-2                    | AFL/Far East                           | toc               | 04mar60                       | soc 24mar70 as life-time expired   |
| 184 247 06 | CCCP-71204                       | Li-2                    | AFL/Far East                           | toc               | 08mar60                       | soc 29jul66 no reason given  |
| 184 247 07 | CCCP-71205                       | Li-2                    | AFL/Far East                           | toc               | 08mar60                       | soc 11jun66 as worn out  |
| 184 247 08 | CCCP-L3944(2)                    | Li-2                    | AFL/Krasnoyarsk                        | no                | reports                       | see c/n 7526   |
| 184 247 09 | CCCP-84661                       | Li-2                    | AFL/Krasnoyarsk                        | no                | reports                       | soc date unknown, having exceeded ten years since previous overhaul  |
| 184 247 10 | CCCP-93913(1)                    | Li-2                    | MOMS Omsk                              | rgd               | 11dec65                       | see c/n 23441809   |
| 184 248 02 | CCCP-71202                       | Li-2                    | AFL/Yakutiya                           | toc               | 04mar60                       | soc 06feb61 as worn out  |
| 184 248 03 | CCCP-71286                       | Li-2                    | AFL/Moscow ASPIMLV                     | toc               | 01aug60                       | soc 06apr67 as life-time expired   |
| 184 250 01 | CCCP-51140                       | Li-2                    | AFL/Privolzhsk                         | toc               | 21dec59                       | soc 12mar66 as worn out  |
| 184 250 02 | CCCP-71305                       | Li-2                    | AFL/Northern                           | toc               | unknown                       | on charge as of 01aug60; soc 07sep65 as life-time expired  |
| 184 250 03 | CCCP-71160                       | Li-2                    | AFL/MOW MAG SPIVS                      | toc               | unknown                       | on charge as of 01mar60; soc 13apr67 as life-time expired  |
| 184 251 02 | CCCP-71263                       | Li-2                    | AFL/Moldova                            | toc               | 11jun60                       | soc 12mar66, no reason given   |
| 184 251 04 | not known                        | Li-2                    | Soviet Air Force                       | mfd               | 1947                          |  |

|            |               |           |                     |     |         |  |
|------------|---------------|-----------|---------------------|-----|---------|--|
|            | CCCP-71279    | Li-2      | AFL/Tajikistan-DYU  | trf | 17jun60 |  |
|            | CCCP-71279    | Li-2      | AFL/Komi-Syktvykar  | trf | 11jan64 | soc 15apr66 as worn out  |
| 184 251 05 | CCCP-06199    | Li-2      | MAP Kuibyshev MSZ   | rgd | 29jun63 |  |
|            | CCCP-64460    | Li-2      | MAP Kuibyshev MSZ   | rgd | 29nov65 | canx 12may67   |
| 184 252 01 | CCCP-71292    | Li-2      | AFL/Moscow (MUTA)   | toc | 22jul60 | soc 06apr67 as life-time expired   |
| 184 252 06 | CCCP-51156    | Li-2      | AFL/Far East-PKC    | toc | 01mar60 | photo exists ca. 1961; soc 22nov68 as life-time expired  |
| 184 252 07 | CCCP-51151    | Li-2      | AFL/Kazakhstan      | toc | 08feb60 | soc 22dec65 as worn out  |
| 184 253 01 | CCCP-58649(1) | Li-2      | MAP Ufa Motors      | rgd | 06dec65 | canx 15jun68; see c/n 23441602   |
| 184 253 02 | CCCP-71272    | Li-2      | AFL/Kazakhstan      | toc | 13jun60 | dbf, details unknown; soc 16sep61  |
| 184 253 03 | CCCP-71304    | Li-2      | AFL/Urals-SVX       | toc | 23jul60 | f/n SVX 17nov62  |
|            | CCCP-71304    | Li-2      | AFL/Urals-PEE       | trf | 06apr66 | soc 10may67 as life-time expired   |
| 184 253 04 | CCCP-51128    | Li-2      | AFL/Northern        | toc | 29dec59 | soc 21jan66 as worn out  |
| 184 253 05 | CCCP-51121    | Li-2      | AFL/East Siberia    | toc | 10mar60 | soc 12feb68 as life-time expired; batch number of c/n difficult to read in MGA document  |
| 184 253 06 | CCCP-71170    | Li-2      | AFL/Lithuania       | toc | 01mar60 | soc 10may67 as life-time expired   |
| 184 253 07 | CCCP-71246    | Li-2      | AFL/Moscow ASPIMVL  | toc | 01jul60 | soc 14feb67 as life-time expired   |
| 184 253 09 | CCCP-63856    | Li-2      | AFL/Privolzhsk-KUF  | toc | 09aug60 | f/n KUF 21jan63  |
|            | CCCP-63856    | Li-2      | AFL/Turkmenistan    | trf | 08feb66 | soc 12sep66 as worn out  |
| 184 254 06 | CCCP-63817    | Li-2      | AFL/Northern        | toc | unknown | on charge as of 01aug60; soc 20apr61 as worn out   |
| 184 254 08 | CCCP-48983    | Li-2      | MOM Orenburg MSZ    | rgd | 26nov65 | canx 28mar67   |
| 184 255 06 | CCCP-63825    | Li-2T     | AFL/Ukraine         | mfd | 07jan47 | toc 10aug60; opb 89 AO; w/o 01apr63 on a training flight (approach and landing in bad visibility at night) from Donetsk when the instructor left the cockpit during the approach (leaving the trainee with the second pilot) and the trainee did not cope with the difficult situation, the aircraft deviated from the glide path, hit trees, lost its right wing and crashed in a field 325 metres before the runway threshold and 380 metres to the right of the extended centreline, 1 of the 5 crew killed and the other 4 slightly injured; t/t 6,224 hours 29 minutes; soc 07may63 |
| 184 255 08 | CCCP-71203    | Li-2      | AFL/Yakutiya        | toc | 04mar60 | soc 26apr68 as life-time expired   |
| 184 256 02 | CCCP-71261(1) | Li-2      | AFL/North Kavkaz    | toc | 11jun60 | soc 29oct66 as worn out, see c/n 18424309 and 18437309 with the same registration given in MGA document  |
| 184 256 04 | HA-LIF        | Li-2P     | MASZOVLET           | rgd | 21jul47 | named 'Ferenc'   |
|            | HA-LIF        | Li-2P     | MALÉV               | trf | 01oct54 | dbf 23dec54 at 15:15 hours when belly-landed near Polna due to icing; two losses on the same day with the same cause, see c/n 18427006 HA-LII  |
| 184 256 05 | CCCP-71249    | Li-2      | AFL/Privolzhsk      | toc | 01jul60 | f/n KUF 01sep62; reportedly based at KZN by 11dec63; soc 21oct69 as worn out; registration also given for c/n 18434705 in MGA document, but looks to have been subsequently corrected to CCCP-71247 for that c/n   |
| 184 256 06 | YU-BAA        | Li-2P     | JUSTA               | d/d | 1947    | first CoFA issued 25jul47; grounded from 03oct48 due to overhaul of both engines; t/t 379 hours 52 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)  |
|            | CCCP-L1265    | Li-2P     | AFL/Privolzhsk      | no  | reports |  |
|            | CCCP-65685    | Li-2P     | AFL/Krasny Kut FS   | trf | 20apr59 | on charge as of 01sep60  |
|            | CCCP-65685    | Li-2P     | AFL/Moscow ASPIMVL  | trf | unknown | Kirovograd Advanced Flying Training College; soc 08sep65 as worn out   |
|            | CCCP-65685    | Li-2P     | Aeroflot/KShVLP     | trf | 05may65 | on charge as of 01jul60; soc 22jun66 as worn out   |
| 184 256 07 | CCCP-71269    | Li-2      | AFL/North Kavkaz    | toc | unknown | version from Dalstroj document; opb SMP AO from 03oct47; Dalstroj assigned the crew of P.T. Platonov to this aircraft 28jun49  |
| 184 256 09 | CCCP-X769     | Li-2P     | MVD - Dalstroj      | mfd | 1947    | see c/n 1841704  |
|            | CCCP-L3954(2) | Li-2P     | AFL/Magadan         | rgd | unknown |  |
|            | CCCP-16196    | Li-2P     | AFL/Magadan         | rgd | unknown |  |
|            | CCCP-16196    | Li-2P     | AFL/Northern        | trf | 31may65 | soc 26jul66 as worn out  |
| 184 257 01 | CCCP-71210    | Li-2      | AFL/Kazakhstan      | toc | 11mar60 | soc 26may70 as worn out  |
| 184 257 03 | CCCP-71290    | Li-2      | AFL/Syktvykar       | toc | 05jul60 | soc 21sep67 as life-time expired   |
| 184 257 06 | CCCP-71189    | Li-2      | AFL/Ukraine-ODS     | mfd | 26feb47 | toc 27nov60; cargo aircraft; soc 10may67 as life-time expired  |
| 184 258 02 | "08"          | Li-2      | Soviet Air Force    | ph. | 1958    | at Volchansk; colour of code probably yellow   |
| 184 259 02 | CCCP-69312    | Li-2P     | MAP Saratov APO     | rgd | 22dec65 | canx 1972  |
| 184 259 05 | CCCP-71296    | Li-2      | AFL/North Kavkaz    | toc | 16jul60 | f/n MRV 17jan61  |
|            | CCCP-71296    | Li-2      | AFL/Urals-CEK       | trf | 04dec65 | f/n SVX 09jul66; soc 17oct66 as worn out, t/t 11.892 hours   |
| 184 259 10 | "63"          | Li-2      | Soviet Air Force    | no  | reports |  |
|            | CCCP-71178    | Li-2      | AFL/North Kavkaz    | toc | 29feb60 |  |
|            | CCCP-71178    | Li-2      | AFL/Urals           | trf | 09dec65 |  |
|            | CCCP-71178    | Li-2      | AFL/Tyumen          | trf | 26feb66 | year of trf unreadable in documents but concluded from previous trf to AFL/Urals and soc date; soc 10may67 as life-time expired  |
| 184 260 03 | not known     | Li-2      | Soviet Air Force    | mfd | 1947    |  |
|            | CCCP-71280    | Li-2      | AFL/Tajikistan-DYU  | trf | 17jun60 |  |
|            | CCCP-71280    | Li-2      | AFL/Armenia         | trf | 22jul61 | soc 10may67 as life-time expired   |
| 184 260 06 | CCCP-63818    | Li-2      | AFL/Northern        | toc | unknown | on charge as of 01aug60; soc 27may67 as life-time expired  |
| 184 260 07 | not known     | Li-2      | Soviet Air Force    | mfd | 1947    |  |
|            | CCCP-71281    | Li-2      | AFL/Tajikistan-DYU  | toc | 13jun60 |  |
|            | CCCP-71281    | Li-2      | AFL/Latvia          | trf | 22may61 | soc 14feb67 as life-time expired   |
| 184 261 01 | CCCP-69321    | Li-2      | MAP Myachkovo       | rgd | 06nov65 | canx 14feb67   |
| 184 261 04 | CCCP-L3978(1) | Li-2      | AFL/Krasnoyarsk     | no  | reports | see c/n 1841905  |
|            | CCCP-84659    | Li-2      | AFL/Krasnoyarsk-KJA | KJA | 18may66 | soc 21sep67 as life-time expired   |
| 184 261 05 | not known     | Li-2      | Soviet Air Force    | no  | reports | converted to, see next line  |
| 184 261 05 | not known     | UChShLi-2 | Soviet Air Force    | no  | reports | first series-production UChShLi-2; underwent factory trials 15nov/08dec48  |
| 184 262 01 | CCCP-71276    | Li-2      | AFL/Kazakhstan-KGF  | toc | 13jun60 | featured in 1955 Soviet movie "Maksim Perepelitsa"   |
|            | "15"          | Li-2      | Soviet Air Force    | no  | reports | f/n KGF 11jun62; soc 19mar67 as life-time expired  |
|            | CCCP-71206    | Li-2      | AFL/East Siberia    | toc | 01mar60 | soc 22apr70 as worn out  |
| 184 262 03 | CCCP-71277    | Li-2      | AFL/Kazakhstan-KGF  | toc | 13jun60 | soc 12sep69 as worn out  |
| 184 262 07 | CCCP-71193    | Li-2      | AFL/Privolzhsk      | toc | unknown | on charge as of 01apr60  |
|            | CCCP-71193    | Li-2      | AFL/Turkmenistan    | toc | 01sep63 | soc 03aug67 as life-time expired   |
| 184 263 01 | CCCP-06194    | Li-2      | Tatars. SNKh Kazan  | rgd | 19apr62 |  |
|            | CCCP-58646    | Li-2      | MAP Kom-na-Amu MSZ  | rgd | 15jan66 | canx 02feb67   |
| 184 263 04 | unknown       | Li-2T     | Soviet Air Force    | mfd | 1947    |  |
|            | CCCP-71303    | Li-2T     | AFL/Urals           | toc | 19jul60 |  |
|            | CCCP-71303    | Li-2T     | AFL/Urals-PEE       | trf | sep64   | soc 27may67 as life-time expired   |
| 184 263 06 | CCCP-71295    | Li-2      | AFL/N.Kavkaz-RVI    | toc | 14jul60 | f/n RVI 04oct60; soc 12sep66 as worn out   |
| 184 263 07 | CCCP-63824    | Li-2      | AFL/Ukraine-ODS     | mfd | 10apr47 | toc 16aug60; f/n HRK 18nov64; featured in a 1955 movie; soc 09aug67 as life-time expired   |
| 184 263 09 | CCCP-71192    | Li-2      | AFL/Privolzhsk      | toc | 01apr60 | soc 10may67 as life-time expired   |
| 184 263 10 | CCCP-51102    | Li-2      | AFL/Far East-PKC    | toc | 03mar60 | dbf, details unknown; soc 06dec65  |
| 184 264 01 | CCCP-71298    | Li-2      | AFL/Azerbaijan      | no  | reports |  |
|            | CCCP-71298    | Li-2      | AFL/North Kavkaz    | trf | 22dec67 |  |
|            | CCCP-71298    | Li-2      | AFL/Tyumen-TJM      | trf | 01mar68 | f/n TJM 10dec69; soc 30may72 as life-time expired  |
| 184 264 03 | CCCP-71294    | Li-2      | AFL/Moscow (MUTA)   | toc | 22jul60 |  |
|            | CCCP-71294    | Li-2      | AFL/Moscow ASP      | trf | 11apr63 | soc 26jul66 as worn out  |
| 184 264 06 | CCCP-71264    | Li-2      | AFL/Moldova         | toc | 11jun60 | soc 11jun66 as worn out  |
| 184 264 08 | CCCP-59503(1) | Li-2      | MOMS Orenburg MSZ   | rgd | 19nov65 | canx 22aug66; see c/n 33443808   |
| 184 264 10 | CCCP-71190    | Li-2      | AFL/Ukraine-DOK     | mfd | 21may47 | toc 27feb60; f/n DNK 27aug62; soc 10may67 as life-time expired   |
| 184 265 04 | "03"          | Li-2      | Soviet Air Force    | ph. | 1960    | t/t 253 hours 21 minutes by 31dec48; returned to the Soviet Union 11sep49 (ferried by Hungarian pilots via Hungary)  |
| 184 265 06 | CCCP-71273    | Li-2      | AFL/North Kavkaz    | toc | 18jun60 |  |
|            | CCCP-71273    | Li-2      | Aeroflot/KShVLP     | trf | 30jan61 | Kirovograd Advanced Flying Training College; soc 21may69 as worn out   |
| 184 265 07 | CCCP-71270    | Li-2P     | AFL/North Kavkaz    | toc | 11jun60 | f/n MRV 07jan61  |
|            | CCCP-71270    | Li-2P     | AFL/Turkmenistan    | toc | 16aug66 | soc 21jan69 as worn out  |
| 184 265 08 | CCCP-L3971(2) | Li-2      | AFL/MOW MAG SPIVS   | no  | reports | see early production PS-84 CCCP-L3971 (1) with unknown c/n   |
|            | CCCP-65707    | Li-2      | AFL/MOW MAG SPIVS   | no  | reports | soc 26may70 as worn out  |
| 184 265 10 | CCCP-63816    | Li-2      | AFL/Northern        | toc | unknown | on charge as of 01aug60; soc 24jan66 as worn out   |
| 184 266 01 | HA-LIG        | Li-2T     | MASZOVLET           | rgd | 21jul47 | named 'Géza'; damaged 29sep48 but repaired   |
|            | HA-LIG        | Li-2T     | MALÉV               | trf | 01oct54 | used by 7 hijackers demanding to be taken to West Germany 13jul56  |
|            | HA-LIG        | Li-2T     | Hung. Defence Ass.  | trf | 24jan58 | CoFA expired 31oct61; wfu 1962, preserved at Tatabánya Lido; destroyed in 1968   |
| 184 266 03 | YU-BAP        | Li-2T     | JUSTA               | d/d | 1947    | t/t 253 hours 21 minutes by 31dec48; returned to the Soviet Union 11sep49 (ferried by Hungarian pilots via Hungary)  |
|            | CCCP-L1266    | Li-2T     | AFL/Ukraine         | no  | reports |  |
|            | CCCP-65722    | Li-2T     | AFL/Ukraine-HRK     | no  | reports | soc 24dec60 as life-time expired   |
| 184 266 04 | YU-BAR        | Li-2T     | JUSTA               | d/d | 23jan48 | t/t 128 hours 57 minutes by 31dec48; returned to the Soviet Union 11sep49 (ferried by Hungarian pilots via Hungary)  |
|            | CCCP-L1267    | Li-2T     | AFL/Krasnoyarsk     | no  | reports |  |
|            | CCCP-65706(1) | Li-2T     | AFL/Krasnoyarsk     | no  | reports | soc 04jul59 as worn out; see c/n 18426801 also given in the same MGA document with this same registration !  |
| 184 267 03 | CCCP-63857    | Li-2      | AFL/East Siberia    | toc | 08mar61 | dbf, details unknown; soc 11nov61  |
| 184 267 04 | CCCP-79163    | Li-2      | MAP Kazan APO       | rgd | 18dec65 | canx 03aug72   |
| 184 267 07 | CCCP-71274    | Li-2      | AFL/North Kavkaz    | toc | 11jun60 |  |
|            | CCCP-71274    | Li-2      | AFL/Krasnoyarsk     | trf | 09dec65 | soc 19feb67 as life-time expired   |
| 184 267 09 | not known     | Li-2      | Soviet Air Force    | mfd | 1947    |  |
|            | CCCP-71282    | Li-2      | AFL/Tajikistan-DYU  | toc | 17jun60 |  |
|            | CCCP-71282    | Li-2      | AFL/Kazakhstan      | trf | 10sep64 |  |
|            | CCCP-71282    | Li-2      | AFL/Tyumen          | trf | 08feb67 | soc 12dec68 as worn out  |
| 184 268 01 | CCCP-A4030    | Li-2      | AFL/MOW MAG SPIVS   | mfd | 1947    |  |

|              |                         |                |                                      |            |                    |   |
|--------------|-------------------------|----------------|--------------------------------------|------------|--------------------|---|
|              | CCCP-65706(2)           | Li-2           | AFL/MOW MAG SPIVS                    |            |                    | opb 229 AO MTU ASP i MVL; w/o 31aug63 on an aerial survey flight from Kostroma along the Neyamanturovo-Sharya-Svecha railway line when a malfunction of the carburettor caused the left engine to flame out, the crew tried to make an emergency landing at Sharya (Kostroma region), but the right engine overheated, the aircraft lost height and speed, hit tree tops and crashed in the forest 600 metres from km 711 of the railway line (10 km east of Sharya), 1 of the 7 crew killed and the other 6 injured (1 severely) while the sole passenger escaped unhurt; t/t 8,754 hours; soc 11oct63   |
| 184 268 05   | CCCP-A355<br>CCCP-16181 | Li-2<br>Li-2   | AFL/West Siberia<br>AFL/West Siberia | no<br>no   | reports<br>reports | dbf 16dec63 on take-off from Parbig (Bakchar district of the Tomsk region) when banked to the left during the take-off run, took off at low speed and with a steep angle of attack, fell back to the ground and bounced four times, crash-landed at Parbig settlement after some 470 metres and hit buildings, all 3 crew and the sole passenger escaped unhurt; soc 11feb64  |
| 184 268 07   | CCCP-71265              | Li-2           | AFL/Moldova                          | toc        | 11jun60            | soc 29aug66 as worn out   |
| 184 269 01   | CCCP-63826              | Li-2           | AFL/Ukraine-DOK                      | mfd        | 05jun47            | toc 10aug60; soc 14feb67 as life-time expired   |
| 184 269 07   | CCCP-71250              | Li-2           | AFL/Privolzhsk-KUF                   | toc        | 04jun60            | f/n KUF 08feb64; soc 10may67 as life-time expired   |
| 184 270 02   | CCCP-X768               | Li-2P          | MVD - Dalstroj                       | mfd        | 1947               | version from Dalstroj document; opb SMP AO from 03oct47; served the Magadan-Batygai route oct48; Dalstroj assigned the crew of V.D. Plakushchi to this aircraft 28jun49   |
|              | CCCP-L3953(2)           | Li-2P          | AFL/Magadan                          | rgd        | unknown            | see c/n 1841610   |
|              | CCCP-16197              | Li-2P          | AFL/Magadan                          | rgd        | unknown            |   |
|              | CCCP-16197              | Li-2P          | AFL/Kazakhstan                       | trf        | 30jan65            | photo in natural metal c/s; soc 06mar69 as life-time expired  |
| 184 270 03   | YU-BAB                  | Li-2P          | JUSTA                                | d/d        | 1947               | t/t 366 hours 43 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)   |
|              | CCCP-L1268              | Li-2P          | Aeroflot/Moscow                      | VKO        | 1949 ?             | opb 232 OAO   |
|              | CCCP-L1268              | Li-2P          | AFL/Lithuania-VNO                    | trf        | 25dec50            | opb Litovski OAO at VNO 25dec50/1958  |
|              | CCCP-54872              | Li-2P          | AFL/Lithuania-VNO                    | rgd        | unknown            | opb Litovskaya OAG GVF; soc 20nov59 as worn out   |
| 184 270 04   | YU-BAC                  | Li-2P          | JUSTA                                | d/d        | 1947               | t/t 274 hours 57 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)   |
|              | CCCP-L1269              | Li-2P          | AFL/North Kavkaz                     | no         | reports            | soc 15dec58 as life-time expired  |
| 184 270 05   | HA-LIH                  | Li-2P          | MASZOVLET                            | rgd        | 17sep47            | named 'Helén'; see c/n 18427009   |
|              | HA-LIH                  | Li-2P          | MALÉV                                | trf        | 01oct54            | grounded 23mar59; wfu 31dec59 and scrapped at Budaörs   |
| 184 270 06   | HA-LII                  | Li-2P          | MASZOVLET                            | rgd        | 17sep47            | named 'Ilona'   |
|              | HA-LII                  | Li-2P          | MALÉV                                | trf        | 01oct54            | dbf 23dec54 at 15:30 hours when belly-landed near Brno due to icing; two losses on the same day with the same cause, see c/n 18425604 HA-LIF  |
| 184 270 07   | YU-BAF                  | Li-2P          | JUSTA                                | d/d        | 13jan48            | carried '23' on fin; t/t 192 hours 03 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)  |
|              | CCCP-L1264              | Li-2P          | AFL/Ukraine                          | no         | reports            | soc 24may70 worn out; see c/n 23443408  |
| 184 270 08   | CCCP-84699(1)<br>YU-BAI | Li-2P<br>Li-2P | AFL/Ukraine<br>JUSTA                 | no<br>d/d  | reports<br>25feb48 | t/t 148 hours 53 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)   |
|              | CCCP-L1270              | Li-2P          | AFL/Northern                         | rgd        | unknown            | opb Estonski OAO; in a document 1951  |
|              | CCCP-L1270              | Li-2P          | AFL/Estonia                          | trf        | 1957               | opb Estonskaya OAG GVF  |
| 184 270 09 ? | CCCP-84704<br>YU-BAD    | Li-2P<br>Li-2P | AFL/Estonia<br>JUSTA                 | rgd<br>d/d | unknown<br>1947    | opb Estonskaya OAG GVF; soc 03mar61 as life-time expired<br>c/n given as 18427005 in a Yugoslav source, but see there; carried '13' on fin; w/o 27nov47 on approach to Titograd (now Podgorica) when crashed into Rumija mountain in a snowstorm, all 3 crew and 19 passengers killed   |
| 184 270 10   | YU-BAE                  | Li-2P          | JUSTA                                | d/d        | 10jan48            | carried '16' on fin; t/t 227 hours 14 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)  |
| 184 271 04   | CCCP-71289              | Li-2           | AFL/Sykyvkar                         | toc        | 05jul60            | dbf, details unknown; soc 07oct61   |
| 184 271 06   | CCCP-21509              | Li-2           | MAP"Sverdlov" Perm                   | rgd        | 29nov65            | canx 31may79  |
| 184 271 10   | CCCP-71252              | Li-2           | AFL/Privolzhsk                       | toc        | 04jun60            |   |
|              | CCCP-71252              | Li-2           | AFL/Yakutiya                         | trf        | 08feb63            | dbf, details unknown; soc 06apr67   |
| 184 272 01   | CCCP-71278              | Li-2           | AFL/Kazakhstan-KGF                   | toc        | 13jun60            | soc 28apr71 as worn out   |
| 184 272 02   | CCCP-X770               | Li-2T          | MVD - Dalstroj                       | mfd        | 1947               | version from Dalstroj document; opb SMP AO from 03oct47; served the Magadan-Batygai route oct48; Dalstroj assigned the crew of D.I. Nevstruyev to this aircraft 28jun49   |
|              | CCCP-L3947(2)           | Li-2T          | AFL/Magadan                          | rgd        | unknown            | see c/n 1841404   |
|              | CCCP-16198              | Li-2T          | AFL/Urals                            | trf        | 25jan65            |   |
|              | CCCP-16198              | Li-2T          | AFL/Tyumen                           | trf        | 20feb67            | soc 24mar70 as worn out   |
| 184 272 03   | CCCP-78736              | Li-2           | MAP Kazan APO                        | rgd        | 18dec65            | canx 27nov67  |
| 184 272 06   | CCCP-L4307              | Li-2           | AFL/Kazakhstan                       | KGF        | 30sep48            | probably opb 25 TAO   |
|              | CCCP-84654              | Li-2           | AFL/Northern                         | trf        | 19may58            | soc 20may60 as life-time expired  |
| 184 272 09   | CCCP-71299              | Li-2           | AFL/West Siberia                     | toc        | 01jul60            | soc 12dec69 as worn out   |
| 184 272 10   | CCCP-71268              | Li-2           | AFL/Northern                         | toc        | 01jul60            |   |
|              | CCCP-71268              | Li-2           | Aeroflot/KShVLP                      | trf        | 20jan61            | Kirovograd Advanced Flying Training College; soc 29oct66 as worn out  |
| 184 273 01   | CCCP-71181              | Li-2           | AFL/N. Kavkaz-RVI                    | toc        | 01mar60            | f/n RVI 21sep63; soc 12sep66 as worn out  |
| 184 273 05   | CCCP-L4308              | Li-2           | AFL/Kazakhstan                       | no         | reports            |   |
|              | CCCP-54890              | Li-2           | AFL/Kazakhstan                       | no         | reports            | soc 25nov69 as worn out   |
| 184 273 06   | CCCP-L4309              | Li-2           | AFL/Ukraine                          | no         | reports            |   |
|              | CCCP-16132              | Li-2           | AFL/Sykyvkar                         | trf        | 05may59            | soc 13sep62 as life-time expired  |
| 184 273 07   | CCCP-L4310              | Li-2           | AFL/West Siberia                     | no         | reports            |   |
|              | CCCP-84582              | Li-2           | AFL/Yakutiya                         | trf        | 27feb59            | soc 11apr61 as worn out   |
| 184 273 09   | CCCP-L4316              | Li-2           | AFL/Ukraine-HRK                      | mfd        | aug47              | no reports; soc 08jan58 as life-time expired  |
| 184 273 10   | CCCP-71212              | Li-2           | AFL/Kazakhstan                       | toc        | 11mar60            | soc 21may69 as worn out   |
| 184 274 02   | CCCP-L4312              | Li-2           | AFL/Ukraine                          | no         | reports            |   |
|              | CCCP-16134              | Li-2           | AFL/Northern                         | trf        | 19may58            | soc 06oct60 as life-time expired  |
| 184 274 03   | CCCP-N457               | Li-2           | Polyarnaya Aviats.                   | mfd        | 1947               | c/n also given as 18429403 in a document dated 24jan51, but most probably in error; opb Igarskaya aviagruppa from 24jan51; ferried from Moscow to Kresty Kolymskiye starting 29mar56; trf from Dikson airport to Chukotski AO 03apr56   |
|              | CCCP-04237              | Li-2           | Polyarnaya Aviats.                   | rgd        | 31mar58            |   |
|              | CCCP-04237              | Li-2           | AFL/Polar                            | trf        | 10feb60            | in natural metal c/s with red cheatline and trim  |
|              | CCCP-04237              | Li-2           | AFL/Yakutiya                         | trf        | 01oct70            | opb Kolyomo-Indigirski OAO; soc 27oct72 as life-time expired  |
| 184 274 07   | unknown                 | Li-2T          | Soviet Air Force                     | mfd        | 1948               |   |
|              | CCCP-71213              | Li-2T          | AFL/Urals                            | toc        | 19mar60            | soc 26sep72 as life-time expired  |
| 184 274 08   | CCCP-N455               | Li-2           | Polyarnaya Aviats.                   | photo      |                    | registration painted on as 'H-455'; opb Igarskaya aviagruppa from 24jan51; in dark green c/s with Red Stars, no titles  |
| 184 274 09   | CCCP-L4314              | Li-2           | AFL/Yakutiya                         | mfd        | 30aug47            | initially opb 14 TAO, as such in a document 1949; later opb 46 ATO; in dark green c/s; w/o 12aug51 on the leg from Vilyuisk to Nyurba of a flight from Yakutsk to Nyurba when the left propeller feathered at a height of some 20-30 metres shortly after take-off from Vilyuisk and the crew returned to the airport but failed to land during the first approach due to uncoordinated actions, during the second approach the right engine overheated and lost power, the aircraft lost speed and height, stalled while flying a left turn and crashed, 2 of the 11 passengers killed and 5 passengers as well as 2 of the 5 crew seriously injured; t/t 1,568 hours  |
| 184 274 10   | CCCP-L4315              | Li-2           | AFL/Azerbaijan                       | mfd        | 29aug47            | crashed 09jan52 on landing at Stalingrad due to crew error  |
| 184 275 01   | HA-LIK                  | Li-2P          | MASZOVLET                            | rgd        | 1948               | w/o 19nov49 when flew into Jakab mountain (Mecsek) near Kövágószőlös due to ATC error   |
| 184 275 02   | YR-TAL                  | Li-2P          | TARS                                 | rgd        | 05feb48            |   |
|              | YR-TAL                  | Li-2P          | TAROM                                | trf        | 1954               | canx 12jan60 as to the Romanian Air Force   |
|              | 502                     | Li-2P          | Romanian Air Force                   | rgd        | 12jan60            |   |
| 184 275 03   | YU-BAH                  | Li-2P          | JUSTA                                | d/d        | 28jan48            | t/t 64 hours 33 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)  |
|              | CCCP-L1272              | Li-2P          | AFL/Ukraine                          | no         | reports            |   |
|              | CCCP-54825              | Li-2P          | AFL/Ukraine-DOK                      | no         | reports            | soc 01dec60 as life-time expired  |
| 184 275 05   | YR-TAP                  | Li-2P          | TARS                                 | rgd        | 23jan48            |   |
|              | YR-TAP                  | Li-2P          | TAROM                                | trf        | 1954               | canx 12jan60 as to the Romanian Air Force   |
|              | 505                     | Li-2P          | Romanian Air Force                   | rgd        | 12jan60            |   |
| 184 275 07   | CCCP-98114              | Li-2           | MOM"Strela" Orenb.                   | rgd        | 31oct67            | canx 11jan72  |
| 184 275 08   | CCCP-L4370              | Li-2P          | AFL/West Siberia                     | mfd        | 04nov47            |   |
|              | CCCP-84595              | Li-2P          | AFL/West Sib.-Ovn                    | no         | reports            | opb 6 aovs; w/o 24apr59 on an aeromagnetic survey flight from Novosibirsk-Severnny when the crew forgot to put the fuel selector from the almost empty rear tank to another tank and the right engine failed due to fuel starvation, the crew tried to restart the engine instead of feathering the propeller but without success, as the aircraft was flying with lowered magnetometer gondola at a height of 330 metres and low speed the crew retracted the gondola and attempted an emergency landing in a field between Morozovo and Tavolgan (9 km north-east of Berdsk), but the aircraft continued to lose speed, missed the field by 60-70 metres, crashed in a forest (N54.811111 E83.237511) and burnt out, 5 of the 8 crew killed with 2 seriously, and 1 slightly, injured; t/t 9,820 hours; soc 19jun59 |
| 184 275 09   | YU-BAG                  | Li-2P          | JUSTA                                | d/d        | 15jan48            | t/t 253 hours 08 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)   |
|              | CCCP-L1273              | Li-2P          | AFL/Far East                         | no         | reports            |   |
|              | CCCP-84635              | Li-2P          | AFL/Far East                         | no         | reports            | dbf, details unknown; soc 08may61   |
| 184 275 10   | YU-BAJ                  | Li-2P          | JUSTA                                | d/d        | 03mar48            | grounded from 30sep48 due to problems with the left engine; t/t 94 hours 11 minutes by 31dec48; returned to the Soviet Union 10sep49 (ferried by Hungarian pilots via Hungary)  |
|              | CCCP-L3936(2)           | Li-2P          | AFL/Privolzhsk                       | no         | reports            | see c/n 1841510   |
|              | CCCP-65686              | Li-2P          | AFL/Privolzhsk                       | no         | reports            | soc 29mar61 as life-time expired  |
| 184 276 01   | CCCP-29116              | Li-2           | MOMS Kuibyshev                       | rgd        | 08dec65            | in Aeroflot c/s; f/n IEV 20jul67; canx 25nov68  |
| 184 276 02   | CCCP-L4313              | Li-2           | AFL/Georgia                          | no         | reports            |   |
|              | CCCP-51120              | Li-2           | AFL/Sykyvkar                         | trf        | 18sep58            |   |
|              | CCCP-51120              | Li-2           | AFL/Moscow (MUTA)                    | trf        | 01oct59            | soc 24aug68 as worn out   |
| 184 276 03   | CCCP-98107              | Li-2           | MAP Kazan                            | rgd        | 26nov65            | canx 03oct72  |

|            |               |           |                    |       |         |  |
|------------|---------------|-----------|--------------------|-------|---------|--|
| 184 276 04 | CCCP-71275    | Li-2P     | AFL/North Kavkaz   | toc   | 19jun60 | f/n MRV 17nov60; appeared in a 1955 movie; soc 09aug67 as life-time expired  |
| 184 276 07 | CCCP-48981(1) | Li-2      | MRP Soltsevo       | rgd   | 20jun58 | canx 17sep66; see c/n 23442506   |
| 184 276 08 | CCCP-L4317    | Li-2      | AFL/Ukraine        | mfd   | oct47   | soc 16dec57 as life-time expired   |
| 184 276 09 | CCCP-L4318    | Li-2      | AFL/Ukraine-IEV    | mfd   | oct47   |  |
|            | CCCP-84624(2) | Li-2      | AFL/Ukraine        | no    | reports | probably rgd 1958 and wfu before 1970; see c/n 18428001 and 1265302; no further info on this, data correct ?   |
| 184 276 10 | CCCP-L4311    | Li-2      | AFL/Yakutiya       | i/s   | 1949    | opb 14 TAO; in a document 1949   |
|            | CCCP-L4311    | Li-2      | AFL/Turkmenistan   | trf   | unknown | soc 31jul59  |
| 184 277 01 | CCCP-71188    | Li-2      | AFL/Kazakhstan     | toc   | 11mar60 | soc 06mar69 as life-time expired   |
| 184 277 02 | CCCP-N458     | Li-2T     | Polyarnaya Aviats. | ph.   | 1956    | opb Chukotskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; supported the drifting polar station SP-6 in 1958/59  |
|            | CCCP-04238    | Li-2T     | Polyarnaya Aviats. | ph.   | 1963    |  |
|            | CCCP-04238    | Li-2T     | AFL/Polar          | trf   | 10feb60 | assigned to an Antarctic expedition 24sep62; soc 31oct63 as worn out   |
| 184 277 03 | CCCP-71191    | Li-2      | AFL/Privolzhsk     | toc   | unknown | on charge as of 01apr60  |
|            | CCCP-71191    | Li-2      | AFL/Urals          | trf   | 08jan67 | soc 18jan68 by MGA order as maximum time in between overhauls exceeded   |
| 184 277 05 | CCCP-N456     | Li-2      | Polyarnaya Aviats. | mfd   | 04sep47 | opb MAGON by early 1948; dbr 16mar48 on take-off from Vorkuta for a search mission for crashed Li-2 CCCP-N444 when lifted off at low speed after running 700 metres through deep snow (25-30 cm) and banked to the left so that the left wing collided with the roof of a house and the aircraft crashed, 3 of the 6 crew injured; t/t 434 hours   |
| 184 277 07 | CCCP-L4319    | Li-2      | AFL/Ukraine        | mfd   | 29jul47 | soc 09jan64 as worn out  |
|            | CCCP-16133    | Li-2      | AFL/Ukraine-IEV    | no    | reports |  |
| 184 278 01 | CCCP-L4320    | Li-2      | AFL/Urals          | no    | reports |  |
|            | CCCP-65704    | Li-2      | AFL/Urals          | no    | reports |  |
| 184 278 02 | CCCP-L4332    | Li-2      | AFL/Krasnoyarsk    | no    | reports | soc 13aug59 by order of the Urals UGA  |
|            | CCCP-84766    | Li-2      | AFL/Krasnoyarsk    | no    | reports | soc 15jul62 as worn out  |
| 184 278 04 | not known     | Li-2      | Soviet Air Force   | no    | reports | converted by Factory # 86 to, see next line  |
|            | not known     | UCHShLi-2 | Soviet Air Force   | no    | reports | underwent factory trials 21/23mar50; served as pattern aircraft for the conversion of future UCHShLi-2s  |
| 184 278 05 | CCCP-L4331    | Li-2      | AFL/Ukraine-HRK    | mfd   | feb48   | soc 20mar58 as life-time expired   |
| 184 278 07 | CCCP-L4333    | Li-2      | AFL/Krasnoyarsk    | no    | reports |  |
|            | CCCP-84765    | Li-2      | AFL/Krasnoyarsk    | no    | reports |  |
| 184 278 10 | CCCP-X112     | Li-2      | MVD ?              | no    | reports | soc 18aug59 as worn out  |
|            | CCCP-X112     | Li-2      | AFL/Northern       | no    | reports |  |
|            | CCCP-54934    | Li-2      | AFL/Northern       | no    | reports | soc 19apr66 as worn out  |
| 184 279 02 | CCCP-26194    | Li-2      | MAP Saratov APO    | rgd   | 22dec65 |  |
| 184 279 06 | CCCP-L4334    | Li-2      | AFL/Krasnoyarsk    | no    | reports |  |
|            | CCCP-84764    | Li-2      | AFL/Krasnoyarsk    | no    | reports |  |
| 184 279 07 | CCCP-L4335    | Li-2      | AFL/Tajikistan     | mfd   | 30sep47 | soc 01jan61 as worn out<br>opb 8 TAO; w/o 12mar49 on a flight from Leninabad (now Khudzhand) to Stalinabad (now Dushanbe) when the crew decided to cut the route short and fly through the Sangardak gorge (Surkhondaryo region of Uzbekistan), mistook the Chakchar range for the Kushtang range while flying in scattered clouds, started to descend, crashed at a height of 2,600 metres into the slope of Mount Bel-Auty in the Kushtang range (N38.567 E67.375), fell down a precipice and came to rest at a height of 2,270 metres; all 5 crew and 6 passengers killed; t/t 1,366 hours; wreck found only 08may49, already having been looted by local residents   |
| 184 279 08 | CCCP-L4336    | Li-2      | AFL/Kazakhstan     | no    | reports | soc 25jul61 as life-time expired   |
|            | CCCP-54863    | Li-2      | AFL/Kazakhstan     | no    | reports |  |
| 184 279 09 | CCCP-L4337    | Li-2      | AFL/Kazakhstan     | no    | reports | soc 19may61 as life-time expired   |
|            | CCCP-54865    | Li-2      | AFL/Kazakhstan     | no    | reports |  |
| 184 279 10 | CCCP-L4338    | Li-2      | AFL/Kyrgyzstan     | no    | reports | soc 09jan61 as worn out  |
|            | CCCP-65699    | Li-2      | AFL/Kyrgyzstan     | no    | reports |  |
| 184 280 01 | CCCP-L4381    | Li-2      | AFL/Ukraine-DOK    | DOK   | ju158   |  |
|            | CCCP-84624(1) | Li-2      | AFL/Ukraine-DOK    | no    | reports | opb 89 AO; w/o 02nov58 on the leg from Penza to Izhevsk of a flight from Stalino (now Donetsk) to Izhevsk with a cargo of zinc nitrate solution [Zn(NO3)2.6H2O] when some of the 150 glass bottles containing the chemical product broke, the zinc nitrate got in contact with the heating system of the cargo bay, degraded to zinc oxide, nitrogen dioxide and oxygen and caused a fire, the crew made an emergency descent and attempted an emergency landing 1,5 km north-west of Grakhovo (Udmurtiya), but the aircraft exploded on touch-down as more glass bottles were destroyed on impact and a large amount of explosive chemicals was set free, all 4 crew killed; t/t 13,175 hours; see c/n 1265302 and 18427609; soc 20nov58  |
| 184 280 02 | YR-TAG        | Li-2P     | TARS               | rgd   | 20mar48 |  |
|            | YR-TAG        | Li-2P     | TAROM              | trf   | 1954    | canx 11mar67   |
|            | 8002          | Li-2P     | Romanian Air Force | trf   | 11mar67 | used as a ground instructional aircraft at Buzau, l/n 13feb95/ 09jul96   |
| 184 280 03 | HA-LIL        | Li-2P     | MASZOVLET          | rgd   | oct48   | dbr on landing at Nyiregyháza 02oct52 when ran into a building   |
| 184 280 04 | YR-TAK        | Li-2P     | TARS               | rgd   | 18mar48 |  |
|            | YR-TAK        | Li-2P     | TAROM              | trf   | 1954    | canx 31dec66 as to the Romanian Air Force  |
|            | 8004          | Li-2P     | Romanian Air Force | trf   | 20nov66 | l/n jun91 in the Baneasa Technical Training School, wfu  |
| 184 280 05 | YR-TAN        | Li-2P     | TARS               | rgd   | 19mar48 |  |
|            | YR-TAN        | Li-2P     | TAROM              | trf   | 1954    | w/o 11aug66 when crashed in the Lotriora valley near Sibiu; canx 24dec66   |
| 184 280 06 | CCCP-L4402    | Li-2      | AFL/Ukraine-LWO    | mfd   | mar48   | photo in green c/s; soc 03sep57 as life-time expired   |
| 184 280 07 | CCCP-L4403    | Li-2      | AFL/Ukraine-HRK    | mfd   | mar48   | soc 26may58 as life-time expired   |
| 184 280 08 | CCCP-71217    | Li-2      | AFL/Kazakhstan     | toc   | 10apr60 | soc 12jun73 as life-time expired   |
| 184 280 09 | CCCP-L4404    | Li-2      | AFL/Kazakhstan     | no    | reports |  |
|            | CCCP-84760    | Li-2      | AFL/Kazakhstan     | KGf   | 02jul59 | based at AKX or KGf; soc 30jun60 as worn out by the Krasnoyarsk UGA  |
| 184 280 10 | CCCP-71285    | Li-2      | AFL/Moscow ASPIMVL | toc   | unknown | on charge as of 01aug60; soc 14nov66 as worn out   |
| 184 281 01 | not known     | Li-2      | Soviet Air Force   | mfd   | 20oct47 |  |
|            | CCCP-L4339    | Li-2      | AFL/Kazakhstan     | no    | reports | opb 152 AO; w/o 09dec55 on the leg from Sverdlovsk to Petropavlovsk of a flight from Moscow to Ust'-Kamenogorsk when deviated from the prescribed flight path at night with the wind being stronger than forecast, the situation became problematic when the radio compass failed and Petropavlovsk airport was closed due to bad weather, the crew decided to divert to Kurgan but as contact with the airport could not be established in time they decided to return to Sverdlovsk, in the meantime the aircraft had deviated from the prescribed flight path to the north by 120 km, when the crew came to the opinion that fuel would not be sufficient to reach Sverdlovsk they asked permission to continue to Petropavlovsk although the airport was officially closed, by now the crew had completely lost orientation and tried to locate Petropavlovsk visually while being in fact 215 km north-east of Petropavlovsk airport, as the aircraft ran out of fuel a forced landing at night and in heavy snowfall became inevitable, the aircraft landed wheels-up in a snow-covered field 250 metres from the Omsk-Tyumen railway line (10 km west of Omutinskaya railway station, Tyumen region) and broke up, all 5 crew and 2 of the 4 passengers killed, the 2 survivors seriously injured; t/t 8,612 hours; soc 16feb56 |
| 184 281 02 | CCCP-N459     | Li-2      | Polyarnaya Aviats. | no    | reports | c/n from Polar Aviation document 24jan51, but see below; opb Chukotskaya aviagruppa from 24jan51; participated in the "Sever-5" Arctic expedition in 1950/51; used to re-supply the drifting polar station SP-6 in 1958/59   |
|            | CCCP-L4340    | Li-2      | AFL/North Kavkaz   | no    | reports | c/n from 1950s MGA document  |
|            | CCCP-16209    | Li-2      | AFL/North Kavkaz   | no    | reports | soc 25jul60 as worn out  |
| 184 281 03 | CCCP-L4341    | Li-2      | AFL/Kazakhstan     | no    | reports |  |
|            | CCCP-84752(1) | Li-2      | AFL/Kazakhstan     | no    | reports | soc 11nov61 as life-time expired; see c/n 18438710   |
| 184 281 04 | CCCP-L4342    | Li-2      | AFL/Urals-SVX      | SVX   | 24sep58 | soc 26feb59 as life-time expired   |
| 184 281 05 | CCCP-L4343    | Li-2      | AFL/Turkmenistan   | no    | reports | dbr 19jan58, details unknown; soc 13feb58  |
| 184 281 07 | CCCP-N460     | Li-2T     | Polyarnaya Aviats. | no    | reports | opb MAGON from 24jan51   |
|            | CCCP-04204    | Li-2T     | Polyarnaya Aviats. | no    | reports | in document may59  |
|            | CCCP-04204    | Li-2T     | AFL/Polar          | trf   | 10feb60 | photo in natural metal c/s with red cheatline, fin and trim; seen SVO 29jul69  |
|            | CCCP-04204    | Li-2      | AFL/Yakutiya       | trf   | 01oct70 | soc 26mar73 as life-time expired   |
| 184 281 08 | CCCP-N461     | Li-2      | Polyarnaya Aviats. | photo |         | probably at Cherski in the early 1950s; opb MAGON from 24jan51; in dark green c/s with light blue undersides, 'polar bear' badge on nose   |
| 184 281 10 | CCCP-N462     | Li-2      | Polyarnaya Aviats. | photo |         | opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; used to re-supply the Arctic expeditions "Sever-2" in 1948 and "Sever-5" in 1950/51   |
| 184 282 01 | CCCP-N464     | Li-2T     | Polyarnaya Aviats. | mfd   | dec47   | opb MAGON; flew ice-reconnaissance missions 18jun/05jul48 and used to re-supply the drifting polar station SP-2 in 1948; w/o 16sep48 on an ice-reconnaissance mission from Amderma to the region north of Franz Josef Land archipelago (an impossible mission for a Li-2) when encountered adverse weather conditions (strong headwind and fog) on return and the crew lost orientation and deviated from the flight path to the west by 210 km, as fuel seemed to be insufficient to reach Amderma under these conditions the captain decided to head for Novaya Zemlya, but failed to regain orientation and missed Novaya Zemlya while flying through the Kara Straits so that the aircraft ran out of fuel after 15 hours and 12 minutes and had to alight in high seas in the Barents Sea between Varandei island, Matveyev Island and Cape Medynski Zavorot at night and sank, all 7 crew killed (they managed to leave the aircraft but their rescue boat was found empty 8 days later); t/t 430 hours  |
| 184 282 02 | CCCP-N463     | Li-2      | Polyarnaya Aviats. | no    | reports | opb Igarskaya aviagruppa from 24jan51  |
|            | CCCP-04226    | Li-2      | Polyarnaya Aviats. | photo |         | in document jan60  |
|            | CCCP-04226    | Li-2      | AFL/Polar          | trf   | 10feb60 | assigned to the "Sever-13" Arctic expedition 12jun61; dbr 07oct61 Antarctica and finally sunk may62; soc 07oct61   |
| 184 282 03 | CCCP-63894    | Li-2      | AFL/Krasnoyarsk    | toc   | 25aug63 | soc 26may70 as worn out  |
| 184 282 04 | CCCP-L4369    | Li-2      | AFL/Turkmenistan   | no    | reports |  |
|            | CCCP-54853    | Li-2      | AFL/Turkmenistan   | no    | reports | soc 26nov60 as life-time expired   |
| 184 282 06 | CCCP-L4344    | Li-2      | AFL/West Siberia   | no    | reports |  |
|            | CCCP-84591    | Li-2      | AFL/West Siberia   | no    | reports | soc 24aug63 as worn out; preserved in the Gorki Park at Minsk and used as children's cinema "Pyaty okean" (Fifth Ocean) from oct63 and photo proof with this registration exists; also see c/n 18432002  |
| 184 282 07 | CCCP-L4345    | Li-2T     | AFL/Lithuania-VNO  | mfd   | 1948    | opb Litovski OAO at VNO in 1948/56   |

|              |               |       |                    |     |         |  |
|--------------|---------------|-------|--------------------|-----|---------|--|
|              | CCCP-L4345    | Li-2T | AFL/Privolzhsk     | trf | 1956 ?  |  |
|              | CCCP-65687    | Li-2T | AFL/Privolzhsk     | no  | reports | soc 19sep60 as life-time expired   |
| 184 282 08   | CCCP-L4346    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|              | CCCP-84545    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 18mar60 as life-time expired   |
| 184 282 09   | CCCP-L4347    | Li-2  | AFL/North Kavkaz   | no  | reports | opb 34 ATO; made a forced landing in 1949; soc 26dec55 as worn out   |
| 184 282 10   | CCCP-L4348    | Li-2  | AFL/Northern       | no  | reports |  |
|              | CCCP-51110    | Li-2  | AFL/Northern-LED   | LED | 30mar59 | soc 31oct60 as life-time expired   |
| 184 283 01   | CCCP-L4376    | Li-2  | AFL/North Kavkaz   | no  | reports | soc 26dec55 as worn out  |
| 184 283 02   | CCCP-66753    | Li-2  | MAP Rybinsk        | rgd | 11dec65 | canx 10mar73   |
| 184 283 03   | CCCP-L4349    | Li-2T | AFL/Northern-ARH   | ARH | 11mar57 |  |
|              | CCCP-84548    | Li-2T | AFL/Northern-ARH   | no  | reports | soc 06apr67 as worn out  |
| 184 283 04   | CCCP-L4350    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|              | CCCP-84648    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 10aug60 as life-time expired   |
| 184 283 06   | CCCP-L4351    | Li-2  | AFL/Turkmenistan   | no  | reports | soc 08jan58 as worn out  |
| 184 283 08   | CCCP-L4352    | Li-2  | AFL/Ukraine        | no  | reports |  |
|              | CCCP-16135    | Li-2  | AFL/Estonia        | trf | 12may58 | soc 24aug63 as worn out  |
| 184 283 10   | CCCP-L4353    | Li-2  | AFL/Uzbekistan     | no  | reports |  |
|              | CCCP-84647    | Li-2  | AFL/Krasny Kut FS  | trf | 02apr58 |  |
|              | CCCP-84647    | Li-2  | Aeroflot/KShVLP    | trf | 05aug60 | Kirovograd Advanced Flying Training College; soc 08jun61 as worn out   |
| 184 284 02 ? | CCCP-L4354    | Li-2  | AFL/Northern       | no  | reports | opb 28 TAO; w/o 01aug49 on the leg from Yanaul to Kazan of a flight from Leningrad to Leningrad, while the aircraft was flying over a wood near Naberezhniye Chelny the left engine failed as the fuel tank selector cock had not been switched over in time, as the VISH-21 propellers with which this Li-2 was fitted cannot be feathered the aircraft lost height and speed, hit tree tops and crashed into the wood, 2 of the 4 crew killed and the other 2 plus all 4 passengers injured  |
|              | CCCP-L4355    | Li-2  | AFL/West Siberia   | no  | reports |  |
|              | CCCP-84534    | Li-2  | AFL/West Siberia   | no  | reports | soc 24jan73 as life-time expired   |
| 184 284 03   | CCCP-L4356    | Li-2  | AFL/Northern       | no  | reports |  |
|              | CCCP-51109    | Li-2  | AFL/Northern       | no  | reports | soc 19feb67 as worn out  |
| 184 284 04   | CCCP-L4020(2) | Li-2  | AFL/Moldova        | no  | reports | see c/n 1845802  |
|              | CCCP-65679    | Li-2  | AFL/Moldova        | no  | reports | soc 12mar66 as worn out  |
| 184 284 06   | CCCP-L4359    | Li-2  | AFL/West Siberia   | mfd | 01dec47 | opb 4 ATO; w/o 09jan51 on the leg from Lyubertsy to Kazan at night of a cargo flight from Lyubertsy to Novosibirsk when suffered from icing, the crew deviated from the approach pattern due to low clouds, cross wind and ice on the cockpit windows and the aircraft collided at a height of some 127-130 metres with a poorly lit radio mast (152 metres) 1.3 km north-west of Kazan airport and crashed in a field some 220-250 metres further on, all 5 crew and the sole passenger killed; t/t 3,640 hours   |
| 184 284 07   | CCCP-L4360    | Li-2  | AFL/Urals          | SVX | apr58   |  |
|              | CCCP-L4360    | Li-2  | AFL/West Siberia   | trf | sep52   |  |
|              | CCCP-L4360    | Li-2  | AFL/Urals          | trf | jul57   |  |
|              | CCCP-16168    | Li-2  | AFL/Urals          | no  | reports | soc 30may61 as life-time expired   |
| 184 284 08   | CCCP-L4361    | Li-2  | AFL/Urals          | no  | reports |  |
|              | CCCP-84566    | Li-2  | AFL/Urals-SVX      | SVX | 20feb60 | soc 03mar60 as life-time expired   |
| 184 284 09   | CCCP-L3945(1) | Li-2  | AFL/Moldova        | no  | reports | see c/n 0316   |
|              | CCCP-65680    | Li-2  | AFL/Moldova        | no  | reports | soc 31oct63 after an emergency incident  |
| 184 285 01   | CCCP-L3914(2) | Li-2  | AFL/Uzbekistan     | no  | reports | see c/n 1841205  |
|              | CCCP-16159    | Li-2  | AFL/Uzbekistan     | no  | reports | soc 27aug60 as life-time expired   |
| 184 285 02   | CCCP-L4416    | Li-2  | AFL/Urals          | mfd | 24apr48 | opb 3 ATO; w/o 11oct51 on the leg from Kazan to Sverdlovsk of a flight from Sochi to Sverdlovsk, while flying in difficult weather conditions (low clouds and icing) at night the crew lost radio contact with Koltsovo airport (the aeriels had been damaged by icing) and was not able to establish the position of the aircraft, they descended in order to establish visual contact with the ground but to no avail, when the aircraft ran out of fuel the crew decided to make a wheels-up landing on a swamp 18 km south of Bogdanovich (N56°37' E62°03'), the aircraft hit some tree tops on the edge of the swamp and came down hard, 1 of the 4 crew killed and 1 seriously injured while the other 2 crew and all 6 passengers escaped with minor injuries, the crew had worked for 13 hours and 54 minutes at the time of the accident; t/t 4,169 hours |
| 184 285 03   | CCCP-L4417    | Li-2  | AFL/Azerbaijan     | no  | reports |  |
|              | CCCP-L4417    | Li-2  | AFL/Sasovo FS      | trf | 21nov58 | soc as worn out but no date given  |
| 184 285 05   | CCCP-L4514    | Li-2  | AFL/Far East       | no  | reports |  |
|              | CCCP-84636    | Li-2  | AFL/Far East       | no  | reports | soc 26nov62 as life-time expired   |
| 184 285 07   | CCCP-L4515    | Li-2  | AFL/Belarus        | no  | reports |  |
|              | CCCP-L4515    | Li-2  | AFL/North Kavkaz   | trf | 08feb58 |  |
|              | CCCP-51111    | Li-2  | AFL/North Kavkaz   | MRV | 06jan61 | soc 11sep61 as worn out  |
| 184 285 08   | CCCP-L4516    | Li-2  | AFL/N. Kavkaz-RVI  | DNK | 08may55 | l/n RVI 1956; soc 31oct57 as life-time expired   |
| 184 285 10   | CCCP-L4517    | Li-2  | AFL/East Siberia   | no  | reports |  |
|              | CCCP-L4517    | Li-2  | AFL/Moscow (MUTA)  | trf | 12sep57 |  |
|              | CCCP-51117    | Li-2  | AFL/Privolzhsk     | trf | 01jan60 | soc 05jun61 as life-time expired   |
| 184 286 02   | CCCP-L4358    | Li-2  | AFL/MOW MAG SPIVS  | no  | reports |  |
|              | CCCP-65708(1) | Li-2  | AFL/MOW MAG SPIVS  | ph. | 1963    | with blisters behind the cockpit on both sides, a hatch in the cockpit roof and a cargo hatch (apart from the passenger door) on the left-hand side of the fuselage; wings and tail were initially red, the registration seems to lack the prefix (at least on the fuselage); crashed 16oct58; soc 19dec58; wreck lies in a forest clearing on the left bank of the Sukpai river, about half-way between Khabarovsk and the coast (N47.628039, E137.805871), l/n jun13; see c/n 18429605   |
| 184 286 04   | CCCP-L4364    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|              | CCCP-84649(2) | Li-2  | AFL/Privolzhsk     | no  | reports | see c/n 18440303   |
|              | CCCP-84649(2) | Li-2  | AFL/Krasnoyarsk    | trf | 05may59 | soc 01sep59 as life-time expired   |
| 184 286 05   | CCCP-L4363    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|              | CCCP-L4363    | Li-2  | AFL/Turkmenistan   | no  | reports | soc 12jul59 as life-time expired   |
| 184 286 06   | CCCP-L4362    | Li-2  | AFL/North Kavkaz   | no  | reports |  |
|              | CCCP-16210    | Li-2  | AFL/Krasnoyarsk    | trf | 30jun58 |  |
|              | CCCP-16210    | Li-2  | AFL/North Kavkaz   | trf | 1959    |  |
|              | CCCP-16210    | Li-2  | Aeroflot/KShVLP    | trf | 1960    | Kirovograd Advanced Flying Training College  |
|              | CCCP-16210    | Li-2  | AFL/Urals-SVX      | trf | 25nov63 | f/n SVX 09feb66  |
|              | CCCP-16210    | Li-2  | AFL/Urals-MQF      | trf | 20jan69 | soc 16dec71 as life-time expired   |
| 184 286 07   | CCCP-L4365    | Li-2  | AFL/Kazakhstan     | no  | reports |  |
|              | CCCP-84751    | Li-2  | AFL/Kazakhstan     | NCU | dec59   | soc 16feb60 as life-time expired   |
| 184 286 08   | CCCP-L4366    | Li-2  | AFL/Armenia        | no  | reports |  |
|              | CCCP-84602    | Li-2  | AFL/Armenia        | no  | reports | soc 15jun61 as worn out  |
| 184 286 09   | CCCP-L4367    | Li-2  | AFL/Tajikistan     | rgd | unknown | in a document 1948   |
|              | CCCP-L4367    | Li-2  | AFL/Krasnoyarsk    | no  | reports |  |
|              | CCCP-54790    | Li-2  | AFL/Krasnoyarsk    | no  | reports | soc 29aug66 as life-time expired   |
| 184 286 10   | CCCP-L4368    | Li-2  | AFL/Kazakhstan     | no  | reports |  |
|              | CCCP-84747    | Li-2  | AFL/Kazakhstan-GUW | GUW | 02jul59 | soc 25jul61 as life-time expired   |
| 184 287 02   | CCCP-L4372    | Li-2  | AFL/Urals          | no  | reports |  |
|              | CCCP-84646    | Li-2  | AFL/Urals          | no  | reports | soc 10sep59, no reason given   |
| 184 287 03   | CCCP-L4373    | Li-2  | AFL/Estonia        | no  | reports | soc 20mar58 as worn out  |
| 184 287 04   | CCCP-L4374    | Li-2  | AFL/Uzbekistan     | no  | reports |  |
|              | CCCP-84586    | Li-2  | AFL/Krasnoyarsk    | trf | 15may58 | soc 26jun59 as worn out  |
| 184 287 05   | CCCP-L4375    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 25feb58 as life-time expired   |
| 184 287 07   | CCCP-L4377    | Li-2  | AFL/Urals-SVX      | no  | reports |  |
|              | CCCP-16169    | Li-2  | AFL/Urals-SVX      | rgd | 1959    | seen SVX 20jun64; soc 29aug66 as worn out  |
| 184 287 08   | CCCP-L4378    | Li-2  | AFL/West Siberia   | OVB | 1950s   |  |
|              | CCCP-84529    | Li-2  | AFL/West Siberia   | no  | reports | soc 15apr66 as worn out  |
| 184 287 10   | CCCP-L4383    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|              | CCCP-65688    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 17oct66 as worn out  |
| 184 288 01   | CCCP-L4384    | Li-2T | NII GVF            | mfd | 24jan48 |  |
|              | CCCP-L4384    | Li-2T | AFL/Ukraine-ODS    | no  | reports | soc 26may58 as life-time expired   |
| 184 288 03   | CCCP-L4386    | Li-2  | AFL/Kyrgyzstan     | no  | reports | 1949   |
|              | CCCP-65698    | Li-2  | AFL/Kyrgyzstan     | no  | reports | soc 02sep61 as life-time expired   |
| 184 288 05   | CCCP-L4387    | Li-2  | AFL/Kyrgyzstan     | no  | reports |  |
|              | CCCP-65700    | Li-2  | AFL/Kyrgyzstan     | no  | reports |  |
|              | CCCP-65700    | Li-2  | AFL/Kazakhstan-ALA | trf | 11jul59 | f/n ALA 06jun64; soc 20jul70 as worn out   |
| 184 288 06   | CCCP-L4388    | Li-2  | AFL/Kazakhstan     | no  | reports | 1955   |
|              | CCCP-84746    | Li-2  | AFL/Kazakhstan     | no  | reports | opb 152 ATO<br>opb 154 OAO; w/o 27oct59 on the leg from Ekibastuz to Karaganda of a flight from Omsk to Karaganda when the captain tried to land in below-minima weather conditions (clouds down to 50 metres and fog at night), on the second approach the aircraft lost speed and height, the right wing touched the ground and the aircraft crashed in the steppe 600 metres before the runway threshold and 71 metres to the left of its extended centreline and broke up, 1 of the 3 crew injured and 1 out of 26 passengers killed plus 7 injured; t/t 12,499 hours; soc 16nov59   |
| 184 288 07   | CCCP-L4389    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 12feb58 as life-time expired   |
| 184 288 08   | CCCP-L4390    | Li-2  | AFL/Ukraine        | no  | reports |  |
|              | CCCP-84625    | Li-2  | AFL/Ukraine        | no  | reports |  |
|              | CCCP-84625    | Li-2  | AFL/Sykytykvar     | trf | 07jun59 | soc as life-time expired but no date given   |
| 184 288 09   | CCCP-L4391    | Li-2  | AFL/Ukraine-ODS    | no  | reports | soc 21jan58 as life-time expired   |
| 184 288 10   | CCCP-L4392    | Li-2  | AFL/Turkmenistan   | no  | reports | involved in an accident, details unknown; soc 26dec55  |
| 184 289 01   | CCCP-L4405    | Li-2  | AFL/Northern       | no  | reports | soc 04aug58 as life-time expired   |
| 184 289 02   | CCCP-L4379    | Li-2  | AFL/Moscow (MUTA)  | no  | reports | soc 16dec57 as life-time expired   |
| 184 289 05   | CCCP-L4014(2) | Li-2  | AFL/Far East       | no  | reports | see c/n 1845205  |



|            |  |                                      |   |                                |   |   |
|------------|--|--------------------------------------|---|--------------------------------|---|---|
| 184 289 06 | CCCP-84637<br>CCCP-L3973(2)<br>CCCP-65709<br>CCCP-65709            | Li-2<br>Li-2<br>Li-2<br>Li-2         | AFL/Far East<br>AFL/MOW MAG SPIVS<br>AFL/MOW MAG SPIVS<br>AFL/Far East                        | no<br>no<br>MRV<br>trf         | reports<br>reports<br>03nov61<br>10apr70            | dbf, details unknown; soc 23jun65<br>see CCCP-L3973(1) with unknown c/n<br><br>soc 24jan72 as life-time expired   |
| 184 289 07 | CCCP-L4011(2)<br>CCCP-84742  | Li-2T<br>Li-2T                       | AFL/Kazakhstan<br>AFL/Kazakhstan  | no<br>PKC                      | reports<br>07jun06                                  | see c/n 1843507<br>soc 28feb73 as worn out; hulk used as a paint store at Yelizovo, behind the fire station, discovered in the undergrowth jun06  |
| 184 289 08 | CCCP-L3975(2)<br>CCCP-65710  | Li-2<br>Li-2                         | AFL/Moscow SPIVS<br>AFL/MOW MAG SPIMVL  | mfd                            | 31mar48   | see CCCP-L3975(1) with unknown c/n<br>opb UTO-22 at BKA; w/o 25mar66 on a training flight from Moscow-Bykovo when the left outer wing broke off in turbulence, the aircraft dived into a forest 12 km south-east of Ramenskoye (the left outer wing and stabiliser were found in a pond some 400 metres from the rest of the wreckage), all 8 crew (3 instructors and 5 trainees) and the sole passenger killed; t/t 13,672 hours and 11,115 cycles; soc 16aug66  |
| 184 289 09 | CCCP-L4025(2)<br>CCCP-16170<br>CCCP-16170                          | Li-2<br>Li-2<br>Li-2                 | AFL/Urals<br>AFL/Urals<br>AFL/Urals-CEK   | mfd<br>trf<br>trf              | 1948<br>1958<br>1963                                | see c/n 1846002<br>f/n CYRV 05jan60<br>f/n CEK 01sep65; soc 29mar68 as worn out   |
| 184 290 01 | CCCP-L4518<br>CCCP-84518   | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 19sep60 as life-time expired  |
| 184 290 02 | CCCP-L4519   | Li-2                                 | AFL/Northern  | mfd                            | jun48   | opb 67 ATO; w/o 12nov54 on the leg from Sverdlovsk to Omsk at night of a charter flight from Leningrad to Novosibirsk when took off with the flaps extended by at least 25 degrees, started to bank shortly after lift-off, crashed 250 metres short of the runway threshold and 150 metres to the left of its extended centreline and broke up, 2 of the 5 crew and 4 of the 10 passengers killed, with all survivors injured, the crew had worked for 13 hours 40 minutes on the day of the accident; t/t 7,096 hours; soc 15feb55  |
| 184 290 03 | CCCP-L4520   | Li-2                                 | AFL/Ukraine   | no                             | reports   | no reports  |
| 184 290 04 | CCCP-84520(1)<br>CCCP-L4521<br>CCCP-84521                          | Li-2<br>Li-2<br>Li-2                 | AFL/Ukraine<br>AFL/Yakutiya<br>AFL/Yakutiya   | no<br>i/s<br>no                | reports<br>1949<br>reports                          | soc 24mar59 as life-time expired; see c/n 18433607<br>opb 14 TO<br>soc 19mar63 as life-time expired   |
| 184 290 05 | CCCP-L4534   | Li-2                                 | AFL/East Siberia  | mfd                            | 30jun48   | opb 133 ATO; w/o 27may53 on the leg from Krasnoyarsk to Novosibirsk of a flight from Irkutsk to Novosibirsk when cut the route short (deviating from the prescribed flight path by 47 km), collided at a height of some 2,000 metres with Li-2T CCCP-A4031 16.5 km west of Barzas (north of Kemerovo) and crashed in a forest near Gusiny Brod 350 metres from CCCP-A4031, all 4 crew and 16 passengers killed, the accident was partly to blame on organisational problems; t/t 3,882 hours  |
| 184 290 07 | CCCP-L4522<br>CCCP-84522   | Li-2<br>Li-2                         | AFL/East Siberia<br>AFL/East Siberia  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 30jul65 as life-time expired  |
| 184 290 08 | CCCP-L4523   | Li-2                                 | AFL/Krasnoyarsk   | no                             | reports   | no reports  |
| 184 290 09 | CCCP-L4524   | Li-2                                 | AFL/Krasnoyarsk   | no                             | reports   | no reports  |
| 184 290 10 | CCCP-L4525<br>CCCP-84525   | Li-2<br>Li-2                         | AFL/Kyrgyzstan<br>AFL/Kyrgyzstan  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 18nov58 as life-time expired  |
| 184 291 02 | CCCP-84525<br>CCCP-L4398<br>CCCP-84540                             | Li-2<br>Li-2<br>Li-2                 | AFL/Lithuania<br>AFL/Urals<br>AFL/Urals   | trf<br>Ovn<br>no               | 09oct59<br>17nov51<br>reports                       | no reports<br>soc 01sep60 as life-time expired<br>mentioned in the accident report of Il-12 CCCP-L1775  |
| 184 291 03 | CCCP-L4399   | Li-2                                 | AFL/Krasnoyarsk   | no                             | reports   | no reports  |
| 184 291 05 | CCCP-L4380<br>CCCP-L4380<br>CCCP-54819                             | Li-2<br>Li-2P<br>Li-2P               | AFL/Tajikistan<br>AFL/NII GVF<br>AFL/Turkmenistan   | rgd<br>ph.<br>no               | unknown<br>1950<br>reports                          | no reports<br>on test flights<br>soc 15feb60 as worn out  |
| 184 291 06 | CCCP-L4382<br>CCCP-84543   | Li-2<br>Li-2                         | AFL/Urals<br>AFL/Urals-SVX  | no<br>SVX                      | reports<br>05sep59                                  | no reports<br>soc 02apr60 as life-time expired  |
| 184 291 07 | CCCP-L4400<br>CCCP-84558   | Li-2<br>Li-2                         | AFL/Urals-SVX<br>AFL/Urals-SVX  | SVX<br>SVX                     | apr58<br>dec58                                      | no reports<br>soc 25aug60 as life-time expired  |
| 184 292 01 | CCCP-L4401<br>CCCP-16164   | Li-2<br>Li-2                         | AFL/Uzbekistan<br>AFL/Uzbekistan  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 30dec60 as worn out   |
| 184 292 04 | CCCP-63902<br>CCCP-63902   | Li-2P<br>Li-2P                       | AFL/Urals<br>AFL/Tyumen   | toc<br>trf                     | 01aug63<br>20feb67                                  | photo exists in natural metal c/s<br>soc 21may69 as worn out  |
| 184 292 06 | CCCP-L4393   | Li-2                                 | AFL/Moscow (MUTA)   | mfd                            | 1948  | opb 61 ATO; dbr 13aug53 while being parked at Moscow-Bykovo when was hit by TS-62 CCCP-L1034 which had touched down 170 metres to the right of the centre-line of the runway due to fog, ended up on the apron during the landing run and collided with the Li-2, resulting in damage to the tail of the Li-2 and the right wing of the TS-62; t/t 6,020 hours  |
| 184 292 07 | CCCP-L4418<br>CCCP-84638   | Li-2<br>Li-2                         | AFL/Far East<br>AFL/Far East  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 24mar70 as worn out   |
| 184 292 08 | CCCP-L4419<br>CCCP-84741   | Li-2<br>Li-2                         | AFL/Kazakhstan<br>AFL/Kazakhstan  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 15may61 as life-time expired  |
| 184 292 09 | CCCP-L4394<br>CCCP-51104<br>CCCP-51104                             | Li-2<br>Li-2<br>Li-2                 | AFL/Moscow (MUTA)<br>AFL/Moscow (MUTA)<br>AFL/Privolzhsk                                      | no<br>no<br>trf                | reports<br>reports<br>01jan60                       | no reports<br>no reports<br>soc 18aug62 as life-time expired  |
| 184 293 01 | CCCP-L4396   | Li-2                                 | AFL/Northern  | no                             | reports   | no reports  |
| 184 293 02 | CCCP-L4397<br>CCCP-84679   | Li-2<br>Li-2                         | AFL/Northern<br>AFL/Northern  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 29feb60 as life-time expired  |
| 184 293 05 | CCCP-L4406<br>CCCP-84697<br>CCCP-84697<br>CCCP-84697<br>CCCP-84697 | Li-2<br>Li-2<br>Li-2<br>Li-2<br>Li-2 | Aeroflot/KShVLP<br>AFL/Krasny Kut FS<br>AFL/Lithuania<br>AFL/Krasny Kut FS<br>Aeroflot/KShVLP | no<br>trf<br>trf<br>trf<br>trf | reports<br>13may58<br>17nov58<br>19may60<br>05aug60 | no reports<br>Kirovograd Advanced Flying Training College<br>Kirovograd Advanced Flying Training College; soc 25jul61 as worn out   |
| 184 293 06 | CCCP-L4407   | Li-2T                                | AFL/West Siberia  | mfd                            | 1948  | in natural metal c/s; dbr when made a forced landing in the tundra between the lakes Yarato-1 and Yarato-2 (Yamal peninsula), details unknown; soc 31may57; wreck extant by 2016  |
| 184 293 07 | CCCP-L4408<br>CCCP-84721<br>CCCP-84721                             | Li-2<br>Li-2<br>Li-2                 | AFL/Tajikistan-DYU<br>AFL/Tajikistan-DYU<br>AFL/Kazakhstan                                    | mfd<br>rgd<br>trf              | 1948<br>1958<br>31may61                             | no reports<br>no reports<br>soc 04nov70 as life-time expired  |
| 184 293 08 | CCCP-L4409   | Li-2                                 | AFL/Moscow (MUTA)   | no                             | reports   | no reports  |
| 184 293 09 | unknown<br>CCCP-71186  | Li-2<br>Li-2                         | Soviet Air Force<br>AFL/Urals-CEK   | mfd<br>trf                     | 1948<br>unknown                                     | no reports<br>opb 124 OAO; on charge as of 01jan60; seconded to the Tyumen aviation group from 28dec62; w/o 14jan63 on a flight from Tazovskoye (Yamal peninsula) to Salekhard when took off from the ice of the river Taz in below-minima weather conditions (visibility 500-600 metres) at night with a crosswind of 12 m/s, the pilot did not cope with the difficult situation, the aircraft lost speed, banked to the right, pitched over and crashed onto the ice of the river 265 metres beyond the runway threshold and 70 metres to the right of its extended centreline, all 4 crew and 8 of the 21 passengers killed, 8 passengers severely, and 5 slightly injured; t/t 7,388 hours; soc 22feb63  |
| 184 293 10 | CCCP-L4410<br>CCCP-84732   | Li-2<br>Li-2                         | AFL/Kazakhstan<br>AFL/Kazakhstan-AKX  | no<br>AKX                      | reports<br>03may59                                  | no reports<br>soc 22apr70 as worn out   |
| 184 294 04 | CCCP-L4420   | Li-2                                 | AFL/Ukraine   | no                             | reports   | no reports  |
| 184 294 08 | CCCP-L4412   | Li-2                                 | AFL/Moscow (MUTA)   | no                             | reports   | no reports  |
| 184 294 09 | CCCP-L4413<br>CCCP-84708   | Li-2<br>Li-2                         | AFL/Northern<br>AFL/Northern  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 20jun60 as life-time expired  |
| 184 295 02 | CCCP-L4421<br>CCCP-84690<br>CCCP-84690                             | Li-2P<br>Li-2P<br>Li-2P              | AFL/North Kavkaz<br>AFL/N.Kavkaz-MRV<br>AFL/Far East  | no<br>MRV<br>trf               | reports<br>15feb60<br>21jan67                       | no reports<br>opb 34 ATO; made a forced landing in 1949<br>soc 27apr72 as life-time expired   |
| 184 295 04 | CCCP-L4422<br>CCCP-51115   | Li-2<br>Li-2                         | AFL/Belarus<br>AFL/Belarus  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 05oct60 as life-time expired  |
| 184 295 05 | CCCP-L4423<br>CCCP-L4423   | Li-2<br>Li-2                         | NII GVF<br>AFL/Moscow (MUTA)  | no<br>no                       | reports<br>1948                                     | no reports<br>soc 14feb58 as life-time expired  |
| 184 295 08 | CCCP-L4424   | Li-2                                 | AFL/Azerbaijan  | no                             | reports   | no reports  |
| 184 295 09 | CCCP-L4425<br>CCCP-84722   | Li-2<br>Li-2                         | AFL/Kazakhstan<br>AFL/Kazakhstan  | no<br>no                       | reports<br>reports                                  | no reports<br>soc 20jul59 as life-time expired  |
| 184 296 01 | CCCP-L4426<br>CCCP-51108   | Li-2<br>Li-2                         | AFL/Urals<br>AFL/Urals  | KZN<br>rgd                     | 09jan49<br>unknown                                  | no reports<br>soc 11oct62 as life-time expired  |
| 184 296 02 | CCCP-L4427<br>CCCP-L4427   | Li-2<br>Li-2                         | AFL/Northern<br>AFL/Estonia   | mfd<br>trf                     | 1948<br>1957  | mentioned in the incident report of Li-2 CCCP-L4261<br>opb 21jul60 as life-time expired   |
| 184 296 05 | CCCP-84644<br>CCCP-L4428<br>CCCP-65708(2)<br>CCCP-65708(2)         | Li-2<br>Li-2<br>Li-2<br>Li-2         | AFL/Estonia<br>NII GVF<br>AFL/Moscow ASPIMVL<br>AFL/Moscow ASPIMVL                            | rgd<br>no<br>trf<br>rgd        | unknown<br>reports<br>28jan60<br>17jul64            | opb Estonskaya OAG GVF<br>opb Estonskaya OAG GVF; soc 10oct61 as life-time expired<br>see c/n 18428602  |
| 184 296 06 | CCCP-73951<br>CCCP-73951   | Li-2<br>Li-2                         | AFL/Moscow ASPIMVL<br>AFL/Tyumen  | rgd<br>trf                     | 30may72<br>14jul72                                  | no reports<br>soc 24jan73 as worn out   |
| 184 296 07 | CCCP-L4429<br>CCCP-L4430   | Li-2<br>Li-2                         | AFL/Moscow (MUTA)<br>AFL/Urals  | no<br>mfd                      | reports<br>1948                                     | no reports<br>soc 20dec57 as life-time expired  |
| 184 296 08 | CCCP-16167<br>CCCP-L4500   | Li-2<br>Li-2                         | AFL/Urals<br>AFL/Georgia  | no<br>mfd                      | reports<br>27may48                                  | no reports<br>soc 02nov61 as life-time expired  |
| 184 296 09 | CCCP-L4501<br>CCCP-54501   | Li-2<br>Li-2                         | AFL/Georgia<br>AFL/Georgia  | no<br>no                       | reports<br>reports                                  | opb 18 TAO; w/o 25oct48 on the leg from Klukhori to Sukhumi of a flight from Klukhori to Tbilisi when the crew (who had drunk alcohol for breakfast) intentionally left the prescribed flight path and chose to overfly the main ridge of the Caucasus, when the aircraft encountered difficult weather conditions and suffered from heavy icing the crew decided to return, but the aircraft got caught by a strong katabatic wind, hit 2 trees on the slope of a mountain south of Samurskaya in the north-western part of the main ridge of the Caucasus (N44°05'30" E39°51'15") at a height of 1,690 metres, lost both wings and tumbled down the steep slope, coming to rest at a height of 1,610 metres, all 4 crew and 14 passengers killed; t/t 616 hours; wreck found only 08aug49 |
|            |  |                                      |   |                                |   | made a test flight in the Caucasus 15aug49<br>soc 17oct66 as worn out   |

|              |               |       |                     |     |         |  |
|--------------|---------------|-------|---------------------|-----|---------|--|
| 184 296 10   | CCCP-L4502    | Li-2T | AFL/Ukraine-ODS     | mfd | may48   | converted to cargo/passenger version by ARB-402 and used as a benchmark for the conversion of other Li-2s; soc 16dec57 as life-time expired  |
| 184 297 01   | CCCP-63904    | Li-2  | AFL/Privolzhsk      | toc | unknown | on charge as of 01feb65; soc 20jul73 as life-time expired  |
| 184 297 02   | CCCP-L4503    | Li-2  | AFL/Belarus         | no  | reports |  |
|              | CCCP-84713    | Li-2  | AFL/Belarus         | no  | reports | meteorological research plane, equipped with various instruments; soc 21sep67 as worn out  |
| 184 297 03   | CCCP-L4504    | Li-2  | AFL/Belarus         | no  | reports | involved in an accident, details unknown; soc 10may58  |
| 184 297 04   | CCCP-L4505    | Li-2  | AFL/Northern        | ph. | 1955    | in natural metal c/s; featured in the 1955 Soviet movie "Dva kapitana" (Two Captains)  |
|              | CCCP-84616    | Li-2  | AFL/Northern        | no  | reports | soc 12jan61 as worn out  |
| 184 297 05   | CCCP-L4506    | Li-2  | AFL/Azerbaijan      | no  | reports |  |
|              | CCCP-54851    | Li-2  | AFL/Azerbaijan      | no  | reports | soc 09jul60 as worn out; see c/n 18435009  |
| 184 297 06   | CCCP-L4509    | Li-2  | AFL/Kazakhstan      | mfd | 31may48 |  |
|              | CCCP-84717    | Li-2  | AFL/Kazakhstan-CIT  |     |         | opb 158 OAO; w/o 09mar62 on an ice-reconnaissance mission from Aralsk over the Aral Sea when crashed at a height of 211 metres into Cape Baigubekmuryrn on the western coast of the Aral Sea (Aktubinsk region of Kazakhstan, N45.617 E58.583) in bad visibility, 1 of the 4 crew and 2 of the 6 passengers killed and all other occupants injured; wreck found 10mar62; t/t 13,738 hours; soc 18apr62 in a document 1948  |
| 184 297 07   | CCCP-L4507    | Li-2  | AFL/Tajikistan      | rgd | unknown |  |
|              | CCCP-L4507    | Li-2  | AFL/Uzbekistan      | no  | reports |  |
|              | CCCP-16165    | Li-2  | AFL/Uzbekistan      | no  | reports | soc 27dec72 as life-time expired   |
| 184 297 08   | CCCP-L4508    | Li-2  | AFL/Privolzhsk      | no  | reports |  |
|              | CCCP-65689    | Li-2  | AFL/Privolzhsk      | no  | reports | soc 16nov60 as worn out  |
| 184 297 09   | CCCP-L4510    | Li-2T | AFL/Ukraine-IEV     | mfd | 31may48 | opb 86 OAO; converted to cargo/passenger version with 9 seats by ARB-411 jan55, committing several mistakes in the process; w/o 23jan55 on the leg from Kiev to Nikolayev of a flight from Kiev to Simferopol when a crew member threw a cigarette stub out of the right cockpit window which entered the air intake of the cabin ventilation system which was situated behind the cockpit window at the same height (one of the mistakes committed during the conversion), a fire developed in the ventilation system, incinerated the interior lining of the cabin and spread rapidly as non-impregnated cotton wool had been used as insulation material (another mistake), as the fire could not be extinguished the crew initiated an emergency descent and the aircraft made a belly landing in a field near Lipovets (Kagarlyk district of the Kiev region), slid down a slope, collided with trees on the banks of the river Rosava, came to rest on the ice of the river and burnt out, 2 of the 5 crew and 1 of the 8 passengers killed and all survivors injured; t/t 5,070 hours (73 hours 53 minutes after the conversion); soc 15apr55 |
|              |               |       |                     |     |         | opb Armyanski OAO; in a document 1948  |
| 184 297 10   | CCCP-L4511    | Li-2  | AFL/Armenia         | rgd | unknown |  |
|              | CCCP-L4511    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports |  |
|              | CCCP-84767    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports | f/n IWA oct67  |
|              | CCCP-84767    | Li-2  | AFL/Northern        | trf | 12aug68 | soc 27apr72 as worn out  |
| 184 298 01   | CCCP-L4512    | Li-2  | AFL/Privolzhsk      | no  | reports |  |
|              | CCCP-65690    | Li-2  | AFL/Privolzhsk      | no  | reports | soc 11jul61 as worn out  |
| 184 298 02   | CCCP-L1278    | Li-2  | AFL/Northern        | no  | reports |  |
|              | CCCP-54974    | Li-2  | AFL/Northern        | no  | reports | soc 14feb67 as worn out  |
| 184 298 03   | CCCP-L1285    | Li-2  | AFL/Privolzhsk      | no  | reports |  |
|              | CCCP-65691    | Li-2  | AFL/Privolzhsk      | no  | reports | soc 03jul63 as life-time expired   |
| 184 298 05   | CCCP-X860     | Li-2  | MVD - Dalstroj      |     |         | opb SMP AO from 11aug48; served the Magadan-Zaliv Kresta route oct48; Dalstroj assigned the crew of P.P. Morozov to this aircraft 28jun49  |
|              |               |       |                     |     |         | see c/n 1842007  |
|              | CCCP-L3948(2) | Li-2  | AFL/MOW MAG SPIVS   | no  | reports |  |
|              | CCCP-65712    | Li-2  | AFL/MOW MAG SPIVS   | rgd | 24apr59 |  |
|              | CCCP-73957    | Li-2  | AFL/Central Region  | rgd | 05jun72 |  |
|              | CCCP-73957    | Li-2  | AFL/Tyumen          | trf | 14jul72 | soc 03jul73 as life-time expired   |
| 184 298 06   | CCCP-59505(1) | Li-2  | MAP Kirov MSZ       | rgd | 12jun67 | canx 06mar73; see c/n 33443904   |
| 184 298 08   | CCCP-L3961(2) | Li-2  | AFL/Magadan         | no  | reports | see c/n 1841707  |
|              | CCCP-16199    | Li-2  | AFL/Magadan         | no  | reports |  |
|              | CCCP-16199    | Li-2  | AFL/Kazakhstan      | trf | 15jan65 | soc 02jan69 as worn out  |
| 184 299 02   | CCCP-L1290    | Li-2  | AFL/North Kavkaz    | no  | reports |  |
|              | CCCP-16212    | Li-2  | AFL/N. Kavkaz-RVI   | RVI | 30apr59 | reported based at MRV 06apr60  |
|              | CCCP-16212    | Li-2  | Aeroflot/KShVLP     | trf | 20jan61 | Kirovograd Advanced Flying Training College  |
|              | CCCP-16212    | Li-2  | AFL/Urals           | trf | 25nov63 | soc 28apr71 as life-time expired   |
| 184 299 03   | CCCP-L4575    | Li-2  | AFL/Kyrgyzstan      | no  | reports |  |
|              | CCCP-84575    | Li-2  | AFL/Kazakhstan      | trf | 10jul59 | involved in an accident 16feb62, details unknown; soc 18apr62  |
| 184 299 04   | CCCP-L1275    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports |  |
|              | CCCP-65713    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports | soc 12aug61 as life-time expired   |
| 184 299 05   | CCCP-L4027(2) | Li-2  | AFL/Tajikistan      | mfd | 1948    | opb 178 SAO; w/o 06jul53 on a flight from Khorog to Stalinabad (now Dushanbe) when deviated from the prescribed flight path in the gorge by 12 km due to clouds in the gorge, when the aircraft approached the Yauza pass (4,885 metres) 15 km north-west of Rushan it got caught by a strong katabatic wind and crashed some 75-100 metres below the ridge into the southern slope of the pass (at N38.055181, E71.542443), all 4 crew and 3 passengers killed; t/t 1,477 hours; wreck found 08jul53; see c/n 1846102   |
|              |               |       |                     |     |         | opb MAGON from 24jan51; in dark green c/s with light grey undersides, no titles; flew ice- reconnaissance missions 18sep/26oct48, 13/28jul49 and 27aug/28sep51; took part in the "Sever" polar expedition in spring 1954 and used to resupply the drifting polar station SP-3 in 1954/55   |
| 184 299 06   | CCCP-N490     | Li-2  | Polyarnaya Aviats.  | DKS | 1954    | canx 25jul73   |
|              | CCCP-69304    | Li-2  | MAP Ufa Motors      | rgd | 06dec65 | c/n on fin difficult to read; in dark green c/s; photo at Mys Shmidta in 1950; opb MAGON from 24jan51; used to resupply the "Sever-7" Arctic expedition in 1955  |
|              | CCCP-N491     | Li-2T | Polyarnaya Aviats.  |     | photo   |  |
|              | CCCP-04205    | Li-2T | Polyarnaya Aviats.  | ph. | 1963    |  |
|              | CCCP-04205    | Li-2T | AFL/Polar           | trf | 10feb60 | photo in document jul62; featured in a film in 1963  |
|              | CCCP-04205    | Li-2T | AFL/Tyumen          | trf | 01nov70 | soc 20jul73 as life-time expired   |
| 184 299 08   | CCCP-N492     | Li-2  | Polyarnaya Aviats.  | no  | reports | opb 2 ae MAGON from 24jan51; dbr 27jan59 on an ambulance flight from Amerda to Ust'-Kara when dropped below the glide path in bad visibility, failed to go around and touched down in deep snow 70 metres before the runway threshold, the main landing gear hit the threshold of the security strip before the runway threshold and broke off, the aircraft suffered substantial damage and came to rest 250 metres before the landing T, all crew and passengers escaped unhurt  |
|              |               |       |                     |     |         | opb Igarskaya aviagruppa from 24jan51  |
| 184 299 09   | CCCP-N493     | Li-2  | Polyarnaya Aviats.  | mfd | 30jun48 |  |
|              | CCCP-04227    | Li-2  | Polyarnaya Aviats.  | no  | reports |  |
|              | CCCP-04227    | Li-2  | AFL/Polar           | trf | 10feb60 |  |
|              | CCCP-04227    | Li-2  | AFL/Krasnoyarsk-KJA | trf | 15apr60 | opb 126 LO 2-go Krasnoyarskogo OAO; w/o 19nov67 on the leg from Yeniseisk to Krasnoyarsk of a positioning flight from Severo-Yeniseisk to Krasnoyarsk when descended too early on landing in bad visibility at dusk (20 minutes after sunset), hit trees 55 metres before the inner marker and 60 metres to the left of the extended centre-line of the runway, hit a telegraph pole, a wooden fence and a warehouse, came to rest 85 metres behind the inner marker and burnt out, all 4 crew killed; t/t 19,305 hours and 8,764 cycles; soc 10apr68  |
| 184 299 10   | CCCP-L3979(2) | Li-2  | AFL/MOW MAG SPIVS   | no  | reports | see c/n 1841906  |
|              | CCCP-65714    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports | soc 14jul71 as life-time expired   |
| 184 300 01   | CCCP-L4526    | Li-2  | AFL/Belarus-MHP     | MHP | nov59   |  |
|              | CCCP-84526    | Li-2  | AFL/Belarus-MHP     | no  | reports | soc 10jun61 as life-time expired   |
| 184 300 02   | CCCP-L4527    | Li-2  | AFL/Uzbekistan      | no  | reports |  |
|              | CCCP-84527    | Li-2  | AFL/Uzbekistan      | no  | reports | soc 29nov61 as life-time expired   |
| 184 300 03   | CCCP-L4528    | Li-2  | AFL/Uzbekistan      | no  | reports |  |
|              | CCCP-84528(1) | Li-2  | AFL/Uzbekistan      | no  | reports | soc 19jul.. as worn out, no year given in MGA document, must be before 1971, see c/n 18432105  |
| 184 300 05   | not known     | Li-2  | Soviet Air Force    |     |         | underwent trials with featherable propellers at the NII VVS  |
|              | CCCP-L3942(2) | Li-2  | AFL/West Siberia    | no  | reports | see c/n 1846904  |
|              | CCCP-84530    | Li-2  | AFL/West Siberia    | no  | reports | soc 26sep73 as life-time expired   |
| 184 300 07   | CCCP-L4531    | Li-2  | AFL/North Kavkaz    | no  | reports |  |
|              | CCCP-84531    | Li-2  | AFL/North Kavkaz    | no  | reports | soc 29dec60 as life-time expired   |
| 184 300 08   | CCCP-71221    | Li-2  | AFL/Azerbaijan      | toc | 15apr60 | dbr, details unknown; soc 24dec62  |
| 184 300 10   | CCCP-L4533    | Li-2  | AFL/Kazakhstan      | no  | reports |  |
|              | CCCP-84533    | Li-2  | AFL/Kazakhstan      | no  | reports | soc 25nov60 as life-time expired   |
| 184 301 01   | CCCP-L4562    | Li-2  | AFL/Urals-SVX       | SVX | 23sep58 |  |
|              | CCCP-84562    | Li-2  | AFL/Urals-SVX       | SVX | 14jan61 | soc 20jan61 as life-time expired   |
| 184 301 03   | CCCP-L4563    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports |  |
|              | CCCP-84563    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports |  |
|              | CCCP-84563    | Li-2  | AFL/Tyumen          | trf | 17jul70 | dbr, details unknown; soc 04jul72  |
| 184 301 04   | CCCP-L4565    | Li-2  | AFL/Yakutiya        | i/s | 1949    | opb 14 TO  |
|              | CCCP-L4565    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports |  |
|              | CCCP-84565    | Li-2  | AFL/MOW MAG SPIVS   | no  | reports | soc 10aug66 as worn out  |
| 184 301 05   | CCCP-L4566    | Li-2  | AFL/Moscow (MUTA)   | no  | reports |  |
|              | CCCP-L4566    | Li-2  | SibNIA              | trf | 08mar58 | soc 29jul58 as worn out  |
| 184 301 06   | not known     | Li-2  | Soviet Air Force    |     | photo   | opb 604 uap; in dark green c/s   |
| 184 301 09   | CCCP-L3960(2) | Li-2  | AFL/Magadan         | mfd | 29aug48 | see c/n 1841802  |
|              | CCCP-84748    | Li-2  | AFL/Magadan         | no  | reports | opb 185 OAO; w/o 11nov60 on the leg from Zyryanka to Nizhniye Kresty (now Cherski) of a cargo flight from Magadan to Pevek when tried to take off from a badly prepared snow-covered runway at Zyryanka during snowfall at night, needed a very long take-off run due to the bad condition of the runway, lifted off at low speed and with a high angle of attack, fell back to the ground and bounced several times, the left wing touched the ground damaging the aileron, the crew failed to abort the take off and the barely controllable aircraft flew some 1,500 metres at low height, veering to the left, came down in a snow-covered field 440 metres behind the runway threshold and 970 metres to the left of its extended centre-line and broke up, all 5 crew killed while the sole passenger escaped with minor injuries; soc 26dec60   |
| 184 302 01 ? | CCCP-04223    | Li-2  | Polyarnaya Aviats.  | no  | reports | probably the c/n in the MGA document is incorrect, see also CCCP-L4546/84546 with same given c/n in the MGA document, which is also mentioned in the Ukraine CAD document as such  |

|            |                          |               |                          |            |                  |  |
|------------|--------------------------|---------------|--------------------------|------------|------------------|--|
| 184 302 01 | CCCP-04223<br>CCCP-L4546 | Li-2<br>Li-2T | AFL/Polar<br>AFL/Ukraine | trf<br>mfd | 10feb60<br>aug48 | <p>soc 05jul61 as worn out<br/>opb 89 AO by 1954; converted to cargo/passenger version by ARB-411, committing several mistakes in the process; damaged on a mail flight from Moscow to Kharkov 19dec54 when a crew member threw a cigarette stub out of the right cockpit window which entered the air intake of the cabin ventilation system which was situated behind the cockpit window at the same height (one of the mistakes committed during the conversion) and caused a fire in the interior lining of the cabin which was successfully extinguished by the crew; possibly trf to AFL/North Kavkaz-ROV; f/n RVI 09jan57; l/n IEV jul58; also see CCCP-04223 which is reported with this same c/n in the MGA document but probably in error</p> <p>soc 24dec59 as life-time expired; this c/n is also given in Ukraine CAD document as such, see also CCCP-04223 with same c/n given in the MGA document</p> |
|            | CCCP-84546               | Li-2T         | AFL/Ukraine-HRK          | no         | reports          |  |
| 184 302 02 | CCCP-L4547               | Li-2          | AFL/Kazakhstan           | no         | reports          |  |
|            | CCCP-84547               | Li-2          | AFL/Kazakhstan           | no         | reports          | soc 12aug61 as life-time expired   |
| 184 302 04 | CCCP-L4549               | Li-2          | AFL/Kyrgyzstan           | no         | reports          |  |
|            | CCCP-84549               | Li-2          | AFL/Kyrgyzstan           | no         | reports          |  |
|            | CCCP-84549               | Li-2          | AFL/Moscow ASPIMVL       | trf        | 06may66          |  |
|            | CCCP-84549               | Li-2          | AFL/Komi                 | trf        | 11apr70          | soc 28apr71 as life-time expired   |
| 184 302 05 | CCCP-L4550               | Li-2          | AFL/Moscow (MUTA)        | no         | reports          |  |
|            | CCCP-84550               | Li-2          | AFL/Moscow (MUTA)        | no         | reports          |  |
|            | CCCP-84550               | Li-2          | SibNIA                   | trf        | 06mar59          | date very hard to read in MGA document; soc 26oct59  |
| 184 302 07 | CCCP-L4552               | Li-2          | AFL/Ukraine              | no         | reports          |  |
|            | CCCP-84552               | Li-2          | AFL/Ukraine              | no         | reports          | soc 25jan61 as life-time expired   |
| 184 302 08 | CCCP-L4553               | Li-2          | AFL/Tajikistan-DYU       | mfd        | 1948             |  |
|            | CCCP-84553               | Li-2          | AFL/Tajikistan-DYU       | rgd        | 1958             |  |
|            | CCCP-84553               | Li-2          | AFL/Privolzhsk-REN       | trf        | 21jan65          | f/n REN 25aug67; soc 21sep71 no reason given   |
| 184 302 09 | CCCP-L4554               | Li-2          | AFL/Latvia               | RVI        | jun59            |  |
|            | CCCP-84554               | Li-2          | AFL/Latvia               | no         | reports          | soc 23aug61 as life time expired   |
| 184 302 10 | CCCP-L4555               | Li-2          | AFL/Turkmenistan         | no         | reports          | dbr, details unknown; soc 21feb56  |
| 184 303 01 | CCCP-L4556               | Li-2P         | AFL/Azerbaijan           | no         | reports          |  |
|            | CCCP-84556               | Li-2P         | AFL/Azerbaijan           | MRV        | 26oct61          | l/n MRV 08may63  |
|            | CCCP-84556               | Li-2P         | AFL/Tyumen               | trf        | 10feb67          | soc 12sep69 as worn out  |
| 184 303 02 | CCCP-L4557               | Li-2          | AFL/Yakutiya             | i/s        | 1949             | opb 14 TO  |
|            | CCCP-84557               | Li-2          | AFL/Yakutiya             | no         | reports          | soc 17aug65 as life-time expired   |
| 184 303 03 | CCCP-L4576               | Li-2          | AFL/North Kavkaz         | no         | reports          |  |
|            | CCCP-84576               | Li-2          | AFL/North Kavkaz         | no         | reports          | soc 24aug63 as worn out  |
| 184 303 04 | CCCP-L4559               | Li-2          | AFL/Azerbaijan           | no         | reports          |  |
|            | CCCP-84559               | Li-2          | AFL/Azerbaijan           | no         | reports          | soc 24aug63 as worn out  |
| 184 303 06 | CCCP-L4561               | Li-2          | AFL/Georgia              | TBS        | jun59            |  |
|            | CCCP-84561               | Li-2          | AFL/Georgia              | no         | reports          |  |
|            | CCCP-84561               | Li-2          | AFL/Northern             | trf        | 21dec65          | soc 08aug69 as worn out  |
| 184 303 07 | CCCP-L3958(2)            | Li-2          | AFL/Magadan              | no         | reports          | see c/n 1841709  |
|            | CCCP-84580               | Li-2          | AFL/Magadan              | no         | reports          |  |
|            | CCCP-84580               | Li-2          | AFL/Northern             | trf        | 22nov64          |  |
|            | CCCP-84580               | Li-2          | AFL/Urals                | trf        | 08feb67          | soc 18jan68 as worn out  |
| 184 303 08 | CCCP-X1014               | Li-2          | MMP-Dalstroj             | mfd        | 30aug48          | <p>opb 2 AT0; in dark green c/s; dbr 20jul53 on a flight from Zyryanka to Ozhogino (Yakutiya) when the propellers oversped immediately after take-off, the aircraft lost power and force-landed on a wooded island in the Kolyma river (some 600 metres from the runway), sustaining serious damage, 2 of the 5 crew and 10 of the 11 passengers slightly injured; t/t 1,658 hours 48 min; wreck cannibalised and left on the island at Skosyrev; involved in an accident, details unknown; soc 02dec59</p> <p>Advanced Flying Training College</p>  |
| 184 303 09 | CCCP-L4577               | Li-2T         | AFL/Turkmenistan         | ph.        | jun55            |  |
| 184 303 10 | CCCP-L4578               | Li-2          | Aeroflot/ShVLP           | no         | reports          |  |
|            | CCCP-51118               | Li-2          | AFL/Krasny Kut FS        | trf        | 13may58          |  |
|            | CCCP-51118               | Li-2          | Aeroflot/KShVLP          | trf        | 05aug60          | Kirovograd Advanced Flying Training College; seen HRK 16feb61; trf 28dec64 to the Riga Aviation Institute (RKIIGA); soc 27mar65  |
| 184 304 01 | CCCP-L3974(2)            | Li-2          | AFL/MOW MAG SPIVS        | no         | reports          | see c/n 1841901  |
|            | CCCP-65715               | Li-2          | AFL/MOW MAG SPIVS        | rgd        | 10apr59          |  |
|            | CCCP-73952               | Li-2          | AFL/Central Region       | rgd        | 30may72          |  |
|            | CCCP-73952               | Li-2          | AFL/Tyumen               | trf        | 07sep72          | soc 26sep73 as life-time expired   |
| 184 304 02 | CCCP-L4007(2)            | Li-2          | AFL/West Siberia         | no         | reports          | see c/n 1843503  |
|            | CCCP-84532               | Li-2          | AFL/West Siberia         | no         | reports          | soc 14jul69 as worn out  |
| 184 304 03 | CCCP-L4583               | Li-2          | AFL/Uzbekistan           | no         | reports          |  |
|            | CCCP-84583               | Li-2          | AFL/Uzbekistan           | no         | reports          |  |
| 184 304 04 | CCCP-L4582               | Li-2          | AFL/Northern             | no         | reports          | <p>soc 17oct66 as worn out<br/>opb 67 AT0; w/o 23jan53 on the leg from Moscow to Kazan of a cargo flight from Leningrad to Sverdlovsk when tried to land in below-minima weather conditions (misguided by ATC), on final approach at night in bad visibility the aircraft collided in clouds at a height of 150 metres with Il-12 CCCP-L1435 due to ATC error, the left engine of the Li-2 hit the empennage of the Il-12 and detached, both aircraft crashed in a snow-covered field south-west of Voznesenskoye (3 km south-west of the airport), all 5 crew killed; t/t 3,705 hours</p>   |
| 184 304 06 | CCCP-L4560               | Li-2          | AFL/Armenia              | no         | reports          |  |
|            | CCCP-84560               | Li-2          | AFL/Armenia              | no         | reports          |  |
|            | CCCP-84560               | Li-2          | AFL/Turkmenis.-ASB       | trf        | 01feb59          | f/n ASB dec60; l/n ASB 1960/64; soc 17apr65 as life-time expired   |
| 184 304 07 | CCCP-L4564               | Li-2P         | AFL/North Kavkaz         | no         | reports          |  |
|            | CCCP-84564               | Li-2P         | AFL/N. Kavkaz-MRV        | MRV        | 01aug62          | soc 28may63 as life-time expired   |
| 184 304 08 | CCCP-L4567               | Li-2          | AFL/Armenia              | no         | reports          |  |
|            | CCCP-84567               | Li-2          | AFL/Armenia              | no         | reports          | soc 05sep60 as worn out  |
| 184 304 09 | CCCP-L4568               | Li-2          | AFL/Privolzhsk           | no         | reports          | soc 15dec59 as life-time expired   |
| 184 304 10 | CCCP-L4569               | Li-2          | AFL/Turkmenistan         | no         | reports          |  |
|            | CCCP-54813               | Li-2          | AFL/Turkmenistan         | no         | reports          | soc 19oct61 as life-time expired   |
| 184 305 01 | CCCP-L4570               | Li-2          | AFL/Ukraine              | no         | reports          |  |
|            | CCCP-84570               | Li-2          | AFL/Ukraine              | no         | reports          | soc 05jun61 as life-time expired   |
| 184 305 02 | CCCP-L4571               | Li-2          | AFL/Ukraine              | mfd        | 30sep48          |  |
|            | CCCP-84571               | Li-2          | AFL/Ukraine-IEV          | no         | reports          | soc 22dec69 as life-time expired   |
| 184 305 03 | CCCP-L4572               | Li-2          | AFL/Turkmenistan         | no         | reports          | soc 18mar59, no reason given   |
| 184 305 04 | CCCP-L3976(2)            | Li-2          | AFL/Ukraine              | mfd        | 30sep48          | see c/n 1841913  |
|            | CCCP-65726               | Li-2          | AFL/Ukraine-IEV          | IEV        | dec59            | l/n IEV 11sep60; soc 21oct69 as worn out   |
| 184 305 05 | CCCP-L4574               | Li-2          | AFL/Yakutiya             | i/s        | 1949             | opb 14 TAO; in a document 1949   |
|            | CCCP-L4574               | Li-2          | AFL/East Siberia         | trf        | sep52            | opb Yakutskaya aviagruppa  |
|            | CCCP-84574               | Li-2          | AFL/Yakutiya             | rgd        | unknown          | dbr, details unknown; soc 27jan62  |
| 184 305 06 | CCCP-L4581               | Li-2          | AFL/Krasnoyarsk          | no         | reports          |  |
|            | CCCP-84581               | Li-2          | AFL/Krasnoyarsk.-KJA     | KJA        | 06feb60          | soc 01aug62 as life-time expired   |
| 184 305 07 | CCCP-L4579               | Li-2          | AFL/Northern-ARH         | ARH        | 11mar57          | opb AFL/Northern-PES before or after that  |
|            | CCCP-84579               | Li-2          | AFL/Northern             | no         | reports          | soc 23aug60 as life-time expired   |
| 184 305 08 | CCCP-L4580               | Li-2          | AFL/Northern             | no         | reports          | soc 24jun57 as worn out  |
| 184 306 01 | CCCP-L4584               | Li-2          | AFL/East Siberia         | no         | reports          |  |
|            | CCCP-84584               | Li-2          | AFL/East Sib.-HTA        | HTA        | 01mar67          | soc 24mar70 as life-time expired   |
| 184 306 05 | CCCP-63870               | Li-2          | AFL/Northern             | toc        | 12may61          | soc 14feb67 as worn out  |
| 184 306 06 | CCCP-06183               | Li-2          | SNKh Kharkov             | rgd        | 11aug64          |  |
|            | CCCP-21506               | Li-2          | MAP Kharkov APO          | rgd        | 15dec65          | canx 1973  |
| 184 306 07 | CCCP-N498                | Li-2T         | Polyarnaya Aviats.       | no         | reports          | opb Chukotskaya aviagruppa from 24jan51  |
|            | CCCP-04207               | Li-2T         | Polyarnaya Aviats.       | no         | reports          |  |
|            | CCCP-04207               | Li-2T         | AFL/Polar                | trf        | 10feb60          | in document jul62; featured in a 1963 film   |
|            | CCCP-04207               | Li-2T         | AFL/Yakutiya             | trf        | 01oct70          | opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; took part in the 3rd and 4th Soviet Antarctic expeditions (KAE) in 1957/59; rescued a team of Belgian polar researchers 16dec58   |
|            | CCCP-04224               | Li-2          | Polyarnaya Aviats.       | no         | reports          |  |
|            | CCCP-04224               | Li-2          | AFL/Polar                | trf        | 10feb60          | soc 25oct60 as worn out  |
| 184 307 01 | CCCP-63866               | Li-2          | AFL/Kazakhstan           | toc        | 13jun61          | soc 11jun70 as worn out  |
| 184 307 03 | CCCP-N499                | Li-2T         | Polyarnaya Aviats.       | photo      |                  | opb MAGON from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 23mar/04aug52 and 07/13oct53  |
| 184 307 05 | CCCP-04208               | Li-2T         | Polyarnaya Aviats.       | no         | reports          | assigned to the 5th Antarctic expedition 14oct59; w/o 1959 when sank in Antarctica; soc 15may62  |
|            | CCCP-N501                | Li-2T         | Polyarnaya Aviats.       | PWE        | summ.53          | opb MAGON from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 25oct51/25nov51; equipped with a PSBN-M radar in spring 1952; f/n PWE jun52; flew ice-reconnaissance missions 16jun52/15oct52 and 02jun53/20sep53; converted to a Li-2V by the Kiev aircraft factory in summer 1955;  |
|            | CCCP-N501                | Li-2V         | Polyarnaya Aviats.       |            |                  | took part in the 2nd and 3rd Soviet Antarctic expeditions (KAE) in 1956/58; dbr feb58 on a flight from Komsomolskaya ice station to Mirny ice station when the crew forgot to switch over the fuel tank selector so that both engines flamed out and the aircraft crash-landed on the ice-shield some 80 km from the abandoned Vostok-1 ice station (some 3,000 metres above sea-level), no casualties; stripped for spares  |
| 184 307 06 | CCCP-N502                | Li-2T         | Polyarnaya Aviats.       | photo      |                  | opb MAGON from 24jan51; in dark green c/s with thin white stripes and light blue undersides; flew ice-reconnaissance missions from Pevek 14/25oct49; converted to a Li-2V by the Kiev aircraft factory in summer 1955; w/o 16feb58 while taxiing out for take-off at Mirny ice station (S66.55292 E93.00978) when failed to make a U-turn as the tail-skid was locked, the crew jumped clear before the aircraft got stuck on the edge of the ice, an attempt was made to pull the aircraft to safety with a tractor, but the ice started to crumble and the aircraft fell off the edge of the ice into the ocean and sank   |
| 184 307 08 | CCCP-N497                | Li-2          | Polyarnaya Aviats.       | no         | reports          | opb MAGON from 24jan51; damaged 02apr55 on a flight from Mys Zhelaniya (Novaya Zemlya) to Dikson Island in support of the Arctic expedition "Sever-7" when the crew was ordered to land on the ice near Mys  |

|            |  |                                      |   |                          |  |   |
|------------|--|--------------------------------------|---|--------------------------|--|---|
| 184 307 10 | CCCP-N503<br>CCCP-04228<br>CCCP-04228                              | Li-2<br>Li-2<br>Li-2                 | Polyarnaya Aviats.<br>Polyarnaya Aviats.<br>AFL/Polar                 | no<br>no<br>trf          | reports<br>reports<br>10feb60            | Zhelaniya for training purposes and the skis of the landing gear broke through the ice during the landing run, all 7 crew and 3 passengers escaped unhurt, but the aircraft could not be recovered in time and sank during a storm 06apr55<br>opb MAGON from 24jan51; in document may58   |
| 184 308 01 | CCCP-04228<br>CCCP-N496  | Li-2<br>Li-2T                        | AFL/Yakutiya<br>Polyarnaya Aviats.                                    | trf                      | 01oct70<br>photo                         | equipped with radar; in document sep59; damaged 14feb64 on landing at an unknown airport when the landing speed was too high and the aircraft turned over; repaired canx 14dec73<br>opb MAGON from 24jan51; in dark green c/s with light blue undersides; took part in the "Sever" Arctic expedition in spring 1954; converted to a Li-2V by the Kiev aircraft factory in summer 1955   |
|            | CCCP-N496  | Li-2V                                | Polyarnaya Aviats.  |                          |  | took part in the 3rd Soviet Antarctic expedition (KAE) in 1957/58; f/n aboard the research vessel M/S "Ob" 27sep57; damaged 23nov57 while being loaded onto M/S "Ob" from the pack ice near Mirny ice station, the aircraft had been unloaded a few days earlier in order to be re-assembled and flown to Mirny, but a storm broke out 23nov57 and the ice started to crumble, necessitating a hasty evacuation of the aircraft for fear that it would fall through and sink, as the fuselage was being lifted aboard the ship the rear lifting shackle broke and the aircraft fell on the deck, suffering serious damage; repaired; dbr feb58 on a flight from the area of Mount Brown to Mirny ice station when the pilot lifted off at low speed and retracted the gear too early so that the aircraft stalled and crashed, no casualties; stripped for spares |
| 184 308 03 | CCCP-N504  | Li-2                                 | Polyarnaya Aviats.  |                          | photo                                    | opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; used to resupply the "Sever-7" Arctic expedition in 1955   |
| 184 308 04 | CCCP-N465 (1)  | Li-2                                 | Polyarnaya Aviats.  | no                       | reports                                  | probably initially opb Igarskaya aviagruppa; opb Chukotskaya aviagruppa from 05dec49 and again from 24jan51 (as such in Polar Aviation document 24jan51, but see canx date); canx 31jan51; see c/n 33443906   |
| 184 308 05 | CCCP-06117<br>CCCP-06117   | Li-2<br>Li-2                         | AFL/Moscow SPIMVL<br>AFL/Northern                                     | rgd<br>trf               | 02mar59<br>27apr68                       | soc 24jan72 as life-time expired  |
| 184 308 08 | CCCP-04209   | Li-2                                 | AFL/Polar   | no                       | reports                                  | opb Moskovski OAO; dbr 29apr59 on take-off from an ice airstrip of limited size (720x50 metres) at N81°21' E177°00' when was not able to accelerate duly due to the high salt content of the snow and the uneven runway, the left ski hit an ice hummock, the aircraft lifted off and came down again on the pack ice 300 metres beyond the runway threshold, all 6 crew and all passengers escaped unhurt  |
| 184 308 09 | CCCP-63853   | Li-2                                 | AFL/East Siberia  | toc                      | 15mar61                                  | opb Moskovski OAO; dbr 29apr59 on take-off from an ice airstrip of limited size (720x50 metres) at N81°21' E177°00' when was not able to accelerate duly due to the high salt content of the snow and the uneven runway, the left ski hit an ice hummock, the aircraft lifted off and came down again on the pack ice 300 metres beyond the runway threshold, all 6 crew and all passengers escaped unhurt  |
| 184 308 10 | CCCP-63854<br>CCCP-63854   | Li-2<br>Li-2                         | AFL/Northern-LED<br>AFL/Arkhangel'sk                                  | toc<br>trf               | 01mar61<br>01jan71                       | f/n LED 27may70<br>soc 04jul72 as worn out  |
| 184 309 02 | CCCP-X51<br>CCCP-63873   | Li-2<br>Li-2                         | Aeroflot<br>AFL/Northern  | no<br>trf                | reports<br>01aug61                       | f/n ARH 01feb66; soc 11jun66 as worn out  |
| 184 309 09 | CCCP-63860   | Li-2                                 | AFL/Estonia   | toc                      | 18apr61                                  | soc 24aug62 as worn out   |
| 184 309 10 | "01"<br>CCCP-63871   | Li-2P<br>Li-2P                       | Soviet Air Force<br>AFL/Northern                                      | mfd<br>toc               | 29nov48<br>unknown                       | on charge as of 01jun61   |
|            | CCCP-63871   | Li-2P                                | AFL/Moscow SPIMVL   | trf                      | unknown                                  | on charge as of 01dec61   |
| 184 310 01 | CCCP-63871<br>CCCP-L4535<br>CCCP-L4535<br>CCCP-84535               | Li-2P<br>Li-2<br>Li-2<br>Li-2        | AFL/Ukraine<br>AFL/Tajikistan<br>AFL/North Kavkaz<br>AFL/North Kavkaz | trf<br>rgd<br>RVI<br>no  | 17jan69<br>unknown<br>02apr58<br>reports | soc 12sep69 after an emergency in a document 1948<br>c/n confirmed; soc 05jul60 as life-time expired  |
| 184 310 02 | CCCP-L4536<br>CCCP-84536   | Li-2T<br>Li-2T                       | AFL/Far East<br>AFL/Far East  | no<br>no                 | reports<br>reports                       | photo exists at Ust'-Kamchatsk; soc 22aug62 as life-time expired  |
| 184 310 03 | CCCP-L4537<br>CCCP-L4537<br>CCCP-84537                             | Li-2<br>Li-2<br>Li-2                 | AFL/Georgia<br>AFL/Yakutiya<br>AFL/Yakutiya                           | no<br>trf<br>no          | reports<br>22feb58<br>reports            | soc 14jul61 as worn out   |
| 184 310 04 | CCCP-L3918(2)<br>CCCP-84689(1)                                     | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk                                      | no<br>no                 | reports<br>reports                       | see c/n 1841209<br>soc 18mar60 as life-time expired; see c/n 18436410   |
| 184 310 05 | CCCP-L4539<br>CCCP-84539   | Li-2<br>Li-2                         | AFL/Kazakhstan<br>AFL/Kazakhstan                                      | no<br>PLX                | reports<br>09may59                       | soc 03aug60 as life-time expired  |
| 184 310 06 | CCCP-L4540<br>CCCP-84724   | Li-2<br>Li-2                         | AFL/Northern<br>AFL/Northern-LED                                      | no<br>LED                | reports<br>26aug60                       | dbr 25dec69 but details unknown, soc same date  |
| 184 310 07 | CCCP-L4541<br>CCCP-84541   | Li-2<br>Li-2                         | AFL/Belarus-MHP<br>AFL/Belarus-MHP                                    | MHP<br>no                | may59<br>reports                         | l/n MHP 23sep59<br>soc 13apr60 as life-time expired   |
| 184 310 08 | CCCP-L4542<br>CCCP-84542   | Li-2<br>Li-2                         | AFL/Ukraine<br>AFL/Ukraine-HRK  | no<br>no                 | reports<br>reports                       | soc 28apr60 as life-time expired<br>soc 20mar58 as life-time expired  |
| 184 310 09 | CCCP-L4543   | Li-2                                 | AFL/Moldova   | no                       | reports                                  | soc 20mar58 as life-time expired  |
| 184 310 10 | CCCP-L4573<br>CCCP-84573   | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk                                      | no<br>no                 | reports<br>reports                       | soc 21oct59 as life-time expired  |
| 184 311 04 | CCCP-63865   | Li-2                                 | AFL/Kazakhstan  | toc                      | 13jun61                                  | soc 10may73 as life-time expired  |
| 184 311 05 | CCCP-27218   | Li-2                                 | MAP Taganrog  | rgd                      | 08dec65                                  | in Aeroflot c/s; f/n SVO 1968; canx 18feb74   |
| 184 311 06 | CCCP-63869   | Li-2                                 | AFL/Latvia  | toc                      | 10jun61                                  | soc 18apr62 as worn out   |
| 184 311 07 | CCCP-63864   | Li-2                                 | AFL/Kazakhstan  | toc                      | 14jun61                                  | soc 22feb74 as life-time expired  |
| 184 312 08 | CCCP-06107<br>CCCP-06107   | Li-2<br>Li-2                         | AFL/Moscow SPIMVL<br>AFL/Tyumen                                       | rgd<br>trf               | 03apr59<br>14jan70                       | MGA document gives toc 20jan65<br>soc 30may72 as life-time expired  |
| 184 312 09 | CCCP-06102<br>CCCP-06102   | Li-2<br>Li-2                         | KGB Gorki<br>SMS Kharkov  | rgd<br>trf               | 01mar60<br>unknown                       | canx 05feb68  |
| 184 313 01 | CCCP-L4701<br>CCCP-L4701<br>CCCP-L4701<br>CCCP-L4701<br>CCCP-L4701 | Li-2<br>Li-2<br>Li-2<br>Li-2<br>Li-2 | AFL/Urals<br>AFL/West Siberia<br>AFL/Urals<br>AFL/Urals               | mfd<br>trf<br>trf<br>SVX | 31dec48<br>sep52<br>jul57<br>jun58       | opb 14 TAO; in a document 1949  |
|            | CCCP-84701   | Li-2                                 | AFL/Urals   | rgd                      | unknown                                  | opb Uralskaya aviagruppa  |
| 184 313 02 | CCCP-L4702<br>CCCP-84702   | Li-2<br>Li-2                         | AFL/Ukraine-ODS<br>AFL/Ukraine-ODS                                    | ODS<br>no                | dec58<br>reports                         | soc 25oct65 as life-time expired<br>soc 22jun60 as life-time expired  |
| 184 313 03 | CCCP-L4703   | Li-2                                 | AFL/N.Kavkaz-KRR  | KRR                      | 1956                                     | soc 22oct58 as life-time expired  |
| 184 313 04 | CCCP-L4704   | Li-2                                 | AFL/Moscow (MUTA)   | mfd                      | 17dec48                                  | opb 24 ATO; w/o 30dec49 on the leg from Sverdlovsk to Omsk at night of a cargo flight from Moscow to Vladivostok when the crew failed to switch from VFR to IFR in time when the cockpit windows rapidly covered with white frost shortly after take-off, the crew got distracted and lost spatial orientation, the aircraft lost height, banked right and crashed on the banks of the river Iset' 8.5 km south-east of the airport, 2 of the 5 crew and the sole passenger killed and all 3 surviving crew injured; t/t 1,194 hours  |
| 184 313 05 | CCCP-L4705<br>CCCP-84705   | Li-2<br>Li-2                         | AFL/Far East<br>AFL/Far East  | no<br>no                 | reports<br>reports                       | soc 16nov62 as life-time expired  |
| 184 313 06 | CCCP-L4706<br>CCCP-84706   | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk                                      | no<br>no                 | reports<br>reports                       | soc 16jun60 as life-time expired  |
| 184 313 07 | CCCP-L4707   | Li-2                                 | AFL/Privolzhsk  | no                       | reports                                  | soc 31mar58 as life-time expired  |
| 184 313 08 | CCCP-L4711<br>CCCP-84711   | Li-2<br>Li-2                         | AFL/Ukraine<br>AFL/Ukraine-LWO  | mfd<br>no                | 29mar49<br>reports                       | soc 30sep59 as life-time expired  |
| 184 313 09 | CCCP-L4709<br>CCCP-84709   | Li-2<br>Li-2                         | AFL/N.Kavkaz-VOG<br>AFL/N.Kavkaz-VOG                                  | VOG<br>no                | 07jan59<br>reports                       | soc 18dec59 as life-time expired  |
| 184 314 05 | CCCP-L5032<br>CCCP-16188<br>CCCP-16188                             | Li-2<br>Li-2<br>Li-2                 | AFL/Magadan<br>AFL/Magadan<br>AFL/Latvia                              | no<br>no<br>trf          | reports<br>reports<br>28jan65            | soc 19dec72 no reason given   |
| 184 315 01 | CCCP-L4544<br>CCCP-84544   | Li-2<br>Li-2                         | AFL/Kazakhstan<br>AFL/East Siberia                                    | no<br>no                 | reports<br>reports                       | soc 30jan63 as life-time expired  |
| 184 315 02 | CCCP-L4558<br>CCCP-54981(2)  | Li-2<br>Li-2                         | AFL/Northern<br>AFL/Northern  | no<br>no                 | reports<br>reports                       | see c/n 18410809; soc 12jan61 as worn out   |
| 184 315 03 | CCCP-63819<br>CCCP-63819   | Li-2<br>Li-2                         | AFL/Azerbaijan<br>AFL/Kazakhstan                                      | toc<br>trf               | 02aug60<br>16nov65                       | soc 26sep73 as life-time expired  |
| 184 315 05 | CCCP-L4585   | Li-2                                 | AFL/Krasnoyarsk   | no                       | reports                                  | soc 18nov58 as life-time expired  |
| 184 315 06 | CCCP-L4586   | Li-2                                 | AFL/Krasnoyarsk   | no                       | reports                                  | soc 24sep58 as life-time expired  |
| 184 315 07 | CCCP-L4587<br>CCCP-84587   | Li-2P<br>Li-2P                       | AFL/Lithuania-VNO<br>AFL/Lithuania-VNO                                | mfd<br>rgd               | oct48<br>unknown                         | opb Litovskii OAO at VNO from 1948; in a document 1951<br>opb 43 AE Litovskoi OAG GVF; w/o 17dec59 on the leg from Vilnius to Riga of a flight from Vilnius to Leningrad when the captain neglected the take-off procedures, the aircraft lifted off at low speed and with a high angle of attack, banked, fell back to the ground and bounced several times, hit a mound and two poles, slid into a trench, caught fire and burnt out, 1 of the 5 crew killed, 2 crew seriously and 2 slightly injured while all 4 passengers escaped unhurt; t/t 13,210 hours; soc 11jan60  |
| 184 315 08 | CCCP-L4588<br>CCCP-84588   | Li-2<br>Li-2                         | AFL/Kazakhstan<br>AFL/Kazakhstan                                      | no<br>no                 | reports<br>reports                       | soc 03oct60 as worn out   |
| 184 315 09 | CCCP-L4589<br>CCCP-84589   | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk                                      | no<br>no                 | reports<br>reports                       | soc 18aug62 as life-time expired  |
| 184 315 10 | CCCP-L3915(2)<br>CCCP-65711  | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk                                      | no<br>no                 | reports<br>reports                       | see c/n 1841206<br>soc 10dec59 as life-time expired   |
| 184 316 08 | CCCP-L4018(2)<br>CCCP-65716  | Li-2<br>Li-2                         | AFL/MOW MAG SPIVS<br>AFL/MOW MAG SPIVS                                | no<br>rgd                | reports<br>25mar59                       | see c/n 1845609   |
|            | CCCP-73953   | Li-2                                 | AFL/Central Region  | rgd                      | 30may72                                  |   |
|            | CCCP-73953   | Li-2                                 | AFL/Tyumen  | trf                      | 07jul72                                  | soc 12jun73 as worn out   |
| 184 317 01 | CCCP-73962   | Li-2                                 | AFL/Arkhangel'sk  | toc                      | 21nov72                                  | rgd 24nov72; ex Soviet Air Force; soc 14dec73 as life-time expired  |
| 184 317 06 | CCCP-26195   | Li-2                                 | MOM"Strela" Orenb.  | rgd                      | 08feb72                                  | canx 1974   |
| 184 317 07 | CCCP-63880   | Li-2                                 | AFL/Belarus   | toc                      | 29jul63                                  | soc 14nov66 as worn out   |
| 184 318 01 | CCCP-L4712   | Li-2                                 | AFL/Northern-LED  | mfd                      | 28apr49                                  | opb 67 ATO; made an emergency landing near Petrozavodsk 24feb55 when the oil system of the right engine failed; l/n IEV jun58; w/o 28sep55 on a flight from Moscow to Leningrad at night when the right engine leaked oil and failed and the propeller could not be feathered as there was no oil left, the crew decided to make an emergency landing at the military airfield at Vypolzovo but ATC at Vypolzovo could not  |

|            |               |       |                    |     |         |   |
|------------|---------------|-------|--------------------|-----|---------|---|
| 184 318 02 | CCCP-L3920(2) | Li-2  | AFL/Moscow (MUTA)  | no  | reports | be reached for 50 minutes, the aircraft lost height, crash-landed in a potato field 400 metres south-west of Ozerevo (Borovich district of the Novgorod region) and broke up, 5 of the 6 crew and 2 of the 13 passengers killed, all survivors injured; t/t 8,663 hours; soc 26dec55  |
| 184 318 03 | CCCP-16184    | Li-2  | AFL/MOW MAG SPIVS  | trf | 01jan60 | was probably CCCP-L4713 initially; see c/n 1841211  |
| 184 318 04 | CCCP-L4714    | Li-2  | AFL/North Kavkaz   | no  | reports | soc 28sep60 as life-time expired  |
| 184 318 05 | CCCP-L3919(2) | Li-2  | AFL/N.Kavkaz-RVI   | RVI | 11sep57 | opb 34 ATO; made a forced landing in 1949   |
| 184 318 06 | CCCP-L3940(2) | Li-2  | AFL/Uzbekistan     | no  | reports | soc 31oct57 as life-time expired; see c/n 1841210 and LZ-TUF with unknown c/n   |
| 184 318 07 | CCCP-16160    | Li-2  | AFL/Uzbekistan     | no  | reports | see c/n 1841602   |
| 184 318 08 | CCCP-L3933(2) | Li-2  | AFL/Uzbekistan     | no  | reports | soc 05jul60 as life-time expired  |
| 184 318 09 | CCCP-16161    | Li-2  | AFL/Uzbekistan     | no  | reports | see c/n 1841415   |
| 184 318 10 | CCCP-63863    | Li-2  | AFL/Kazakhstan     | toc | 13jun61 | soc 30dec60 as life-time expired  |
| 184 318 11 | LZ-TUC        | Li-2  | TABSO              | ph. | 1955    | soc 22feb74 as life-time expired  |
| 184 318 12 | LZ-TUH        | Li-2P | TABSO              | SXF | 03mar54 | at Budapest   |
| 184 318 13 |               |       |                    |     |         | inaugural flight Sofia-Berlin, registration is partly covered by the crew but the last three digits of the c/n are clearly visible; photo BUD 1955 lower part of registration not readable but looks like LZ-TUH and c/n 100% clear on the tail; other photos show registration perfectly and carries 'Bylgarski Vyzdushen Transport' titles  |
| 184 318 14 | CCCP-L4730    | Li-2  | AFL/Privolzhsk     | no  | reports | dbf, details unknown; soc 24mar59   |
| 184 319 01 | CCCP-71267    | Li-2  | AFL/Ukraine        | toc | 15jun60 | f/n ERD 05jun63 flying; soc 10may73 as life-time expired  |
| 184 319 02 | not known     | Li-2T | Soviet Air Force   | mfd | 1949    |   |
| 184 320 01 | CCCP-71185    | Li-2T | AFL/Urals          | toc | 07mar60 | f/n SVX 17nov62; l/n SVX 16jul63  |
| 184 320 02 | CCCP-71185    | Li-2T | AFL/Urals-PEE      | trf | 1964    | soc 30may74 as life-time expired  |
| 184 320 03 | CCCP-L4590    | Li-2  | AFL/Ukraine        | mfd | oct48   |   |
| 184 320 04 | CCCP-84590    | Li-2  | AFL/Ukraine-ODS    | no  | reports | soc 23oct60 as life-time expired  |
| 184 320 05 | CCCP-L4591    | Li-2  | AFL/Uzbekistan     | mfd | 1948    | dbf, details unknown; soc 05mar57; t/t 10,292 hours ; was reportedly preserved in the Gorki Park at Minsk and used as the children's cinema "Pyaty okean" (Fifth Ocean) from oct63, but see c/n 18428206  |
| 184 320 06 | CCCP-L4593    | Li-2  | AFL/Northern       | no  | reports | soc 26may58 as life-time expired  |
| 184 320 07 | CCCP-L4594    | Li-2  | AFL/Far East       | no  | reports |   |
| 184 320 08 | CCCP-51124    | Li-2  | AFL/Far East       | no  | reports | soc 06dec65 as life-time expired  |
| 184 320 09 | CCCP-L4596    | Li-2  | AFL/Krasnoyarsk    | no  | reports |   |
| 184 320 10 | CCCP-84596    | Li-2  | AFL/Krasnoyarsk    | no  | reports | soc 08jul61 as life-time expired  |
| 184 320 11 | CCCP-L4597    | Li-2  | AFL/Far East       | no  | reports |   |
| 184 320 12 | CCCP-84597    | Li-2  | AFL/Far East       | no  | reports | soc 27nov61 as life-time expired  |
| 184 320 13 | CCCP-L4598    | Li-2  | AFL/East Siberia   | no  | reports |   |
| 184 320 14 | CCCP-84598    | Li-2  | AFL/East Siberia   | no  | reports | involved in an accident, details unknown; soc 29sep59   |
| 184 320 15 | CCCP-L4599    | Li-2  | AFL/East Siberia   | rgd | unknown | mentioned in the accident report of Li-2 CCCP-L4464 29apr49   |
| 184 320 16 | CCCP-L4599    | Li-2  | AFL/Privolzhsk     | no  | reports |   |
| 184 320 17 | CCCP-84599    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 16nov60 as worn out   |
| 184 320 18 | CCCP-L4700    | Li-2  | AFL/Yakutiya       | rgd | unknown | opb 14 TAO; in a document 1949  |
| 184 320 19 | CCCP-L4700    | Li-2  | AFL/East Siberia   | trf | sep52   | opb Yakutskaya aviagruppa   |
| 184 320 20 | CCCP-84700    | Li-2  | AFL/East Siberia   | rgd | unknown | soc 07aug62 as life-time expired  |
| 184 321 01 | CCCP-L3955(2) | Li-2  | AFL/Magadan        | toc | 05aug60 | see c/n 1841715   |
| 184 321 02 | CCCP-65721    | Li-2  | AFL/Magadan        | rgd | 27aug58 |   |
| 184 321 03 | CCCP-65721    | Li-2  | AFL/Kazakhstan     | trf | 01jul61 |   |
| 184 321 04 | CCCP-73959    | Li-2  | AFL/Kazakhstan     | rgd | 23jun72 | soc 26sep73 as life-time expired  |
| 184 321 05 | CCCP-29119    | Li-2  | MAP Kuibyshev MSZ  | rgd | 18dec65 | canx 1974   |
| 184 321 06 | CCCP-71288    | Li-2  | AFL/Moscow (MUTA)  | toc | 05aug60 |   |
| 184 321 07 | CCCP-71288    | Li-2  | AFL/Moscow ASP     | trf | 11apr63 |   |
| 184 321 08 | CCCP-71288    | Li-2  | MAP Gorki          | trf | unknown | no further info available   |
| 184 321 09 | CCCP-84528(2) | Li-2  | AFL/Northern       | toc | 01may71 | see c/n 18430003  |
| 184 321 10 | CCCP-84528(2) | Li-2  | AFL/Arkhangelsk    | trf | 01jan73 | soc 22feb74 as life-time expired  |
| 184 321 11 | CCCP-X1082    | Li-2  | AFL/Urals          | mfd | 1949    |   |
| 184 321 12 | CCCP-X1082    | Li-2  | AFL/West Sineria   | trf | sep52   |   |
| 184 321 13 | CCCP-X1082    | Li-2  | AFL/Urals          | trf | 22jul57 |   |
| 184 321 14 | CCCP-16171    | Li-2  | AFL/Urals          | SVX | 18oct58 | soc 24dec62 as life-time expired  |
| 184 321 15 | CCCP-X1080    | Li-2  | AFL/Latvia         | no  | reports | c/n as such in MGA document; registration previously reported as c/n 18432304 with AFL/Latvia which seems to be incorrect   |
| 184 321 16 | CCCP-84707    | Li-2  | AFL/Latvia         | no  | reports | soc 06apr67 as worn out   |
| 184 321 17 | CCCP-Zh125    | Li-2  | MVD-Dalstroï       | mfd | 31mar49 | opb 2 ATO; in dark green c/s with light blue undersides, 'MVD' titles; dbf 12jan53 on a positioning flight from Batagai to Ozhogino (Yakutiya) when the crew forgot to warm the oil in the propellers-mounts while waiting for take-off clearance for 20 minutes, as the outside temperature was -48° C the oil got viscous and the propeller blades 'froze' in a position of 20 resp. 30 degrees, leading both engines to overspeed during the initial climb, the pilot attempted an emergency landing but the aircraft crash-landed on the embankment of the river Batagai about 1 km from the runway, sustaining serious damage to landing gear, lower fuselage, wings and engines, all 5 crew escaped unhurt; t/t 1,663 hours 50 min; wreck cannibalised  |
| 184 322 01 | CCCP-46238    | Li-2  | MAP Kiev           | rgd | 18dec65 |   |
| 184 322 02 | CCCP-13338    | Li-2  | MAP Kiev APO       | rgd | 25jan73 | canx 02nov73  |
| 184 322 03 | CCCP-29105    | Li-2  | MAP Kirov MSZ      | rgd | 15dec65 | canx 30jan74  |
| 184 322 04 | CCCP-71300    | Li-2  | AFL/West Siberia   | toc | 13jul60 | soc 30may74 as life-time expired  |
| 184 322 05 | CCCP-84628    | Li-2  | AFL/Northern       | toc | 01may71 |   |
| 184 322 06 | CCCP-84628    | Li-2  | AFL/Arkhangelsk    | trf | 01jan73 | soc 30may74 as life-time expired  |
| 184 322 07 | LZ-TUB        | Li-2  | TABSO              |     |         |   |
| 184 322 08 | LZ-TUE        | Li-2P | TABSO              | d/d | 1947    | w/o 22nov52 on a flight from Sofia to Goma Oryakhovitsa when the pilot left the prescribed flight path and the aircraft crashed into Mount Vezhen (2,198 metres) in the Stara Planina range in poor visibility, all 4 crew and 26 passengers killed   |
| 184 323 01 | CCCP-L4708    | Li-2  | AFL/Syktvykar      | no  | reports |   |
| 184 323 02 | CCCP-51125    | Li-2  | AFL/MOW MAG SPIVS  | trf | 27jun59 | soc 04nov60 as life-time expired  |
| 184 323 03 | CCCP-L4726    | Li-2  | AFL/Turkmenistan   | no  | reports |   |
| 184 323 04 | CCCP-84726    | Li-2  | AFL/Turkmenis.-ASB | ASB | dec60   | soc 24aug63 as worn out   |
| 184 323 05 | CCCP-L4716    | Li-2  | AFL/N.Kavkaz-RVI   | RVI | jan58   |   |
| 184 323 06 | CCCP-84716    | Li-2  | AFL/N.Kavkaz-RVI   | no  | reports | soc 13feb61 as life-time expired  |
| 184 323 07 | CCCP-L4733    | Li-2  | AFL/Privolzhsk     | mfd | 16jun48 |   |
| 184 323 08 | CCCP-84733(1) | Li-2  | AFL/Privolzhsk     | no  | reports | opb 66 OAO; w/o 10oct58 on a training flight from Kuibyshev at night when descended too early during finals, coming down to one metre some 200-220 metres before the inner marker, the wheels hit the fence around a house at Smyshlyayevka and the aircraft damaged houses # 62 & # 31 at ul. Kuibysheva, crashed upside down in the garden of the latter and was completely destroyed, 4 of the 5 crew killed and the 5th one injured while the inhabitants of both houses were luckily escaped unhurt; see c/n 6203; soc 31oct58   |
| 184 324 01 | CCCP-63828    | Li-2  | AFL/Uzbekistan     | toc | 22aug60 |   |
| 184 324 02 | CCCP-63828    | Li-2  | AFL/Tyumen         | trf | 25apr73 | soc 22nov73 as worn out   |
| 184 324 03 | CCCP-L1283    | Li-2  | AFL/Ukraine        | mfd | 25apr49 |   |
| 184 324 04 | CCCP-65723    | Li-2  | AFL/Ukraine-KHC    | no  | reports | soc 02oct68 as worn out   |
| 184 324 05 | CCCP-L1280    | Li-2  | AFL/Northern       | no  | reports |   |
| 184 324 06 | CCCP-54842    | Li-2  | AFL/Northern       | no  | reports | soc 31oct58 as worn out   |
| 184 324 07 | CCCP-71291    | Li-2  | AFL/Azerbaijan     | toc | 14jul60 |   |
| 184 324 08 | CCCP-71291    | Li-2  | AFL/Tyumen         | trf | 20feb67 | soc 03jul73 as life-time expired  |
| 184 324 09 | CCCP-63879    | Li-2  | AFL/Northern       | toc | 15aug63 |   |
| 184 324 10 | CCCP-63879    | Li-2  | AFL/Urals          | trf | 22feb67 | soc 27dec73 as worn out   |
| 184 324 11 | "06"          | Li-2  | Soviet Air Force   | no  | reports |   |
| 184 324 12 | CCCP-63851    | Li-2  | AFL/Privolzhsk     | toc | 11mar61 |   |
| 184 324 13 | CCCP-63851    | Li-2  | AFL/Turkmenistan   | trf | 30jan66 | soc 30mar72 as life-time expired  |
| 184 325 01 | CCCP-L4728    | Li-2  | AFL/Ukraine        | mfd | 27nov49 |   |
| 184 325 02 | CCCP-84728    | Li-2  | AFL/Ukraine-ODS    | no  | reports | soc 22jun60 as life-time expired  |
| 184 325 03 | CCCP-L4723    | Li-2  | AFL/Latvia         | no  | reports |   |
| 184 325 04 | CCCP-84723    | Li-2  | AFL/Latvia         | no  | reports | soc 31jan61 as life-time expired  |
| 184 325 05 | CCCP-L4724    | Li-2  | AFL/Northern-NNM   | NNM | 1949    | in dark green c/s with light blue undersides; soc 17dec60 as life-time expired  |
| 184 325 06 | CCCP-L4725    | Li-2  | AFL/Privolzhsk     | no  | reports |   |
| 184 325 07 | CCCP-84725    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 18mar60 as life-time expired  |
| 184 325 08 | CCCP-L4731    | Li-2  | AFL/Belarus        | no  | reports |   |
| 184 325 09 | CCCP-84731    | Li-2  | AFL/Belarus        | no  | reports | soc 20sep61 as life-time expired  |
| 184 325 10 | CCCP-L4732    | Li-2  | AFL/North Kavkaz   | mfd | 26jul49 | opb 77 ATO; w/o 31oct53 on the leg from Rostov-na-Donu to Kharkiv of a flight from Rostov to Moscow when approached Kharkiv-Osnova airport at night with the curtains closed (the crew practised instrument flying training on a passenger flight) and came in too low with the engines running almost idle, when the pilot realised that the aircraft was about to hit a railway line (height with lamp poles some 30 to 40 metres) at Zhikhar settlement he sharply banked to the right at low altitude, the aircraft stalled and crashed into vegetable gardens 700 metres after passing the outer marker (the right wing came to rest 8 metres from a house), all 5 crew and 10 of the 11 passengers (among them the famous Soviet actor Nikolai Chaplygin) killed and the sole survivor seriously injured; t/t 5,181 hours |
| 184 325 11 | CCCP-L4727    | Li-2  | AFL/Krasnoyarsk    | no  | reports |   |
| 184 325 12 | CCCP-84727    | Li-2  | AFL/Krasny Kut FS  | trf | 06jun58 |   |
| 184 325 13 | CCCP-84727    | Li-2  | AFL/Lithuania      | trf | 20may60 | soc 21oct69 as life-time expired  |
| 184 326 01 | CCCP-71302    | Li-2  | AFL/Urals-SVX      | toc | 19jul60 | photo 1972; soc 22nov73 as life-time expired  |
| 184 326 02 | CCCP-L4718    | Li-2  | AFL/Turkmenistan   | no  | reports |   |
| 184 326 03 | CCCP-84718    | Li-2  | AFL/Turkmenis.-ASB | ASB | dec60   | soc 18may62 as life-time expired  |
| 184 326 04 | CCCP-A4031    | Li-2T | GUGK               | mfd | 30apr49 | Main Directorate of Geodesy and Cartography; photo survey aircraft; opb 6 AOVs at Novosibirsk-Severnoy  |

|            |               |       |                    |       |         |  |
|------------|---------------|-------|--------------------|-------|---------|--|
|            | CCCP-A4031    | Li-2T | AFI/West Siberia   | trf   | mar53   | opb 6 AOVs at Novosibirsk-Severny; w/o 27may53 on an aerial survey flight from Novosibirsk-Severny when collided at a height of some 2,000 metres with Li-2 CCCP-L4534 (which had deviated from its prescribed flight path) 16.5 km west of Barzas (north of Kemerovo) and crashed in a forest near Gusiyn Brod 350 metres from CCCP-L4534, all 7 crew killed, the accident was partly to blame on organisational problems; t/t 1,268 hours  |
| 184 326 10 | CCCP-L4720    | Li-2  | AFI/Kyrgyzstan     | no    | reports |  |
|            | CCCP-84720    | Li-2  | AFI/Kyrgyzstan     | no    | reports | soc 28dec62 as life-time expired   |
| 184 327 04 | CCCP-26185    | Li-2  | MAP Kazan APO      | rgd   | 29oct69 | canx 1972  |
| 184 327 05 | CCCP-63897    | Li-2  | AFI/Krasnoyarsk    | toc   | 11oct63 | soc 13aug74 as life-time expired   |
| 184 328 01 | CCCP-L5023    | Li-2  | AFI/Ukraine        | no    | reports |  |
|            | CCCP-16147    | Li-2  | AFI/Ukraine        | no    | reports |  |
|            | CCCP-16147    | Li-2  | AFI/Urals          | trf   | 10jan67 |  |
|            | CCCP-16147    | Li-2  | AFI/Tyumen         | trf   | 20feb67 | soc 08aug69 as worn out  |
| 184 328 02 | CCCP-L5024    | Li-2  | AFI/Krasnoyarsk    | no    | reports | c/n previously reported incorrectly as YR-TAT  |
|            | CCCP-84761    | Li-2  | AFI/Krasny Kut FS  | trf   | 06jun58 |  |
|            | CCCP-84761    | Li-2  | Aeroflot/KShVLP    | trf   | 05aug60 | Kirovograd Advanced Flying Training College  |
|            | CCCP-84761    | Li-2  | AFI/Urals          | trf   | 20nov63 |  |
|            | CCCP-84761    | Li-2  | AFI/Tyumen         | trf   | 20feb67 | soc 09apr69 as worn out  |
| 184 328 03 | CCCP-26177    | Li-2  | MAP Ufa MSZ        | rgd   | 06dec65 | canx 30jan74   |
| 184 328 05 | CCCP-48097    | Li-2  | MAP Kharkov APO    | rgd   | 15dec65 | canx 25dec72   |
| 184 328 08 | CCCP-27209    | Li-2  | MAP Saratov APO    | rgd   | 05jul72 | canx 1974  |
| 184 329 01 | CCCP-63890    | Li-2  | AFI/Urals          | toc   | 01aug63 |  |
|            | CCCP-63890    | Li-2  | AFI/Urals-PEE      | trf   | 1964    | soc 30may74 as life-time expired   |
| 184 329 04 | CCCP-L3972(2) | Li-2  | AFI/MOW MAG SPIVS  | no    | reports | see c/n 1841809  |
|            | CCCP-65717    | Li-2  | AFI/MOW MAG SPIVS  | KJF   | 03feb65 |  |
|            | CCCP-65717    | Li-2  | AFI/Northern       | trf   | 15feb67 | soc 30mar72 as life-time expired   |
| 184 329 05 | CCCP-71253    | Li-2  | AFI/Privolzhsk     | toc   | 01jul60 | soc 27nov72 as worn out  |
| 184 329 09 | CCCP-06192    | Li-2  | Tatar. SNKh Kazan  | rgd   | 12mar62 |  |
|            | CCCP-06192    | Li-2  | SNKh Khabarovsk    | rgd   | 19mar62 |  |
|            | CCCP-46232    | Li-2  | MAP Kazan Motors   | rgd   | 26nov65 |  |
|            | CCCP-13336    | Li-2  | MAP Kazan Motors   | rgd   | 25jan73 | canx 1974  |
| 184 330 01 | CCCP-L4729    | Li-2  | AFI/Ukraine        | no    | reports |  |
|            | CCCP-84729    | Li-2  | AFI/Ukraine-HRK    | no    | reports | soc 28apr60 as life-time expired   |
| 184 330 02 | CCCP-L4736    | Li-2  | AFI/Privolzhsk     | ph.   | aug57   | in "Grazhdanskaya Aviatsiya" magazine  |
|            | CCCP-84736(1) | Li-2  | AFI/Privolzhsk     | no    | reports | soc 22feb60 as life-time expired; see c/n 18438804   |
| 184 330 04 | CCCP-L4734    | Li-2  | AFI/N.Kavkaz-RVI   | RVI   | 03apr59 |  |
|            | CCCP-84734    | Li-2  | AFI/N.Kavkaz-RVI   | no    | reports | soc 26may61 as life-time expired   |
| 184 330 06 | CCCP-L4735    | Li-2  | AFI/Georgia        | no    | reports |  |
|            | CCCP-L4735    | Li-2  | AFI/North Kavkaz   | trf   | 18dec57 |  |
|            | CCCP-84735    | Li-2  | AFI/North Kavkaz   | no    | reports | soc 11apr61 as worn out  |
| 184 330 07 | CCCP-L4738    | Li-2  | AFI/Krasnoyarsk    | no    | reports |  |
|            | CCCP-84738    | Li-2  | AFI/Krasnoyarsk    | no    | reports | soc 31aug59 as life-time expired   |
| 184 330 08 | CCCP-L4739    | Li-2  | AFI/Azerbaijan     | no    | reports |  |
|            | CCCP-84739    | Li-2  | AFI/Azerbaijan     | no    | reports | soc 16oct61 as life-time expired   |
| 184 330 09 | CCCP-L4745    | Li-2  | AFI/Northern       | no    | reports |  |
|            | CCCP-84745    | Li-2  | AFI/Northern       | no    | reports | soc 15aug59 as trf to SibNIA   |
| 184 330 10 | CCCP-L4740    | Li-2  | AFI/Uzbekistan     | no    | reports |  |
|            | CCCP-84740    | Li-2  | AFI/Uzbekistan     | no    | reports | soc 31aug60 as life-time expired   |
| 184 331 01 | 315           | Li-2T | Civ Avn Adm China  | rgd   | 1949    | f/n CAN 20dec80, active; l/n SHA 09mar87; canx 1987; fate unknown  |
| 184 331 02 | CCCP-X1005    | Li-2  | AFI/Moscow (MUTA)  | no    | reports |  |
|            | CCCP-51123    | Li-2  | AFI/Moscow (MUTA)  | trf   | 08aug59 |  |
|            | CCCP-51123    | Li-2  | AFI/Moscow ASP     | trf   | 11apr63 | f/n MRV 04dec65: soc 29oct74 as life-time expired  |
| 184 331 09 | S101          | Li-2T | Hungarian AF       | d/d   | 10sep49 | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team); converted to passenger version 29jul50/1951 and used for government flights   |
|            | 109           | Li-2P | Hungarian AF       | r/r   | 1952    | to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958; trf to 86th helicopter regiment at Kecskemét/ Szentkirályszabadja in 1968; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; wfu 1974, donated to Pioneers children's organisation  |
| 184 332 01 | 1975          | Li-2P | Hungarian AF       | no    | reports | displayed at Zánka with this fake serial; scrapped 1991  |
|            | S102          | Li-2T | Hungarian AF       | d/d   | 09sep49 | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)  |
|            | 201           | Li-2T | Hungarian AF       | r/r   | 1952    | converted for aerial mapping; trf to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); wfu 1963 and stored at Szolnok  |
| 184 332 03 | 201           | Li-2T | Hungarian Police   | trf   | 1983    | never flown for the Police, only used for anti-terrorist practice at Budakeszi; scrapped 1993  |
|            | S103          | Li-2T | Hungarian AF       | d/d   | 09sep49 | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team); converted to navigation trainer with workstations in cabin in 1950  |
|            | 203           | Li-2T | Hungarian AF       | r/r   | 1952    | had to be handed over by the Hungarian AF to MALEV on Soviet orders after the failed uprising  |
|            | HA-LIY        | Li-2T | MALEV              | trf   | 17apr57 |  |
|            | HA-LIY        | Li-2T | Hung. Defence Ass. | trf   | 26aug64 | converted for aerial photography 08aug64; wfu 31oct71; sat wfu at Tiszaliget, l/n 1977; scrapped before 1980   |
| 184 332 04 | CCCP-84633(2) | Li-2  | AFI/Far East       | toc   | 21sep71 | soc 26sep72 as worn out; see c/n 4209  |
| 184 332 05 | "05" red      | Li-2T | Soviet Air Force   | photo | 1972    | see c/n 6006; no further info on this, data correct ?  |
| 184 332 09 | CCCP-84612(2) | Li-2T | Aeroflot           | trf   | 1972    | code allocated but not painted on, aircraft was referred to as '209'; full c/n on tail; opb MN repülő csapatai (flying team); damaged on landing at Kaposvár-Kaposújlak 28mar51 when ran into a ditch due to strong crosswinds, causing the main landing gears to break off; repaired  |
|            | S104          | Li-2T | Hungarian AF       | d/d   | 09sep49 | see c/n 23441209   |
|            | 209 (1)       | Li-2T | Hungarian AF       | r/r   | 1952    | see c/n 23441209   |
|            | HA-LIX        | Li-2T | MALEV              | trf   | 24mar57 | rgd 08apr58  |
|            | 209 (1)       | Li-2T | Hungarian AF       | trf   | 30nov64 | opb 86th helicopter regiment at Kecskemét/Szentkirályszabadja; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; last flight 11jan74; owned by the HM Hadtörténeli Múzeum (MoD military museum) at Szolnok and preserved there, f/n aug91, l/n sep97; moved to Budaörs for restoration oct97; this Li-2 was always thought to be c/n 23441209, but during restoration it was discovered in 1998 that it was ex HA-LIX, ex Hungarian AF 209 (1) and not 209 (2)   |
|            | HA-LIX        | Li-2T | Gold Timer Found.  | trf   | 02oct97 | leased from the Szolnok museum; restored to flying condition at Budaörs oct97/sep01, using many instruments and seats of Tu-154 HA-LCR and Tu-134 HA-LBP; f/f 21sep01 from Budaörs to Balatonkiliti and back; flew Budaörs-BUD 15dec01 for interior work, returned to Budaörs 08feb02; named 'Tódor Kármán' after a US aviation engineer of Hungarian origin (1881-1963) may02; painted in Sunflower (name of the main sponsor) c/s 31jul02; l/n as such 20aug04 above Budapest; repainted in old MALEV c/s for the celebration of 50 years since the foundation of MALEV; l/n as such BUD 26nov04; seen Budaörs 14aug05 again in standard Sunflower c/s, l/n Budaörs 25may08; rolled out in full historical MALEV c/s 05aug08; l/n Kecskemét 07aug10; seen BUD 31oct10 with rudder painted in the colours of the Dutch flag while escorting the inaugural KLM flight on the re-opening ceremony of KLM's service to Budapest; seen Kirchheim unter Teck-Hahnweide 03sep11 in full historical MALEV c/s; l/n BUD 08sep17 |
| 184 332 10 | CCCP-64457    | Li-2  | MAP Arsenyev MSZ   | rgd   | 09sep68 | canx 1974  |
| 184 333 01 | CCCP-L4748    | Li-2  | AFI/Moscow (MUTA)  | no    | reports | dbf, details unknown; soc 10sep54  |
| 184 333 02 | CCCP-L4743    | Li-2  | AFI/Northern-LED   | ARH   | jun56   |  |
|            | CCCP-84743    | Li-2  | AFI/Northern-LED   | photo |         | soc 31jul61 as life-time expired   |
| 184 333 03 | CCCP-L4744    | Li-2  | AFI/North Kavkaz   | HEL   | late40s | in dark green c/s with light blue undersides; based at ASF in 1956; soc 04may58 no reason given  |
| 184 333 04 | CCCP-L4749    | Li-2  | AFI/Yakutiya       | photo |         | in "Grazhdanskaya Aviatsiya" magazine oct58  |
|            | CCCP-84749    | Li-2  | AFI/Yakutiya       | no    | reports | soc 22may68 as worn out  |
| 184 333 05 | CCCP-L4750    | Li-2  | AFI/Moscow (MUTA)  | no    | reports |  |
|            | CCCP-84750    | Li-2  | AFI/Moscow (MUTA)  | no    | reports | soc 24oct60 as life-time expired   |
| 184 333 06 | CCCP-L4753    | Li-2  | AFI/Privolzhsk     | ph.   | aug57   | in "Grazhdanskaya Aviatsiya" magazine  |
|            | CCCP-84753    | Li-2  | AFI/Krasny Kut FS  | trf   | 24may58 |  |
|            | CCCP-84753    | Li-2  | Aeroflot/KShVLP    | trf   | 05aug60 | Kirovograd Advanced Flying Training College; soc 29mar68 as involved in an accident, details unknown   |
| 184 333 07 | CCCP-L3910(2) | Li-2  | AFI/North Kavkaz   | mfd   | aug49   | see c/n 1841201  |
|            | CCCP-L3910(2) | Li-2  | AFI/Ukraine        | no    | reports |  |
|            | CCCP-54809(2) | Li-2  | AFI/Ukraine-LWO    | no    | reports | soc 18nov59 as worn out; c/n also as such in Ukraine CAD document; see c/n 18435105 with the same registration given in the MGA document, which may have not been taken up   |
| 184 333 08 | CCCP-84755    | Li-2  | AFI/Komi           | toc   | 21apr71 | soc 27dec73 as worn out  |
| 184 333 09 | CCCP-L3939(2) | Li-2  | AFI/N.Kavkaz-RVI   | ph.   | oct57   | l/n RVI mar58; see c/n 405   |
|            | CCCP-16206    | Li-2  | AFI/N.Kavkaz-RVI   | RVI   | 03apr59 | soc 20jan60 as life-time expired   |
| 184 333 10 | CCCP-L4754    | Li-2  | AFI/Northern       | MRV   | feb58   | soc 29jul58 as worn out  |
| 184 334 02 | CCCP-29118    | Li-2  | MAP Myachkovo      | rgd   | 06nov65 |  |
|            | CCCP-29118    | Li-2  | MAP Zhukovski      | trf   | unknown | canx 29jul74   |
| 184 334 03 | CCCP-63906    | Li-2  | AFI/Northern       | toc   | 05mar66 |  |
|            | CCCP-63906    | Li-2  | AFI/Urals          | trf   | 22nov67 | soc 14dec73 as worn out  |
| 184 334 06 | CCCP-98105    | Li-2  | MAP "Sokol" Gorki  | rgd   | 29nov65 | canx 1974  |
| 184 335 01 | CCCP-L4757    | Li-2  | AFI/Belarus        | MRV   | 1956    | l/n MHP jan59  |
|            | CCCP-84757    | Li-2  | AFI/Belarus        | no    | reports | soc 18jul61 as life-time expired   |
| 184 335 02 | CCCP-L4755    | Li-2  | AFI/North Kavkaz   | no    | reports | soc 26jun59 as worn out  |
| 184 335 04 | CCCP-L4756    | Li-2  | AFI/Sykytyvkar     | no    | reports |  |
|            | CCCP-84703    | Li-2  | AFI/Sykytyvkar     | no    | reports | soc 22jun60 as life-time expired   |
| 184 335 05 | CCCP-L4758    | Li-2  | AFI/West Siberia   | no    | reports |  |
|            | CCCP-84758    | Li-2  | AFI/West Siberia   | no    | reports | soc 31may68 as worn out  |
| 184 335 07 | CCCP-L4806    | Li-2  | AFI/Sykytyvkar     | no    | reports |  |
|            | CCCP-54806    | Li-2  | AFI/Sykytyvkar     | no    | reports | soc 07sep60 as worn out  |

|            |               |       |                    |     |         |  |
|------------|---------------|-------|--------------------|-----|---------|--|
| 184 335 09 | CCCP-L4759    | Li-2  | AFL/Magadan        | no  | reports |  |
|            | CCCP-84759    | Li-2  | AFL/Magadan        | no  | reports | soc 07sep61 as worn out  |
| 184 335 10 | 312           | Li-2T | Civ Avn Adm China  | rgd | 1949    | soc 1986; f/n HRB 04mar87; fate unknown  |
| 184 336 01 | 301           | Li-2T | Civ Avn Adm China  | rgd | 1949    | based Shanghai 1960; to Tianjin Technical School 1986, l/n nov10 but seen sep12; a photo exists dumped at Dagu Barracks site Taku Fort Ruins Park (N38.978371 E117.704171); visible on GE image dated 09dec13, but no longer there   |
| 184 336 02 | 303           | Li-2  | Civ Avn Adm China  | rgd | 1949    | f/n ZGC 1984; l/n ZGC 30oct86, probably wfu  |
| 184 336 05 | CCCP-93929    | Li-2  | MOMS "Progress"    | rgd | 08dec65 |  |
|            | CCCP-93929    | Li-2  | MAP "Progress"     | trf | unknown | canx 12nov74   |
| 184 336 06 | 309           | Li-2  | Civ Avn Adm China  | rgd | 1949    | canx 1982; broken up at CTU  |
| 184 336 07 | CCCP-84520(2) | Li-2  | AFL/Kazakhstan     | toc | 05may71 | see c/n 18429003; soc 03jul73 as life-time expired   |
| 184 336 08 | 313           | Li-2  | Civ Avn Adm China  | rgd | 1949    | based Shanghai 1960; canx 1982; fate unknown   |
| 184 336 10 | CCCP-L5002    | Li-2  | AFL/Ukraine        | mfd | 20oct49 | mfd correct ?  |
|            | CCCP-16141    | Li-2  | AFL/Ukraine-LWO    | no  | reports |  |
|            | CCCP-16141    | Li-2  | Aeroflot/KShVLP    | trf | 03sep63 | Kirovograd Advanced Flying Training College; soc 16dec63 by GUGVF order  |
| 184 337 01 | 311 (1)       | Li-2T | Civ Avn Adm China  | rgd | 1949    | scrapped at Tianjin 1987; see c/n 18439703   |
| 184 337 03 | CCCP-98109    | Li-2  | MAP Myachkovo      | rgd | 13nov67 |  |
|            | CCCP-98109    | Li-2  | MAP Zhukovski      | trf | unknown | canx 29oct74   |
| 184 338 02 | CCCP-L4762    | Li-2  | AFL/Ukraine        | no  | reports | soc 26may58 as life-time expired   |
| 184 338 03 | 306           | Li-2  | Civ Avn Adm China  | rgd | 1949    | fate unknown   |
| 184 338 04 | 304           | Li-2  | Civ Avn Adm China  | rgd | 1949    | f/n SIA 1982; fate unknown   |
| 184 338 05 | CCCP-L4763    | Li-2  | AFL/Yakutiya       | no  | reports |  |
|            | CCCP-84763    | Li-2  | AFL/Yakutiya       | no  | reports | soc 28may63 as life-time expired   |
| 184 338 06 | CCCP-L4768    | Li-2  | AFL/N.Kavkaz-VOG   | VOG | 11sep57 | soc 15jul60 as life-time expired   |
| 184 338 07 | CCCP-L4769    | Li-2  | AFL/Ukraine        | mfd | oct49   |  |
|            | CCCP-84715    | Li-2  | AFL/Ukraine-HRK    | no  | reports | soc 18nov59 as worn out  |
| 184 338 08 | 308           | Li-2  | Civ Avn Adm China  | rgd | 1949    | operational at Guangzhou early 1970s, later scrapped   |
| 184 338 09 | 318           | Li-2  | Civ Avn Adm China  | rgd | 1949    | f/n SIA 14nov79; canx 1982; fate unknown   |
| 184 338 10 | CCCP-L4773    | Li-2  | AFL/Moldova        | RVI | jan59   |  |
|            | CCCP-84773    | Li-2  | AFL/Moldova        | no  | reports | soc 13feb61 as life-time expired   |
| 184 339 01 | CCCP-L4789    | Li-2  | AFL/East Siberia   | no  | reports |  |
|            | CCCP-54789    | Li-2  | AFL/Belarus        | trf | 31may58 | soc 19mar63 as life-time expired   |
| 184 339 02 | CCCP-69302    | Li-2  | MAP "Sokol" Gorki  | rgd | 29nov65 | canx 1974  |
| 184 339 04 | CCCP-L4777    | Li-2  | AFL/East Siberia   | no  | reports |  |
|            | CCCP-54777    | Li-2  | AFL/East Siberia   | no  | reports | soc 25nov69 as worn out  |
| 184 339 05 | CCCP-L4787    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|            | CCCP-54787    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 21oct69 as life-time expired   |
| 184 339 07 | CCCP-L4788    | Li-2  | AFL/East Siberia   | no  | reports |  |
|            | CCCP-54788    | Li-2  | AFL/Yakutiya       | trf | 22feb58 |  |
|            | CCCP-54788    | Li-2  | AFL/Yakutiya       | no  | reports | soc 14sep63 as worn out  |
| 184 339 08 | CCCP-L4795    | Li-2  | AFL/Yakutiya       | mfd | 13nov49 |  |
|            | CCCP-54795    | Li-2  | AFL/Yakutiya       | no  | reports | opb 139 ATO; w/o 10aug59 on a supply flight from Uchur for geologists in the region of the Kovrik river (150 km to the south-east of Toko, Khabarovsk region) when flew too low in difficult terrain (the crew had not been duly trained for air droppings), during the second dropping run in the narrow valley the crew realised that they could collide with the mountain at the end of the valley and flew a sharp left turn at low altitude (20 to 25 metres) losing speed, the aircraft stalled over its left wing and crashed in a forest 1,900 metres from the dropping site (N55.83333 E133.37083), 3 crew and 6 passengers killed; soc 23sep59   |
| 184 339 09 | CCCP-L4796    | Li-2  | AFL/Uzbekistan     | no  | reports |  |
|            | CCCP-54796    | Li-2  | AFL/Uzbekistan     | no  | reports |  |
|            | CCCP-54796    | Li-2  | AFL/Tyumen         | trf | 06apr73 | soc 22nov73 as worn out  |
| 184 339 10 | CCCP-L4791    | Li-2  | AFL/Syktvyvkar     | no  | reports |  |
|            | CCCP-54791    | Li-2  | AFL/Syktvyvkar     | no  | reports | dbr, details unknown; soc 16jul64  |
| 184 340 02 | CCCP-L4771    | Li-2  | AFL/Georgia        | no  | reports |  |
|            | CCCP-84771    | Li-2  | AFL/Georgia        | no  | reports |  |
|            | CCCP-84771    | Li-2  | AFL/Northern-LED   | trf | 08feb68 | in natural metal c/s with two thin cheatlines; dbr 16oct70 on a cargo flight from Leshukonskoye with the MTOW exceeded and the centre of gravity being out of the envelope (too far aft) when stalled shortly after lift-off, came down beyond the runway, collided with a ravine and broke up, no casualties; so 23dec70  |
| 184 340 03 | CCCP-L4772    | Li-2  | AFL/East Siberia   | no  | reports |  |
|            | CCCP-84772    | Li-2  | AFL/East Siberia   | no  | reports | soc 22sep61 as life-time expired   |
| 184 340 04 | CCCP-L4775    | Li-2  | AFL/Krasnoyarsk    | mfd | 20nov49 | opb 36 ATO; w/o 01oct51 on the leg from Turukhansk to Nadezhda of a flight from Krasnoyarsk to Nadezhda in below minima-weather conditions when tried to fly below the cloud cover at a height of some 50-70 metres, collided with the wooded slope of a hill near the mouth of the river Kureika 25 km north of Serkovo (Krasnoyarsk region) and broke up, all 4 crew and 2 of the 11 passengers killed and all 9 survivors injured (3 of them seriously); t/t 1,470 hours on test flights  |
| 184 340 05 | CCCP-L4776    | Li-2  | NII GVF            |     | 1950    |  |
|            | CCCP-L4776    | Li-2  | AFL/Ukraine        | no  | reports |  |
|            | CCCP-54776    | Li-2  | AFL/Ukraine-DOK    | no  | reports | soc 20jul65 as worn out  |
| 184 340 06 | CCCP-L3932(2) | Li-2  | AFL/Ukraine        | no  | reports | see c/n 1841410  |
|            | CCCP-84623    | Li-2  | AFL/Ukraine-DOK    | no  | reports | soc 19mar60 as life-time expired   |
| 184 340 07 | CCCP-L4774    | Li-2  | AFL/Uzbekistan     | no  | reports |  |
|            | CCCP-84774    | Li-2  | AFL/Uzbekistan     | no  | reports | soc 12sep69 as worn out  |
| 184 340 08 | CCCP-L4801    | Li-2  | AFL/Georgia        | TBS | dec58   |  |
|            | CCCP-54801    | Li-2  | AFL/Georgia        | no  | reports |  |
|            | CCCP-54801    | Li-2  | AFL/Northern       | trf | 17jan67 | soc 31jul72 as life-time expired   |
| 184 340 09 | CCCP-L4800    | Li-2  | AFL/Ukraine        | mfd | 28nov49 |  |
|            | CCCP-54800    | Li-2  | AFL/Ukraine-HRK    | no  | reports | soc 29nov60, restored as of 01feb61, soc again 30oct61 as life-time expired  |
| 184 340 10 | CCCP-L4802    | Li-2  | AFL/Tajikistan-DYU | mfd | 1950    |  |
|            | CCCP-54802    | Li-2  | AFL/Tajikistan-DYU | toc | 1958    | soc 19jan61 as worn out  |
| 184 341 01 | CCCP-L4794    | Li-2  | AFL/East Siberia   | no  | reports |  |
|            | CCCP-54794    | Li-2  | AFL/East Siberia   | no  | reports | soc 30jan63 as life-time expired   |
| 184 341 02 | CCCP-L4793    | Li-2  | AFL/Yakutiya       | no  | reports |  |
|            | CCCP-54793    | Li-2  | AFL/Yakutiya-Nyu   | no  | reports | soc 11jun70 as life-time expired   |
| 184 341 03 | CCCP-L4792    | Li-2  | AFL/Urals-SVX      | no  | reports |  |
|            | CCCP-54792    | Li-2  | AFL/Urals-SVX      | no  | reports | soc 04nov61 as life-time expired   |
| 184 341 04 | CCCP-L4790    | Li-2  | AFL/East Siberia   | mfd | nov49   | opb 10 ATO; w/o 25mar51 on the leg from Irkutsk to Chita of a flight from Irkutsk to Yakutsk when the crew did not cope with the difficult weather conditions (low clouds, heavy turbulence, heavy snowfall and icing) at night, flew too low, veered off course and feathered the right propeller by accident, the aircraft lost height, collided with trees on a hill 4 km north of Iskra (30 km east of Irkutsk airport), stalled and crashed upside down on the wooded slope of another hill, all 4 crew and 8 of the 9 passengers killed, the sole survivor seriously injured, the captain was intoxicated and the 2nd pilot had a licence for the Po-2 only; t/t 1,026 hours; the wreck was found only 04apr51 and the survivor rescued only 05apr51 |
| 184 341 05 | CCCP-L3959(2) | Li-2  | AFL/Magadan        | no  | reports | see c/n 1841801  |
|            | CCCP-16200    | Li-2  | AFL/Magadan        | no  | reports |  |
|            | CCCP-16200    | Li-2  | AFL/Northern-LED   | trf | 07jun65 | f/n LED 09jul70; soc 28apr71 as worn out   |
| 184 341 06 | CCCP-L4797    | Li-2  | AFL/Yakutiya       | no  | reports |  |
|            | CCCP-54797    | Li-2  | AFL/Yakutiya       | no  | reports | soc 16aug66 as worn out  |
| 184 341 07 | CCCP-L4779    | Li-2  | AFL/East Siberia   | no  | reports | dbr, details unknown; soc 26dec55  |
| 184 341 08 | CCCP-L4798    | Li-2  | AFL/Yakutiya       | no  | reports |  |
|            | CCCP-54798    | Li-2  | AFL/Yakutiya       | Bat | 05jul92 | seen derelict this date; soc 07sep73 as life-time expired  |
| 184 341 09 | CCCP-L4799    | Li-2  | AFL/Uzbekistan     | ph. | apr60   | in "Grazhdanskaya Aviatsiya" magazine  |
|            | CCCP-54799    | Li-2  | AFL/Uzbekistan     | no  | reports | soc 23aug73 as worn out, the month is very difficult to read in the MGA document; see c/n 18435109   |
| 184 341 10 | CCCP-63867    | Li-2  | AFL/Kazakhstan     | toc | 13jun61 | f/n MRV 25aug62  |
|            | CCCP-63867    | Li-2  | AFL/Far East       | trf | 21feb74 | soc 24dec74 as worn out  |
| 184 342 02 | CCCP-XB50     | Li-2  | operator unknown   | no  | reports |  |
|            | CCCP-63872    | Li-2  | AFL/Northern       | toc | 15jul61 | f/n ARH 29jan62; l/n ARH 11feb66   |
|            | CCCP-63872    | Li-2  | AFL/Arkhangel'sk   | trf | 01jan73 | soc 30nov74 as life-time expired   |
| 184 342 09 | CCCP-L3985    | Li-2  | AFL/MOW MAG SPIVS  | no  | reports |  |
|            | CCCP-65718    | Li-2  | AFL/Privolzhsk-KUF | rgd | 10apr59 | f/n KUF 08feb64  |
|            | CCCP-73954    | Li-2  | AFL/Central Region | rgd | 30may72 |  |
|            | CCCP-73954    | Li-2  | AFL/Tyumen         | trf | 04sep72 | soc 27dec73 as worn out  |
| 184 342 10 | CCCP-L4010(2) | Li-2  | AFL/East Siberia   | no  | reports | see c/n 1843506  |
|            | CCCP-16178    | Li-2  | AFL/East Sib.-HTA  | HTA | 25may66 | soc 22dec69 as life-time expired   |
| 184 343 01 | CCCP-71226    | Li-2  | AFL/Ukraine        | toc | 12apr60 |  |
|            | CCCP-71226    | Li-2  | AFL/Urals          | trf | 05jan67 |  |
|            | CCCP-71226    | Li-2  | AFL/Tyumen         | trf | 25feb67 | soc 22nov73 as worn out  |
| 184 343 02 | CCCP-L3963(2) | Li-2  | AFL/Magadan        | no  | reports | see c/n 1841607  |
|            | CCCP-16201    | Li-2  | AFL/Magadan        | no  | reports |  |
|            | CCCP-16201    | Li-2  | AFL/Yakutiya       | trf | 25jan64 | soc 31dec71 as life-time expired   |
| 184 343 04 | CCCP-N529     | Li-2  | Polyarnaya Aviats. | no  | reports | opb Chukotskaya aviagruppa from 24jan51  |
| 184 343 06 | CCCP-N531     | Li-2  | Polyarnaya Aviats. | rgd | 17jan50 | opb MAGON from 24jan51; flew ice-reconnaissance missions 07jul/30aug51 and 09apr/01nov52; used to resupply the "Sever-6" Arctic expedition apr54 and the drifting polar stations SP-3 in 1954 and SP-4 in 1956/57; featured in the 1955 Soviet movie "Dva kapitana" (Two Captains); trf from Moskovskii AO to Chukotski AO 28may58   |
|            | CCCP-04210    | Li-2  | Polyarnaya Aviats. | rgd | unknown |  |
|            | CCCP-04210    | Li-2  | AFL/Polar          | trf | 10feb60 | in natural metal c/s with two thin cheatlines; based on the Chukotka peninsula   |

|            |   |                                      |   |                                |  |  |
|------------|---|--------------------------------------|---|--------------------------------|--|--|
|            | CCCP-04210  | Li-2                                 | AFL/Yakutiya-CYX  | trf                            | 01oct70  | in the same c/s as above; damaged on landing on Graham-Bell-Island (Franz Josef Land Archipelago) 02apr74 when the left main gear broke; photo at Temp in 1974; soc 12oct74 as life-time expired; hull still reported as lying close to CYX airport in 2010<br>opb MAGON from 24jan51  |
| 184 343 07 | CCCP-N532<br>CCCP-04211<br>CCCP-04211                             | Li-2<br>Li-2T<br>Li-2T               | Polyarnaya Aviats.<br>Polyarnaya Aviats.<br>AFL/Polar-IKS                                   | rgd<br>trf                     | film<br>1959<br>10feb60                          |  |
| 184 344 02 | CCCP-04211  | Li-2T                                | AFL/Yakutiya  | trf                            | 01oct70  |  |
| 184 345 01 | CCCP-63907<br>CCCP-L4803<br>CCCP-54803<br>CCCP-54803              | Li-2<br>Li-2<br>Li-2<br>Li-2         | AFL/Privolzhsk-KZN<br>AFL/Georgia<br>AFL/Georgia<br>AFL/Northern                            | no<br>TBS<br>RVI<br>trf        | reports<br>dec58<br>13jan63<br>01feb68           | in natural metal c/s, thin cheatlines above and below the windows, 'Aeroflot Polyarnaya Aviatsiya' titles on the nose; took part in the Arctic expedition "Sever-69" in 1969;<br>soc 07sep73 as life-time expired<br>soc 19dec72 as worn out<br>l/n TBS 18jan68<br>soc 16dec71 as life-time expired  |
| 184 345 03 | CCCP-48974  | Li-2                                 | MAP Kazan VPO   | rgd                            | 12oct70  | canx 13may75; was used for de-icing system tests   |
| 184 345 05 | CCCP-L4804<br>CCCP-54804  | Li-2<br>Li-2                         | AFL/Uzbekistan<br>AFL/Uzbekistan  | no<br>no                       | reports<br>reports                               | no reports<br>soc 17oct66 as worn out  |
| 184 345 07 | CCCP-L4805<br>CCCP-54805<br>CCCP-54805                            | Li-2<br>Li-2<br>Li-2                 | AFL/MOW MAG SPIVS<br>AFL/MOW MAG SPIVS<br>AFL/Northern                                      | no<br>no<br>trf                | reports<br>reports<br>unknown                    | no reports<br>no reports<br>on charge as of 01aug66; soc 22dec63 as life-time expired  |
| 184 345 09 | CCCP-71237  | Li-2P                                | AFL/Far East  | toc                            | 28apr60  | f/n MRV 01aug62, possibly for overhaul; soc 12jun73 as worn out  |
| 184 345 10 | CCCP-L4825  | Li-2                                 | AFL/Turkmenistan  | mfd                            | 15apr50  | opb 165 AO; w/o 03jul57 on the leg from Mineralnyye Vody to Krasnodar of a flight from Ashkhabad to Simferopol when flew too low in bad visibility, was not corrected by ATC, collided with trees on the plateau of Mt. Strizhament (832 metres) 30 km south of Stavropol, broke up and burnt out, 8 of the 12 passengers killed and the other 4 plus all 3 crew injured; t/t 8,766 hours; soc 03sep57   |
| 184 346 02 | CCCP-N535   | Li-2                                 | Polyarnaya Aviats.  | ph.                            | 11dec59  | was equipped with retractable skis by Factory No. 477 at Krasnoyarsk in spring 1950; used to resupply the drifting polar station SP-2 apr50; opb MAGON from 24jan51; flew ice-reconnaissance missions 12jun/31oct50, 10may52 and 01aug/01nov53; equipped with a PSBN-M radar in 1954; dbr 26may55 on a flight from Bukhta Somnitelnaya (Wrangel Island) to a drifting ice floe in the central Arctic Basin when the ski of the right main landing gear hit an ice hummock during the landing run and broke, the nose of the aircraft touched the ice and the fuselage broke into three when falling back onto the ice, all 6 crew and 4 passengers escaped unhurt and were evacuated by another aircraft; the wreck was set on fire and abandoned on the drifting ice floe, it was spotted by an aircraft of the Icelandic Coast Guard about 155 miles north-west of Iceland (approximately 10-20 miles off Scoresby Sound on Greenland's East Coast) 11dec59, but could no longer be found a few days later because of fog, it eventually sank<br>opb Igarskaya aviagruppa from 24jan51<br>was reported w/o 12nov59 on approach to Ust'-Tareya when crashed 3 km short of the runway in poor weather, see next line |
| 184 346 05 | CCCP-N536<br>CCCP-04229   | Li-2<br>Li-2                         | Polyarnaya Aviats.<br>Polyarnaya Aviats.  | no<br>no                       | reports<br>reports                               | on charge as of 01may60; see previous line; soc 25may60 as worn out  |
| 184 346 06 | CCCP-04229<br>CCCP-N533   | Li-2<br>Li-2                         | AFL/Krasnoyarsk<br>Polyarnaya Aviats.   | trf<br>ph.                     | unknown<br>1954                                  | opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to resupply the drifting polar station SP-3 in 1954 and the "Sever-7" Arctic expedition in 1955; featured in the 1955 Soviet movie "Dva kapitana" (Two Captains) in document may59  |
| 184 346 07 | CCCP-04212<br>CCCP-04212<br>not known<br>CCCP-71283<br>CCCP-71283 | Li-2<br>Li-2<br>Li-2<br>Li-2<br>Li-2 | Polyarnaya Aviats.<br>AFL/Polar<br>Soviet Air Force<br>AFL/Tajikistan-DYU<br>AFL/Kazakhstan | no<br>trf<br>mfd<br>toc<br>trf | reports<br>10feb60<br>1950<br>23jun60<br>14mar64 | photo at TOX in the early 1970s; soc 30sep74 as life-time expired  |
| 184 346 10 | CCCP-N534<br>CCCP-04213<br>CCCP-04213                             | Li-2<br>Li-2<br>Li-2                 | Polyarnaya Aviats.<br>AFL/Polar<br>AFL/Polar  | no<br>trf<br>trf               | reports<br>10feb60<br>10feb60                    | opb Chukotskaya aviagruppa from 24jan51; damaged 09mar58 in a forced landing at Sredni island on the Severnaya zemlya archipelago; repaired mentioned in a document sep59<br>opb Nizhnekolymski OAO; dbr 11apr67 on the leg from Egvekinot to Nizhniye Kresty (now Cherski) of a round flight from Nizhniye Kresty when the pilot mistook the empty barrels which marked the beginning of the snow airstrip for parked helicopters on final approach in poor visibility at dusk, the aircraft made an emergency turn out, stalled and crashed on the ice of the Kolyma river 3.5 km from the airstrip, all 5 crew and all passengers slightly injured; soc 18aug67<br>opb Igarskaya aviagruppa from 24jan51  |
| 184 347 01 | CCCP-N537<br>CCCP-04230<br>CCCP-04230<br>CCCP-04230               | Li-2<br>Li-2<br>Li-2<br>Li-2         | Polyarnaya Aviats.<br>Polyarnaya Aviats.<br>AFL/Polar<br>AFL/Krasnoyarsk                    | no<br>no<br>trf<br>trf         | reports<br>reports<br>10feb60<br>15apr60         | no reports<br>no reports<br>soc 12feb68 as worn out  |
| 184 347 03 | CCCP-04230<br>CCCP-71233  | Li-2<br>Li-2                         | AFL/Polar<br>AFL/Turkmenis.-ASB   | trf<br>toc                     | 15apr60<br>15apr60                               | f/n ASB dec60; l/n ASB 1962; featured in the 1965 Soviet movie "Idu na grozu"; soc 20may71 due to its poor technical condition   |
| 184 347 05 | CCCP-71247  | Li-2                                 | AFL/Northern  | toc                            | 02jun60  | registration CCCP-51139 crossed out in MGA document, see c/n 18420309; f/n KJA 03jun64; l/n ASB 12jun64<br>soc 03jul73 as life-time expired  |
| 184 347 09 | CCCP-71247<br>CCCP-63887<br>CCCP-63887                            | Li-2<br>Li-2<br>Li-2                 | AFL/Arkhangel'sk<br>AFL/Urals-CEK<br>AFL/Urals-MQF  | trf<br>toc<br>trf              | 01jan73<br>01aug63<br>20jan67                    | no reports<br>no reports<br>soc 31oct73 as worn out  |
| 184 348 02 | CCCP-84730  | Li-2                                 | AFL/Northern  | toc                            | 06jun71  | soc 16dec71 as life-time expired   |
| 184 348 05 | CCCP-71227<br>CCCP-71227<br>CCCP-71227                            | Li-2<br>Li-2<br>Li-2                 | AFL/Ukraine<br>AFL/Urals<br>AFL/Urals   | toc<br>trf<br>trf              | 12apr60<br>02feb67<br>04jan74                    | no reports<br>no reports<br>soc 13aug74 as worn out  |
| 184 348 07 | CCCP-71234  | Li-2                                 | AFL/Arkhangel'sk  | trf                            | 04jan74  | on charge as of 01may60; f/n LED 28sep72; soc 10may73 as worn out  |
| 184 349 01 | CCCP-71234<br>CCCP-71230<br>CCCP-71230                            | Li-2<br>Li-2<br>Li-2                 | AFL/MOW MAG SPIVS<br>AFL/Azerbaijan<br>AFL/Yakutiya-Zhg                                     | toc<br>toc<br>trf              | unknown<br>23apr60<br>29jan63                    | no reports<br>no reports<br>soc 22jul74 as life-time expired; probably it was this aircraft (last digit of registration only partially visible on photo, but probably a 0) which was preserved in natural metal c/s with dayglo cheatline and stabilizer at a children's playground at Tiksi in the 1970s; scrapped  |
| 184 349 02 | CCCP-63889<br>CCCP-63889  | Li-2P<br>Li-2P                       | AFL/Urals-SVX<br>AFL/Urals-CEK  | toc<br>trf                     | 01aug63<br>apr66                                 | f/n SVX 07mar64<br>soc 25dec72 as worn out   |
| 184 349 05 | CCCP-48112  | Li-2                                 | MAP Kazan VPO   | rgd                            | 12oct70  | canx 31mar75   |
| 184 349 07 | CCCP-L5030<br>CCCP-16189<br>CCCP-16189<br>CCCP-16189              | Li-2<br>Li-2<br>Li-2<br>Li-2         | AFL/Magadan<br>AFL/Magadan<br>AFL/Northern<br>AFL/Urals                                     | ph.<br>no<br>trf<br>trf        | sep56<br>reports<br>24nov64<br>22feb67           | in "Grazhdanskaya Aviatsiya" magazine<br>no reports<br>soc 29oct71 as life-time expired  |
| 184 349 08 | CCCP-L4835<br>CCCP-54835<br>CCCP-54835                            | Li-2<br>Li-2<br>Li-2                 | AFL/Northern<br>AFL/Northern-LED<br>AFL/Arkhangel'sk  | no<br>trf<br>trf               | reports<br>oct70<br>jan71                        | no reports<br>date correct as only formed 01jan73 ?; soc 30may74 as worn out   |
| 184 349 09 | CCCP-71243  | Li-2                                 | AFL/Far East  | toc                            | 15may60  | soc 24dec74 as worn out  |
| 184 350 01 | CCCP-L4822<br>CCCP-54822  | Li-2<br>Li-2                         | AFL/Ukraine<br>AFL/Ukraine-HRK  | mfd<br>no                      | 20oct49<br>reports                               | no reports<br>soc 30oct61 as life-time expired   |
| 184 350 02 | CCCP-L4823<br>CCCP-54823  | Li-2<br>Li-2                         | AFL/Ukraine<br>AFL/Ukraine-ODS  | mfd<br>no                      | 18feb50<br>reports                               | no reports<br>soc 22nov61 as life-time expired   |
| 184 350 03 | CCCP-L4826<br>CCCP-54826<br>CCCP-54826                            | Li-2P<br>Li-2P<br>Li-2P              | AFL/Azerbaijan<br>AFL/Azerbaijan<br>AFL/Kazakhstan  | no<br>no<br>trf                | reports<br>reports<br>16nov65                    | no reports<br>no reports<br>f/n MRV 24jan63<br>soc 28apr71 as life-time expired  |
| 184 350 04 | CCCP-L4829<br>CCCP-54829  | Li-2<br>Li-2                         | AFL/Ukraine<br>AFL/Ukraine-HRK  | no<br>no                       | reports<br>reports                               | no reports<br>soc 16feb60 as life-time expired   |
| 184 350 06 | CCCP-L4862<br>CCCP-54862  | Li-2<br>Li-2                         | AFL/Georgia<br>AFL/Northern   | no<br>trf                      | reports<br>19may58                               | no reports<br>soc 07sep61 as life-time expired   |
| 184 350 07 | CCCP-L4861<br>CCCP-54861  | Li-2<br>Li-2                         | AFL/Privolzhsk<br>AFL/Privolzhsk  | no<br>no                       | reports<br>reports                               | no reports<br>soc 26dec60 as worn out  |
| 184 350 08 | CCCP-L4852<br>CCCP-54852  | Li-2<br>Li-2                         | AFL/Syktvyvkar<br>AFL/Syktvyvkar  | no<br>no                       | reports<br>reports                               | no reports<br>no reports   |
| 184 350 09 | CCCP-L4851  | Li-2                                 | AFL/Krasnoyarsk   | no                             | reports  | no reports<br>soc 20jun61 as worn out<br>soc 07feb59; reported MRV 05jan60 with the old registration and possibly used for spares by the ARZ; registration CCCP-54851 given in the MGA document as such, but probably not taken up, also see c/n 18429705  |
| 184 350 10 | CCCP-L4855<br>CCCP-54855  | Li-2<br>Li-2                         | AFL/Azerbaijan<br>AFL/Azerbaijan  | no<br>no                       | reports<br>reports                               | f/n RVI 1956<br>soc 19aug64 as worn out  |
| 184 351 02 | CCCP-L4836<br>CCCP-54836<br>CCCP-54836                            | Li-2<br>Li-2<br>Li-2                 | AFL/Uzbekistan<br>AFL/Uzbekistan<br>AFL/Northern  | no<br>TAS<br>trf               | reports<br>01apr68<br>21mar73                    | no reports<br>no reports<br>soc 14dec73 as worn out  |
| 184 351 03 | CCCP-L4837<br>CCCP-54837  | Li-2<br>Li-2                         | AFL/Uzbekistan<br>AFL/Uzbekistan  | no<br>no                       | reports<br>reports                               | no reports<br>no reports   |
| 184 351 04 | CCCP-54837<br>CCCP-L4807<br>CCCP-54807                            | Li-2<br>Li-2<br>Li-2                 | AFL/Turkmenistan<br>AFL/Ukraine<br>AFL/Ukraine-IEV  | trf<br>mfd<br>no               | unknown<br>22apr50<br>reports                    | no reports<br>soc 17sep66 as worn out<br>soc 08aug69 as worn out with t/t 23.577 hours   |
| 184 351 05 | CCCP-L4809<br>CCCP-54809(1)                                       | Li-2<br>Li-2                         | AFL/MOW MAG SPIVS<br>AFL/MOW MAG SPIVS  | no<br>no                       | reports<br>reports                               | no reports<br>no reports   |
| 184 351 06 | CCCP-L4810<br>CCCP-54810  | Li-2<br>Li-2                         | AFL/Armenia<br>AFL/Armenia  | TBS<br>no                      | mar58<br>reports                                 | no reports<br>soc 16feb61 as life-time expired   |
| 184 351 07 | CCCP-L4811<br>CCCP-54811  | Li-2<br>Li-2                         | AFL/Urals<br>AFL/West Siberia   | mfd<br>trf                     | 1950<br>sep52                                    | no reports<br>no reports   |
| 184 351 08 | CCCP-L4811<br>CCCP-L4812  | Li-2<br>Li-2                         | AFL/Urals<br>AFL/East Siberia   | trf<br>no                      | jul57<br>reports                                 | dbr 22feb59 at penza; soc 07mar59  |
| 184 351 09 | CCCP-54812<br>CCCP-L4808<br>CCCP-54808                            | Li-2<br>Li-2<br>Li-2                 | AFL/East Siberia<br>AFL/Uzbekistan<br>AFL/Uzbekistan  | no<br>no<br>no                 | reports<br>reports<br>reports                    | no reports<br>soc 08aug69 as life-time expired<br>no reports   |
|            |   |                                      |   |                                |  | photo<br>soc 27apr72 as worn out; registration CCCP-54799 is crossed out for this c/n in the MGA document, see c/n 18434109 (only one digit differs !)   |



|            |  |   |   |                                 |  |  |
|------------|--|---|---|---------------------------------|--|--|
| 184 351 10 | CCCP-L4814<br>CCCP-84605   | Li-2<br>Li-2                              | AFL/Moscow (MUTA)<br>AFL/Moscow (MUTA)  | no<br>no                        | reports<br>reports                           |  |
| 184 352 01 | not known<br>CCCP-L4817<br>CCCP-54817<br>CCCP-54817                | Li-2<br>Li-2<br>Li-2<br>Li-2              | Soviet Air Force<br>AFL/North Kavkaz<br>AFL/North Kavkaz<br>AFL/Riisk ATY           | no<br>no<br>no<br>trf           | reports<br>reports<br>reports<br>22jun61     | soc 25may60 as life-time expired<br>featured in a Soviet movie in 1970s; possibly fake id !<br>was soc 11aug.. (no year given) as became an 'exhibit' possibly at the Ryisk Civil Aviation Technical College   |
| 184 352 02 | CCCP-L4818<br>CCCP-54818   | Li-2<br>Li-2T                             | AFL/Azerbaijan<br>AFL/Azerbaijan  | mfd                             | 31mar50                                      | f/n DNK jan58<br>opb 107 AO; w/o 29jan64 on the leg from Nukha to Baku of a flight from Byelokany to Baku when the left main gear struck a snow ripple during the take-off run and the aircraft turned left by 20 degrees, the captain did not abort the take-off but continued, in order to lift off earlier he forced the tail down so that the aircraft lifted off at low speed and with a high angle of attack, fell back to the ground and bounced several times, resulting eventually in the collapse of the right main gear, the aircraft ended up in the 7 metres deep and 25 metres wide gully of the Gurdzhanachai river 900 metres behind the start of the take-off run, 1 of the 3 crew killed and 2 crew plus 2 of the 19 passengers injured; t/t 12,589 hours; soc 06mar64                               |
| 184 352 03 | CCCP-L4824<br>CCCP-54824<br>CCCP-54824                             | Li-2<br>Li-2<br>Li-2                      | AFL/Azerbaijan<br>AFL/Azerbaijan<br>AFL/Tyumen                                      | no<br>no<br>trf                 | reports<br>reports<br>10feb67                | soc 31dec71 as life-time expired   |
| 184 352 04 | CCCP-L4815<br>CCCP-54815<br>CCCP-54815                             | Li-2<br>Li-2<br>Li-2                      | AFL/Privolzhsk<br>AFL/Privolzhsk<br>AFL/Privolzhsk                                  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 05jun61 as worn out  |
| 184 352 05 | CCCP-L4816<br>CCCP-54816<br>CCCP-54816                             | Li-2<br>Li-2<br>Li-2                      | AFL/Privolzhsk<br>AFL/Privolzhsk<br>AFL/Privolzhsk                                  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 16nov60 as worn out  |
| 184 352 06 | CCCP-L4820<br>CCCP-54820<br>CCCP-54820                             | Li-2<br>Li-2<br>Li-2                      | AFL/Privolzhsk<br>AFL/Privolzhsk<br>AFL/Privolzhsk                                  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 13oct61 as life-time expired   |
| 184 352 08 | CCCP-L4827<br>CCCP-54827<br>CCCP-54827                             | Li-2<br>Li-2<br>Li-2                      | AFL/Uzbekistan<br>AFL/Uzbekistan-TAS<br>AFL/Krasnoyarsk                             | no<br>TAS<br>ph.                | reports<br>31jan61<br>jan68                  | soc 03jun61 as worn out<br>but this date must be incorrect as re-registered 1958/1959  |
| 184 352 09 | CCCP-L4833<br>CCCP-54833<br>CCCP-54833                             | Li-2<br>Li-2<br>Li-2                      | AFL/Krasnoyarsk<br>AFL/Krasnoyarsk<br>AFL/East Siberia                              | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 29jun71 as life-time expired   |
| 184 352 10 | CCCP-L4828<br>CCCP-54828<br>CCCP-54828                             | Li-2<br>Li-2<br>Li-2                      | AFL/East Siberia<br>AFL/East Siberia<br>AFL/East Siberia                            | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 12dec63 as worn out  |
| 184 353 01 | CCCP-L4830<br>CCCP-54830<br>CCCP-54830                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Yakutiya<br>AFL/Yakutiya  | no<br>no<br>mfd                 | reports<br>reports<br>26apr50                | soc 11jun70 as life-time expired   |
| 184 353 02 | CCCP-L4831<br>CCCP-54831<br>CCCP-54831                             | Li-2<br>Li-2<br>Li-2                      | AFL/Ukraine<br>AFL/Ukraine-IEV<br>AFL/Kazakhstan                                    | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 07sep70 as worn out  |
| 184 353 03 | CCCP-L4832<br>CCCP-54832<br>CCCP-54832                             | Li-2<br>Li-2<br>Li-2                      | AFL/Kazakhstan<br>AFL/Kazakhstan<br>AFL/Krasnoyarsk                                 | no<br>LED<br>no                 | reports<br>09jul70<br>reports                | soc 01dec70 as life-time expired   |
| 184 353 04 | CCCP-L4838<br>CCCP-54838<br>CCCP-54838                             | Li-2<br>Li-2<br>Li-2                      | AFL/Krasnoyarsk<br>AFL/Krasnoyarsk<br>AFL/Krasnoyarsk                               | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 21sep71 as life-time expired   |
| 184 353 05 | CCCP-L4843<br>CCCP-54843<br>CCCP-54843                             | Li-2<br>Li-2<br>Li-2                      | AFL/East Siberia<br>AFL/East Siberia<br>AFL/East Siberia                            | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 28sep70 due to its poor technical condition<br>dbr, details unknown; soc 24mar59   |
| 184 353 06 | CCCP-L4834<br>CCCP-54834<br>CCCP-54834                             | Li-2<br>Li-2<br>Li-2                      | AFL/Krasnoyarsk<br>AFL/Krasnoyarsk<br>AFL/Krasnoyarsk                               | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 06nov61 as life-time expired   |
| 184 353 07 | CCCP-L4839<br>CCCP-54839<br>CCCP-54839                             | Li-2<br>Li-2<br>Li-2                      | AFL/Krasnoyarsk<br>AFL/Krasnoyarsk<br>AFL/Krasnoyarsk                               | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 06nov61 as life-time expired   |
| 184 353 08 | CCCP-L4840<br>CCCP-54840<br>CCCP-54840                             | Li-2<br>Li-2<br>Li-2                      | AFL/Privolzhsk<br>AFL/Privolzhsk<br>AFL/Privolzhsk                                  | no<br>no<br>trf                 | reports<br>reports<br>18dec60                | Kirovograd Advanced Flying Training College; soc 24aug63 as worn out   |
| 184 353 09 | CCCP-L4841<br>CCCP-54841<br>CCCP-54841                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Yakutiya<br>AFL/Yakutiya  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 14sep63 as worn out<br>Kirovograd Advanced Flying Training College   |
| 184 353 10 | CCCP-L4844<br>CCCP-54844<br>CCCP-54844                             | Li-2<br>Li-2<br>Li-2                      | Aeroflot/KShVLP<br>AFL/Krasny Kut FS<br>AFL/Krasny Kut FS                           | no<br>trf<br>trf                | reports<br>13may58<br>05aug60                | soc 22dec69 as life-time expired   |
| 184 354 01 | CCCP-L4846<br>CCCP-54846<br>CCCP-54846                             | Li-2<br>Li-2<br>Li-2                      | AFL/East Siberia<br>AFL/East Siberia<br>AFL/East Siberia                            | no<br>no<br>trf                 | reports<br>reports<br>26may58                | soc 30dec62 as life-time expired   |
| 184 354 02 | CCCP-L4845<br>CCCP-54845<br>CCCP-54845                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Yakutiya<br>AFL/Yakutiya  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 19oct70 as life-time expired   |
| 184 354 03 | CCCP-L4847<br>CCCP-54847<br>CCCP-54847                             | Li-2<br>Li-2<br>Li-2                      | AFL/West Sib.-OVB<br>AFL/West Sib.-OVB<br>AFL/West Sib.-OVB                         | no<br>Ovn<br>no                 | reports<br>25feb67<br>reports                | soc 01aug71 as life-time expired   |
| 184 354 04 | CCCP-L4848<br>CCCP-54848<br>CCCP-54848                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Yakutiya<br>AFL/Yakutiya  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 26may70 as worn out  |
| 184 354 05 | CCCP-L4854<br>CCCP-54854<br>CCCP-54854                             | Li-2<br>Li-2<br>Li-2                      | AFL/East Siberia<br>AFL/East Siberia<br>AFL/East Siberia                            | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 19mar63 as life-time expired   |
| 184 354 06 | CCCP-L4860<br>CCCP-54860<br>CCCP-54860                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Yakutiya<br>AFL/Yakutiya  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 25sep62 as life-time expired<br>see c/n 1841706  |
| 184 354 07 | CCCP-L3956(2)<br>CCCP-16202  | Li-2<br>Li-2                              | AFL/Magadan<br>AFL/Magadan-Chaun  | no<br>no                        | reports<br>reports                           | opb 23 UTO; dbr 03dec63 on a cargo flight from Pevek to Nizhniye Kresty (now Cherski) with the maximum take-off weight exceeded by 640 kg when banked immediately after take-off (the angle of attack was too steep) and neither pilot nor instructor was able to regain control, so that the aircraft crash-landed beyond the runway, all 6 crew (among them 2 instructors) escaped unhurt; soc 11feb64   |
| 184 354 09 | CCCP-L4850<br>CCCP-54850<br>CCCP-54850                             | Li-2<br>Li-2<br>Li-2                      | AFL/Ukraine<br>AFL/Ukraine-DNK<br>AFL/Krasnoyarsk                                   | mfd<br>no<br>no                 | 25may50<br>reports<br>reports                | soc 29nov60 as life-time expired<br>soc 04aug58 involved in an accident, details unknown   |
| 184 355 02 | CCCP-L4867<br>CCCP-54867<br>CCCP-54867                             | Li-2<br>Li-2<br>Li-2                      | AFL/Tajikistan-DYU<br>AFL/Tajikistan-DYU<br>AFL/Tajikistan-DYU                      | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 09oct62 as life-time expired   |
| 184 355 03 | CCCP-L4868<br>CCCP-54868<br>CCCP-54868                             | Li-2<br>Li-2<br>Li-2                      | AFL/Ukraine<br>AFL/Ukraine-DNK<br>AFL/North Kavkaz                                  | mfd<br>no<br>mfd                | 30may50<br>reports<br>1953                   | soc 21sep61 as life-time expired<br>w/o 04jul56 on the leg from Rostov-na-Donu to Voronezh of a flight from Mineralnyye Vody to Moscow when an improvised explosive device (consisting of 3 TM-35 anti-tank mines) which had been placed by Soviet troops at a depth of some 1.6-1.8 metres in a filled-up bomb crater in 1943 detonated under the right wing while the aircraft was taxiing after landing at Voronezh, the right engine was ripped off and the aircraft caught fire, all 4 crew and all passengers escaped unhurt; t/t 8,146 hours; soc 09oct56   |
| 184 355 04 | CCCP-L4869   | Li-2                                      | AFL/North Kavkaz  | mfd                             | 1953   | on charge as of 01jul60; soc 27dec73 as worn out   |
| 184 355 05 | CCCP-71248   | Li-2                                      | AFL/Privolzhsk  | toc                             | unknown                                      |  |
| 184 355 06 | CCCP-L4871<br>CCCP-54871<br>CCCP-54871<br>CCCP-54871<br>CCCP-54871 | Li-2<br>Li-2<br>Li-2<br>Li-2<br>Li-2      | AFL/Urals<br>AFL/West Siberia<br>AFL/Privolzhsk<br>AFL/Privolzhsk<br>AFL/Privolzhsk | mfd<br>trf<br>trf<br>trf<br>rgd | 1950<br>sep52<br>14may57<br>1959             | soc 05jun61 as life-time expired   |
| 184 355 07 | CCCP-L4872   | Li-2                                      | AFL/West Siberia  | mfd                             | 14jun50                                      | opb 120 ATO; w/o 02nov56 on the leg from Izhevsk to Sverdlovsk-Koltsovo of a cargo flight from Moscow to Omsk when deviated from the glide path at night in bad visibility, apart from that the crew had forgotten to put the fuel selector from the almost empty right tank to the left tank so both engines stopped due to fuel starvation after passing the outer marker at a height of 250 metres and could only be restarted when the aircraft was about to touch trees, it did so 816 metres beyond the outer marker and 157 metres to the right of the extended centreline of the runway, lost its left wing, came down in a forest 1,047 metres behind the outer marker and broke up, 2 out of 3 crew killed and the 3rd one seriously injured, both passengers slightly injured; t/t 8,331 hours; soc 24dec56 |
| 184 355 08 | CCCP-L4870<br>CCCP-54870<br>CCCP-54870<br>CCCP-54870               | Li-2<br>Li-2<br>Li-2<br>Li-2              | AFL/North Kavkaz<br>AFL/Georgia<br>AFL/Belarus-MHP<br>AFL/Belarus-MHP               | no<br>trf<br>trf<br>no          | reports<br>12dec57<br>17may58<br>reports     | f/n MHP jan59<br>soc 25jul60 as life-time expired  |
| 184 355 09 | CCCP-L4873<br>CCCP-54873<br>CCCP-54873                             | Li-2<br>Li-2<br>Li-2                      | AFL/Syktvyvkar<br>AFL/Syktvyvkar<br>AFL/Syktvyvkar                                  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 13feb64 as worn out  |
| 184 355 10 | CCCP-L4874<br>CCCP-54874<br>CCCP-54874                             | Li-2<br>Li-2<br>Li-2                      | AFL/Privolzhsk<br>AFL/Privolzhsk<br>AFL/Privolzhsk                                  | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 29mar61 as life-time expired   |
| 184 356 01 | CCCP-L4856<br>CCCP-54856<br>CCCP-54856                             | Li-2<br>Li-2<br>Li-2                      | AFL/East Siberia<br>AFL/East Siberia<br>AFL/East Siberia                            | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 19mar63 as life-time expired   |
| 184 356 02 | CCCP-L4857<br>CCCP-54857<br>CCCP-54857                             | Li-2T<br>Li-2T<br>Li-2T                   | AFL/Ukraine-IEV<br>AFL/Ukraine-IEV<br>AFL/Ukraine-IEV                               | mfd<br>no<br>no                 | 24may50<br>reports<br>reports                | soc 19mar63 as life-time expired<br>IEV jul58; converted to cargo/passenger version by ARB-411, committing several mistakes in the process<br>soc 29nov60 as life-time expired   |
| 184 356 03 | CCCP-L4858<br>CCCP-54858<br>CCCP-54858<br>CCCP-54858<br>CCCP-54858 | Li-2T<br>Li-2T<br>Li-2T<br>Li-2T<br>Li-2T | AFL/Urals<br>AFL/West Siberia<br>AFL/Urals-SVX<br>AFL/Urals-CEK<br>AFL/GosNII GA    | no<br>trf<br>trf<br>trf<br>trf  | reports<br>sep52<br>jul57<br>1963<br>10oct67 | f/n SVX 05mar60<br>l/n SVX jul65<br>soc 18jan68 as handed ofer to AFL/GosNII GA for tests  |
| 184 356 04 | CCCP-L4859<br>CCCP-54859<br>CCCP-54859                             | Li-2<br>Li-2<br>Li-2                      | AFL/East Siberia<br>AFL/Yakutiya<br>AFL/Yakutiya-YKS                                | no<br>trf<br>no                 | reports<br>04mar58<br>reports                | opb 139 ATO; trf to 192 oao 16feb60; dbr, details unknown; soc 12jan66   |
| 184 356 05 | CCCP-L4864<br>CCCP-54864<br>CCCP-54864                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Yakutiya-Bat<br>AFL/Tajikistan-DYU                              | no<br>no<br>no                  | reports<br>reports<br>reports                | soc 30mar72 as worn out  |
| 184 356 07 | CCCP-L4866<br>CCCP-54866<br>CCCP-54866                             | Li-2<br>Li-2<br>Li-2                      | AFL/Yakutiya<br>AFL/Kazakhstan-TSE<br>AFL/Far East                                  | no<br>trf<br>mfd                | reports<br>15jun61<br>31may50                | f/n TSE 05jun62; l/n TSE 01oct66; soc 07sep73 as worn out<br>opb 194 ATO Magadanskoi aviagruppy; w/o 09dec56 on the leg from Uelkal to Anadyr of a flight from Lavrentiya to Anadyr when deviated from the prescribed flight path to the left by 8 km, started to descend in clouds, crashed at a height of 720 metres into the steep slope of a cloud-covered hill (920 metres) on the south-western slope of Gora Ioanna mountain in the Zolotoi khibet range (35 km north-east of Anadyr) and exploded, all 5 crew and 7 passengers killed; t/t 5,333 hours; soc 27dec56; wreck still there 2009  |
| 184 356 09 | CCCP-L5033   | Li-2                                      | AFL/Far East  | mfd                             | 31may50                                      |  |
| 184 356 10 | CCCP-71180   | Li-2                                      | AFL/North Kavkaz  | toc                             | 01mar60                                      | f/n 28mar61  |

|            |                            |                         |                                       |                     |                    |  |
|------------|----------------------------|-------------------------|---------------------------------------|---------------------|--------------------|--|
| 184 357 01 | CCCP-71180                 | Li-2                    | AFL/Turkmenistan                      | trf                 | 16aug66            | soc 19dec72 as worn out  |
| 184 357 02 | CCCP-08821                 | Li-2                    | MAP Zhukovski                         | rgd                 | 06nov65            | canx 19feb75   |
|            | CCCP-L5034                 | Li-2                    | AFL/Magadan                           | no                  | reports            |  |
|            | CCCP-16190                 | Li-2                    | AFL/Magadan                           | no                  | reports            | soc 09jul62 as worn out  |
| 184 357 03 | CCCP-L1084                 | Li-2                    | AFL/Kazakhstan                        | no                  | reports            |  |
|            | CCCP-84714                 | Li-2                    | AFL/Kazakhstan                        | no                  | photo              | titles not visible; soc 25jul74 as worn out  |
| 184 357 05 | CCCP-L3966(2)              | Li-2                    | AFL/Krasnoyarsk                       | no                  | reports            | see c/n 1841813  |
|            | CCCP-84666                 | Li-2                    | AFL/Krasnoyarsk                       | no                  | reports            | soc 08sep75 as life-time expired   |
| 184 357 06 | CCCP-L3943(2)              | Li-2                    | AFL/Krasnoyarsk                       | no                  | reports            | see c/n 0336   |
|            | CCCP-84669                 | Li-2                    | AFL/Krasnoyarsk                       | no                  | reports            | soc 16feb71 as life-time expired   |
| 184 357 08 | CCCP-N538                  | Li-2T                   | Polyarnaya Aviats.                    | no                  | photo              | opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to re-supply the drifting polar station SP-2 in 1950  |
|            | CCCP-04214                 | Li-2V                   | Polyarnaya Aviats.                    | rgd                 | 1959               | in dark green c/s with light blue undersides, 'Polyarnaya Aviatsiya' titles; assigned to the 5th Soviet Antarctic expedition 14oct59   |
|            | CCCP-04214                 | Li-2V                   | AFL/Polar                             | trf                 | 10feb60            | based in Antarctica; damaged 27dec68 on landing at Mawson/Rumdooodle strip (S67.703589 E62.794773) when turned over before take off by a storm; soc 08aug69; remains still present jan09   |
| 184 357 10 | CCCP-N547                  | Li-2                    | Polyarnaya Aviats.                    | no                  | reports            | opb MAGON from 24jan51; flew ice-reconnaissance missions 14/26aug51; w/o 22oct52 while being refuelled at Khatanga at night when fuel fumes were ignited by an electric lamp and the aircraft burnt out, 1 crew member injured; probably canx 14dec52  |
| 184 358 01 | CCCP-N548                  | Li-2T                   | Polyarnaya Aviats.                    | no                  | photo              | opb Igarskaya aviagruppa from 24jan51; trf to Chukotskaya aviagruppa later in 1951; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 13aug/14oct51 and 04nov/22dec53; used to re-supply the drifting polar station SP-10; damaged on take-off from Apapeligino 05apr56 when, because it had not been cleared from rime ice, could not climb out and made a forced landing on the ice of the bay, all crew escaped unhurt; repaired within 2 days   |
|            | CCCP-04240                 | Li-2T                   | Polyarnaya Aviats.                    | no                  | reports            |  |
|            | CCCP-04240                 | Li-2T                   | AFL/Polar                             | trf                 | 10feb60            | damaged 02dec62 on landing at an unknown airfield when one of the main landing gears failed, the crew attempted to land with the help of a lorry moving in parallel with the landing aircraft so that the wing should come to rest on the lorry, but aircraft and lorry collided; repaired   |
|            | CCCP-04240                 | Li-2T                   | AFL/Yakutiya                          | trf                 | 01oct70            |  |
|            | CCCP-04240                 | Li-2T                   | AFL/Krasnoyarsk                       | trf                 | 25mar71            |  |
|            | CCCP-04240                 | Li-2T                   | AFL/Magadan                           | trf                 | 01jan73            | soc 17oct74 as worn out  |
| 184 358 02 | CCCP-N549                  | Li-2                    | Polyarnaya Aviats.                    | no                  | photo              | opb Igarskaya aviagruppa from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 28aug/16oct53; used to re-supply the drifting polar station SP-6 in 1958/59  |
|            | CCCP-04241                 | Li-2                    | Polyarnaya Aviats.                    | no                  | reports            |  |
|            | CCCP-04241                 | Li-2                    | AFL/Polar                             | trf                 | 10feb60            | in document dec65  |
|            | CCCP-04241                 | Li-2                    | AFL/Yakutiya                          | trf                 | 01oct70            | soc 17oct74 as life-time expired   |
| 184 358 03 | CCCP-L3981(2)              | Li-2                    | AFL/MOW MAG SPIVS                     | no                  | reports            | see early production PS-84 CCCP-L3981 (1) with unknown c/n   |
|            | CCCP-65719                 | Li-2                    | AFL/MOW MAG SPIVS                     | rgd                 | 16mar59            |  |
|            | CCCP-73955                 | Li-2                    | AFL/Central Region                    | rgd                 | 30may72            | soc 20jul73 as life-time expired   |
| 184 358 04 | CCCP-L3986(2)              | Li-2T                   | AFL/MOW MAG SPIVS                     | no                  | reports            | see early production PS-84 CCCP-L3986 (1) with unknown c/n   |
|            | CCCP-65720                 | Li-2T                   | AFL/MOW MAG SPIVS                     | rgd                 | 24oct59            |  |
|            | CCCP-73956                 | Li-2T                   | AFL/Central Region                    | rgd                 | 30may72            |  |
|            | CCCP-73956                 | Li-2T                   | AFL/Tyumen                            | trf                 | 24nov72            | soc 22nov73 as worn out; preserved in front of the terminal at Salekhard, seen 25jul00/jan18   |
| 184 358 06 | CCCP-A366                  | Li-2                    | AFL/West Siberia                      | no                  | reports            |  |
|            | CCCP-16812                 | Li-2                    | AFL/West Siberia                      | no                  | reports            |  |
| 184 358 08 | CCCP-F367                  | Li-2                    | AFL/West Siberia                      | no                  | reports            | soc 27dec73 as worn out  |
|            | CCCP-16183                 | Li-2                    | AFL/West Siberia                      | TOF                 | 1960               |  |
| 184 359 01 | 901                        | Li-2T                   | Hungarian AF                          | f/f                 | 10aug50            | in natural metal c/s with two thin cheatlines; soc 08sep75 as worn out<br>d/d 08sep50; code allocated but not painted on; full c/n on tail; code probably painted on in 1952; opb MN repülő csapattal (flying team); had to be handed over by the Hungarian AF to MALEV on Soviet orders after the failed uprising; crashed 10jun53 at Kiskunlacháza on when aborted take-off due to the fuel feed selector valve switched to incorrect position, after the landing on a bumpy grassed surface 80m from airfield both main gears broke, the left wing, engines and propellers also damaged, repaired named 'Tamás'; wfu 02mar64; preserved at Szombathely; scrapped 1972   |
| 184 359 02 | HA-LIT<br>no serial<br>902 | Li-2T<br>Li-2T<br>Li-2T | MALÉV<br>Hungarian AF<br>Hungarian AF | trf<br>f/f<br>photo | 12mar57<br>16aug50 | d/d 05sep50 (but also given as 08aug50); full c/n on fin<br>serial painted on in 1954; initially opb MN repülő csapattal (flying team); trf to RKK Kecskemét in 1957; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); wfu 02mar64; burnt for fire practice at Budapest-Ferihegy airport 15jun66 and scrapped<br>opb MAGON from 24jan51; damaged during a forced landing feb58; repaired in document sep59; used to resupply the drifting polar station SP-8 in 1959/60  |
| 184 359 04 | CCCP-N554                  | Li-2                    | Polyarnaya Aviats.                    | ph.                 | 1959               |  |
|            | CCCP-04215                 | Li-2T                   | Polyarnaya Aviats.                    | no                  | photo              |  |
|            | CCCP-04215                 | Li-2T                   | AFL/Polar                             | trf                 | 10feb60            |  |
|            | CCCP-04215                 | Li-2T                   | AFL/Krasnoyarsk                       | trf                 | 15apr60            |  |
| 184 359 05 | CCCP-N556                  | Li-2                    | Polyarnaya Aviats.                    | rgd                 | 19aug50            | db, details unknown; soc 18jan68<br>opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to re-supply the drifting polar station SP-2 oct50/04nov50; converted to a Li-2V by the Kiev aircraft factory in summer 1955; took part in the 2nd to 4th Soviet Antarctic expeditions (KAE) in 1957/59; seen at Mirny ice station (Antarctica) feb58   |
|            | CCCP-04216                 | Li-2                    | Polyarnaya Aviats.                    | no                  | reports            |  |
|            | CCCP-04216                 | Li-2                    | AFL/Polar                             | trf                 | 10feb60            | soc 25oct60 as worn out  |
| 184 359 07 | CCCP-N555                  | Li-2T                   | Polyarnaya Aviats.                    | no                  | reports            | opb Igarskaya aviagruppa from 24jan51; damaged 22jan58 during a forced landing at Khatanga airport; repaired   |
|            | CCCP-04231                 | Li-2T                   | Polyarnaya Aviats.                    | no                  | reports            |  |
|            | CCCP-04231                 | Li-2T                   | AFL/Polar                             | trf                 | 10feb60            |  |
|            | CCCP-04231                 | Li-2T                   | AFL/Krasnoyarsk                       | trf                 | 15apr60            | photo in Krasnoyarsk region 01dec69; soc 04jul72 as life-time expired  |
| 184 359 09 | CCCP-63916                 | Li-2                    | AFL/Polar                             | toc                 | 27jul64            | in a document 25aug64 as trf by either Soviet Air Force or arms industry   |
|            | CCCP-63916                 | Li-2                    | AFL/Yakutiya                          | trf                 | 01oct70            | db, details unknown; soc 18jan68<br>opb MAGON from 24jan51; in dark green c/s with light blue undersides; used to re-supply the drifting polar station SP-2 oct50/04nov50; converted to a Li-2V by the Kiev aircraft factory in summer 1955; took part in the 2nd to 4th Soviet Antarctic expeditions (KAE) in 1957/59; seen at Mirny ice station (Antarctica) feb58   |
| 184 360 02 | CCCP-L4876                 | Li-2                    | AFL/Moldova                           | no                  | reports            |  |
|            | CCCP-54876                 | Li-2                    | AFL/Moldova                           | no                  | reports            | soc 18jul61 as life-time expired   |
| 184 360 03 | CCCP-L4877                 | Li-2                    | AFL/NIU GVF                           | no                  | reports            |  |
|            | CCCP-L4877                 | Li-2                    | AFL/Yakutiya-YKS                      | trf                 | 18feb58            | opb 139 ATO  |
|            | CCCP-54877                 | Li-2                    | AFL/Yakutiya-YKS                      | no                  | reports            | opb 139 ATO; trf to 192 oao 16feb60; soc 10may73 as worn out   |
| 184 360 04 | CCCP-L4878                 | Li-2                    | AFL/N. Kavkaz-RVI                     | RVI                 | 02oct57            |  |
|            | CCCP-54878                 | Li-2                    | AFL/North Kavkaz                      | no                  | reports            |  |
| 184 360 05 | CCCP-L4879                 | Li-2                    | AFL/Privolzhsk                        | no                  | reports            | soc 24mar60 as life-time expired   |
|            | CCCP-54879                 | Li-2                    | AFL/Privolzhsk                        | no                  | reports            |  |
| 184 360 06 | CCCP-L4880                 | Li-2                    | AFL/Tajikistan                        | no                  | reports            | soc 10aug60 as life-time expired   |
|            | CCCP-54880                 | Li-2                    | AFL/Tajikistan                        | no                  | reports            |  |
|            | CCCP-54880                 | Li-2                    | AFL/Privolzhsk                        | trf                 | 27jan65            | soc 22nov71 as life-time expired   |
| 184 360 07 | CCCP-L4881                 | Li-2                    | AFL/Ukraine                           | mfd                 | 26apr50            |  |
|            | CCCP-54881                 | Li-2                    | AFL/Ukraine-ODS                       | no                  | reports            | soc 19sep60 as life-time expired   |
| 184 360 08 | CCCP-L4882                 | Li-2                    | AFL/Kazakhstan                        | no                  | reports            |  |
|            | CCCP-54882                 | Li-2                    | AFL/Kazakhstan                        | no                  | reports            | soc 31jan61 as life-time expired   |
| 184 360 09 | CCCP-L4885                 | Li-2                    | AFL/Kazakhstan                        | no                  | reports            | 1955   |
|            | CCCP-54885                 | Li-2                    | AFL/Kazakhstan                        | no                  | reports            | soc 16feb60 as life-time expired   |
| 184 360 10 | CCCP-L4883                 | Li-2                    | AFL/Kazakhstan                        | no                  | reports            | crashed but details unknown; soc 25nov55   |
| 184 361 01 | CCCP-L4884                 | Li-2                    | AFL/N. Kavkaz-VOG                     | BUD                 | mar50              | l/n VOG 07jan59  |
|            | CCCP-54884                 | Li-2                    | AFL/North Kavkaz                      | no                  | reports            | soc 28may63 as life-time expired   |
| 184 361 02 | CCCP-L4886                 | Li-2                    | AFL/Krasnoyarsk                       | no                  | reports            |  |
|            | CCCP-54886                 | Li-2                    | AFL/Krasnoyarsk                       | no                  | reports            | soc 30jun61 as worn out  |
| 184 361 03 | CCCP-L4887                 | Li-2                    | AFL/Privolzhsk                        | no                  | reports            |  |
|            | CCCP-54887                 | Li-2                    | AFL/Privolzhsk                        | no                  | reports            | soc 08jul65 as life-time expired   |
| 184 361 04 | CCCP-L4888                 | Li-2                    | AFL/Moldova                           | no                  | reports            |  |
|            | CCCP-54888                 | Li-2                    | AFL/Moldova                           | no                  | reports            | soc 21apr61 as life-time expired   |
| 184 361 05 | CCCP-L4889                 | Li-2                    | AFL/Kyrgyzstan                        | no                  | reports            |  |
|            | CCCP-54889                 | Li-2                    | AFL/Kyrgyzstan                        | no                  | reports            |  |
| 184 361 06 | CCCP-L4890                 | Li-2                    | AFL/West Sib.-SVX                     | mfd                 | 29jul50            | soc 14dec61 as life-time expired<br>opb 120 ATO; w/o 21oct53 on the leg from Stalingrad to Mineralnyye Vody of a flight from Sverdlovsk to Mineralnyye Vody when entered an area with snowfall which caused the radio compass to work irregularly due to electrostatic interference, the crew changed the flight level several times (in order to achieve proper functioning of the radio compass) without informing ATC about that, on final approach to Mineralnyye Vody at dusk the aircraft flew inadmissibly low, the propellers hit the roof of a barn and the right wing hit a bath house, the aircraft nosed over and crashed upside down in a field 226 metres after hitting the first obstacle, 1 of the 5 crew killed, the other 4 plus all 3 passengers injured; t/t 5,130 hours |
| 184 361 07 | CCCP-L4891                 | Li-2                    | AFL/Privolzhsk                        | no                  | reports            |  |
|            | CCCP-65692                 | Li-2                    | AFL/Privolzhsk                        | no                  | reports            | soc 19sep60 as life-time expired   |
| 184 361 08 | CCCP-L4892                 | Li-2                    | AFL/Syktyvkar                         | no                  | reports            |  |
|            | CCCP-54892                 | Li-2                    | AFL/Syktyvkar                         | no                  | reports            | soc 13feb64 as worn out  |
| 184 361 09 | CCCP-L4894                 | Li-2P                   | AFL/Moldova                           | MRV                 | 15feb60            | late date of sighting for this registration !  |
|            | CCCP-54894                 | Li-2P                   | AFL/Moldova                           | no                  | reports            | soc 10oct61 as life-time expired   |
| 184 361 10 | CCCP-L4893                 | Li-2                    | AFL/Belarus                           | ph.                 | 23jul54            | in "Flight International"  |
|            | CCCP-54893                 | Li-2                    | AFL/Belarus                           | no                  | reports            | soc 13jun62 as life-time expired   |
| 184 362 01 | not known                  | Li-2T                   | Soviet Air Force                      | mfd                 | 1949               |  |
|            | CCCP-N470 (2)              | Li-2T                   | Polyarnaya Aviats.                    | rgd                 | 19oct55            | in dark green c/s with light blue undersides, thin cheatlines above and below the windows; took part in the 1st to 4th Soviet Antarctic expeditions (KAE) in 1955/59, arrived on board M/V "Ob"; see c/n 1847307   |
| 184 362 03 | 01                         | Li-2                    | Polish Air Force                      | d/d                 | 23sep50            | still active by 01oct64  |

|            |               |       |                    |     |         |   |
|------------|---------------|-------|--------------------|-----|---------|---|
| 184 362 04 | 02 (1)        | Li-2F | Polish Air Force   | d/d | 23sep50 | photo-survey aircraft; see c/n 23442701   |
|            | 39            | Li-2F | Polish Air Force   |     | 02sep80 | was preserved in Muzeum Lotnictwa in Kraków; destroyed by arson in the late 1970s   |
| 184 362 05 | 03 (2)        | Li-2F | Polish Air Force   | d/d | 23sep50 | last mentioned 06may53, nothing more; see c/n 18416208 and 23442704   |
| 184 362 06 | 04 (2)        | Li-2T | Polish Air Force   | d/d | 06sep50 | see c/n 18439101  |
|            | 1 (2)         | Li-2T | Polish Air Force   | rgd | unknown |   |
|            | 44            | Li-2T | Polish Air Force   | rgd | 07jun63 |   |
| 184 362 07 | CCCP-65683    | Li-2  | AFU/Urals          | toc | 07may71 | rgd 24may71   |
|            | CCCP-73961    | Li-2  | AFU/Urals          | rgd | 19jul72 | soc 30dec74 as worn out   |
| 184 363 01 | CCCP-L4895    | Li-2  | AFU/Krasnoyarsk    | no  | reports |   |
|            | CCCP-54895    | Li-2  | AFU/Krasnoyarsk    | no  | reports | dvr, details unknown; soc 31may62   |
| 184 363 02 | CCCP-L4896    | Li-2  | AFU/Ukraine        | mfd | 31jul50 |   |
|            | CCCP-54896    | Li-2  | AFU/Ukraine-DNK    | no  | reports | soc 24dec60 as life-time expired  |
| 184 363 03 | CCCP-L4897    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-54897    | Li-2  | AFU/Moscow (MUTA)  | no  | reports | soc 24oct65 as life-time expired  |
| 184 363 04 | 316           | Li-2  | Civ Avn Adm China  | rgd | 1950    | canx 1986; f/n HRB 04mar87; scrapped at Shenyang 1988   |
| 184 363 05 | 314           | Li-2  | Civ Avn Adm China  | rgd | 1950    | canx 1982; fate unknown   |
| 184 363 06 | 306 (1)       | Li-2P | Hungarian AF       | f/f | 22aug50 | d/d 19sep50; code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team); dbr 12dec52 when landed heavily in cross winds at Kunmadaras; wfu and used as a practical school at Vasvár  |
| 184 363 07 | CCCP-27202    | Li-2  | MAP Myachkovo      | rgd | 25dec65 |   |
|            | CCCP-27202    | Li-2  | MAP Zhukovski      | trf | unknown | canx 15sep75  |
| 184 363 09 | CCCP-L4900    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-54900    | Li-2  | AFU/Moscow (MUTA)  | no  | reports | soc 24oct60 as life-time expired  |
| 184 364 02 | CCCP-71218    | Li-2  | AFU/Kazakhstan     | toc | 10apr60 | soc 27dec73 as worn out   |
| 184 364 04 | CCCP-71301    | Li-2  | AFU/West Siberia   | toc | 10jul60 | soc 03jul73 as life-time expired  |
| 184 364 10 | CCCP-84689(2) | Li-2  | Aeroflot           | toc | 09feb72 | soc 08sep75 as life-time expired; see c/n 18431004  |
| 184 365 01 | CCCP-63832    | Li-2  | AFU/Urals-SVX      | toc | 23aug60 | f/n SVX 18nov61; reported based at PEE 23jun62  |
|            | CCCP-63832    | Li-2  | AFU/Urals-PEE      | trf | unknown | on charge as of 01sep64; soc 29oct71 as worn out  |
| 184 365 03 | CCCP-71256    | Li-2  | AFU/Ukraine        | mfd | 28sep50 | toc 11jun60; soc 31oct73 as worn out; probably ex Soviet Air Force  |
| 184 365 04 | CCCP-L4901    | Li-2  | AFU/Yakutiya       | no  | reports |   |
|            | CCCP-54901    | Li-2  | AFU/Yakutiya       | no  | reports | soc 31jul72 as life-time expired  |
| 184 365 06 | CCCP-L4904    | Li-2  | AFU/Yakutiya       | no  | reports |   |
|            | CCCP-54904    | Li-2  | AFU/Yakutiya       | no  | reports | soc 24aug63 as worn out   |
| 184 365 07 | CCCP-L4905    | Li-2  | AFU/Georgia        | no  | reports |   |
|            | CCCP-L4905    | Li-2  | AFU/N.Kavkaz-MRV   | RVI | jan57   | photo in Flight International 23jul54   |
|            | CCCP-54905    | Li-2  | AFU/N.Kavkaz-MRV   | no  | reports |   |
|            | CCCP-54905    | Li-2  | AFU/Northern       | trf | 05feb68 | soc 24dec73 as worn out   |
| 184 365 08 | CCCP-L4903    | Li-2  | AFU/Ukraine-DNK    | DNK | jan58   |   |
|            | CCCP-54903    | Li-2  | AFU/Ukraine-DNK    | no  | reports | soc 20jul65 as life-time expired  |
| 184 365 09 | CCCP-L4902    | Li-2  | AFU/Krasnoyarsk    | no  | reports |   |
|            | CCCP-54902    | Li-2  | AFU/Krasnoyarsk    | no  | reports | soc 16oct59 as life-time expired  |
| 184 365 10 | CCCP-L4906    | Li-2  | AFU/Yakutiya       | no  | reports |   |
|            | CCCP-54906    | Li-2  | AFU/Yakutiya       | no  | reports | soc 27oct72 as life-time expired  |
| 184 366 03 | CCCP-13348    | Li-2  | MAP Kumertau APO   | rgd | 03apr73 | canx 1978   |
| 184 366 04 | CCCP-63841    | Li-2  | AFU/Turkmenis.-ASB | toc | 23sep60 | f/n ASB 01jun62; dbr, details unknown; soc 29jun66  |
| 184 366 05 | CCCP-65682    | Li-2  | AFU/Urals          | mfd | 28sep50 | toc 16apr71; rgd 24may71  |
|            | CCCP-73960    | Li-2  | AFU/Urals-KVX      | rgd | 19jul72 | opb 4 ae 174 LO; w/o 22mar74 on a flight from Kirov to Sovyetsk when the left engine failed immediately after take-off and the crew decided to return to the airport, in a left turn the aircraft lost speed, stalled and crashed in a snow-covered field 480 metres from the runway threshold and 380 metres to the left of its extended centreline, all 3 crew killed and all 6 passengers injured; t/t 7,589 hours and 6,485 cycles; soc 31may74 |
| 184 366 10 | CCCP-69319    | Li-2  | MOM Omsk APO       | rgd | 04apr72 | canx 1975   |
| 184 367 02 | CCCP-84572    | Li-2  | AFU/Kazakhstan     | toc | 06may71 | soc 27dec73 as worn out   |
| 184 367 04 | CCCP-71287    | Li-2  | AFU/Latvia         | toc | 01jul60 | soc 16aug66 as worn out   |
| 184 368 04 | CCCP-71238    | Li-2  | AFU/Far East       | toc | 28apr60 | soc 09apr74 as worn out   |
| 184 368 05 | CCCP-71239    | Li-2  | AFU/Far East       | toc | 28apr60 | soc 14feb67 as worn out   |
| 184 368 06 | CCCP-63827    | Li-2  | AFU/Northern       | toc | unknown | on charge as of 01sep60; f/n ASB 12jun64; soc 04jul72 as worn out   |
| 184 368 07 | CCCP-48114    | Li-2  | MAP Perm Motors    | rgd | 16feb71 | in Aeroflot c/s; canx 1975; fuselage only seen Perm-Frolovo 15aug99   |
| 184 368 08 | CCCP-71235    | Li-2  | AFU/North Kavkaz   | toc | 27apr60 |   |
|            | CCCP-71235    | Li-2  | AFU/Yakutiya-Bat   | trf | 01feb63 | soc 30jul75 as life-time expired  |
| 184 369 07 | CCCP-69314    | Li-2  | MOM Omsk APO       | rgd | 08feb72 | canx 1975   |
| 184 369 09 | CCCP-71240    | Li-2  | AFU/Far East       | rgd | 15may60 | soc 30may74 as worn out   |
| 184 369 10 | CCCP-L1293    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-84594    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-84594    | Li-2  | AFU/Syktvykar      | trf | 31jan61 | soc 10may61 as life-time expired  |
| 184 370 02 | CCCP-63901    | Li-2  | AFU/Urals-SVX      | toc | 01aug63 | f/n SVX 10oct64; socf 30may74 as worn out   |
| 184 370 03 | not known     | Li-2  | Soviet Air Force   | ph. | 1955    | in dark green c/s with light blue undersides; featured in the Soviet movie "Maksim Perepelitsa" shot in 1955  |
|            | CCCP-21510    | Li-2  | MAP Myachkovo      | rgd | 29nov65 |   |
|            | CCCP-21510    | Li-2  | MAP Zhukovski      | trf | unknown | canx 31may74  |
| 184 370 06 | CCCP-71223    | Li-2  | AFU/Privolzhsk-KZN | toc | 01feb60 | f/n KZN 04dec63   |
|            | CCCP-71223    | Li-2  | AFU/Turkmenistan   | trf | 19jul73 | soc 24dec74 as worn out   |
| 184 370 07 | CCCP-84754    | Li-2  | AFU/Komi           | toc | 24apr71 | soc 01jul74 as worn out   |
| 184 370 09 | unknown       | Li-2  | Soviet Air Force   | trf | 1955    | acted in the movie "Maksim Perepelitsa" shot in 1955, code not visible  |
| 184 370 10 | CCCP-08826    | Li-2  | MRP Sointsevo      | rgd | 16may66 | last figure of batch number hard to read in hand-written Soviet register; canx 1974   |
| 184 371 02 | CCCP-63892    | Li-2  | AFU/Kazakhstan     | toc | 15aug63 | soc 27dec73 as worn out   |
| 184 371 03 | CCCP-71241    | Li-2  | AFU/Far East       | toc | 15may60 | soc 30may74 as worn out   |
| 184 371 07 | CCCP-63835    | Li-2  | AFU/Moscow (MUTA)  | toc | 19sep60 | f/n SVO 29jul69   |
|            | CCCP-63835    | Li-2  | AFU/Moscow ASP     | trf | 11apr63 |   |
|            | CCCP-63835    | Li-2  | AFU/Tyumen         | trf | 12jan70 | soc 24aug72 as life-time expired  |
| 184 371 09 | CCCP-71224    | Li-2  | AFU/Estonia        | toc | unknown | on charge as of 01may60   |
|            | CCCP-71224    | Li-2  | AFU/Urals          | trf | 05jan66 |   |
|            | CCCP-71224    | Li-2  | AFU/Krasnoyarsk    | trf | 07oct74 | soc 08sep75 as life-time expired  |
| 184 371 10 | CCCP-63848    | Li-2  | AFU/East Sib.-HTA  | toc | unknown | on charge as of 01nov60; f/n HTA 01mar67; soc 24dec74 as life-time expired  |
| 184 372 05 | CCCP-73963    | Li-2  | AFU/Arkhangel'sk   | rgd | 24nov72 | toc 11dec72; ex Soviet Air Force; soc 03jul73 as worn out   |
| 184 373 09 | CCCP-71261(2) | Li-2  | AFU/Lithuania      | no  | reports | see c/n 18424309; the same registration was crossed out in the MGA document and details are very similar; also see c/n 18425602 with the same registration given in MGA document  |
|            | CCCP-71261(2) | Li-2  | AFU/Komi           | trf | 16jan71 | soc 09apr74 as worn out   |
| 184 374 02 | CCCP-48108    | Li-2  | MAP Ufa Motors     | rgd | 05jun69 | canx 1976   |
| 184 374 06 | CCCP-63850    | Li-2  | AFU/Kazakhstan     | toc | 19sep60 | soc 09apr74 as worn out   |
| 184 374 07 | CCCP-48979    | Li-2  | MAP Myachkovo      | rgd | 06nov65 |   |
|            | CCCP-48979    | Li-2  | MAP Zhukovski      | trf | unknown | canx 23mar76  |
| 184 375 03 | CCCP-63918    | Li-2  | AFU/Polar          | toc | 24jul64 | was trf 25aug64 either by Soviet Air Force or by arms industry  |
|            | CCCP-63918    | Li-2  | AFU/Yakutiya       | trf | 01oct70 | opb K10AO; soc 30jul75 as life-time expired; see Cherski 05jul92/sep03, wfu   |
| 184 375 08 | CCCP-59501    | Li-2  | MAP Voronezh APO   | rgd | 26nov58 | canx 1975   |
| 184 375 10 | CCCP-29114    | Li-2  | MAP Voronezh       | rgd | 01feb65 | canx 16may74  |
| 184 376 01 | CCCP-13351    | Li-2  | MAP Kom-na-Amu MSZ | rgd | 21mar73 | canx 05apr74  |
| 184 376 04 | CCCP-21502    | Li-2  | MAP Myachkovo      | rgd | 23jun61 |   |
|            | CCCP-21502    | Li-2  | MAP Zhukovski      | trf | unknown | canx but date unknown   |
| 184 376 07 | CCCP-73980    | Li-2  | AFU/Far East       | toc | unknown | on charge as of 01jul74; rgd 12jul74; soc 04apr75 as worn out   |
| 184 376 08 | CCCP-13324    | Li-2  | MAP Rybinsk Motors | rgd | 25jan73 | canx 1975   |
| 184 377 08 | CCCP-63895    | Li-2  | AFU/Kazakhstan     | toc | 30aug63 | soc 29apr73 as worn out   |
| 184 377 09 | CCCP-73981    | Li-2  | AFU/Krasnoyarsk    | toc | 28aug74 | soc 24dec75 as life-time expired  |
| 184 378 01 | CCCP-63862    | Li-2  | Aeroflot/KSHVLP    | toc | 22apr61 | Kirovograd Advanced Flying Training College; soc 28apr71 as life-time expired   |
| 184 378 02 | CCCP-63882    | Li-2  | AFU/Northern       | toc | unknown | on charge as of 01oct63   |
|            | CCCP-63882    | Li-2  | AFU/Arkhangel'sk   | trf | unknown | on charge as of 01jan73; soc 04apr75 as worn out  |
| 184 378 03 | "32" red      | Li-2T | Soviet Air Force   | no  | reports | in dark green c/s; featured in the Soviet movie "Maksim Perepelitsa" shot in 1956   |
| 184 378 07 | CCCP-46240    | Li-2  | MAP Kuibyshev MSZ  | rgd | 18dec65 |   |
|            | CCCP-13340    | Li-2  | MAP Kuibyshev MSZ  | rgd | 25jan73 | canx 01mar76  |
| 184 379 01 | CCCP-63838    | Li-2  | AFU/Kazakhstan     | toc | 13sep60 | soc 24jan72 as life-time expired  |
| 184 379 03 | "02"          | Li-2  | Soviet Air Force   | ph. | in 1999 | in Cuban museum; is possibly c/n 18437803   |
| 184 379 07 | CCCP-79166    | Li-2  | MRP Sointsevo      | rgd | 06jun58 | canx 1980; used for radio equipment trials and still flew in 1967   |
| 184 379 10 | CCCP-63839    | Li-2  | AFU/Kazakhstan     | toc | 13sep60 | dbr, details unknown; soc 02sep69   |
| 184 380 01 | CCCP-L3911(2) | Li-2  | AFU/Krasnoyarsk    | toc | 01may60 | see c/n 1841405; dbr, details unknown; soc 10jul57  |
| 184 380 02 | CCCP-L4908    | Li-2  | AFU/Privolzhsk     | no  | reports |   |
|            | CCCP-54908    | Li-2  | AFU/Privolzhsk     | no  | reports | soc 14feb61 as worn out   |
| 184 380 03 | CCCP-L4909    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-54909    | Li-2  | AFU/Moscow (MUTA)  | no  | reports | photo   |
| 184 380 04 | CCCP-L4910    | Li-2  | AFU/N.Kavkaz-RVI   | RVI | 02apr58 | meteorological research plane, equipped with various instruments; soc 13apr68 as worn out   |
|            | CCCP-54910    | Li-2  | AFU/N.Kavkaz-RVI   | no  | reports | soc 16aug61 as life-time expired  |
| 184 380 05 | CCCP-L4911    | Li-2  | AFU/Krasnoyarsk    | no  | reports |   |
|            | CCCP-54911    | Li-2  | AFU/Krasnoyarsk    | no  | reports | soc 12dec68 due to its poor technical condition   |
| 184 380 06 | CCCP-L4912    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-54912    | Li-2  | AFU/Moscow (MUTA)  | no  | reports | soc 30may61 as life-time expired  |
| 184 380 07 | CCCP-L4913    | Li-2  | AFU/Moscow (MUTA)  | no  | reports |   |
|            | CCCP-54913    | Li-2  | AFU/Moscow (MUTA)  | URA | dec59   | soc 01apr61 as life-time expired  |

|            |               |       |                    |     |         |  |
|------------|---------------|-------|--------------------|-----|---------|--|
| 184 380 08 | CCCP-L4914    | Li-2  | AFL/Yakutiya       | no  | reports |  |
|            | CCCP-54914    | Li-2  | AFL/Yakutiya       | no  | reports | soc 26mar73 as life-time expired   |
| 184 380 09 | CCCP-L4915    | Li-2  | AFL/Yakutiya-Mirny |     | photo   |  |
|            | CCCP-54915    | Li-2  | AFL/Yakutiya-Mirny |     | photo   | soc 31aug77 as life-time expired   |
| 184 380 10 | CCCP-L4916    | Li-2  | AFL/Moscow (MUTA)  | no  | reports |  |
|            | CCCP-54916    | Li-2  | AFL/Moscow (MUTA)  | no  | reports |  |
|            | CCCP-54916    | Li-2  | AFL/Privolzhsk     | trf | 01jan60 | soc 11jul61 as life-time expired   |
| 184 381 01 | CCCP-48986    | Li-2T | MAP Rybinsk        | rgd | 30sep68 | canx 04may76; was displayed in a youth organisation's camp near Uglich; airlifted by a Mi-6 to Poklonnaya Gora in Moscow in 1994, f/n there 22may94  |
|            | "01" yellow   | Li-2T | Soviet Air Force   | f/n | 27aug95 | preserved in Muzei Pobedy (Victory Museum) at Poklonnaya Gora in Moscow, f/n unassembled at some time in 1994, l/n 16apr97   |
|            | "17" yellow   | Li-2T | Soviet Air Force   | f/n | mar00   | not c/n 18433410 as reported sometimes; preserved in Muzei Pobedy (Victory Museum) at Poklonnaya Gora, Moscow (N55.725884 E37.502506); now with a dorsal turret added (a much better copy than the example at Monino has got) to imitate a Li-2VP armed version, l/n jan16   |
| 184 381 02 | CCCP-71236    | Li-2P | AFL/N.Kavkaz-MRV   | toc | 23apr60 | f/n MRV 06jun62; l/n MRV 29jun65; see Polish Air Force serial 27 with unknown c/n  |
|            | CCCP-71236    | Li-2P | AFL/Far East       | trf | 29jan67 | soc 12jun73 as worn out  |
| 184 381 03 | CCCP-63888    | Li-2P | AFL/Urals          | toc | 01aug63 | photo exists   |
|            | CCCP-63888    | Li-2P | AFL/Tyumen         | trf | 20feb67 | soc 22nov73 as worn out  |
| 184 381 05 | CCCP-63908    | Li-2  | AFL/East Siberia   | toc | 12jun71 | f/n SVX 06sep72; soc 30sep75 as worn out   |
| 184 381 08 | CCCP-63899    | Li-2  | AFL/Krasnoyarsk    | toc | 30aug63 | soc 30may72 as worn out  |
| 184 381 10 | CCCP-63900    | Li-2  | AFL/Urals          | toc | 01aug63 |  |
|            | CCCP-63900    | Li-2  | AFL/Tyumen         | trf | 20feb67 | f/n SVO 09mar70; soc 12jun73 as worn out   |
| 184 382 02 | CCCP-83962    | Li-2  | MRP Solntsevo      | rgd | 06aug58 | meteorological research aircraft, equipped with various instruments; photo exists equipped with long probe on nose   |
| 184 382 04 | CCCP-98113    | Li-2  | MRP Solntsevo      | rgd | 16may66 | test-bed for radio equipment trials; still flew in 1967; canx but date unknown   |
| 184 382 05 | CCCP-79161    | Li-2  | MAP Myachkovo      | rgd | 07jan66 |  |
|            | CCCP-79161    | Li-2  | MAP Rybinsk Motors | trf | 19apr71 |  |
| 184 383 01 | CCCP-L4917    | Li-2  | AFL/Privolzhsk     | no  | reports |  |
|            | CCCP-54917    | Li-2  | AFL/Privolzhsk     | no  | reports | soc 18aug62 as life-time expired   |
| 184 383 02 | CCCP-L4918    | Li-2  | AFL/Urals-SVX      | SVX | apr58   |  |
|            | CCCP-L4918    | Li-2  | AFL/Privolzhsk     | trf | apr58   |  |
|            | CCCP-54918    | Li-2  | AFL/Urals-SVX      | rgd | oct58   | f/n SVX 18nov61; l/n SVX jun64   |
|            | CCCP-54918    | Li-2  | AFL/Urals-PEE      | trf | 05sep66 | soc 12sep59 as life-time expired   |
| 184 383 03 | CCCP-L4919    | Li-2  | AFL/Tajikistan-DYU | mfd | 1951    | soc 18aug59 as worn out  |
| 184 383 05 | CCCP-L4920    | Li-2  | AFL/Moldova        | no  | reports |  |
|            | CCCP-54920    | Li-2  | AFL/Moldova        | no  | reports | dbr, details unknown; soc 31oct63  |
| 184 383 06 | CCCP-L4921    | Li-2  | AFL/Moscow (MUTA)  | no  | reports |  |
|            | CCCP-51107    | Li-2  | AFL/Moscow (MUTA)  | no  | reports | soc 20jan61 as life-time expired   |
| 184 383 07 | CCCP-L4922    | Li-2  | AFL/Ukraine        | mfd | 30apr51 | f/n IEV 1950s  |
|            | CCCP-54922    | Li-2  | AFL/Ukraine-LWO    | no  | reports | soc 19sep60 as life-time expired   |
| 184 383 08 | CCCP-L4923    | Li-2  | AFL/Ukraine        | mfd | may51   |  |
|            | CCCP-54923    | Li-2  | AFL/Ukraine-LWO    | no  | reports | soc 29nov60 as life-time expired   |
| 184 383 09 | CCCP-69356    | Li-2  | MAP Myachkovo      | rgd | 06nov65 |  |
|            | CCCP-69356    | Li-2  | MAP Zhukovski      | trf | unknown | canx 1976  |
| 184 385 01 | CCCP-71262    | Li-2  | AFL/Lithuania      | toc | unknown | on charge as of 01sep60  |
|            | CCCP-71262    | Li-2  | AFL/Komi           | trf | 16jan71 | soc 30jul75 as worn out  |
| 184 385 04 | SP-LKB        | Li-2P | LOT                | rgd | 28jul51 | c/n reported before as 18418504; canx 10nov69  |
| 184 385 05 | SP-LKA        | Li-2P | LOT                | rgd | 30jul51 | w/o 15nov51 on a flight from Łódź to Kraków when the pilot was forced at gunpoint by an officer of the secret police to take-off even though one engine of the aircraft was defective, the aircraft was not able to gain height after take-off from Lublinek airport, hit a high-voltage power-line and crashed near Tuszn (south of Łódź), all 4 crew and 14 passengers killed  |
| 184 385 07 | not known     | Li-2  | Soviet Air Force   | KGD | 1958    | code not visible on photo  |
| 184 386 06 | "01" red      | Li-2P | Soviet Air Force   | mfd | 1951    | photo Oranienburg 1962; opb 45 Independent special air regiment, group of Soviet Army in Germany, l/n Oranienburg 1972; canx dec73   |
|            | CCCP-13331    | Li-2P | MAP Kirov Elec Zav | rgd | 25jan73 | canx 12dec73   |
| 184 386 08 | CCCP-84769    | Li-2  | AFL/Far East       | toc | 27feb72 | soc 24dec75 as life-time expired   |
| 184 387 01 | CCCP-84568    | Li-2  | AFL/Kazakhstan     | toc | 14may71 |  |
|            | CCCP-84568    | Li-2  | AFL/Far East       | trf | 21feb74 | soc 30jul75 as life-time expired   |
| 184 387 02 | CCCP-66757    | Li-2  | MAP Kom-na-Amu APO | rgd | 06dec65 | trf to ??? 17jan69   |
| 184 387 04 | CCCP-L3965(2) | Li-2  | AFL/Moscow (MUTA)  | no  | reports | see c/n 1841703  |
|            | CCCP-51106    | Li-2  | AFL/Privolzhsk     | trf | 01jan60 |  |
|            | CCCP-51106    | Li-2  | AFL/Urals          | trf | 29dec66 |  |
|            | CCCP-51106    | Li-2  | AFL/Tyumen         | trf | 20feb67 | soc 29oct71 as life-time expired   |
| 184 387 05 | CCCP-71231    | Li-2  | AFL/Northern       | toc | 17apr60 | f/n ARH 02jul62  |
|            | CCCP-71231    | Li-2  | AFL/Arkhangelsk    | trf | 01jan73 | soc 30sep74 as life-time expired   |
| 184 387 08 | CCCP-79169    | Li-2  | MAP Kuibyshev MSZ  | rgd | 18dec65 | canx 1976  |
| 184 387 10 | CCCP-84752(2) | Li-2  | AFL/Far East       | toc | 29jan72 | see c/n 18428103   |
|            | CCCP-84752(2) | Li-2  | AFL/Arkhangelsk    | trf | unknown | on charge as of 01oct74; soc 24dec75 as life-time expired  |
| 184 388 04 | CCCP-84736(2) | Li-2  | AFL/Kazakhstan     | toc | 07jun71 | soc 29oct71 as life-time expired; see c/n 18432002   |
| 184 389 01 | CCCP-71173    | Li-2  | AFL/Moscow ASP     | toc | unknown | on charge as of 01mar60; soc 16dec71 as life-time expired  |
| 184 389 03 | CCCP-71232    | Li-2  | AFL/Northern       | toc | 19apr60 | soc 31aug61, no reason given   |
| 184 389 04 | CCCP-L3949(2) | Li-2  | AFL/Far East       | no  | reports | see c/n 1845201  |
|            | CCCP-84642    | Li-2  | AFL/Far East       | no  | reports | soc 04jul72 as worn out  |
| 184 389 05 | CCCP-71244    | Li-2  | AFL/Georgia        | toc | 01may60 |  |
|            | CCCP-71244    | Li-2  | AFL/Northern       | trf | 27dec65 | soc 27dec72 as worn out  |
| 184 389 06 | CCCP-13325    | Li-2  | MAP Omsk Motory    | rgd | 14jun73 | ex Soviet Air Force; in olive drab c/s with 'Aeroflot' titles; canx 1976; photo exists   |
| 184 390 03 | CCCP-84775(2) | Li-2  | AFL/Urals          | toc | 07may71 | soc 13feb73 as worn out; see c/n 3301  |
| 184 390 04 | CCCP-65678(2) | Li-2  | AFL/East Siberia   | toc | 13dec71 | rgd 03jan72; see c/n 18415005  |
|            | CCCP-73958    | Li-2  | AFL/East Siberia   | rgd | 22jun72 | soc 26jan76 as life-time expired   |
| 184 390 06 | CCCP-71220    | Li-2  | AFL/Kazakhstan-TSE | mfd | 08aug51 | opb 329 LO; w/o 17jun67 on a flight from Tselinograd (now Astana) to Karaganda when the elevator control failed after touch-down (it had already caused problems during the flight), the aircraft lifted off again, reaching a height of some 10-15 metres, the captain then decided to go around, but the aircraft stalled at a height of some 20-25 metres, came down on the runway and caught fire, 2 of the 3 crew and 7 of the 31 passengers killed plus 1 crew and 10 passengers seriously injured; t/t 12,927 hours; soc 10apr68  |
| 184 390 09 | CCCP-71255    | Li-2  | AFL/Privolzhsk-KUF | toc | unknown | on charge as of 01jul60; f/n KUF 03feb62; soc 19dec72 as worn out  |
| 184 391 01 | 04 (3)        | Li-2T | Polish Air Force   | d/d | 04aug51 | see c/n 18436206   |
|            | 41            | Li-2F | Polish Air Force   | rgd | jul63   | still in service by 01oct64  |
| 184 391 02 | 05            | Li-2T | Polish Air Force   | d/d | 04aug51 |  |
|            | SP-LDA        | Li-2T | LOT                | rgd | 29apr65 |  |
|            | 027           | Li-2T | Polish Air Force   | ret | 08jun65 | wfu 03jan71 but also reported as last Polish airworthy Li-2 until 1974; preserved in Muzeum Lotnictwa at Kraków (N50.077646 E19.92652) without serial on, l/n as such 23jul07 but being repainted and seen again aug07 with serial and c/n finally painted on; painted in RAF c/s with roundels on fuselage and wings but no fin flash, Polish serial '027' on tail and c/n shortened to 439102, code in white (?) on fuselage either side of roundel = G-* 1351 - the 'G' not 100 % and significance of this number is unknown, programme was 'Akcja V', date as yet unknown, l/n mar08; seen in full Polish Air Force c/s again by jun08, l/n 29jul17                  |
| 184 391 03 | 06            | Li-2T | Polish Air Force   | d/d | 04aug51 | still in service 01oct64   |
| 184 391 04 | CCCP-L5029    | Li-2  | AFL/Magadan        | mfd | 1951    | opb 63 OAE Magadanskoi OAG GVF   |
|            | CCCP-16191    | Li-2  | AFL/Magadan        | rgd | unknown | opb 63 OAE Magadanskoi OAG GVF; seen PWE 21feb62   |
|            | CCCP-16191    | Li-2  | AFL/Yakutiya       | trf | 07feb63 | soc 24jan72 as life-time expired   |
| 184 391 07 | CCCP-13322    | Li-2  | MAP Kazan          | rgd | 21mar73 | canx 21apr73   |
| 184 391 10 | CCCP-06810    | Li-2  | MAP Myachkovo      | rgd | 25may59 |  |
|            | CCCP-06810    | Li-2  | MAP Zhukovski      | trf | unknown | canx 1976  |
| 184 392 01 | "06"          | Li-2  | Soviet Air Force   | no  | reports | featured in the Soviet movie "Obyasneniye v lyubvi" (Declaration of Love) shot in 1977   |
| 184 392 05 | CCCP-73971    | Li-2  | AFL/East Siberia   | toc | 04apr74 | rgd 30apr74; soc 20jul76 as life-time expired  |
| 184 392 06 | CCCP-26193    | Li-2  | MOM"Strela" Orenb. | rgd | 09dec71 | canx 24sep76   |
| 184 392 07 | CCCP-73972    | Li-2  | AFL/East Siberia   | toc | 04apr74 | rgd 30apr74  |
|            | CCCP-73972    | Li-2  | AFL/Arkhangelsk    | trf | unknown | on charge as of 01oct74; soc 29apr75 as worn out   |
| 184 392 08 | CCCP-71209    | Li-2  | AFL/Azerbaijan     | mfd | 24aug51 | toc 27mar60  |
|            | CCCP-71209    | Li-2  | AFL/Moscow (MUTA)  | trf | 19apr67 |  |
|            | CCCP-71209    | Li-2  | AFL/Turkmenis.-ASB | trf | 13mar71 | opb 165 LO; w/o 10oct73 on the leg from Tashauz to Darvaza of a cargo flight from Tashauz to Ashkhabad when the left engine failed and the right one lost power shortly after take-off due to problems with the fuel system, the pilot attempted an emergency landing but the aircraft rapidly lost speed and height, when the pilot tried to raise the nose to avoid colliding with trees the aircraft stalled, crashed in a field 3 km north of the airport and caught fire, all 4 crew and the sole passenger killed; t/t 16,994 hours 18 minutes and 15,770 cycles; as a result of this crash all remaining civil Li-2s were finally withdrawn from use; soc 22feb74 |
| 184 392 09 | CCCP-71228    | Li-2  | AFL/Ukraine-IEV    | toc | 12apr60 | photo exists; soc 22nov71 as worn out  |
| 184 393 02 | CCCP-63821    | Li-2  | AFL/Far East       | toc | 30apr60 | dbr, details unknown; soc 30jun60  |
| 184 393 03 | CCCP-63891    | Li-2  | AFL/Kazakhstan     | toc | 15aug63 | soc 27dec73 as worn out  |
| 184 393 04 | CCCP-21500    | Li-2  | MAP Myachkovo      | rgd | 06nov65 |  |
|            | CCCP-21500    | Li-2  | MAP Zhukovski      | trf | unknown | canx 24dec73   |
| 184 393 05 | CCCP-63881    | Li-2  | AFL/Northern       | toc | 31jul63 |  |
|            | CCCP-63881    | Li-2  | AFL/Arkhangelsk    | trf | 01jan73 | soc 04apr75 as worn out  |
| 184 393 06 | 306 (2)       | Li-2T | Hungarian AF       | d/d | 10oct51 | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)  |
|            | 306 (2)       | Li-2T | Hungarian AF       | r/r | 1952    | had to be handed over by the Hungarian AF to MALEV on Soviet orders after the failed uprising  |

|             |   |   |  |   |   |   |
|-------------|---|---|--|---|---|---|
|             | HA-LIU<br>306 (2)<br>HA-LI  | Li-2T<br>Li-2T<br>Li-2T                                     | MALÉV<br>Hungarian AF<br>MALÉV c/s, n/t  | trf<br>trf<br>trf                             | 26apr57<br>20may64<br>1969  | named 'Ubul'; wfu 04jan64<br>wfu 1964; towed to Szentendre military institute and to Szeged feb68<br>was preserved at Szeged in basic MALÉV c/s without titles as 'HA-LI'; damaged by fire in 1999; destroyed wings and stabilizer moved to Budaörs and fuselage to Szeged airport for repairs 28jul01 (fuselage also arrived at Budaörs mar02), l/n there in critical condition oct05/nov06; remains scrapped 03dec06; the nose section is preserved for remembrance room and painted in the 1950s MASZOVLET/MALÉV c/s at Budaörs f/n aug08, l/n nov16   |
| 184 393 07  | 307<br>307<br>HA-LIW<br>HA-LIW<br>310<br>HA-LIV<br>HA-LIV         | Li-2T<br>Li-2T<br>Li-2T<br>Li-2T<br>Li-2T<br>Li-2T<br>Li-2T | Hungarian AF<br>Hungarian AF<br>MALÉV<br>Hung. Defence Ass.<br>Hungarian AF<br>MALÉV<br>Hung. Defence Ass. | d/d<br>r/r<br>trf<br>trf<br>r/r<br>trf<br>trf | 10oct51<br>1952<br>30jul57<br>1959<br>10oct51<br>1952<br>20apr57<br>01jun64 | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)<br>had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising named 'Waldemár'<br>wfu 1963; used as a coffee-house (instead of the burnt HA-LIA); destroyed in 1973<br>code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)<br>had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising named 'Vilmos'; seen BBS 12jul59; converted for aerial mapping 15mar62<br>wfu 18aug66; preserved at Dunaújváros-Kisapostag; scrapped in 1975   |
| 184 394 02  | CCCP-26198<br>CCCP-26198  | Li-2<br>Li-2  | MAP Myachkovo<br>MAP Zhukovski   | rgd<br>trf                                    | 06nov65<br>unknown  | canx 12dec72<br>see c/n (184)1001   |
| 184 394 03  | CCCP-L3950(2)<br>CCCP-16203<br>CCCP-16203<br>CCCP-16203           | Li-2<br>Li-2<br>Li-2  | AFL/Magadan<br>AFL/Magadan<br>AFL/Northern<br>AFL/Urals  | no<br>no<br>trf                               | reports<br>reports<br>01dec64   | see c/n (184)1001   |
| 184 394 04  | CCCP-27203<br>CCCP-27203<br>CCCP-27203                            | Li-2<br>Li-2<br>Li-2  | MAP Myachkovo<br>MAP Zhukovski<br>MAP Zhukovski  | rgd<br>trf<br>trf                             | 04nov58<br>unknown<br>unknown   | soc 24aug72 as life-time expired  |
| 184 394 05  | CCCP-48111  | Li-2  | MOMS Orenburg  | rgd   | 03oct66   | canx 20sep73  |
| 184 394 06  | CCCP-L3951(2)<br>CCCP-16204<br>CCCP-16204<br>CCCP-16204           | Li-2<br>Li-2<br>Li-2<br>Li-2                                | AFL/Far East<br>AFL/Far East<br>AFL/Urals<br>AFL/Tyumen  | no<br>no<br>trf<br>trf                        | reports<br>reports<br>26jan65<br>20feb67                                    | see c/n 1841605   |
| 184 394 09  | CCCP-06802<br>CCCP-06802  | Li-2<br>Li-2  | MAP Myachkovo<br>MAP Zhukovski   | rgd<br>trf                                    | 22nov65<br>unknown  | canx 1972   |
| 184 394 10  | CCCP-26171<br>CCCP-26171  | Li-2<br>Li-2  | MAP Myachkovo<br>MAP Zhukovski   | rgd<br>trf                                    | 06nov65<br>unknown  |   |
| 184 395 03  | 503<br>503  | Li-2P<br>Li-2P  | Hungarian AF<br>Hungarian AF   | d/d<br>r/r                                    | 24oct51<br>1952   | canx 31may74<br>code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)<br>trf to RKK Kecskemét in 1957; remained after the 1957 spring coup; trf to 86th composite squadron at Kecskemét in 1958 (renamed 86th composite detachment in 1961); trf to 86th helicopter regiment at Kecskemét/Szentkirályszabadja in 1968; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; wfu 1974   |
|             | 503   | Li-2P   | Hungarian Police   | trf   | 1975  | never flown for the Police, only used for anti-terrorist practice at Budakeszi; damaged by fire and scrapped in 1982  |
| 184 395 04  | 504<br>504<br>HA-LIP<br>504                                       | Li-2P<br>Li-2P<br>Li-2P<br>Li-2P                            | Hungarian AF<br>Hungarian AF<br>MALÉV<br>Hungarian AF  | d/d<br>r/r<br>trf<br>trf                      | 24oct51<br>1952<br>01jul57<br>20may64                                       | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)<br>had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising named 'Péter'; wfu apr64 and towed to Szolnok<br>not in active service but stored at park of the Kilián György Military high school till end of 1970s, after it has been disassembled and transferred to Szolnok-Szandaszőlös sport airfield; later (1995) sold to Mr. Kukla and moved to Böcsa and preserved there near a fuel station and restaurant, f/n sep95, l/n as such sep99; seen Böcsa (N46.609481 E19.466903) may00/aug17, without serial, in good condition and pre-1990 national star/roundel under port wing |
| 184 395 05  | 505<br>505<br>HA-LIO<br>HA-LIO                                    | Li-2P<br>Li-2P<br>Li-2P<br>Li-2P                            | Hungarian AF<br>Hungarian AF<br>MALÉV<br>Hung. Defence Ass.  | d/d<br>r/r<br>trf<br>trf                      | 24oct51<br>1952<br>29mar57<br>28aug64                                       | code allocated but not painted on; full c/n on tail; opb MN repülő csapatai (flying team)<br>VIP aircraft for the Hungarian government<br>named 'Olga'; f/n DRS 22may59; wfu nov63 and stored<br>damaged by fire 24apr68 during defuelling at Szolnok; scrapped   |
| 184 396 02  | 307   | Li-2T   | Civ Avn Adm China  | rgd   | 1951  | canx 1986; scrapped at Shenyang   |
| 184 396 03  | 323   | Li-2T   | Civ Avn Adm China  | rgd   | 1951  | f/n TYN 17apr86; canx aug88; scrapped at Taiyuan 1990   |
| 184 396 08  | 322   | Li-2  | Civ Avn Adm China  | rgd   | 1952  | operational at Guangzhou early 1970s; broken up CTU   |
| 184 397 03  | 311 (2)   | Li-2T   | Civ Avn Adm China  | Chp   | 20nov91   | c/n confirmed; preserved in the China Aviation Museum at Shahezhén AFB (N40.183428 E116.36041 Changping); probably an ex-Air Force aircraft with this fake registration, l/n sep17; see c/n 18433701  |
| 184 397 04  | 310   | Li-2T   | Civ Avn Adm China  | rgd   | 1952  | f/n CTU 06dec82; canx 1982; fate unknown  |
| 184 397 09  | 15  | Li-2T   | Chinese Air Force  | Chp   | jan90   | c/n confirmed; preserved in the China Aviation Museum at Shahezhén AFB (N40.181711 E116.35746) Changping; fake serial ?; in dark green camouflage c/s with red lightning bolt cheatline and 'SKOGA' (in Cyrillic and Chinese) behind nose and under wings, SKOGA was a joint Sino-Soviet airline, the acronym of Sovyetsko-Kitaiskoe Obschestvo Grazhdanskoi Aviatsii (Soviet-Chinese Civil Aviation Company); was used by Chairman Mao in 1956; seen in the museum 28oct93 also coded '8205'; the fuselage was repaired at the port cargo door and now has the upper side door similar to a Li-2P; l/n nov15, still as '15/8205'   |
| 184 398 01  | CCCP-64451<br>CCCP-64451  | Li-2T<br>Li-2T  | MRP Sointsevo<br>MAP Zhukovski   | rgd<br>trf                                    | 26jun58<br>1981   | canx 03dec81<br>canx 27jun83  |
| 184 398 02  | CCCP-N577<br>CCCP-04217<br>CCCP-04217                             | Li-2<br>Li-2<br>Li-2  | Polyarnaya Aviats.<br>Polyarnaya Aviats.<br>AFL/Polar  | mfd<br>rgd<br>trf                             | 1951<br>1958<br>10feb60   | opb Moskovskaya aviagruppa by 01dec51; opb 2 AE Moskovskogo OAO by 08jun56<br>in natural metal c/s with red cheatline and trim; damaged during one of the "Sever" Arctic expeditions when the right main gear collapsed while landing on ice; repaired; assigned to an Antarctic expedition 24sep62; in a document mar65<br>soc 27oct72 as life-time expired<br>used to resupply the drifting polar station SP-3 in 1954; in document may58   |
| 184 398 04  | CCCP-04217<br>CCCP-N578<br>CCCP-04218<br>CCCP-04218<br>CCCP-04218 | Li-2<br>Li-2P<br>Li-2P<br>Li-2P<br>Li-2P                    | AFL/Yakutiya<br>Polyarnaya Aviats.<br>Polyarnaya Aviats.<br>AFL/Polar<br>AFL/Yakutiya                      | trf<br>trf<br>no<br>trf<br>trf                | 01oct70<br>1949 ?<br>reports<br>10feb60<br>01oct70                          | in documents apr60 and mar65; underwent trials with new ski-equipped gear around 1960<br>soc 30dec76 as life-time expired; seen preserved at Cherski (N68.752060 E161.330003) 04jul92; l/n jul13  |
| 184 398 05  | YR-PCD<br>805   | Li-2P<br>Li-2P  | Romanian Gvt<br>Romanian Air Force   | rgd<br>rgd                                    | 17may52<br>1954   | trf to the Romanian Air Force 1954  |
| 184 398 07  | YR-PCB<br>807   | Li-2P<br>Li-2P  | Romanian Gvt<br>Romanian Air Force   | rgd<br>rgd                                    | 17may52<br>1954   |   |
| 184 399 03  | 38043<br>3019   | Li-2T<br>Li-2T  | Chinese Air Force<br>Chinese Air Force   | PEH<br>Shh                                    | 25sep80<br>04oct88  | c/n not confirmed but see next lines<br>c/n in official museum files, preserved in the China Aviation Museum Shahezhén AFB (Changping) seen 20nov91 in dark green camouflage without serial until at least 2000; four-bladed propeller preserved in the China Aviation Museum at Shahezhén AFB (N40.183851 E116.35994) Changping with this fake serial, four-bladed prop and confirmed by museum as such, l/n may17; seen later in 2016 with serial faded and '38043' partly readable   |
| 184 399 07  | CCCP-04232<br>CCCP-04232<br>CCCP-04232                            | Li-2<br>Li-2<br>Li-2  | Polyarnaya Aviats.<br>AFL/Polar<br>AFL/Krasnoyarsk   | no<br>trf<br>trf                              | reports<br>10feb60<br>15apr60   | photo Volochanka 1964; soc 30may72 as life-time expired   |
| 184 399 08  | CCCP-04233<br>CCCP-04233<br>CCCP-04233                            | Li-2<br>Li-2<br>Li-2  | Polyarnaya Aviats.<br>AFL/Polar<br>AFL/Krasnoyarsk   | no<br>trf<br>trf                              | reports<br>10feb60<br>15apr60   |   |
| 184 399 09  | CCCP-N580   | Li-2  | Polyarnaya Aviats.   | toc   | 21dec51   | soc 13feb74 as life-time expired<br>opb Chukotskaya aviagruppa from 21dec51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions in the Western sector of the Arctic 15feb52/09oct52; seen DKS 26jul52; damaged 01jun54 while taxiing at Mys Shmidt when oversped, veered of the runway and ended up in thick snow; repaired   |
|             | CCCP-04242  | Li-2  | Polyarnaya Aviats.   | rgd   | 1958  | opb Chukotski OAO; in dark green c/s with light blue undersides; w/o 10aug59 on an ice reconnaissance flight from Nizhniye Kresty (now Cherski) to Pevek when the second pilot decided to cut the route short (while the captain was in the passenger cabin) and overfly Cape Shelagski (469 metres), on approach to the cape the aircraft got caught in a strong downwind, hit rocks on the cape with the propellers and the tail wheel, crashed into a large boulder and caught fire, 3 of the 5 crew and all 5 passengers killed and all 3 survivors injured; soc 12sep59; parts of the wreckage were extant aug17   |
| 184 399 10  | CCCP-N579   | Li-2T   | Polyarnaya Aviats.   | toc   | 21dec51   | opb Chukotskaya aviagruppa 21dec51/20dec52; in dark green c/s with light blue undersides; trf temporarily to MAGON 07jan53; used to re-supply the drifting polar station SP-3 apr54 and the "Sever-6" Arctic expedition in 1954; photo apr54  |
|             | CCCP-04219<br>CCCP-04219  | Li-2T<br>Li-2T  | Polyarnaya Aviats.<br>AFL/Polar  | rgd<br>trf                                    | 1958<br>10feb60   | in dark green c/s with light blue undersides, with small titles on the nose<br>initially opb 247 AO; initially in dark green c/s with light blue undersides; trf to 254 AO 12dec60; photos apr61 and oct61; repainted in natural metal c/s with red cheatline and trim; used to establish the drifting polar station SP-15F may66   |
|             | CCCP-04219<br>CCCP-04219  | Li-2T<br>Li-2T  | AFL/Central Region<br>AFL/Krasnoyarsk  | trf<br>trf                                    | 21oct70<br>31may73  | in natural metal c/s with red cheatline and trim<br>opb Igarski OAO; in natural metal c/s with red cheatline and trim; was the last active Li-2 of the Krasnoyarsk directorate; wfu aug76 ?; last flight nov76 (from Amderma to Dikson Island); soc 30dec76 as life-time expired; preserved at the former airfield at Dikson Island (N73.516599 E80.390461) from summer 1977, l/n dec15   |
| 2 34 400 08 | CCCP-L4924  | Li-2  | AFL/Yakutiya   |   | 1950s   | at Olenek; opb 139 ATO; in dark green c/s with light blue undersides; photo proof of c/n and also in MGA document as such   |
| 2 34 400 09 | CCCP-54924<br>CCCP-L4925<br>CCCP-54925                            | Li-2<br>Li-2<br>Li-2  | AFL/Yakutiya<br>AFL/Yakutiya<br>AFL/Yakutiya-MJZ   | rgd<br>no<br>rgd                              | 1959<br>reports<br>1959   | opb 139 ATO; in document jul60; soc 09mar67 as worn out<br>opb 139 ATO; in document jan53; c/n as such in MGA document<br>opb 139 ATO; as such in document jul71; soc 29oct71 as life-time expired  |
| 2 34 400 10 | CCCP-L4926<br>CCCP-54926  | Li-2<br>Li-2  | AFL/Yakutiya<br>AFL/Yakutiya-Zhg   | no<br>trf                                     | reports<br>unknown  | opb 139 ATO; in document mar53; c/n as such in MGA document<br>opb 139 ATO, as such in document jul60; soc 27oct77 as life-time expired   |
| 184 401 02  | CCCP-N583<br>CCCP-04220<br>CCCP-04220                             | Li-2<br>Li-2<br>Li-2  | Polyarnaya Aviats.<br>Polyarnaya Aviats.<br>AFL/Polar  | mfd<br>rgd<br>trf                             | 1951<br>1958<br>10feb60   | opb Igarskaya aviagruppa by 01dec51; in dark green c/s with light blue undersides<br>initially opb Moskovski OAO; trf to Khatangski OAO 03sep59   |

|             |               |         |                    |       |          |  |
|-------------|---------------|---------|--------------------|-------|----------|--|
|             | CCCP-04220    | Li-2    | AFL/Krasnoyarsk    | trf   | 15apr60  | opb Igarski OAO; in natural metal c/s with red cheatline and trim and a Polar Aviation badge; soc 07sep73 as life-time expired; preserved (on skis) at ul. Barbashova at Igarka (N67.457063 E86.541674) from 1979, l/n oct11   |
| 184 401 06  | 5070          | Li-2T   | Chinese Air Force  |       | 20nov91  | c/n confirmed; preserved in the China Aviation Museum at Shahezhen AFB (N40.183446 E116.36075)   |
| 184 402 04  | 3049          | Li-2    | Chinese Air Force  | Chp   | nov92    | Changing in white c/s with grey undersides, l/n sep17  |
|             | 4227          | Li-2    | Chinese Air Force  | Chp   | 08jul04  | c/n confirmed; preserved in the China Aviation Museum at Shahezhen AFB (Changping); in white c/s with grey undersides, l/n dec02   |
|             | 122           | Li-2    | Taiwan Air Force   | Chp   | 12may08  | preserved in the China Aviation Museum at Shahezhen AFB Changping with this fake serial; ex '3049' confirmed from photos; l/n 15oct07, in white c/s with grey undersides, rudder missing   |
|             | 48006         | Li-2    | Taiwan Air Force   | Chp   | 14jun09  | fake serial, with '4227' visible under paint; preserved in the China Aviation Museum at Shahezhen AFB (Changping); in white c/s with grey undersides and no other markings; l/n nov08 as such  |
|             | 9648          | Li-2    | Taiwan Air Force   | Chp   | 21jan10  | c/n not confirmed; fake serial in full colours to represent a C-47 aircraft which is preserved at Kangshan AFB, Taiwan; preserved in the China Aviation Museum at Shahezhen AFB (Changping)  |
| 184 402 05  | 329           | Li-2    | Civ Avn Adm China  | rgd   | 1952     | c/n not confirmed; fake serial in camo c/s, l/n sep10; seen 02nov10 with serial/markings overpainted; l/n mar12  |
| 184 402 06  | 305           | Li-2T   | Civ Avn Adm China  | rgd   | 1952     | f/n CTU 06dec82; broken up CTU based Shanghai 1960; f/n SHA apr79; to Tianjin Technical School (N39.112375 E117.35025) seen 1986/dec14   |
| 184 402 07  | CCCP-98115    | Li-2    | MRP Soltsevo       | rgd   | 13nov58  | for radio equipment trials, still flew in 1967; canx 03dec81   |
| 184 402 08  | CCCP-N584     | Li-2    | Polyarnaya Aviats. |       |          | opb 3 AE; w/o 11sep56 on a training flight from Cherepovets at night when crashed near Cherepovets airport, all 4 crew killed  |
| 184 402 09  | CCCP-66758    | Li-2    | MRP Soltsevo       | rgd   | 06jun58  | canx 03jan67 ?   |
| 184 403 03  | CCCP-84649(1) | Li-2    | AFL/Far East       | toc   | 03jun71  | canx 24jan72 as worn out; see c/n 18428604   |
| 184 403 05  | CCCP-48977    | Li-2    | MAP Ufa            | rgd   | 24jan67  | canx 09dec76   |
| 184 403 07  | CCCP-08823    | Li-2    | MAP Ulan-Ude APO   | mfd   | 03dec51  | rgd 12dec72; in Aeroflot c/s; w/o 13nov74 on the leg from Ulan-Ude to Krasnoyarsk of a cargo flight from Ulan-Ude to Ufa (with inflammable cargo on board) when a fire broke out in the cargo bay some 20 minutes after take-off (the cargo was probably incinerated by the hot exhaust of the BO-10 petrol heater), as the fire could not be extinguished and the cabin filled with thick smoke the crew decided to make a forced landing straight away and managed to land successfully in a snow-covered field between Kharat and Verkhnii Kukut (Ekhirit-Bulagatski district of the Irkutsk region), but the fuselage burnt out, all 5 crew escaped while 1 of the 3 passengers was killed; t/t 6,944 hours 38 minutes and 5,410 cycles; canx 1975 |
| 184 404 01  | CCCP-63861    | Li-2    | Aeroflot/KShVLP    | toc   | 19apr61  | Kirovograd Advanced Flying Training College; soc 16dec71 as life-time expired  |
| 184 404 02  | CCCP-48975    | Li-2    | MAP Myachkovo      | rgd   | 27may66  | canx 1975  |
| 184 404 06  | CCCP-13326    | Li-2    | MAP Kharkov APO    | rgd   | 21mar73  | canx 1976  |
| 184 404 10  | CCCP-13369    | Li-2    | MAP Kharov APO     | mfd   | 27dec51  | rgd 24may74; dbr at Tashkent-Yuzhny 14jul76 (the aircraft was overloaded and, to add insult to injury, fuelled the wrong grade of avgas, as a result the aircraft stalled immediately after take-off and crashed-landed, causing the port engine to catch fire); t/t 4,946 hours; canx 1976  |
| 184 405 02  | CCCP-L4015(2) | Li-2    | AFL/Far East       | no    | reports  | see c/n 1845009  |
|             | CCCP-84643    | Li-2    | AFL/Far East       | no    | reports  | canx 04apr75 as worn out   |
| 184 405 04  | CCCP-59504    | Li-2    | MAP Zhukovski      | rgd   | 06nov65  | canx 23mar76   |
| 184 405 05  | CCCP-L4026(2) | Li-2    | AFL/East Siberia   | no    | reports  | see c/n 1845701  |
|             | CCCP-16179    | Li-2    | AFL/East Sib.-UUD  | UUD   | 22oct66  | dbr, details unknown; soc 21oct67  |
| 184 405 06  | CCCP-L3984(2) | Li-2    | AFL/Yakutiya       | no    | reports  | see CCCP-L3984(1) with unknown c/n   |
|             | CCCP-16158    | Li-2    | AFL/Yakutiya       | no    | reports  | soc 20jul70 as worn out  |
| 184 405 08  | CCCP-L4022(2) | Li-2    | AFL/MOW MAG SPIVS  | no    | reports  | see c/n 1845909; soc 25dec54 as transferred to China   |
|             | 325           | Li-2    | Civ Avn Adm China  | rgd   | 1952     | f/n TYN 17apr86; canx 1987; scrapped at Taiyuan 1988   |
| 184 405 09  | CCCP-L4023(2) | Li-2    | AFL/MOW MAG SPIVS  | no    | reports  | see c/n 1845910; soc 25dec54 as transferred to China   |
|             | 327           | Li-2T/F | Civ Avn Adm China  | rgd   | 1952     | f/n SIA 08apr86; l/n TYN 31oct86; canx 1987; scrapped at Taiyuan   |
| 184 405 10  | CCCP-69303    | Li-2    | MAP Irkutsk MZ     | rgd   | 02dec65  | canx 03apr73   |
| 2 34 406 03 | "08" yellow   | Li-2REO | Soviet Air Force   | LED   | ca.1958  | avionics test-bed  |
|             | CCCP-13386    | Li-2    | MAP Kirov Elek Zav | rgd   | 30oct74  | canx 1976  |
| 2 34 406 05 | CCCP-73975    | Li-2    | AFL/Far East       | toc   | 16jun74  | rgd 12jul74; soc 30dec76 as life-time expired  |
| 2 34 406 08 | CCCP-73979    | Li-2    | AFL/East Siberia   | toc   | 01jun74  | rgd 21jun74; soc 28sep76 as life-time expired  |
| 2 34 406 10 | CCCP-73976    | Li-2P   | AFL/East Siberia   | toc   | 03jun74  | rgd 17jun74; soc 28sep76 as life-time expired  |
| 2 34 407 01 | CCCP-29117    | Li-2    | MAP Taganrog       | rgd   | 11dec65  | canx 29aug77   |
| 2 34 407 03 | CCCP-98102    | Li-2    | MOM"Strela" Orenb. | rgd   | 26may61  | rgd to MOMS "Energiya" 29oct65; canx 21apr77   |
| 2 34 407 06 | "55" yellow   | Li-2T   | Soviet Air Force   | Iva   | 24apr97  | preserved in the 610th Combat & Conversion Training Centre museum inside Ivanovo airbase (N57.043512 E40.992486); l/n aug17  |
| 2 34 407 08 | CCCP-64454    | Li-2    | MAP Myachkovo      | rgd   | 23jan68  | canx 1977  |
| 2 34 408 02 | "08"          | Li-2    | Soviet Air Force   | no    | reports  |  |
|             | CCCP-63852    | Li-2    | AFL/Privolzhsk-REN | toc   | 09mar61  | f/n REN 25aug67; l/n REN 29oct71   |
|             | CCCP-63852    | Li-2    | AFL/Turkmenistan   | trf   | 03aug73  | soc 27dec73 as worn out  |
| 2 34 408 05 | CCCP-73973    | Li-2    | AFL/East Siberia   | toc   | 22may74  | rgd 05jun74; soc 01jul75 as worn out   |
| 2 34 408 08 | CCCP-93914    | Li-2T   | MAP Myachkovo      | rgd   | 06nov65  |  |
|             | CCCP-93914    | Li-2T   | MAP Zhukovski      | trf   | unknown  | canx 1977; preserved in the Air Force museum at Monino (N55.832640 E38.182160) since 1970s, seen aug91/sep16   |
| 2 34 408 10 | CCCP-63883    | Li-2    | AFL/Northern       | toc   | 20aug63  |  |
|             | CCCP-63883    | Li-2    | AFL/Arkhangel'sk   | trf   | 01jan73  | soc 01jul75 as life-time expired   |
| 2 34 409 03 | CCCP-73984    | Li-2    | AFL/Far East       | trf   | 24nov75  | rgd 09dec75; soc 16jun76 as worn out   |
| 2 34 409 07 | CCCP-63905    | Li-2    | MAP Zhukovski      | rgd   | 08jun65  | canx 1977; preserved in the Air Force museum at Monino since 28may89; seen 17may91 wingless and without vertical tail plane and completely burned front section; l/n 06sep93 and later scrapped  |
| 2 34 409 09 | CCCP-73974    | Li-2    | AFL/East Siberia   | toc   | 25may74  | rgd 05jun74; soc 28may75 as worn out   |
| 2 34 410 01 | CCCP-L4927    | Li-2    | AFL/Moscow (MUTA)  | no    | reports  | opb 139 ATO; in document mar53; see Romanian Air Force serial 1001 with unknown c/n  |
|             | CCCP-54927    | Li-2    | AFL/Moscow (MUTA)  | no    | reports  |  |
|             | CCCP-54927    | Li-2    | AFL/Privolzhsk     | trf   | 01jan60  | soc 24oct61 as life-time expired   |
| 2 34 410 02 | CCCP-L3938(2) | Li-2    | AFL/Urals          | no    | reports  | see c/n 401; see Romanian Air Force serial 1002 with unknown c/n   |
|             | CCCP-16172    | Li-2    | AFL/Urals-SVX      | SVX   | 20feb60  | dbr, details unknown; soc 19aug64  |
| 2 34 410 03 | CCCP-L4929    | Li-2    | AFL/Uzbekistan     | no    | reports  | see Romanian Air Force serial 1003 with unknown c/n  |
|             | CCCP-54929    | Li-2    | AFL/Uzbekistan     | no    | reports  | soc 20jul70 as life-time expired   |
| 2 34 410 04 | 1004          | Li-2P   | Romanian Air Force | PRG   | 1965     | wfu; towed from Timisoara LRTR to Buzias in mid-1970s and used as 'La Aeroport' restaurant & bar (N45.64808, E21.60795), in good condition, l/n aug10; faded '1004' was read on tail in 2010   |
| 2 34 410 05 | CCCP-L4930    | Li-2    | AFL/Yakutiya       | no    | reports  | opb 14 TO  |
|             | CCCP-54930    | Li-2    | AFL/Yakutiya       | no    | reports  | soc 30mar72 as life-time expired   |
| 2 34 410 06 | CCCP-L4931    | Li-2    | AFL/Yakutiya       | no    | reports  |  |
|             | CCCP-54931    | Li-2    | AFL/Yakutiya       | no    | reports  | soc 26may70 as worn out  |
| 2 34 410 07 | 007           | Li-2P   | Hungarian AF       | d/d   | 15jan52  | code allocated but not painted on; full c/n on tail; not taken into military service but transferred to MASZOVLET  |
|             | HA-LIM        | Li-2P   | MASZOVLET          | trf   | 27mar52  | named 'Mária'  |
|             | HA-LIM        | Li-2P   | MALÉV              | trf   | 01oct54  | dbr 09jun57 when returned to Budapest due to engine problems and ran into a bomb crater on landing   |
| 2 34 410 08 | 008           | Li-2P   | Romanian Air Force | d/d   | 1952     | in natural metal c/s; photo exists   |
| 2 34 410 10 | SP-LKC        | Li-2P   | LOT                | rgd   | 31may52  | converted to 24 pax, eight windows; dbr in accident, details unknown; canx 22sep64   |
| 2 34 412 01 | "05" red      | Li-2T   | Soviet Air Force   | photo | l/n 1960 |  |
| 2 34 412 02 | CCCP-13374    | Li-2    | MAP Rybinsk Motors | rgd   | 10jul74  | canx 1977  |
| 2 34 412 03 | CCCP-71257    | Li-2    | AFL/Ukraine-IEV    | toc   | 10jun60  | soc 24jan72 as worn out  |
| 2 34 412 06 | 206           | Li-2T   | Hungarian AF       | d/d   | 27mar52  | opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising  |
|             | HA-LIQ        | Li-2T   | MALÉV              | trf   | 20mar57  | seen LHR 04dec63, bringing a spare engine for Il-18 HA-MOA   |
|             | 206           | Li-2T   | Hungarian AF       | trf   | 20may64  | opb 86th composite squadron at Kecskemét; trf to 86th helicopter regiment at Szentkirályszabadja in 1968; trf to 87th transport helicopter regiment at Szentkirályszabadja in 1971; wfu 1974; stored at Budaörs until 1980   |
|             | HA-LIQ        | Li-2T   | MALÉV c/s          | trf   | 1980     | not in operational use, intended for museum; seen derelict in a close to MALÉV c/s at Budakeszi 10jun90 and Budaörs 1993; later preserved in Aeropark Museum at Ferihegy Airport (N47.427201 E19.261675) seen sep94/oct17, repainted late 2017   |
| 2 34 412 09 | 209 (2)       | Li-2T   | Hungarian AF       | d/d   | 27mar52  | opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising; see c/n 18433209  |
|             | HA-LIZ        | Li-2T   | MALÉV              | d/d   | 20nov57  | named 'Zoltán'; trf to Hungarian Air Force 20may64, but not used; was preserved in the "Zalka Máté Katonai Főiskola" (Máté Zalka Military College) at Budapest and broken up some years later  |
| 2 34 412 10 | 210           | Li-2T   | Hungarian AF       | d/d   | 27mar52  | opb 37th test squadron at Kiskunlacháza; w/o 22aug52 on a single-engine night-time training flight when crashed near Apajpuszta due to wrong trim setting, exploded on impact, all on board killed   |
| 2 34 413 01 | 301           | Li-2T   | Hungarian AF       | d/d   | 27mar52  | opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising  |
|             | HA-LIS        | Li-2T   | MALÉV              | d/d   | 15apr57  | named 'Sándor'; wfu 20mar64; was preserved in the 'Pécsi Vidámpark' at Pécs since 1965, l/n apr04; some parts moved to Budaörs apr04 to be repaired (last parts arrived at Budaörs 09nov04), will replace '209' (HA-LIX) in the Hungarian Air Force museum, l/n Budaörs aug05  |
|             | 301           | Li-2T   | Hungarian AF       | Bua   | 06aug05  | under restoration, fuselage painted in original Air Force c/s; owned by Gold Timer Foundation and leased to the Hungarian Air Force museum at Szolnok; towed to the Szolnok museum (N47.129986 E20.219887) oct06 and preserved there in good condition, l/n sep16 and to be moved to the new museum  |
| 2 34 413 02 | CCCP-26182    | Li-2    | MRP Soltsevo       | rgd   | 20may66  | test-bed for radio equipment trials; canx 09aug76  |
| 2 34 413 03 | 303           | Li-2T   | Hungarian AF       | d/d   | 27mar52  | opb MN repülő csapatai (flying team); had to be handed over by the Hungarian AF to MALÉV on Soviet orders after the failed uprising  |
|             | HA-LIR        | Li-2T   | MALÉV              | d/d   | 20mar57  | named 'Robert'; seen LHR 11jul60; wfu 17mar64 and preserved at Budapest the same date; moved to Vidámpark at Debrecen 17mar67 and was preserved there; was prepared to be moved to Alonómedni in 1994, wings, engines and stabilizer were already gone, but the fuselage was illegally broken up and sold as scrap metal   |
| 2 34 413 05 | CCCP-29100    | Li-2    | MRP Soltsevo       | rgd   | 13nov58  | canx 1977 ?  |

|             |               |       |                    |       |         |  |
|-------------|---------------|-------|--------------------|-------|---------|--|
| 2 34 413 07 | CCCP-X1011    | Li-2  | MVD-Dalstroj       | no    | reports | opb 1 AO; dbr 14nov52 when took off from Nizhniye Kresty (now Cherski) with insufficient speed, veered to the left, evaded some obstacles but eventually stalled and crash-landed close to the runway, with the landing gear breaking off, all 4 crew and all passengers escaped unhurt; the aircraft was technically repairable, but a repair was deemed impractical at that remote location so that it was abandoned   |
| 2 34 413 08 | CCCP-98106    | Li-2  | MAP Irkutsk MSZ    | rgd   | 03dec65 |  |
| 2 34 413 10 | CCCP-13396    | Li-2  | MAP Kuibyshev Mot  | rgd   | 21jan75 | canx 1975  |
| 2 34 414 05 | CCCP-48109    | Li-2  | MAP Perm Motors    | rgd   | 12oct70 | canx 1970  |
| 2 34 414 07 | CCCP-13373    | Li-2P | MAP Saratov APO    | rgd   | 14oct74 | in Aeroflot c/s; canx 1977; preserved at ARZ-411 rework factory at MRV (N44.223188 E43.108102), seen 15may96/jul17   |
| 2 34 414 09 | CCCP-73978    | Li-2  | AFL/East Siberia   | toc   | 25may74 | rgd 17jun74; soc 18nov76 as life-time expired  |
| 2 34 414 10 | CCCP-73985    | Li-2  | AFL/Yakutiya       | toc   | 03nov75 | rgd 29dec75; soc 30jun77 as life-time expired  |
| 2 34 415 01 | SP-LKD        | Li-2P | LOT                | rgd   | 16jun52 | converted to 24 pax version with eight windows; canx 24mar66   |
| 2 34 415 02 | CCCP-L4932    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54932    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54932    | Li-2  | AFL/MOW MAG SPIVS  | trf   | 01jan60 | soc 10jun65 as life-time expired   |
| 2 34 415 03 | CCCP-L4933    | Li-2  | AFL/Yakutiya       | no    | reports |  |
|             | CCCP-54933    | Li-2  | AFL/Yakutiya-Aldan | no    | reports | dbr, details unknown; soc 31may68  |
| 2 34 415 04 | CCCP-L3916(2) | Li-2  | AFL/West Siberia   | no    | reports | see c/n 1841207  |
|             | CCCP-L3916(2) | Li-2  | AFL/Urals          | trf   | jul57   |  |
|             | CCCP-16173    | Li-2  | AFL/Urals-SVX      | SVX   | 18oct58 | l/n SVX 03oct62  |
|             | CCCP-16173    | Li-2  | AFL/Urals-CEK      | trf   | 1963    | soc 29jun66 as worn out  |
| 2 34 415 05 | CCCP-L3913(2) | Li-2  | AFL/Privolzhsk     | no    | reports | see c/n 1841204  |
|             | CCCP-65693    | Li-2  | AFL/Privolzhsk-KUF | KUF   | 18sep65 | soc 12sep69 as life-time expired   |
| 2 34 415 07 | YR-DAC        | Li-2P | TARS               | rgd   | 07jul52 |  |
|             | YR-DAC        | Li-2P | TAROM              | trf   | 1954    | w/o 13jun64 when crashed at Paragina Hill  |
| 2 34 415 08 | CCCP-L4938    | Li-2  | AFL/Yakutiya-YKS   | YKS   | 1954    | opb 139 tao; in dark green c/s with light blue undersides  |
|             | CCCP-16148    | Li-2  | AFL/Yakutiya       | no    | reports | soc 22dec70 as worn out  |
| 2 34 415 09 | CCCP-13355    | Li-2  | MAP Kazan Motors   | rgd   | 17sep74 | canx 08apr75   |
| 2 34 415 10 | CCCP-63823    | Li-2  | AFL/Georgia        | toc   | 14jul60 | dbr, details unknown; soc 24dec62  |
| 2 34 416 01 | CCCP-13385    | Li-2  | MAP Gorki APO      | rgd   | 17sep74 | canx 1977  |
| 2 34 416 02 | CCCP-58649(2) | Li-2  | MAP Kharkov APO    | rgd   | 18jul75 | canx 1976; see c/n 18425301  |
| 2 34 416 04 | CCCP-13350    | Li-2  | MAP Kom-na-Amu MSZ | rgd   | 21mar73 | canx 28may76   |
| 2 34 416 05 | "03" yellow   | Li-2T | DOSAAF             | mfd   | 1952    | opb Tsentralny aeroklub im. Chkalova at Moscow-Tushino; in dark green c/s with light blue undersides; wfu 1972; t/t 6,587 hours 37 minutes and 3,000 cycles; was stored at Moscow-Tushino until it was restored by the FLA RF mar92/dec93; during its first flight on 13nov92 it still carried the code "03"; seen flying from Moscow-Tushino by aug93   |
|             | RA-01300      | Li-2T | Soviet AF c/s      | r/r   | late 93 | flying as such dec93; based at SVO from 1994; l/n may97  |
|             | FLARF01300    | Li-2T | Soviet AF c/s      | ZIA   | 19aug97 | carried large "Miru-Da" (Yes to Peace) titles; was awarded a "Phoenix" diploma 30sep98; was blessed by the Russian Orthodox Church at SVO 04mar95; l/n SVO 01jul03   |
|             | RA-1300K      | Li-2T | Global Edge        | Mya   | 22aug03 | w/o 26jun04 on a flight from Myachkovo to Kaluga when the flight mechanic (who was intoxicated) committed a mistake in handling the fuel system so that both engines flamed out shortly after take-off, the aircraft lost height and banked to the left, the left wing hit the roof of a cottage at Zaazyorye 2.5 km from Myachkovo airfield and the aircraft crashed onto the yards of two neighbouring cottages, all 3 crew and 1 of the 2 passengers killed and the sole survivor injured   |
| 2 34 416 06 | CCCP-L5028    | Li-2  | AFL/Magadan        | no    | reports |  |
|             | CCCP-16192    | Li-2  | AFL/Magadan        | no    | reports | opb 185 OAO; dbr 04feb59 on the leg from Magadan to Severo-Evensk of a cargo flight from Magadan to Gizhiga in difficult weather conditions when the crew decided to descend through the clouds although they were not sure of their position (according to the regulations they should have gone to Gizhiga and descended over the sea), the aircraft touched a hill, continued to fly for 800 metres and came to rest on the slope of another hill (at a height of 760 metres) 30 km west of Severo-Evensk, all 5 crew and the sole passenger slightly injured; soc 28feb59                    |
| 2 34 416 09 | CCCP-13368    | Li-2  | MOM Orenburg MSZ   | rgd   | 10jul74 | canx 06apr76   |
| 2 34 416 10 | CCCP-06186    | Li-2  | SNKh Kiev          | mfd   | 15may52 | rgd 23jan65  |
|             | CCCP-21504    | Li-2  | MAP Kiev           | rgd   | 18dec65 | in Aeroflot c/s; dbr 17feb70 on the leg from Leningrad-Shosseinaya to Minsk of a cargo flight from Leningrad to Kiev when took off at night with the MTOW exceeded by 687 kg and a very rearward centre-of-gravity position, lifting off at a speed which was insufficient for the actual weight, veered off the runway to the left, fell back to the snow-covered ground and bounced several times, breaking off the landing gear and eventually hitting the ground with the nose, 1 of the 5 crew killed and the other 4 and the sole passenger injured; t/t 7,123 hours 35 minutes; canx 1970 |
| 2 34 417 05 | CCCP-69305    | Li-2  | MAP Rostov VPO     | rgd   | 06dec65 | canx 1977  |
| 2 34 417 06 | CCCP-13358    | Li-2T | MAP Irkutsk MSZ    | rgd   | 05jul73 | in Aeroflot c/s; canx 1977; preserved at the "Salyut" cultural centre in the Gorodets district of the Nizhni Novgorod region, (N56.646321 E43.5654811) seen jul06/nov14  |
| 2 34 417 07 | CCCP-93916(2) | Li-2  | MAP Omsk APO       | rgd   | 29apr76 | canx 1977; see c/n 18423704  |
| 2 34 417 09 | CCCP-13346    | Li-2  | MAP Kazan Motors   | rgd   | 21mar73 | canx 1977  |
| 2 34 417 10 | CCCP-13376    | Li-2  | MAP Rostov VPO     | rgd   | 17sep74 | canx 1975  |
| 2 34 418 01 | OK-GAA        | Li-2T | CSA                | rgd   | 29jul52 |  |
|             | OK-BYO        | Li-2T | Czechoslovak Gvt   | trf   | 29mar53 | canx 22dec58   |
|             | 1801          | Li-2P | Czechoslovak AF    | trf   | 1957    | converted to Li-2F photo aircraft; wfu sep63   |
|             | OK-1962       | Li-2F | Inter-Hotel Praha  |       |         | used as a bar in a park near the old terminal at Prague airport, repainted back into CSA c/s and given the fake registration OK-1962; moved to near threshold of former runway 22 in 1971; burnt by firemen 22mar72 during practice; scrapped  |
| 2 34 418 02 | YR-TAO (2)    | Li-2P | TARS               | rgd   | 20jun52 | see c/n 18423510   |
|             | YR-TAO (2)    | Li-2P | TAROM              | trf   | 1954    | seen BUD 1955 in green c/s without titles; canx 20mar68 as to the Romanian Air Force   |
|             | 802           | Li-2P | Romanian Air Force | trf   | 20mar68 |  |
| 2 34 418 04 | CCCP-48980(2) | Li-2  | MAP Gorki APO      | rgd   | 19mar75 | canx 14jul75; see c/n 1846509  |
| 2 34 418 05 | CCCP-L4936    | Li-2  | AFL/Kazakhstan     | no    | reports |  |
|             | CCCP-54936    | Li-2  | AFL/Kazakhstan     | no    | reports | soc 20jul62 as life-time expired   |
| 2 34 418 06 | CCCP-L4937    | Li-2  | AFL/Northern       | no    | reports |  |
|             | CCCP-54937    | Li-2  | AFL/Northern       | no    | reports | soc 10oct61 as life-time expired   |
| 2 34 418 07 | CCCP-L4939    | Li-2  | AFL/Ukraine        | no    | reports |  |
|             | CCCP-54939    | Li-2  | AFL/Ukraine        | photo |         | soc 31aug71 as life-time expired   |
| 2 34 418 09 | CCCP-93913(2) | Li-2  | MAP Omsk APO       | rgd   | 29apr76 | canx 1977; see c/n 18424708  |
| 2 34 418 10 | CCCP-L4940    | Li-2  | AFL/Kazakhstan     | no    | reports |  |
|             | CCCP-54940    | Li-2  | AFL/Kazakhstan-BXH | ph.   | 09may59 | soc 25mar64 as worn out  |
| 2 34 419 01 | "12" yellow   | Li-2  | Soviet Air Force   | mfd   | 07jul52 | f/n SXF 1956   |
|             | CCCP-13345    | Li-2  | MAP LII Zhukovski  | rgd   | 30may73 | used call-sign CCCP-16645; w/o 05jun76 on a cargo flight from Zhukovski to Tyumen when the left engine cut out as there was not enough fuel in the feeder tank, as the aircraft was flying at a height of 290 metres over the Kama river near Menzelinsk (Karakul district of Udmurtiya) at the time the crew attempted an emergency landing on the banks of the river, but the aircraft lost height, struck 5 telephone lines at a height of 40 metres, went out of control and crashed into the banks of the Kama river, all 4 crew killed; t/t 5,444 hours 49 minutes                         |
| 2 34 419 05 | YR-TAE (2)    | Li-2T | TARS               | d/d   | 1952    | see c/n 18423506   |
|             | YR-TAE (2)    | Li-2T | TAROM              | trf   | 1954    | canx 11mar67 as to the Romanian Air Force  |
|             | 905           | Li-2T | Romanian Air Force | trf   | 11mar67 |  |
| 2 34 419 10 | CCCP-13394    | Li-2  | MAP Kuibyshev Mot  | rgd   | 24jan75 | canx 1975  |
| 2 34 420 02 | SP-LKE        | Li-2P | LOT                | rgd   | 16jul52 | named "Eva" converted to 24 pax, eight windows   |
|             | SP-LKE        | Li-2P | ZRL-Lotnict. Komu. | rgd   | 08jul63 | canx 10nov70; was preserved in Muzeum Lotnictwa at Kraków; destroyed by fire in the 1990s  |
| 2 34 420 03 | CCCP-L4941    | Li-2  | AFL/Magadan        | no    | reports |  |
|             | CCCP-54941    | Li-2  | AFL/Magadan        | no    | reports |  |
|             | CCCP-54941    | Li-2  | AFL/Latvia         | trf   | 28jan65 |  |
|             | CCCP-54941    | Li-2  | AFL/Krasnoyarsk    | trf   | 05oct65 | soc 29jun71 as life-time expired   |
| 2 34 420 04 | CCCP-L4943    | Li-2  | AFL/Azerbaijan     | no    | reports |  |
|             | CCCP-54943    | Li-2  | AFL/Azerbaijan     | no    | reports |  |
|             | CCCP-54943    | Li-2  | AFL/Kazakhstan     | trf   | 16nov65 | soc 24mar71, no reason given   |
| 2 34 420 05 | CCCP-L4942    | Li-2  | AFL/Estonia        | no    | reports |  |
|             | CCCP-84645    | Li-2  | AFL/Estonia        | trf   | 30dec59 |  |
|             | CCCP-84645    | Li-2  | AFL/Higher Avn Col | trf   | 30dec59 | photo in "Grazhdanskaya Aviatsiya" magazine apr65; soc 16aug66 as worn out   |
| 2 34 420 06 | CCCP-L4944    | Li-2  | AFL/Armenia        | no    | reports |  |
|             | CCCP-54944    | Li-2  | AFL/Turkmenis.-ASB | trf   | 11mar59 | seen ASB 12jun64; soc 21oct69 as worn out  |
| 2 34 420 07 | CCCP-L4945    | Li-2  | AFL/Magadan        | no    | reports |  |
|             | CCCP-54945    | Li-2  | AFL/Magadan        | no    | reports |  |
|             | CCCP-54945    | Li-2  | AFL/Latvia         | trf   | 30jan65 |  |
|             | CCCP-54945    | Li-2  | AFL/Krasnoyarsk    | trf   | 18aug65 | soc 31dec71 as life-time expired   |
| 2 34 420 08 | CCCP-L4946    | Li-2  | AFL/Privolzhsk     | no    | reports |  |
|             | CCCP-54946    | Li-2  | AFL/Privolzhsk     | no    | reports | soc 22apr70 as life-time expired   |
| 2 34 420 09 | CCCP-71259    | Li-2  | AFL/Northern       | toc   | 15jun60 | dbr, details unknown; soc 08jan63  |
| 2 34 420 10 | CCCP-L4947    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54947    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54947    | Li-2  | AFL/Privolzhsk     | trf   | 01jan60 | soc 20jul65 as life-time expired   |
| 2 34 421 03 | CCCP-13379    | Li-2  | MAP Orenburg MSZ   | rgd   | 23jul74 | canx 15jan75   |
| 2 34 421 04 | CCCP-06157    | Li-2  | SNKh Irkutsk       | rgd   | 22nov62 |  |
|             | CCCP-93927    | Li-2  | MAP Irkutsk MSZ    | rgd   | 16nov65 |  |
| 2 34 421 05 | D-29          | Li-2T | Czechoslovak AF    | d/d   | 05aug52 | in service 12aug52   |
|             | 2105          | Li-2T | Czechoslovak AF    | trf   | 30may57 | trf to VLU at Košice-Barca in 1960; wfu 08aug66  |

|             |                           |                         |  |            |                        |  |
|-------------|---------------------------|-------------------------|--|------------|------------------------|--|
|             | "20" White                | Li-2T                   | Soviet Air Force                                       |            |                        | preserved in the SNP (Slovak National Uprising) museum at Banská Bystrica (N48.734438 E19.148713) in these fake markings, f/n jan85; l/n aug15, as such in service 05jan52, but dates given are surely too early compared to the manufacture of other aircraft   |
| 2 34 421 06 | D-30<br>2106<br>"33"      | Li-2T<br>Li-2T<br>Li-2T | Czechoslovak AF<br>Czechoslovak AF<br>Soviet Air Force | d/d        | 03jan52<br>photo       | black and white photo in camo c/s exists; Rvt Košice reported to be the aircraft preserved as a war memorial at the Dukla battlefield, Vysny Komarnik, Slovakia (N49.400367 E21.700124), painted in fake Soviet Air Force dark green camo c/s with blue undersides; seen jan09, without code; l/n jul13, in good condition   |
| 2 34 421 07 | D-33                      | Li-2T                   | Czechoslovak AF  | d/d        | 01dec51                | in service 01dec52 ?; d/d is surely too early compared to the manufacture of other aircraft; seen BUD oct56  |
|             | 2107<br>"50" white        | Li-2T<br>Li-2T          | Czechoslovak AF<br>Soviet Air Force                    | no         | reports                | Rvt Košice reported to be the aircraft preserved at Svidnik, Slovakia at the Dukelského múzea since oct69 (N49.308599 E21.566873); repainted in fake Soviet Air Force dark green camo c/s with blue undersides since 1974; seen apr93/apr96 marked as "50" white; the museum is a department of the Vojenske Historické Muzeum which is located at Piešťany; l/n aug15, in good condition                                |
| 2 34 421 08 | D-37                      | Li-2T                   | Czechoslovak AF  | d/d        | 01dec51                | d/d is surely too early compared to the manufacture of other aircraft, other sources give as 01dec52; see also c/n 23442710  |
|             | 2108                      | Li-2T                   | Czechoslovak AF  |            | photo                  | PVOS Brno; black and white photo exists, in civil c/s with three blue 'lightning-bolt' cheatlines; wfu apr66; fuselage was reported at Zlutava (N49.1937 E17.48065) moved inside a private estate to protect it from vandalism, photos exist, fuselage (hulk) only, without wings, engines, undercarriage or tail, seen in faded dark green c/s with original c/s and serial still visible on left side, l/n sep11/nov16 |
| 2 34 421 09 | D-34<br>2109              | Li-2T<br>Li-2T          | Czechoslovak AF<br>Czechoslovak AF                     | d/d        | 20feb52<br>trf 29jan57 | in service 21feb52; d/d is too early regarding mfd !   |
| 2 34 421 10 | CCCP-21505                | Li-2                    | MOMS Kuibyshev   | rgd        | 29sep65                | LO Kbely; wfu aug57, in an accident ?  |
|             | CCCP-21505                | Li-2                    |  | trf        | unknown                | canx 12may76   |
| 2 34 422 01 | CCCP-L4952                | Li-2                    | AFL/Turkmenistan                                       | no         | reports                |  |
|             | CCCP-54952                | Li-2                    | AFL/Turkmenis.-ASB                                     | ASB        | dec61                  | l/n ASB 17jul62; soc 26may70 as worn out   |
| 2 34 422 02 | CCCP-L4953                | Li-2                    | AFL/Kazakhstan   | mfd        | 1952                   |  |
|             | CCCP-54953<br>no code     | Li-2                    | AFL/Kazakhstan<br>Soviet Air Force                     | rgd<br>ph. | 1958 ?<br>1975         | soc 24jan70 as life-time expired<br>in dark green c/s with light grey underside; preserved in these fake colours on a plinth at the TAPOiCh aircraft factory at Tashkent (N41.299724 E69.322126), had the c/n still painted on the fin by 1975 (but painted over by jun93), l/n aug13  |
| 2 34 422 03 | CCCP-L4954                | Li-2                    | AFL/Latvia   | no         | reports                |  |
|             | CCCP-54954                | Li-2                    | AFL/Latvia   | no         | reports                | soc 02oct62 as life-time expired   |
| 2 34 422 04 | CCCP-L4955                | Li-2                    | AFL/West Siberia                                       | no         | reports                |  |
|             | CCCP-L4955                | Li-2                    | AFL/Urals  | trf        | 1957                   |  |
|             | CCCP-L4955                | Li-2                    | AFL/Urals-SVX  | SVX        | 18nov61                | l/n SVX 02mar66; soc 22apr70 as life-time expired  |
|             | CCCP-54955                | Li-2                    | AFL/Urals-CEK  | trf        | 1963                   |  |
| 2 34 422 05 | CCCP-L4956                | Li-2                    | AFL/West Siberia                                       | no         | reports                |  |
|             | CCCP-54956                | Li-2                    | AFL/West Sib.-BAX                                      | BAX        | 11mar61                | soc 04jul72 as worn out  |
| 2 34 422 06 | CCCP-L4957                | Li-2                    | AFL/Ukraine  | mfd        | aug52                  | f/n KRR 1956   |
|             | CCCP-54957                | Li-2                    | AFL/Ukraine-IEV  | no         | reports                | soc 25aug62 as life-time expired   |
| 2 34 422 07 | CCCP-L4958                | Li-2                    | AFL/Kazakhstan   | no         | reports                |  |
|             | CCCP-54958                | Li-2                    | AFL/Kazakhstan-GUW                                     | GUW        | 02jul59                | soc 28apr71 as worn out  |
| 2 34 422 08 | CCCP-L4959                | Li-2                    | AFL/Azerbaijan   | no         | reports                |  |
|             | CCCP-54959                | Li-2                    | AFL/Azerbaijan   | MRV        | 08nov62                | soc 10jun65 as worn out  |
| 2 34 422 09 | OK-GAD<br>2209            | Li-2P<br>Li-2F          | CSA<br>Czechoslovak AF                                 | f/f<br>trf | 30sep52<br>1957        | rgd 03oct52; d/d 25oct52; canx 29feb60<br>converted to a Li-2F photo aircraft in 1957; opb FLS Hradcany; wfu aug66; rebuilt to a non-flyable Vickers "Wellington" look-alike which was used for the 1968 movie "Nebeští jezdcí" (Sky Riders) in service and rgd 04oct52; wfu 29jan56; c/n in register as being 2344210 so one digit in the batch number missing<br>FLS Hradcany; wfu 1963 in an accident                 |
| 2 34 422 10 | OK-GAE                    | Li-2P                   | CSA  | d/d        | 23aug52                |  |
|             | 2210                      | Li-2P                   | Czechoslovak AF  | trf        | 29jan57                |  |
| 2 34 423 01 | CCCP-L4948                | Li-2                    | AFL/Far East   | no         | reports                |  |
|             | CCCP-54948                | Li-2                    | AFL/Far East   | no         | reports                | soc 14feb67 as worn out  |
| 2 34 423 02 | CCCP-13356                | Li-2                    | MAP Dalievo MSZ  | rgd        | 14oct74                | canx 27oct75   |
| 2 34 423 03 | "011" white<br>CCCP-63868 | Li-2P<br>Li-2           | Soviet Air Force<br>AFL/Kazakhstan                     | no         | reports                | c/n in MGA document as 2344233 but order of data suggests it may be this c/n; soc 27dec73 as worn out  |
| 2 34 423 04 | D-38<br>OK-GAB            | Li-2<br>Li-2P           | Czechoslovak AF<br>CSA                                 | d/d        | 10aug52                | in service 18aug52   |
|             | 2304                      | Li-2                    | Czechoslovak AF  | rgd        | 23oct52                | canx 29feb60   |
| 2 34 423 05 | OK-GAC                    | Li-2P                   | CSA  | d/d        | 02aug52                | converted to Li-2F photo aircraft in 1956; FLS Hradcany; wfu oct66   |
|             | 2305                      | Li-2P                   | Czechoslovak AF  | trf        | 1957                   | in service 11aug52; rgd 03oct52; wfu oct56; canx 29feb60   |
| 2 34 423 06 | CCCP-L4949                | Li-2                    | AFL/East Siberia                                       | no         | reports                | PVOS Zvolen; wfu jul65   |
|             | CCCP-54949                | Li-2                    | AFL/Northern-LED                                       | trf        | 12jun58                | f/n LED 07dec61; soc 31oct63 as trf p/ya 82 (MAP)  |
| 2 34 423 07 | CCCP-L4950                | Li-2                    | AFL/Kyrgyzstan   | no         | reports                |  |
|             | CCCP-54950                | Li-2                    | AFL/Kyrgyzstan   | no         | reports                |  |
|             | CCCP-54950                | Li-2                    | AFL/Moscow SPIMVL                                      | trf        | 06may66                | soc 24mar71 as life-time expired   |
| 2 34 423 08 | CCCP-73970                | Li-2                    | AFL/Krasnoyarsk  | toc        | unknown                | on charge as of 01jan72; rgd 02jan73; soc 10may73 as worn out  |
| 2 34 423 09 | OK-BYQ                    | Li-2T                   | Czechoslovak Gvt                                       | d/d        | 17aug52                | in service 18aug52; converted to Li-2F photo aircraft in 1956; not on the Czech register and reg became an Il-14 06aug58   |
|             | 2309                      | Li-2T                   | Czechoslovak AF  |            | aug10                  | FLS Hradcany; used as a bar at Nova Dubnica; Aeroklub Dubnica wanted this ex-Letka bar transport to be transported to the Slavnica airfield for preservation, but a first attempt was without success and the aircraft was parked in the corner of a local football stadium; seen at the Aeroklub Dubnica airfield at Slavnica jun08/apr10, awaiting restoration   |
|             | OK-BYQ                    | Li-2T                   |  |            | aug10                  | preserved at Slavnica airfield, Dubnica in good condition and repainted in its original Czechoslovak Government c/s, l/n jun16   |
| 2 34 423 10 | CCCP-L4951                | Li-2                    | AFL/Far East   | no         | reports                |  |
|             | CCCP-54951                | Li-2                    | AFL/Far East   | no         | reports                | soc 09jan63 as life-time expired   |
| 2 34 424 01 | CCCP-73969                | Li-2                    | AFL/Komi   | toc        | 29nov72                | rgd 20dec72; soc 27dec73 as worn out   |
| 2 34 424 02 | CCCP-13391                | Li-2                    | MAP Novosibirsk AP                                     | rgd        | 10jul74                | canx 1977  |
| 2 34 424 03 | CCCP-48110                | Li-2                    | MAP Kazan Motors                                       | rgd        | 05may70                | canx 29feb77   |
| 2 34 425 01 | OK-GAF                    | Li-2P                   | CSA  | d/d        | 25aug52                | rgd 04oct52; in service 06oct52; canx 29feb60; c/n in register as being 2344501 one digit in batch number missing<br>FLS Hradcany; wfu apr68   |
|             | 2501                      | Li-2P                   | Czechoslovak AF  | trf        | 29feb60                |  |
| 2 34 425 05 | "021" blue                | Li-2T                   | Soviet Air Force                                       |            | photo                  |  |
| 2 34 425 06 | CCCP-48981(2)             | Li-2                    | MAP Omsk APO   | rgd        | 19mar75                | canx 1975; see c/n 18427607  |
| 2 34 425 07 | CCCP-L4960                | Li-2                    | AFL/Turkmenistan                                       | no         | reports                |  |
|             | CCCP-54960                | Li-2                    | AFL/Turkmenis.-ASB                                     | ASB        | dec61                  | soc 26jun60 as worn out; l/n ASB 12jun64, presumably wfu   |
| 2 34 425 08 | CCCP-L4961                | Li-2                    | AFL/Tajikistan-DYU                                     | no         | reports                |  |
|             | CCCP-54961                | Li-2                    | AFL/Tajikistan-DYU                                     | no         | reports                |  |
|             | CCCP-54961                | Li-2                    | AFL/Syktvykar  | trf        | 11jan64                | soc 31dec71 as life-time expired   |
| 2 34 425 09 | CCCP-L4962                | Li-2P                   | AFL/North Kavkaz                                       | no         | reports                |  |
|             | CCCP-54962                | Li-2P                   | AFL/N.Kavkaz-VOG                                       | MRV        | 13oct60                |  |
|             | CCCP-54962                | Li-2P                   | AFL/Far East   | trf        | 25jan67                | soc 28apr71 as life-time expired   |
| 2 34 425 10 | CCCP-L4963                | Li-2                    | AFL/Ukraine  | no         | reports                |  |
|             | CCCP-54963                | Li-2                    | AFL/Ukraine  | no         | reports                |  |
|             | CCCP-54963                | Li-2                    | AFL/GosNII GA  | trf        | 25nov66                | soc 06apr67 as 'for testing'   |
| 2 34 426 01 | CCCP-L4964                | Li-2                    | AFL/North Kavkaz                                       | no         | reports                |  |
|             | CCCP-54964                | Li-2                    | AFL/North Kavkaz                                       | no         | reports                |  |
|             | CCCP-54964                | Li-2                    | Aeroflot/KShVLP  | trf        | 20jan61                | Kirovograd Advanced Flying Training College  |
|             | CCCP-54964                | Li-2                    | AFL/Northern   | trf        | 30jan69                | soc 16dec71 as life-time expired   |
| 2 34 426 03 | CCCP-L4965                | Li-2                    | Aeroflot/ShVLP   | no         | reports                |  |
|             | CCCP-L4965                | Li-2                    | AFL/Krasny Kut FS                                      | trf        | 05may58                |  |
|             | CCCP-54965                | Li-2                    | Aeroflot/KShVLP  | trf        | 05aug60                | Kirovograd Advanced Flying Training College  |
|             | CCCP-54965                | Li-2                    | AFL/Northern   | trf        | 29mar72                | soc 10may73 as life-time expired   |
| 2 34 426 09 | 07                        | Li-2P                   | Polish Air Force                                       | d/d        | 29oct52                |  |
|             | 42                        | Li-2P                   | Polish Air Force                                       | rgd        | 1942                   | still in service by 01oct64  |
| 2 34 426 10 | 08                        | Li-2P                   | Polish Air Force                                       | d/d        | 21oct52                |  |
|             | 028                       | Li-2P                   | Polish Air Force                                       | rgd        | unknown                | still in service by 28mar70  |
| 2 34 427 01 | 09                        | Li-2P                   | Polish Air Force                                       | d/d        | 29oct52                |  |
|             | 029                       | Li-2P                   | Polish Air Force                                       | rgd        | unknown                |  |
|             | 02 (2)                    | Li-2P                   | Polish Air Force                                       | rgd        | unknown                | see c/n 18436204 !; still in service 19feb70; photo with Polish serial and c/n retained but large Luftwaffe black cross on the fuselage (not possible to see if on wings as well) but without any German codes, featured in the programme "Podziemny Front", date unknown  |
| 2 34 427 02 | 10                        | Li-2P                   | Polish Air Force                                       | d/d        | 29oct52                |  |
|             | 026                       | Li-2P                   | Polish Air Force                                       | rgd        | unknown                | still in service by 19jan70  |
| 2 34 427 03 | D-31<br>2703              | Li-2T<br>Li-2T          | Czechoslovak AF<br>Czechoslovak AF                     | d/d        | 13mar52<br>photo       | in service 13mar52<br>black and white photo in camo c/s exists; Rvt Košice; wfu jul67; removed to Āilina Technical University in Slovakia; probably gone during 1970s or 1980s   |
| 2 34 427 04 | 03 (3)                    | Li-2P                   | Polish Air Force                                       | d/d        | 21oct52                | in dark green c/s with light blue undersides, white code; may have been delivered as '11'; see c/n 18416208 and 18436205   |
|             | 40                        | Li-2P                   | Polish Air Force                                       | r/r        | unknown                | still in service by 01oct64  |
| 2 34 427 07 | not known<br>012          | Li-2P<br>Li-2P          | Polish Air Force<br>Polish Air Force                   | d/d        | 21oct52<br>25nov57     |  |
|             | 43                        | Li-2P                   | Polish Air Force                                       |            | jun63                  | serial changed, date unknown   |
| 2 34 427 08 | D-32                      | Li-2F                   | Czechoslovak AF  | d/d        | 03jun52                | serial changed, date unknown<br>in service 03jun52   |



|             |  |                                 |   |                         |  |   |
|-------------|--|---------------------------------|---|-------------------------|--|---|
| 2 34 427 09 | 2708<br>CCCP-13380                                   | Li-2F<br>Li-2                   | Czechoslovak AF<br>MAP Kom-na-Amu MSZ   | no<br>rgd               | reports<br>10jul74                       | Rvt KoŮice; wfu oct66<br>canx 17feb75   |
| 2 34 427 10 | D-37<br>OK-BYP<br>2710                               | Li-2D<br>Li-2D<br>Li-2D         | Czechoslovak AF<br>Czechoslovak Gvt<br>Czechoslovak AF                        | d/d<br>rgd<br>trf       | 20oct52<br>15jun55<br>30may57            | in service 25nov52; see c/n 23442108<br>in CSA c/s; canx 24jul58; no c/n given in the Czech register !<br>PVOS Zatec; wfu sep67, preserved in the aviation museum at Prague-Kbely (N50.124756 E14.539386);<br>seen Kbely jun86, stored<br>repainted into CSA c/s and used for two movies in 1990 and 1991 with this fake registration as a DC-3/C-47; l/n aug98, as such; titles and registration removed and stored in poor condition at Kbely; l/n sep14<br>OK-WDF of CSA is on starboard side and 2710 in RAF c/s is port side; l/n sep17<br>in "Grazhdanskaya Aviatsiya" magazine; see Czech Air Force serial D-35 with unknown c/n<br>soc 14jul69 as life-time expired |
| 2 34 428 01 | OK-WDI/2710<br>CCCP-L4966<br>CCCP-54966              | Li-2D<br>Li-2<br>Li-2           | CSA/RAF<br>AFL/Privolzhsk<br>AFL/Privolzhsk-KZN                               | Kbe<br>ph.<br>KZN       | may17<br>aug57<br>03feb65                | opb 66 OAO; w/o 29mar57 on a photo flight from Kuibyshev to Ulyanovsk (the aircraft was to be photographed from the territory of the UAZ automotive factory at Ulyanovsk) when broke up in mid-air for unknown reasons and crashed in a snow-covered field 15 km north-east of Ulyanovsk, all 4 crew killed;<br>wreck found 30mar57; t/t 6,92 hours; soc 24jun57<br>opb MN repul60 csapatai (flying team); had to be handed over by the Hungarian AF to MAL6V on Soviet orders after the failed uprising<br>named 'N6ndor'; wfu 30jan63; preserved at H6v6sv6lgy in Budapest since 10apr64; burnt out in 1968 and scrapped  |
| 2 34 428 02 | CCCP-L4967   | Li-2                            | AFL/Privolzhsk  | mfd                     | 06sep52                                  | d/d 11aug52 (delivered before first flight ?!); rgd 23oct52; in service 12nov52; canx 04aug54; c/n in register as being 2234 one digit in factory core is wrong<br>opb FLR Hradcany; wfu apr68; featured in fake Royal Air Force markings as a C-47 in two movies shot in 1964 and 1968 and with fake serial '2894' in a movie shot in 1968   |
| 2 34 428 03 | 803  | Li-2P                           | Hungarian Gvt   | d/d                     | 01jul52                                  | soc 20feb63 as life-time expired  |
| 2 34 428 04 | OK-GAG<br>2804                                       | Li-2P<br>Li-2F                  | MAL6V<br>Czechoslovak AF  | d/d<br>trf              | 14mar57<br>04aug54                       | dbf, details unknown; soc 18aug67<br>mfd 23sep49 reported in crash report of CCCP-54970 but is too early !<br>opb 136 OAO; w/o 01nov62 on the leg from Krasnoyarsk to Novosibirsk of a positioning flight from Chita to the ARZ at Minsk when suffered from severe icing, went out of control, dived into the ground near the Salgon ridge 19 km south of Rybnoye and 23 km east of Tamozhenka (Balakhta district of the Krasnoyarsk region) and exploded; all 5 crew and 4 passengers (family members of the crew) killed; wreck found only 29may63; t/t 14,950 hours; soc 09mar63   |
| 2 34 428 07 | CCCP-L4968<br>CCCP-54968                             | Li-2                            | AFL/Sykytyvkar  | no                      | reports                                  | opb 132 LO Tuvinskogo OAO; w/o 07mar65 on a flight from Abakan to Kyzyl when was probably caught by a strong katabatic wind after overflying a pass, the left outer wing and part of the tail broke off, the aircraft crashed at a height of 1,740 metres (80 metres below the summit) into the wooded slope of a mountain between the rivers Nistaforovka and Isosifovka near Aradan (Yermakov district of the Krasnoyarsk region, 122 km from Kyzyl), all 4 crew and 27 passengers killed; t/t 17,098 hours; soc 06dec65<br>in service 05may52; seen BUD oct56<br>LO Kbely  |
| 2 34 428 08 | CCCP-L4969<br>CCCP-54969                             | Li-2                            | AFL/Far East  | no                      | reports                                  | canx 11nov77<br>rgd 07dec72; soc 30sep75 as worn out  |
| 2 34 428 09 | CCCP-L4970<br>CCCP-54970                             | Li-2                            | AFL/Far East<br>AFL/Far East<br>AFL/East Siberia<br>AFL/East Siberia          | no<br>no<br>no<br>no    | reports<br>reports<br>reports<br>reports | soc 30may74 as worn out   |
| 2 34 428 10 | CCCP-L4971<br>CCCP-54971                             | Li-2<br>Li-2                    | AFL/Krasnoyarsk<br>AFL/Krasnoyarsk-KYZ  | mfd                     | 24sep52                                  | canx 23may74  |
| 2 34 429 01 | D-36<br>2901   | Li-2D<br>Li-2D                  | Czechoslovak AF<br>Czechoslovak AF  | d/d                     | 12feb52                                  | converted to a Li-2F photo aircraft in 1957<br>FLS Hradcany; wfu jul67; preserved in the aviation museum at Prague-Kbely (N50.124305 E14.538804);<br>featured as a Czechoslovak AF C-47 with the fake code 'D-24' in the same movie as c/n 23442804 in 1968,<br>seen sep91 in dark green c/s with just the c/n on the tail, l/n jun05<br>restored back to a transport version and seen on Display Hall B, Prague-Kbely oct09, in these fake markings with the c/n on the tail; l/n oct14  |
| 2 34 429 03 | CCCP-46235<br>CCCP-46235                             | Li-2                            | MAP Myachkovo   | rgd                     | 09mar66                                  | canx 1975   |
| 2 34 429 04 | CCCP-13335<br>CCCP-73966                             | Li-2                            | MAP Zhukovski   | rgd                     | 25jan73                                  | canx 1977   |
| 2 34 429 08 | CCCP-63884<br>CCCP-63884                             | Li-2                            | AFL/Northern<br>AFL/Arkhangelsk   | toc<br>trf              | 16nov72<br>01oct63<br>01jan73            | soc 03aug70 as worn out   |
| 2 34 429 10 | CCCP-93918<br>CCCP-93918                             | Li-2                            | MAP Ramenskoye<br>MAP LII Zhukovski   | rgd                     | 08feb67                                  | soc 15apr65 as life-time expired  |
| 2 34 430 01 | CCCP-L4972<br>CCCP-54972                             | Li-2                            | AFL/Moscow (MUTA)<br>AFL/Moscow (MUTA)  | no                      | reports                                  | soc 06feb70 as life-time expired  |
| 2 34 430 02 | OK-GAH<br>D-38<br>3002                               | Li-2P<br>Li-2F                  | CSA<br>Czechoslovak AF<br>Czechoslovak AF                                     | d/d<br>trf<br>no        | 21oct52<br>14jun57<br>reports            | soc 1961 as life-time expired<br>i/s 24oct52 or 25feb53 ?; rgd 24feb53; c/n in register given as 23343002 (one digit in factory code incorrect); canx 14jun57<br>converted to a Li-2F photo aircraft in 1957<br>FLS Hradcany; wfu jul67; preserved in the aviation museum at Prague-Kbely (N50.124305 E14.538804);<br>featured as a Czechoslovak AF C-47 with the fake code 'D-24' in the same movie as c/n 23442804 in 1968,<br>seen sep91 in dark green c/s with just the c/n on the tail, l/n jun05<br>restored back to a transport version and seen on Display Hall B, Prague-Kbely oct09, in these fake markings with the c/n on the tail; l/n oct14                   |
| 2 34 430 03 | CCCP-L4973<br>CCCP-54973                             | Li-2                            | AFL/Privolzhsk  | no                      | reports                                  | canx 1975   |
| 2 34 430 04 | CCCP-L3935(2)<br>CCCP-16211                          | Li-2                            | AFL/North Kavkaz<br>AFL/North Kavkaz  | no                      | reports                                  | l/n KUF 03feb65; soc 14jul69 as life-time expired<br>see c/n 1841509  |
| 2 34 430 05 | CCCP-16211<br>CCCP-L4975<br>CCCP-54975<br>CCCP-54975 | Li-2<br>Li-2P<br>Li-2P<br>Li-2P | AFL/Far East<br>AFL/Kazakhstan<br>AFL/Kazakhstan<br>AFL/N. Kavkaz-MRV         | trf<br>no<br>no<br>MRV  | 25jan67<br>reports<br>reports<br>31may63 | soc 03aug70 as worn out   |
| 2 34 430 06 | CCCP-54975<br>CCCP-L4976<br>CCCP-54976               | Li-2P<br>Li-2P<br>Li-2P         | AFL/Far East<br>AFL/Ukraine<br>AFL/Ukraine                                    | trf<br>ph.<br>no        | 22jan67<br>1958<br>reports               | l/n MRV 20nov65<br>soc 24jan72 as worn out  |
| 2 34 430 08 | CCCP-L4977<br>CCCP-54977                             | Li-2                            | AFL/Moscow (MUTA)<br>AFL/Moscow (MUTA)  | no                      | reports                                  | soc 15apr65 as life-time expired  |
| 2 34 430 09 | CCCP-54977<br>CCCP-L4978<br>CCCP-54978<br>CCCP-54978 | Li-2                            | AFL/Privolzhsk<br>AFL/Moscow (MUTA)<br>AFL/Moscow (MUTA)<br>AFL/MOW MAG SPIVS | trf<br>no<br>no<br>trf  | 01jan60<br>reports<br>reports<br>01jan60 | soc 06feb70 as life-time expired  |
| 2 34 430 10 | CCCP-54978<br>CCCP-L4979<br>CCCP-54979               | Li-2                            | AFL/Northern<br>AFL/Northern-ARH<br>AFL/Northern                              | trf<br>ARH<br>no        | 16feb67<br>mar57<br>reports              | soc 14jul69 as life-time expired<br>l/n ARH sep58<br>soc 26may61 as worn out<br>opb Northern Fleet; in dark green c/s   |
| 2 34 431 08 | CCCP-46234<br>CCCP-13334                             | Li-2                            | MAP Novosib. SNKh<br>MAP Novosibi. APO  | rgd                     | 19nov65<br>20feb73                       | canx 1975   |
| 2 34 432 02 | CCCP-L4991<br>CCCP-L4991<br>CCCP-54991<br>CCCP-54991 | Li-2                            | Aeroflot/ShVLP<br>AFL/Krasny Kut FS<br>AFL/North Kavkaz<br>Aeroflot/KShVLP    | no<br>trf<br>trf<br>trf | reports<br>13may58<br>01nov60<br>20jan61 | soc 10may73 as life-time expired  |
| 2 34 432 03 | CCCP-54991<br>CCCP-L4992<br>CCCP-L4992<br>CCCP-54992 | Li-2                            | AFL/Northern<br>Aeroflot/ShVLP<br>AFL/Krasny Kut FS<br>Aeroflot/KShVLP        | trf<br>no<br>trf<br>trf | 25oct71<br>reports<br>05may58<br>05aug60 | soc 10may73 as life-time expired  |
| 2 34 432 04 | CCCP-21508<br>CCCP-08825                             | Li-2                            | AFL/Tyumen<br>MAP Saratov APO   | rgd                     | 08jan70<br>22dec65                       | Kirovograd Advanced Flying Training College<br>soc 27nov72 as life-time expired<br>canx 1977  |
| 2 34 432 08 | CCCP-08825<br>CCCP-13347                             | Li-2                            | MOMS Chelyabinsk<br>MAP Saratov APO   | rgd                     | 11nov65<br>21mar73                       | canx 21apr75<br>canx 1977   |
| 2 34 433 01 | CCCP-13384<br>CCCP-L4980                             | Li-2                            | MAP Arsenyev MSZ<br>AFL/Privolzhsk  | rgd                     | 14oct74<br>nov58                         | canx 11feb75<br>photo BCX 1959  |
| 2 34 433 02 | CCCP-L4980<br>CCCP-54980                             | Li-2                            | AFL/Privolzhsk<br>AFL/Privolzhsk  | SVX<br>no               | nov58<br>reports                         | soc 21oct69 as life-time expired<br>opb 142 AO; w/o 09dec55 on a flight from Yuzhno-Sakhalinsk to Khabarovsk at night when flew rather low while passing the Sikhote-Alin range (the prescribed flight path should not have lead over the highest peak of the range and ATC should have set a higher flight level), the aircraft got caught in a strong downdraught, lost some 450 metres of height and crashed at a height of 1,750 metres (20 metres below the summit) into the south-eastern slope of Mt. Tordoki-Yani, all 5 crew and 16 passengers killed; wreck found only 21dec55; t/t 4,021 hours; soc 22feb56  |
| 2 34 433 06 | CCCP-L4993   | Li-2                            | AFL/Far East-KHV  | mfd                     | oct52                                    | opb 152 ATO; w/o 21dec55 on the leg from Alma-Ata to Balkhash of a cargo flight from Alma-Ata to Moscow when the vacuum regulator failed, resulting in failure of the gyroscopes and the auto-pilot, as the aircraft was flying in clouds the crew probably suffered from spatial disorientation and the aircraft crashed in the snow-covered Saryesik-Atyrau desert 105 km south-east of lake Balkhash; all 5 crew and the sole passenger killed; wreck found 23dec55; t/t 4,023 hours; soc 16feb56  |
| 2 34 433 07 | CCCP-L4981   | Li-2                            | AFL/Kazakhstan  | mfd                     | 22oct52                                  | soc 19oct70 as worn out   |
| 2 34 433 08 | CCCP-L4982<br>CCCP-54982                             | Li-2                            | AFL/Far East  | no                      | reports                                  | soc 13feb74 as life-time expired  |
| 2 34 433 09 | CCCP-L4983<br>CCCP-54983                             | Li-2                            | AFL/Far East  | no                      | reports                                  | soc 11jun66 as worn out; t/t per 07apr66 15,025 hours; broken up at MRV   |
| 2 34 433 10 | CCCP-L4984<br>CCCP-54984<br>CCCP-54984               | Li-2                            | AFL/Magadan<br>AFL/Magadan  | no                      | reports                                  | canx 21apr77  |
| 2 34 434 04 | CCCP-48972<br>CCCP-48972                             | Li-2                            | AFL/Urals<br>MMS Nizhni Tagil ?<br>MAP Orenburg                               | trf<br>rgd<br>trf       | 01feb64<br>28aug69<br>10dec74            | also reported PKC circa 1961, if correct, in natural metal c/s with two thin cheatlines; l/n active Korf-Tiilchiki 1977 (the last Li-2 flight on Kamchatka); seen still in its old c/s; soc 31may77 as life-time expired; f/n preserved at Yelizovo airport 1985 (N53.169100 E158.42380), registration hardly readable by 1994, painted all silver by nov04 no marks visible; l/n sep13 (sometimes reported in error as CCCP-84696, but there is an old photo of the preserved aircraft with CCCP-84699 clearly visible); see c/n 18427007  |
| 2 34 434 08 | "08" yellow<br>CCCP-84699(2)                         | Li-2                            | Soviet Air Force<br>AFL/Far East-PKC  | photo<br>toc            | photo<br>03jun71                         | trf as CCCP-L4994 or CCCP-54994 ?   |
| 2 34 434 09 | CCCP-L4994<br>CCCP-L4994                             | Li-2                            | Aeroflot/ShVLP<br>AFL/Krasny Kut FS   | no<br>trf               | reports<br>13may58                       |   |

|             |                 |        |                            |         |              |   |
|-------------|-----------------|--------|----------------------------|---------|--------------|---|
|             | CCCP-54994      | Li-2   | Aeroflot/KShVLP            | trf     | 05aug60      | Kirovograd Advanced Flying Training College   |
|             | CCCP-54994      | Li-2   | AFL/Turkmenistan           | trf     | 11dec71      | soc 27oct72 as life-time expired  |
| 2 34 435 01 | CCCP-L4985      | Li-2   | AFL/N.Kavkaz-RVI           | RVI     | 14oct60      | see LZ-LIO with unknown c/n   |
|             | CCCP-54985      | Li-2   | AFL/N.Kavkaz-RVI           | no      | reports      | soc 10oct61 as life-time expired  |
| 2 34 435 02 | CCCP-L4986      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             | CCCP-54986      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             | CCCP-54986      | Li-2   | AFL/Turkmenistan           | trf     | 01jan60      | soc 27dec62 as life-time expired  |
| 2 34 435 03 | CCCP-L4987      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             | CCCP-54987      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             | CCCP-54987      | Li-2   | AFL/Privolzhsk             | trf     | 01jan60      | soc 27dec62 as life-time expired  |
| 2 34 435 04 | CCCP-L4988      | Li-2   | AFL/Moldova                | no      | reports      |   |
|             | CCCP-54988      | Li-2   | AFL/Moldova                | no      | reports      |   |
|             | CCCP-54988      | Li-2   | AFL/Urals                  | trf     | 27jun68      | soc 25dec69 due to its poor technical condition   |
| 2 34 435 05 | CCCP-L4989      | Li-2   | AFL/Far East               | no      | reports      |   |
|             | CCCP-54989      | Li-2   | AFL/Far East               | no      | reports      | dbr, details unknown; soc 22oct63   |
| 2 34 435 06 | CCCP-L4990      | Li-2   | AFL/Magadan                | no      | reports      |   |
|             | CCCP-54990      | Li-2   | AFL/Magadan                | no      | reports      |   |
|             | CCCP-54990      | Li-2   | AFL/Urals                  | trf     | 28jan64      | t/t 01oct66 15,445 hours; soc 19feb67 as worn out   |
| 2 34 435 07 | CCCP-L3934(2)   | Li-2   | AFL/Moscow (MUTA)          | no      | reports      | see c/n 1841508; see LZ-TUA with unknown c/n  |
|             | CCCP-51105      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             | CCCP-51105      | Li-2   | AFL/Privolzhsk             | trf     | 01jan60      |   |
|             | CCCP-51105      | Li-2   | AFL/Urals                  | trf     | 08feb63      |   |
|             | CCCP-51105      | Li-2   | AFL/Tyumen                 | trf     | 21feb67      | soc 22apr70 as worn out   |
| 2 34 435 08 | CCCP-L4996      | Li-2   | AFL/Ukraine                | no      | reports      |   |
|             | CCCP-54996      | Li-2   | AFL/Latvia                 | trf     | 19may59      | soc 30may66 as worn out   |
| 2 34 435 09 | CCCP-L4997      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             | CCCP-54997      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
|             |                 |        |                            |         |              | opb 61 LO; w/o 24may62 on the leg from Gorki to Moscow of a flight from Magnitogorsk to Moscow when the left engine failed (probably due to a design deficiency of the carburettor) some 2 minutes after take-off at a height of 140-150 metres, the propeller did not feather so the crew decided to make an emergency landing in a field on the outskirts of Bolshoye Doskino village (7 km south-east of Gorki-Strigino airport), when the crew tried to evade an obstacle the left wing touched the ground, the aircraft crashed and caught fire, all 4 crew and 16 out of 17 passengers killed while the sole survivor suffered only minor injuries; t/t 14,427 hours; soc 29jun62 |
| 2 34 435 10 | CCCP-L3937(2)   | Li-2   | AFL/Moscow (MUTA)          | no      | reports      | see c/n 1841604   |
|             | CCCP-84737      | Li-2   | AFL/Moscow (MUTA)          | no      | reports      |   |
| 2 34 436 02 | CCCP-13354      | Li-2   | MAP Perm Motors            | rgd     | 30apr74      | f/n SVX 04oct61; soc 16jun62 as life-time expired   |
| 2 34 436 05 | CCCP-13359      | Li-2   | MAP Gorki APO              | rgd     | 17sep74      | canx 1976   |
| 2 34 437 02 | CCCP-73977      | Li-2   | AFL/East Siberia           | toc     | 29may74      | rgd 17jun74; soc 08sep75 as life-time expired   |
| 3 34 437 03 | CCCP-L5012      | Li-2   | AFL/Ukraine-KHC            | mfd     | 17feb53      | f/n IEV jul58   |
|             | CCCP-16144      | Li-2   | AFL/Ukraine-KHC            | no      | reports      | soc 29apr74 as worn out   |
| 2 34 437 06 | CCCP-63878      | Li-2   | AFL/Northern               | toc     | unknown      | on charge as of 01oct63; f/n LED 29jul70  |
|             | CCCP-63878      | Li-2   | AFL/Northern-ARH           | trf     | 01jan71      |   |
|             | CCCP-63878      | Li-2   | AFL/Arkhangel'sk           | trf     | 01jan73      | soc 28feb75 as worn out   |
| 2 34 437 07 | CCCP-48982      | Li-2   | MAP Voronezh APO           | mfd     | 08jan53      | rgd 02dec65; in Aeroflot c/s; w/o 07sep73 on a positioning flight from Kotlas to Voronezh when encountered a thunderstorm and got caught by a strong downwind which probably disabled the crew, the aircraft crashed in swampy terrain near Kyvryia village (Arbakh district of the Kirov region) and exploded, all 5 crew and 2 passengers killed; t/t 10,761 hours 30 minutes; canx 05dec73   |
| 3 34 438 01 | CCCP-L4999      | Li-2   | AFL/Krasnoyarsk            | no      | reports      |   |
|             | CCCP-54999      | Li-2   | AFL/Krasnoyarsk            | no      | reports      | dbr, details unknown; soc 16nov61   |
| 3 34 438 02 | CCCP-L5003      | Li-2   | AFL/Krasnoyarsk            | no      | reports      | dbr, details unknown; soc 10jul57   |
| 3 34 438 04 | "03"            | Li-2   | Soviet Air Force           | no      | reports      | colour of the code was yellow or blue; based in the Moscow Military District before 1960  |
| 3 34 438 05 | CCCP-L5006      | Li-2   | AFL/Ukraine-ODS            | mfd     | 21feb53      | f/n ODS jan58; l/n ODS jul59  |
|             | CCCP-16142      | Li-2   | AFL/Ukraine-LWO            | no      | reports      | soc 26nov62 as life-time expired  |
| 3 34 438 06 | CCCP-L5007      | Li-2   | AFL/Ukraine                | mfd     | 09feb53      | rgd 09apr53; first CoF was valid until 28feb54  |
|             | CCCP-16143      | Li-2   | AFL/Ukraine-DOK            | no      | reports      | soc 21oct69 as life-time expired  |
| 3 34 438 08 | CCCP-59503(2)   | Li-2   | MAP Kom-na-Amu MZS         | rgd     | 08aug75      | canx 16feb76; see c/n 18426408  |
| 2 34 438 09 | CCCP-L5008      | Li-2   | AFL/Privolzhsk             | no      | reports      |   |
|             | CCCP-65694      | Li-2   | AFL/Privolzhsk-KUF         | KUF     | 03feb62      | l/n KUF 05feb64; soc 25oct65 as worn out  |
| 3 34 438 10 | CCCP-L5009      | Li-2   | AFL/Northern               | no      | reports      | soc 09mar55 after an in-flight fire   |
| 3 34 439 01 | CCCP-98111      | Li-2   | MAP Voronezh APO           | rgd     | 01dec65      | canx 1976   |
| 3 34 439 03 | CCCP-48987      | Li-2   | MAP Arsenyev MSZ           | rgd     | 26nov65      | canx 1977   |
| 3 34 439 04 | CCCP-59505(2)   | Li-2   | MAP Rybinsk Motors         | rgd     | 18jul75      | canx 02mar76; see c/n 18429806  |
| 3 34 439 05 | CCCP-N4..       | Li-2T  | Polyarnaya Aviats.         | photo   |              | on a photo with the c/n readable, the last two digits of the registration are not visible; in dark green c/s with light blue undersides   |
| 3 34 439 06 | CCCP-N465 (2)   | Li-2T  | Polyarnaya Aviats.         | mfd     | jan53        | rgd 19oct55; in dark green c/s with light blue undersides, no titles; shipped to Antarctica on board of MV "Ob" nov56; took part in the 2nd to 4th Soviet Antarctic expeditions (KAE) in 1957/59; left wing and main landing gear damaged by a hurricane at Ice Station Mirny (S66.553 E93.010) 15aug57; repaired and converted to a Li-2V; l/n Mirny 03may59; see c/n 18430804   |
|             | CCCP-04222      | Li-2   | Polyarnaya Aviats.         | no      | reports      |   |
| 3 34 439 07 | CCCP-04222 "06" | Li-2Sh | AFL/Polar Soviet Air Force | trf STW | 10feb60 1970 | soc 28may63 as worn out<br>colour of code may be blue; opb 163 ouae (military unit 27926) at Shpakovskoye; in dark green c/s with light blue underside  |
| 3 34 439 08 | CCCP-13320      | Li-2   | MAP Kumertau MSZ           | rgd     | 05jul72      | canx 24may77  |
| 3 34 439 09 | CCCP-63917      | Li-2   | AFL/Polar                  | toc     | 27jul64      | was trf 25aug64 either by Soviet Air Force or by arms industry  |
|             | CCCP-63917      | Li-2   | AFL/Central Region         | trf     | 21oct70      |   |
|             | CCCP-63917      | Li-2   | AFL/Krasnoyarsk            | trf     | 28may73      | soc 28feb76 as worn out   |
| 3 34 440 01 | CCCP-L5004      | Li-2   | AFL/Syktvykar              | LED     | mar57        |   |
|             | CCCP-54821      | Li-2   | AFL/Syktvykar              | no      | reports      | soc 22dec65 as worn out   |
| 3 34 440 03 | CCCP-69301(2)   | Li-2   | MAP Omsk APO               | rgd     | 02feb76      | canx 1977; see c/n 18415105   |
| 3 34 440 04 | CCCP-54919      | Li-2   | AFL/East Siberia           | toc     | 12jan72      | soc 14dec73 as worn out   |
| 3 34 440 05 | CCCP-73965      | Li-2   | AFL/Arkhangel'sk           | toc     | 01nov72      | rgd 24nov72; ex Soviet Air Force; soc 31jan75 as worn out, see next line  |
|             | CCCP-73967      | Li-2   | AFL/Arkhangel'sk           | rgd     | 07dec72      | in register as 'registered in error' and cancelled straight away !  |
| 3 34 440 07 | "001"           | Li-2   | Soviet Air Force           | GVA     | 24apr54      |   |
|             | CCCP-63909      | Li-2   | AFL/East Siberia           | toc     | 12jun71      | soc 25feb77 as life-time expired  |
| 3 34 440 10 | CCCP-63911      | Li-2   | AFL/Northern               | toc     | 15mar66      |   |
|             | CCCP-63911      | Li-2   | AFL/Urals-KVX              | trf     | 22feb67      |   |
|             | CCCP-63911      | Li-2   | AFL/Arkhangel'sk           | trf     | 09jan74      | soc 09apr74 as worn out   |
| 3 34 441 01 | "02" yellow     | Li-2T  | Soviet Air Force           | photo   |              |   |
| 3 34 441 04 | CCCP-13382      | Li-2   | MAP Lyotny otryad          | rgd     | 14oct74      | canx 1976   |
| 3 34 441 05 | CCCP-73982      | Li-2   | AFL/East Siberia           | toc     | 22oct75      | rgd 01dec75; soc 30apr76 as worn out  |
| 3 34 441 06 | CCCP-13375      | Li-2   | MAP Kharkov APO            | rgd     | 24may74      | canx but date unknown   |
| 2 34 441 07 | CCCP-08829      | Li-2   | MAP Kumertau MSZ           | rgd     | 05jul72      | last digit of the registration difficult to read in hand-written Soviet register, looks like a 7 changed to a 9; canx 17aug72   |
| 3 34 441 08 | CCCP-93917(2)   | Li-2   | MAP Kirov Exp MSZ          | rgd     | 29apr76      | canx 1976; see c/n 5108   |
| 3 34 441 09 | CCCP-71245      | Li-2   | AFL/Kazakhstan-ALA         | toc     | 17may60      | but reported f/n ALA oct59; soc 30sep74 as life-time expired  |
| 2 34 442 05 | "09" red        | Li-2T  | Soviet Air Force           | photo   |              |   |
| 2 34 442 09 | "07"            | Li-2   | Soviet Air Force           | photo   |              |   |
|             | CCCP-13383      | Li-2   | MAP Myachkovo              | rgd     | 17sep74      |   |
|             | CCCP-13383      | Li-2   | MAP Zhukovski              | trf     | unknown      | canx 1978   |
| 3 34 443 01 | CCCP-58647      | Li-2   | MAP Kazan Motors           | rgd     | 09oct75      | canx but date unknown   |
| 3 34 443 08 | "32"            | Li-2   | Soviet Air Force           | OVB     | 1977         | in dark green c/s with light blue undersides, code probably yellow; c/n painted on the fin as '44308'   |
| 3 34 443 09 | "22" yellow     | Li-2T  | Soviet Air Force           | ph.     | may90        | based in the Leningrad Military District from 1953 to 1977; in dark green c/s with light grey undersides; last flight in 1977 (from Leningrad to Minsk-Lipki); was preserved in the old Belarus State Museum of the History of the Great Patriotic War at prasppekt Nezalezhnasti in Minsk, see may90/dec06   |
|             | "56" blue       | Li-2T  | Soviet Air Force           | ph.     | 08dec07      | in olive drab c/s with light blue undersides; was preserved in the old Belarus State Museum of the History of the Great Patriotic War in Minsk, f/n dec07; dismantled around 10dec08 for relocation to Minsk-Borovaya; seen at Minsk-Borovaya feb09/apr11 and left mar13; preserved in the new Belarus State Museum of the History of the Great Patriotic War on the crossing of prasppekt Peramozhstv and prasppekt Masherava in Minsk (N53.9162 E27.5379) from 14mar13 (the museum officially opened 02jul14); l/n sep17  |
| 3 34 443 10 | CCCP-27211      | Li-2   | MAP Rostov VPO             | rgd     | 06dec65      | canx 1978   |
| 3 34 444 05 | CCCP-13378      | Li-2   | MAP Kiev MSZ               | rgd     | 17sep76      | canx 1976   |
| 3 34 444 07 | CCCP-N601       | Li-2   | Polyarnaya Aviats.         | toc     | 09apr53      | first CoF was valid until 26mar54; flew an ice-reconnaissance mission from Dikson 06oct53   |
|             | CCCP-04221      | Li-2T  | Polyarnaya Aviats.         | no      | reports      |   |
|             | CCCP-04221      | Li-2T  | AFL/Polar                  | trf     | 10feb60      | in fleet list mar60; converted to, see next line  |
|             | CCCP-04221      | Li-2V  | AFL/Polar                  | no      | reports      | equipped with two TK-19 turbo compressors for Antarctic expeditions aug62; w/o 29apr66 on a flight from Mirny station to Oasis station (Antarctica) when landed on a lake and the ice cracked 20 seconds later, the aircraft finally sank 15 days later, crew rescued by a Mi-4; soc 10aug66  |
| 3 34 444 08 | CCCP-N602       | Li-2T  | Polyarnaya Aviats.         | rgd     | 1953         | in dark green c/s with light blue undersides; flew ice reconnaissance missions 14jun/10sep53; f/n PWE 19aug57; used to resupply the drifting polar station SP-6 in 1958/59  |
|             | CCCP-04243      | Li-2T  | Polyarnaya Aviats.         | no      | reports      |   |
|             | CCCP-04243      | Li-2T  | AFL/Polar                  | trf     | 10feb60      |   |
|             | CCCP-04243      | Li-2T  | AFL/Yakutiya               | trf     | 01oct70      | believed w/o 1974 in the Arctic region; registration remembered by a surviving crew member as the total sum of the digits was 13 and the whole crew never liked the plane because of this; was reported as CCCP-  |

|             |               |       |                    |       |         |  |
|-------------|---------------|-------|--------------------|-------|---------|--|
|             |               |       |                    |       |         | 04342 which also makes 13, but that is known to be an An-2; soc 17oct74; seen derelict MJZ 1987 incorrectly reported as an Il-14   |
| 3 34 444 09 | CCCP-13388    | Li-2  | MAP Kazan VPO      | rgd   | 19mar75 | canx but date unknown  |
| 3 34 444 10 | "003"         | Li-2  | Soviet Air Force   | WAW   | 26jul54 | black and white photo shows the Chinese Premier Chou En-lai disembarking   |
|             | CCCP-73968    | Li-2  | AFL/Arkhangelsk    | rgd   | 07dec72 | in register as 'registered in error' and cancelled straight away !   |
|             | CCCP-73964    | Li-2  | AFL/Arkhangelsk    | toc   | 27dec72 | rgd 27dec72; soc 01jul73; soc 03jul73 as worn out  |
| 3 34 445 03 | CCCP-L5013    | Li-2  | AFL/Syktvykar      | ph.   | oct57   | in "Sovjetski Soyuz" magazine  |
|             | CCCP-54942    | Li-2  | AFL/Syktvykar      | no    | reports | soc 12oct69 as worn out  |
| 3 34 445 05 | YR-MIR        | Li-2P | CSS                | rgd   | 02jun70 | previous identity unknown; canx 17nov76  |
| 2 34 445 06 | YR-TAW        | Li-2P | TARS               | rgd   | 10jun53 |  |
|             | YR-TAW        | Li-2P | TAROM              | trf   | 1954    | canx 20nov66 as to the Romanian Air Force  |
|             | 4506          | Li-2P | Romanian Air Force | trf   | 22nov66 | scrapped   |
| 2 34 445 07 | SP-LKH        | Li-2P | LOT                | rgd   | 18jun53 | canx 04nov68   |
| 2 34 445 10 | SP-LKF        | Li-2P | LOT                | rgd   | 21may53 | converted to 24 pax, eight windows; canx 10nov69   |
| 3 34 446 01 | CCCP-13381    | Li-2T | MAP LII Zhukovski  | rgd   | 17dec74 | in Aeroflot c/s; canx 1978; registration seen in Aeroflot c/s Plovdiv 1991/jul06; preserved in the Bulgarian AF museum at Plovdiv (N42.068039 E24.842391) in Bulgarian Air Force c/s and is probably the same aircraft, l/n aug15  |
|             |               |       |                    |       |         | acted in the 1965 movie "Give me the complain book"; soc 24dec75 as worn out   |
| 3 34 446 03 | CCCP-71242    | Li-2  | AFL/Far East       | toc   | 15may60 |  |
| 3 34 446 05 | CCCP-L5044    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54993    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 05feb63 and again 28may63 both as life-time expired  |
| 3 34 446 08 | CCCP-L5046    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54995    | Li-2  | AFL/Moscow (MUTA)  | MRV   | 26apr61 | soc 28may63 as life-time expired   |
| 3 34 446 09 | CCCP-L5047    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54998    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54998    | Li-2  | AFL/Moscow ASP     | trf   | 11apr63 | soc 29oct66 as worn out  |
| 3 34 446 10 | CCCP-58645(2) | Li-2  | MAP Moscow OAO     | rgd   | 18jul75 | canx 01mar78; see c/n 1265004  |
| 3 34 447 01 | CCCP-N608     | Li-2T | Polyarnaya Aviats. | toc   | may53   | received from MOP; initially opb Khatangski AO; flew ice-reconnaissance missions 05jul53/11sep53; trf to Chukotski AO in 1957  |
|             | CCCP-04244    | Li-2T | Polyarnaya Aviats. | rgd   | 31mar58 |  |
|             | CCCP-04244    | Li-2T | AFL/Polar          | trf   | 10feb60 |  |
|             | CCCP-04244    | Li-2T | AFL/Yakutiya       | trf   | 01oct70 | opb 248 LO Kolyomo-Indigirskogo OAO; in natural metal c/s with red cheatline, fin and trim; w/o 03may73 on a flight from the drifting polar station SP-21 in support of hydrologists from the Arctic and Antarctic Scientific Research Institute (AANII), while taxiing on the ice of the frozen sea in the Canadian Arctic 500 km north-west of the Queen Elizabeth Islands (at N82.25 W125.00) the ice cracked under the skis and the aircraft came to rest on its wings, as the aircraft could not be recovered and contained secret equipment the wreck was sunk by the crew by blowing up the ice below the aircraft; all 6 crew and 3 passengers were rescued by an An-2 from SP-21 two days later; soc 20jul73  |
| 2 34 447 02 | 702           | Li-2T | Romanian Air Force | photo |         |  |
| 3 34 447 03 | CCCP-L5017    | Li-2  | AFL/Ukraine        | mfd   | 04apr53 | photo aug56 in "Grazhdanskaya Aviatsiya" magazine  |
|             | CCCP-16146    | Li-2  | AFL/Ukraine-DOK    | no    | reports | soc 24mar70 as life-time expired   |
| 3 34 447 04 | CCCP-L5001    | Li-2  | AFL/Privolzhsk     | no    | reports |  |
|             | CCCP-65695    | Li-2  | AFL/Privolzhsk-KUF | KUF   | 18nov61 | soc 24mar71 as life-time expired   |
| 3 34 447 05 | CCCP-L5048    | Li-2  | AFL/Privolzhsk     | no    | reports |  |
|             | CCCP-65696    | Li-2  | AFL/Privolzhsk     | no    | reports |  |
|             | CCCP-65696    | Li-2  | AFL/Turkmenistan   | trf   | unknown | on charge as of 01sep66; soc 09apr69 as life-time expired  |
| 3 34 447 06 | CCCP-L5010    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54783    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54783    | Li-2  | AFL/Privolzhsk     | trf   | 01jan60 | opb 168 OAO; w/o 17mar61 on the leg from Ufa to Chelyabinsk of a cargo flight from Kazan to Tomsk when was not cleaned from moist snow before take-off, took off with slight tailwind and did not accelerate duly, the pilot forced the aircraft to lift off with insufficient speed and at a high angle of attack, it fell back to the ground and bounced several times, eventually banked, lost height and came down in a garden on the outskirts of Ufa 290 metres outside of the airport's perimeter and 220 metres to the left of the extended centre-line of the runway, just missing a house on the crossing of ul. Vesennyya and ul. Okhotskaya, 2 of the 4 crew killed and the other 2 seriously injured; soc 21apr61   |
| 3 34 447 07 | CCCP-L5011    | Li-2  | AFL/Northern       | no    | reports |  |
|             | CCCP-84658    | Li-2  | AFL/Northern-ARH   | ARH   | 11feb66 | soc 14feb67 as worn out  |
| 3 34 447 08 | CCCP-L5014    | Li-2  | AFL/Ukraine        | no    | reports |  |
|             | CCCP-16145    | Li-2  | AFL/MOW MAG SPIVS  | trf   | 25may59 | soc 14feb67 as worn out  |
| 3 34 447 09 | CCCP-84593    | Li-2  | AFL/Northern       | toc   | 30apr71 |  |
|             | CCCP-84593    | Li-2  | AFL/Arkhangelsk    | trf   | 01jan73 | soc 28feb75 as worn out  |
| 3 34 447 10 | CCCP-L5015    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|             | CCCP-54907    | Li-2  | AFL/Moscow (MUTA)  | VKO   | 30jun70 |  |
|             | CCCP-54907    | Li-2  | AFL/Turkmenistan   | trf   | 21jan71 | soc 27dec73 as worn out  |
| 2 34 448 01 | SP-LKG        | Li-2P | LOT                | rgd   | 05jun53 | canx 15dec67   |
| 3 34 448 02 | YR-MIG        | Li-2P | M.A.I./TAROM       | rgd   | 01jun60 | previous identity unknown; canx 17nov76  |
| 2 34 448 03 | YR-DAB        | Li-2P | TARS               | rgd   | 27may53 |  |
|             | YR-DAB        | Li-2P | TAROM              | trf   | 1954    | canx 23aug68 and trf to the Romanian Air Force   |
| 2 34 448 04 | SP-LKI        | Li-2P | LOT                | rgd   | 01jul53 | canx 04nov68; preserved at Wieruszów (N51.295476 E18.147322), seen 31aug98/feb15, still in good condition  |
| 3 34 448 06 | CCCP-73983    | Li-2  | AFL/East Siberia   | toc   | 17oct75 | rgd 01dec75; soc 30mar76 as worn out   |
| 3 34 448 09 | CCCP-48092    | Li-2  | MAP Omsk Motors    | rgd   | 19mar75 | canx 30jun75; see c/n 18421409   |
| 3 34 449 01 | CCCP-L5016    | Li-2  | AFL/Ukraine        | no    | reports | soc 25apr55 became an exhibit at KAI (Kiev Aviation Institute ?)   |
| 3 34 449 02 | CCCP-L5000    | Li-2  | AFL/Moscow (MUTA)  | mfd   | 1953    | opb 62 AO; w/o 13jan55 on the leg from Moscow-Bykovo to Gorki (now Nizhni Novgorod) of a mail flight from Moscow to Sverdlovsk (now Yekaterinburg) when the right engine failed immediately after take-off, the aircraft lost height, touched tree tops and crashed into a garden house at ul. Mayakovskaya d. 10 at the Udelnaya garden colony some 1,000 metres from the airport's perimeter, all 5 crew killed (the owner of the house had left it 3 minutes before the crash), the accident investigation commission assumed sabotage as the reason for the failure of the right engine because an M4 female screw had been placed in the fuel system, destroying the fuel pump (this had been the second similar case with the same aircraft within 8 days); t/t 2,188 hours; soc 08feb55 |
| 3 34 449 03 | CCCP-L5018    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 16jun62 as life-time expired   |
|             | CCCP-54928    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | operational  |
| 3 34 449 05 | 014           | Li-2P | Polish Air Force   | photo |         | operational  |
|             | 01            | Li-2P | Polish Air Force   | photo |         | operational  |
|             | 06            | Li-2P | Polish Air Force   | ph.   | 01jan62 | l/n 19feb70, operational   |
|             | 05            | Li-2P | Polish Air Force   | ph.   | 1987    | was displayed/preserved at Opole-Polska Nowa Wies; scrapped ?  |

### **13 PS-84 built by Factory No. 124 at Kazan-Borisoglebskoye from 1940 to 1942**

Only two batches (batch 4 and batch 5) were completed, containing 5 aircraft each. Work on both batches started in March 1940 - batch 4 was assembled from kits produced by Factory No. 84 at Khimki, while batch 5 was built from scratch. Work on batch 6 (containing 10 aircraft) started in May 1940 and work on batch 7 (containing 15 aircraft) in August 1940, but only 3 aircraft from batch 6 were completed as the production plans changed when it was decided to resume the TB-7 production at Kazan. The construction number consisted of the single-digit batch number and the two-digit number in the batch.

|      |               |       |                    |     |         |  |
|------|---------------|-------|--------------------|-----|---------|--|
| 4 01 | CCCP-L3938(1) | PS-84 | GVF                | d/d | 1940    | rgd 23sep40; see c/n 23441002  |
|      | CCCP-L3900    | PS-84 | GVF                | r/r | 1941 ?  | trf to eon Moskovskogo aeroporta jul41 ?; trf to the Directorate of the MOW-IKT route 20sep41; w/o jan42 due to enemy action   |
| 4 02 | CCCP-N313     | PS-84 | Polyarnaya Aviats. | d/d | 1940    | rgd 15jan41; opb Yeniseiskaya aviagruppa in 1944; in orange c/s with blue nose and tail  |
|      | CCCP-N313     | Li-2  | AFL/Krasnoyarsk    | trf | 15dec45 | on the basis of a decree issued 04sep45; opb 26 TAO; made a forced landing at Turukhansk 23apr46   |
|      | CCCP-L4329    | Li-2  | AFL/Krasnoyarsk ?  | rgd | unknown | soc 23apr48 as worn out  |
| 4 03 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 4 04 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 4 05 | CCCP-L3939(1) | PS-84 | GVF                | d/d | 1940    | rgd 02jan41; canx 12aug41; see c/n 18433309  |
| 5 01 | CCCP-L3902    | PS-84 | GVF                | d/d | 1940    | rgd 12feb41; in document apr42   |
| 5 02 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 5 03 | CCCP-N314     | PS-84 | Polyarnaya Aviats. | d/d | 1940    | rgd 15jan41; registration painted on as 'H-314'; in white c/s with 'Aviaarktika' titles; photo exists  |
| 5 04 | not known     | PS-84 | not known          | d/d | 1940    | probably Soviet Air Force  |
| 5 05 | CCCP-L3903    | PS-84 | GVF/Urals          | mfd | jan41   | rgd 11mar41; opb Uralskaya aviagruppa, based at Sverdlovsk-Koltsovo; w/o 22dec42 on the leg from Kazan to Sverdlovsk of a flight from Moscow to Sverdlovsk when suffered from severe icing while flying through clouds at a height of 400 metres, diverted to Yanaul (Bashkiriya), had to go around, stalled while flying a steep turn and crashed close to a meat-processing plant, all 5 crew and 5 of the 7 passengers killed and both survivors injured; t/t 1,954 hours |
| 6 01 | ? not known   | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 6 02 | ? not known   | PS-84 | not known          | d/d | 1941    | probably Soviet Air Force  |
| 6 03 | ? not known   | PS-84 | not known          | d/d | 1942    | probably Soviet Air Force  |

### **353 Li-2T built by factory # 126 at Komsomolsk-na-Amure-Dzyomqi from 1947 to 1950**

The first two digits are the batch number and the last two are the number in the batch. Some old hand-written registers show this number prefixed by the factory number 126. However, this is not an official part of the construction number but can probably be explained as an administrative addition to indicate which factory built this specific Li-2.

|           |                                  |                         |  |      |         |   |
|-----------|----------------------------------|-------------------------|--|------|---------|---|
| 126 03 05 | ? "07" ?<br>CCCP-503<br>"04" red | Li-2T<br>Li-2T<br>Li-2T | Soviet Air Force<br>Aeroflot<br>Soviet Air Force | ph.  | 26apr93 | see next line<br>see next line; perhaps MAP instead of Aeroflot ?<br>preserved at the Kuibyshev Aviation Institute (later Samara State Aerospace University, N53.239627 E50.362761), l/n aug07; c/n painted on fin looks very much like 1230305 (not 1260305), but seems a low batch number for Factory # 126 and an incorrect factory number; seems to have been Soviet Air Force at first (two Red Star applications in different layers of paint are visible on the fin, as well as a code "07" of unidentifiable colour) and later Aeroflot ('CCCP-503' visible on fuselage); repainted in dark green Soviet Air Force c/s for display; l/n may13/nov16 all paint faded and looking bare metal<br>version from Dalstroï document; opb SMP AO from 19jul47; served the Magadan-Pevek route oct48; Dalstroï assigned the crew of I.I. Sunitski to this aircraft 28jun49   |
| 31 01     | CCCP-X753                        | Li-2T                   | MVD - Dalstroï                                   | mfd  | 1947    |   |
|           | CCCP-L5035                       | Li-2T                   | AFL/Magadan                                      | rgd  | unknown |   |
|           | CCCP-16185                       | Li-2T                   | AFL/Magadan                                      | rgd  | unknown |   |
|           | CCCP-16185                       | Li-2T                   | AFL/Urals  | trf  | 06feb65 |   |
|           | CCCP-16185                       | Li-2T                   | AFL/Tyumen                                       | trf  | 20feb67 | soc 22apr70 as worn out   |
| 31 02     | CCCP-X754                        | Li-2T                   | MVD - Dalstroï                                   | mfd  | 1947    | version from Dalstroï document; opb SMP AO from 19jul47; was to be overhauled in the 4th quarter of 1948; Dalstroï assigned an unknown crew to this aircraft 28jun49; took part in the search for crashed An-2 CCCP-X986 16jun51  |
|           | CCCP-L3952(2)                    | Li-2T                   | AFL/Magadan                                      | rgd  | unknown | see c/n 1841606   |
|           | CCCP-16193                       | Li-2T                   | AFL/Yakutiya                                     | rgd  | unknown | on charge as of 01mar65; soc 19jun67 as life-time expired; the derelict fuselage sat at Nyurba, seen 02jul92  |
| 32 03     | CCCP-71195                       | Li-2                    | AFL/Yakutiya                                     | toc  | 04mar60 |   |
|           | CCCP-71195                       | Li-2                    | AFL/East Siberia                                 | trf  | 28jan68 | soc 29sep71 as life-time expired  |
| 32 04     | CCCP-51122                       | Li-2                    | AFL/East Siberia                                 | toc  | 10mar60 | soc 04jul72 as worn out   |
| 32 05     | CCCP-L4433                       | Li-2                    | AFL/Ukraine                                      | no   | reports |   |
|           | CCCP-16136                       | Li-2                    | AFL/Turkmenistan                                 | trf  | 17may59 | soc 31may60 as life-time expired  |
| 33 01     | CCCP-L4435                       | Li-2                    | AFL/Ukraine                                      | mfd  | 1947    |   |
|           | CCCP-84775(1)                    | Li-2                    | AFL/Ukraine                                      | no   | reports | soc 31jul59 as life-time expired; see c/n 18439003  |
| 33 02     | CCCP-L4432                       | Li-2                    | AFL/East Siberia                                 | no   | reports |   |
|           | CCCP-16174                       | Li-2                    | AFL/East Siberia                                 | no   | reports |   |
| 33 03     | CCCP-L4434                       | Li-2                    | AFL/Ukraine                                      | mfd  | 26aug47 | soc 29oct66 as life-time expired  |
|           | CCCP-16137                       | Li-2                    | AFL/Ukraine-IEV                                  | no   | reports |   |
| 33 04     | CCCP-L4436                       | Li-2                    | AFL/MOW MAG SPIVS                                | no   | reports | soc 29oct66 as worn out   |
|           | CCCP-65701                       | Li-2                    | AFL/MOW MAG SPIVS                                | no   | reports |   |
|           | CCCP-65701                       | Li-2                    | AFL/Northern                                     | trf  | 17dec60 |   |
|           | CCCP-65701                       | Li-2                    | AFL/MOW MAG SPIMVL                               | trf  | 24apr61 |   |
| 33 05     | CCCP-L4437                       | Li-2T                   | AFL/Far East                                     | mfd  | 30aug47 | soc 18jan68 as life-time expired<br>opb 13 ATO; w/o 23apr48 on a flight from Khabarovsk to Yuzhno-Sakhalinsk when veered off the runway to the right during the take-off run as the rudder trim had not been set to neutral position before take-off, the crew failed to abort the take-off, the right wing hit a telegraph line some 30 seconds after lift-off and collided with the pole of a high-voltage power-line later on so that the aircraft crashed, 1 of the 4 crew killed, 2 crew seriously injured and 1 crew as well as all 12 passengers slightly injured; t/t 514 hours; soc 23apr48  |
| 34 01     | CCCP-L4438                       | Li-2                    | AFL/North Kavkaz                                 | no   | reports |   |
|           | CCCP-16217                       | Li-2                    | AFL/North Kavkaz                                 | no   | reports |   |
|           | CCCP-16217                       | Li-2                    | AFL/KShVLP                                       | trf  | 12jan60 | Kirovograd Advanced Flying Training College; soc 27jul61 as worn out  |
| 34 02     | CCCP-L4439                       | Li-2                    | Aeroflot   | Gkrm | 22may48 | soc 02mar53 as to become an exhibit   |
| 34 03     | CCCP-71258                       | Li-2                    | AFL/Ukraine                                      | toc  | 10jun60 |   |
|           | CCCP-71258                       | Li-2                    | AFL/Yakutiya                                     | trf  | 10feb63 | soc 11may66 no reason given<br>opb Igarskaya aviagruppa from 24jan51  |
| 34 05     | CCCP-N467                        | Li-2                    | Polyarnaya Aviats.                               | no   | reports |   |
|           | CCCP-04235                       | Li-2                    | Polyarnaya Aviats.                               | no   | reports |   |
|           | CCCP-04235                       | Li-2                    | AFL/Polar  | trf  | 10feb60 |   |
|           | CCCP-04235                       | Li-2                    | AFL/Krasnoyarsk                                  | trf  | 15apr60 | soc 23nov62 as life-time expired<br>opb Chukotskaya aviagruppa from 24jan51   |
| 34 06     | CCCP-N468                        | Li-2                    | Polyarnaya Aviats.                               | no   | reports |   |
|           | CCCP-27219                       | Li-2                    | MAP Myachkovo                                    | rgd  | 29nov65 |   |
|           | CCCP-27219                       | Li-2                    | MAP LII Zhukovski                                | trf  | unknown | canx 12dec72  |
| 34 07     | CCCP-N469                        | Li-2                    | Polyarnaya Aviats.                               | no   | reports | opb MAGON from 24jan51  |
|           | CCCP-04234                       | Li-2                    | Polyarnaya Aviats.                               | no   | reports |   |
|           | CCCP-04234                       | Li-2                    | AFL/Polar  | trf  | 10feb60 |   |
|           | CCCP-04234                       | Li-2                    | AFL/Krasnoyarsk                                  | trf  | 15apr60 | soc 30apr66 as life-time expired  |
| 34 08     | CCCP-L4445                       | Li-2                    | AFL/Krasnoyarsk                                  | no   | reports |   |
|           | CCCP-54784                       | Li-2                    | AFL/Krasnoyarsk                                  | no   | reports | soc 30mar60 as life-time expired  |
| 34 09     | CCCP-L4446                       | Li-2P                   | AFL/Ukraine                                      | no   | reports |   |
|           | CCCP-51116                       | Li-2P                   | AFL/Sasovo FS                                    | trf  | 30apr59 |   |
|           | CCCP-51116                       | Li-2P                   | AFL/N. Kavkaz-VOG                                | trf  | 29jul59 | f/n MRV 13oct60; soc 07dec60 as life-time expired   |
| 34 10     | CCCP-L4451                       | Li-2                    | AFL/Latvia                                       | no   | reports |   |
|           | CCCP-L4451                       | Li-2                    | AFL/Higher Avn Col                               | trf  | 25jan58 |   |
|           | CCCP-84517                       | Li-2                    | AFL/Estonia                                      | trf  | 30dec59 | dbr, details unknown; soc 24jun64   |
| 35 01     | CCCP-L4447                       | Li-2                    | AFL/Yakutiya                                     | no   | reports |   |
|           | CCCP-16149                       | Li-2                    | AFL/Yakutiya                                     | h/o  | 22mar60 | opb 140 oao; soc 17oct66 as life-time expired   |
| 35 02     | CCCP-L4448                       | Li-2                    | AFL/Far East                                     | mfd  | 30sep49 |   |
|           | CCCP-84448                       | Li-2                    | AFL/Far East-Khl                                 | rgd  | unknown | opb 149 OAO; w/o 02oct59 on a cargo flight from Milkovo to Khalaktyrka when the crew neglected the cross track error caused by strong winds, resulting in a deviation from the prescribed flight path to the left by 15 km, while descending through clouds the aircraft crashed at a height of 2,100 metres into a glacier on the northern slope of Mt. Aag (2,319 metres) 42 km north of Khalaktyrka airport, all 4 crew killed; wreck found 03oct59; t/t 9,416 hours; soc 16nov59<br>c/n given as '3503' in register<br>canx 23nov72   |
| 35 03     | ? CCCP-64453                     | Li-2                    | MAP Arsenyev MSZ                                 | rgd  | 22dec65 |   |
|           | CCCP-64453                       | Li-2                    | MAP Kazan  | trf  | unknown |   |
| 35 05     | CCCP-71216                       | Li-2                    | AFL/Moldova                                      | toc  | 05mar60 |   |
|           | CCCP-71216                       | Li-2                    | AFL/Urals  | trf  | 29jun68 | soc 27oct72 as life-time expired  |
| 35 06     | CCCP-L4449                       | Li-2                    | AFL/N. Kavkaz-RVI                                | RVI  | 02apr58 |   |
|           | CCCP-16215                       | Li-2                    | AFL/North Kavkaz                                 | rgd  | unknown | dbr 21may59, details unknown; soc 09jun59   |
| 35 08     | CCCP-L4450                       | Li-2                    | AFL/West Siberia                                 | no   | reports |   |
|           | CCCP-84538                       | Li-2                    | AFL/West Siberia                                 | rgd  | unknown | soc 06apr67 as life-time expired  |
| 35 09     | CCCP-L4452                       | Li-2                    | AFL/Moscow (MUTA)                                | no   | reports |   |
|           | CCCP-84695                       | Li-2                    | AFL/Moscow (MUTA)                                | rgd  | unknown | soc 18feb60 as life-time expired  |
| 35 10     | CCCP-71211                       | Li-2                    | AFL/Kazakhstan                                   | toc  | 02mar60 | soc 01dec70 as worn out   |
| 36 01     | CCCP-L4453                       | Li-2                    | Aeroflot   | no   | reports | involved in an accident, details unknown; soc 22oct51   |
| 36 03     | CCCP-L4456                       | Li-2                    | AFL/Moscow (MUTA)                                | no   | reports |   |
|           | CCCP-54782                       | Li-2                    | AFL/Moscow (MUTA)                                | no   | reports |   |
|           | CCCP-54782                       | Li-2                    | AFL/MOW MAG SPIVS                                | trf  | 01jan60 |   |
|           | CCCP-54782                       | Li-2                    | AFL/Kirovograd FS                                | trf  | 19dec60 | soc 15sep61 as life-time expired<br>opb 14 TAO; in a document 1949  |
| 36 04     | CCCP-L4454                       | Li-2                    | AFL/Yakutiya                                     | rgd  | unknown | opb Yakutskaya aviagruppa   |
|           | CCCP-L4454                       | Li-2                    | AFL/East Siberia                                 | trf  | sep52   | opb 140 OAO; dbr, details unknown; soc 26may65  |
|           | CCCP-16153                       | Li-2                    | AFL/Yakutiya                                     | h/o  | 22mar60 |   |
| 36 05     | CCCP-L4455                       | Li-2                    | AFL/Yakutiya                                     | i/s  | 1949    | opb 14 TO   |
|           | CCCP-16154                       | Li-2                    | AFL/Yakutiya                                     | rgd  | unknown | opb 139 ATO; w/o 22sep61 on the leg from Yakutsk to Oimyakon of a cargo flight from Yakutsk to Zyryanka when the crew forgot to switch the fuel selector from the aft left tank to another one when it ran empty so that the engines stopped due to fuel starvation, as the aircraft was flying on autopilot through clouds the crew did not immediately realise the loss of speed, the aircraft started to descend rapidly and crashed with high vertical speed in a wood on the slope of a hill 95 km west of Oimyakon, all 4 crew and 2 passengers killed; wreck found 24sep61; soc 11jan62  |
| 36 06     | CCCP-L4457                       | Li-2                    | AFL/East Siberia                                 | no   | reports |   |
|           | CCCP-16176                       | Li-2                    | AFL/East Siberia                                 | rgd  | unknown | soc 06feb70 as life-time expired  |
| 36 07     | CCCP-L4461                       | Li-2                    | AFL/Ukraine                                      | no   | reports |   |
|           | CCCP-16138                       | Li-2                    | AFL/Ukraine-HRK                                  | DNK  | 07aug65 | soc 21oct69 as life-time expired  |
| 36 08     | CCCP-L4458                       | Li-2                    | AFL/Krasnoyarsk                                  | no   | reports |   |
|           | CCCP-54785                       | Li-2                    | AFL/Krasnoyarsk                                  | rgd  | unknown | soc 26oct61 as life-time expired  |
| 36 09     | CCCP-L4462                       | Li-2                    | AFL/Far East                                     | no   | reports |   |
|           | CCCP-84629                       | Li-2                    | AFL/Far East                                     | rgd  | unknown | dbr 29aug60, details unknown; soc 23may61   |
| 36 10     | CCCP-L4459                       | Li-2                    | AFL/Krasnoyarsk                                  | no   | reports |   |
|           | CCCP-54786                       | Li-2                    | AFL/Krasnoyarsk                                  | rgd  | unknown | soc 30jan60 as life-time expired  |
| 37 01     | CCCP-L4463                       | Li-2                    | AFL/Yakutiya                                     | mfd  | 05feb48 | opb 14 TAO; w/o 22nov48 on the leg from Zyryanka to Srednekolymysk of a flight from Yakutsk to Srednekolymysk when could not get in radio contact with the airfield so the crew tried to land at a small airstrip near Ryzhovo on the banks of the river Kolyma (the location of which was pointed out to the crew by a Po-2 pilot who was among the passengers), but the aircraft lost speed during the last turn before landing, stalled and crashed through the ice on the Kolyma 400 metres from the perimeter of the airstrip, all 5 crew and 18 of the 21 passengers killed and all 3 survivors injured; t/t 692 hours; soc nov48<br>opb 14 ATO; w/o 29apr49 on the leg from Yakutsk to Kirensk of a flight from Yakutsk to Novosibirsk when the crew failed to navigate correctly, resulting in a deviation from the prescribed flight path to the left by 70 km, and started to descend too early in clouds so that the aircraft crashed at a height of some 1,300 metres into the northern slope of Mount Okun 117 km east of Kirensk, 3 of the 6 crew and 11 of the 18 passengers killed and all 8 survivors injured (of them 2 crew and 5 passengers seriously); t/t 769 hours; soc 30apr49; the wreck was spotted from the air 01may49, but was reached by a rescue team only 08may49<br>opb 14 ATO; in a document 1949 |
| 37 02     | CCCP-L4464                       | Li-2                    | AFL/Yakutiya                                     | mfd  | 02mar48 |   |
| 37 03     | CCCP-L4465                       | Li-2                    | AFL/Yakutiya                                     | mfd  | 1948    |   |

|           |               |       |                    |       |         |  |
|-----------|---------------|-------|--------------------|-------|---------|--|
|           | CCCP-16150    | Li-2  | AFL/Yakutiya-Nyu   | rgd   | unknown | opb NOAO; photo at NYU mar67; w/o 12oct67 on a cargo flight from Takhtamygda to Kyzyl-Syr through clouds when the left engine failed in flight and the crew decided to make an emergency landing at Aldan, when the landing gear failed to lower the crew decided to abort the approach and made a steep left turn in order to avoid colliding with the mountain beyond the runway, but the aircraft stalled over its left wing and crashed from a height of some 15-20 metres (probably icing contributed to the loss of control), all 4 crew and the sole passenger killed; soc 29mar68  |
| 37 04     | CCCP-L4460    | Li-2T | AFL/East Siberia   | mfd   | 31jan48 | opb 11 ATO; w/o 24apr48 on the leg from Kirensk to Bodaibo of a flight from Irkutsk to Bodaibo in adverse weather when the crew left the prescribed flight path and followed the course of the Vitim river below the cloud cover, some 100 metres lower than the surrounding mountains, the aircraft encountered heavy turbulence (most passengers were unconscious and haphazardly strewn about the cabin) and eventually went out of control in a snow flurry with extreme turbulence and crashed into the ice of the Vitim river near the Klyuch-Yakor gorge close to Mamakan (14 km west of Bodaibo) with a left incision, all 4 crew and 24 of the 25 passengers killed, the co-pilot had been drinking two hours before take-off; t/t 310 hours; soc 04jun48 |
| 37 05     | CCCP-63912    | Li-2  | AFL/Urals          | toc   | 04aug64 |  |
|           | CCCP-63912    | Li-2  | AFL/Tyumen-TJM     | trf   | 20feb67 | soc 26sep72 as worn out  |
| 37 06     | CCCP-63843    | Li-2  | AFL/East Siberia   | toc   | unknown | on charge as of 01nov60; soc 12jun73 as life-time expired  |
| 37 07     | CCCP-63844    | Li-2  | AFL/East Siberia   | toc   | unknown | on charge as of 01nov60; soc 03aug70 as worn out   |
| 37 10     | CCCP-L4466    | Li-2  | AFL/East Siberia   | no    | reports | involved in an accident, details unknown; soc 17sep57  |
| 39 09     | CCCP-L4471    | Li-2  | AFL/Yakutiya       | no    | reports |  |
|           | CCCP-16151    | Li-2  | AFL/Yakutiya-Bat   | no    | reports | soc 24jan72 as life-time expired   |
| 39 10     | CCCP-L4472    | Li-2  | AFL/Ukraine-IEV    | IEV   | mar58   |  |
|           | CCCP-84698    | Li-2  | AFL/Sasovo FS      | trf   | 30apr59 |  |
|           | CCCP-84698    | Li-2  | AFL/North Kavkaz   | trf   | 01aug59 |  |
|           | CCCP-51113    | Li-2  | AFL/N.Kavkaz-RVI   | rgd   | unknown | seen RVI 15feb61; soc 04nov70 as worn out  |
| 126 40 01 | CCCP-06193    | Li-2  | Khabarovsk SNKH    | rgd   | 19apr62 | c/n as such in old hand-written register book  |
|           | CCCP-78739    | Li-2  | MAP Kom-na-Amu MSZ | rgd   | 06dec65 | canx 05dec74   |
| 40 02     | CCCP-L4467    | Li-2  | AFL/East Siberia   | mfd   | 28apr48 | opb 11 ATO; w/o 08apr51 on a cargo flight from Kirensk to Mama (Irkutsk region) when deviated from the approach pattern to the left by 6 km, flying along the river Vitim, and encountered a snow flurry with strong gusts of wind, the pilot did not cope with the situation so that the aircraft stalled and crashed in the taiga on the left banks of the river Vitim 18 km north-west of Mama airport, all 5 crew and 3 passengers (another crew) killed; t/t 2,667 hours; soc clearly given in MGA document as 28oct50, so perhaps the accident date should be 08apr50 ?  |
| 126 40 03 | CCCP-83963    | Li-2  | MAP Kharkov APO    | rgd   | 02aug68 | c/n as such in old hand-written register book; canx 23may79  |
| 40 05     | CCCP-63913    | Li-2  | AFL/Urals          | toc   | 27jul64 |  |
|           | CCCP-63913    | Li-2  | AFL/Tyumen         | trf   | 20feb67 | photo exists taken at TOX in the early 1970s; canx 26mar73 as life-time expired  |
| 40 06     | CCCP-71196    | Li-2  | AFL/Yakutiya       | toc   | 04mar60 |  |
|           | CCCP-71196    | Li-2  | AFL/Urals          | trf   | 09dec65 |  |
|           | CCCP-71196    | Li-2  | AFL/Tyumen         | trf   | 20feb67 | soc 27apr72 as worn out  |
| 40 08     | CCCP-L4478    | Li-2  | AFL/Krasnoyarsk    | no    | reports |  |
|           | CCCP-84712    | Li-2  | AFL/Krasnoyarsk    | no    | reports | soc 07sep70 as worn out  |
| 40 09     | CCCP-L4468    | Li-2  | AFL/Yakutiya       | no    | reports |  |
|           | CCCP-16155    | Li-2  | AFL/Yakutiya-Bat   | no    | reports | damaged 20feb61 at Moma, landed adjacent to the runway; soc 07dec61 as life-time expired   |
| 41 01     | CCCP-L4469    | Li-2  | AFL/Yakutiya       | no    | reports | involved in an accident, details unknown; soc 02mar50  |
| 41 02     | CCCP-L4470    | Li-2  | AFL/North Kavkaz   | no    | reports |  |
|           | CCCP-84691    | Li-2  | AFL/North Kavkaz   | no    | reports | soc 25jul60 as worn out  |
| 41 03     | CCCP-L4476    | Li-2  | AFL/Far East       | no    | reports |  |
|           | CCCP-84630    | Li-2  | AFL/Far East       | photo |         | soc 03aug70 as worn out  |
| 41 04     | CCCP-L4473    | Li-2T | AFL/Ukraine        | mfd   | 21jun48 |  |
|           | CCCP-16139    | Li-2T | AFL/Ukraine        | no    | reports | opb 101 AO; w/o 15nov63 on the leg from Baku to Dnepropetrovsk (at night) of a cargo flight from Yerevan to Dnepropetrovsk when encountered heavy turbulence in a thunderstorm (due to poor performance of the meteorological service), broke up in mid-air due to the high g-loads, crashed in a field 10 km north of Izobilnoye (now Izobilny, Stavropol region) and exploded (the left horizontal stabiliser was the first part to break off, it came down 850 metres from the rest of the wreckage), all 4 crew and 2 passengers killed; t/t 16,084 hours; soc 30dec63   |
| 41 05     | CCCP-L4481    | Li-2  | AFL/MOW MAG SPIVS  | no    | reports |  |
|           | CCCP-65702    | Li-2  | AFL/MOW MAG SPIVS  | no    | reports | soc 13oct59 as life-time expired   |
| 41 06     | CCCP-L4474    | Li-2  | AFL/North Kavkaz   | no    | reports |  |
|           | CCCP-84692    | Li-2  | AFL/North Kavkaz   | no    | reports |  |
|           | CCCP-84692    | Li-2  | AFL/KshVLP         | trf   | 10jan61 | Kirovograd Advanced Flying Training College; soc 22dec61 as life-time expired ?, it is not possible to read the year in the MGA document   |
| 41 07     | CCCP-L4482    | Li-2  | AFL/Far East       | no    | reports |  |
|           | CCCP-84631    | Li-2  | AFL/Far East       | no    | reports | soc 20jun66 as worn out  |
| 41 08     | CCCP-L4483    | Li-2  | AFL/Far East       | no    | reports |  |
|           | CCCP-84632    | Li-2  | AFL/Far East       | no    | reports | soc 22mar62 as life-time expired   |
| 41 09     | CCCP-L4475    | Li-2  | AFL/Yakutiya       | no    | reports |  |
|           | CCCP-16156    | Li-2  | AFL/Yakutiya       | no    | reports | soc 21sep67 due to corrosion   |
| 41 10     | CCCP-L4477    | Li-2  | AFL/Urals          | no    | reports |  |
|           | CCCP-16166    | Li-2  | AFL/Urals          | no    | reports | soc 30may61 as life-time expired   |
| 42 01     | CCCP-L4479    | Li-2T | AFL/Krasnoyarsk    | no    | reports | photo in "Sovjetski Soyuz" magazine apr50; in natural metal c/s  |
|           | CCCP-54781    | Li-2T | AFL/Krasnoyarsk    | no    | reports | soc 22jul60 as life-time expired   |
| 42 02     | CCCP-L4480    | Li-2  | Aeroflot/ShVLP     | no    | reports | Advanced Flying Training College   |
|           | CCCP-L4480    | Li-2  | AFL/Krasnoyarsk    | trf   | 05may58 | may have already become CCCP-84696 by this date  |
|           | CCCP-84696    | Li-2  | AFL/KshVLP         | trf   | 05aug60 | Kirovograd Advanced Flying Training College  |
|           | CCCP-84696    | Li-2  | AFL/Urals          | trf   | 20nov63 | soc 03aug70 as life-time expired   |
| 42 03     | CCCP-L4487    | Li-2  | AFL/Yakutiya       | YKS   | 24jun50 | had to return to Olyokminsk on a flight to Vitim because of bad weather 24jun50  |
|           | CCCP-16152    | Li-2  | AFL/Yakutiya       | no    | reports | soc 28may63 as life-time expired   |
| 42 04     | CCCP-L4486    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|           | CCCP-84655    | Li-2  | AFL/Moscow (MUTA)  | no    | reports |  |
|           | CCCP-84655    | Li-2  | AFL/Privolzhsk     | trf   | 01jan60 | soc 24aug63 as worn out  |
| 42 06     | CCCP-L4488    | Li-2  | AFL/Yakutiya       | mfd   | 1948    | opb 14 TAO; in a document 1949   |
|           | CCCP-L4488    | Li-2  | AFL/East Siberia   | trf   | sep52   | opb Yakutskaya aviagruppa  |
|           | CCCP-L4488    | Li-2  | AFL/Yakutiya       | trf   | 22feb59 | opb 139 TAOM   |
|           | CCCP-16177    | Li-2  | AFL/Yakutiya       | trf   | 22mar60 | opb 140 OSP from 22mar60; opb 192 OAO by oct60; crashed but details unknown; soc 09dec60   |
| 42 07     | CCCP-L4489    | Li-2  | AFL/N.Kavkaz-RVI   | RVI   | dec56   | l/n RVI 02apr58  |
|           | CCCP-16216    | Li-2  | AFL/N.Kavkaz-RVI   | no    | reports | soc 19apr61 as worn out  |
| 42 09     | CCCP-L4484    | Li-2  | AFL/Far East       | no    | reports |  |
|           | CCCP-84633(1) | Li-2  | AFL/Far East       | no    | reports | dbf 19nov59, details unknown; only soc by 23may61; see c/n 18433204  |
| 42 10     | CCCP-L4485    | Li-2  | AFL/Far East       | no    | reports |  |
|           | CCCP-84634    | Li-2  | AFL/Far East       | no    | reports | soc 08jun61 as worn out  |
| 43 02     | CCCP-L4492    | Li-2  | AFL/Syktvykar      | no    | reports | soc 04jul58 as worn out  |
| 43 07     | CCCP-L4600    | Li-2  | AFL/Urals          | no    | reports |  |
|           | CCCP-84600    | Li-2  | AFL/Urals          | no    | reports | soc 16oct61 as life-time expired   |
| 43 08     | CCCP-L4490    | Li-2  | AFL/Northern       | no    | reports | soc 29jul58 as worn out  |
| 43 09     | CCCP-L4491    | Li-2T | AFL/Northern       | mfd   | 23jul48 | opb 28 TAO; w/o 29jan49 on a cargo flight from Nizhnaya Pyosha to Arkhangelsk-Talagi when took off with a cross wind of 14-17 metres per second and lifted off at low speed at the end of the runway, after starting the initial climb with a high angle of attack the aircraft lost speed and the cargo which had not been fastened properly shifted rearward, the aircraft stalled at a height of 15-20 metres and crashed 75 metres beyond the runway threshold, 3 of the 4 crew killed and the survivor injured; t/t 757 hours; soc 24may49  |
| 43 10     | CCCP-L4493    | Li-2  | AFL/Northern       | no    | reports | soc 05apr58 as life-time expired   |
| 44 01     | CCCP-L4494    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 20jul57 as life-time expired   |
| 44 02     | CCCP-L4495    | Li-2  | AFL/MOW MAG SPIVS  | no    | reports |  |
|           | CCCP-65703    | Li-2  | AFL/MOW MAG SPIVS  | rgd   | 16jan59 |  |
|           | CCCP-73950    | Li-2  | AFL/Central Region | rgd   | 30may72 | soc 31jul72 as worn out  |
| 44 03     | CCCP-L4496    | Li-2  | AFL/Urals          | no    | reports |  |
|           | CCCP-84569    | Li-2  | AFL/Urals          | rgd   | 1958 ?  | opb 120 ATO; soc 15apr60 as amortisation period expired  |
| 44 05     | CCCP-L4654    | Li-2  | AFL/...            | no    | reports | involved in an accident, details unknown; soc 13jul49  |
| 44 07     | CCCP-L4651    | Li-2  | AFL/Urals          | no    | reports |  |
|           | CCCP-84651    | Li-2  | AFL/Urals          | no    | reports | soc 30may61 as life-time expired   |
| 44 08     | CCCP-L4497    | Li-2  | AFL/Moscow (MUTA)  | no    | reports | soc 14feb58 as life-time expired   |
| 44 09     | CCCP-L4498    | Li-2  | AFL/Moscow         | mfd   | jul48   | opb 15 ATO; w/o 04sep48 on the leg from Moscow-Bykovo to Kharkov of a flight from Moscow-Bykovo to Simferopol when the captain ordered to switch off the landing light and to retract the landing gear immediately after take-off from Bykovo at night but lost orientation in the darkness, the aircraft touched the ground with the left propeller but continued to fly until the left wing hit a fence and a telephone pole, 150 metres further on the aircraft crashed into a garden and burnt out, 1 of the 4 crew and 5 of the 20 passengers killed plus 2 crew and 6 passengers injured, the crew had not had enough time for rest before the flight; t/t 113 hours; soc 01oct48  |
| 44 10     | CCCP-L4499    | Li-2  | AFL/East Siberia   | no    | reports |  |
|           | CCCP-16175    | Li-2  | AFL/East Siberia   | no    | reports | soc 02nov62 as life-time expired   |
| 45 01     | CCCP-L4656    | Li-2  | AFL/Urals-SVX      | SVX   | 18oct58 |  |
|           | CCCP-84656    | Li-2  | AFL/Urals          | no    | reports | soc 13dec60 as worn out  |
| 45 02     | CCCP-L4652    | Li-2  | AFL/Privolzhsk     | no    | reports |  |
|           | CCCP-84652    | Li-2  | AFL/Privolzhsk     | no    | reports | soc 03jul63 as life-time expired   |
| 45 03     | CCCP-L4653    | Li-2  | AFL/Latvia         | no    | reports |  |

|           |               |       |                    |     |         |  |
|-----------|---------------|-------|--------------------|-----|---------|--|
|           | CCCP-L4653    | Li-2  | AFL/Yakutiya       | trf | 26feb58 |  |
|           | CCCP-84653    | Li-2  | AFL/Yakutiya       | no  | reports | soc 14sep63 as worn out  |
| 45 04     | CCCP-L4655    | Li-2  | AFL/Krasnoyarsk    | no  | reports |  |
|           | CCCP-84672    | Li-2  | AFL/Krasnoyarsk    | no  | reports | soc 27nov60 as worn out  |
| 45 05     | CCCP-L4650    | Li-2  | AFL/North Kavkaz   | no  | reports |  |
|           | CCCP-84650    | Li-2  | AFL/North Kavkaz   | no  | reports | soc 25jul59 as worn out  |
| 45 06     | CCCP-L4657    | Li-2  | AFL/Krasnoyarsk    | mfd | 21aug48 |  |
|           | CCCP-84657    | Li-2  | AFL/Ukraine-DOK    | trf | 22jul58 | soc 21oct69 as life-time expired   |
| 45 07     | CCCP-L4665    | Li-2  | AFL/Yakutiya       | rgd | unknown | opb 14 TAO; in a document 1949   |
|           | CCCP-L4665    | Li-2  | AFL/East Siberia   | trf | sep52   | opb Yakutskaya aviagruppa  |
| 45 08     | CCCP-84665    | Li-2  | AFL/Yakutiya       | rgd | unknown | soc 28may63 as life-time expired   |
|           | CCCP-L4658    | Li-2T | AFL/East Siberia   | mfd | sep48   | opb 11 ATO; w/o 12oct48 on the leg from Kirensk to Bodaibo of a cargo flight from Irkutsk to Bodaibo when both engines stopped due to fuel starvation after 1 hour and 13 minutes (the fuel filters and pipes were clogged with ice as the aircraft had been refuelled at Kirensk with fuel which contained too much water), the aircraft came down in the taiga near the Parshinka river 25 km SSW of Parshino (Kirensk district of the Irkutsk region) and caught fire, all 4 crew killed; t/t 88 hours; soc oct48   |
| 45 09     | CCCP-L4659    | Li-2  | AFL/East Siberia   | no  | reports |  |
|           | CCCP-L4659    | Li-2  | AFL/Moscow (MUTA)  | no  | reports | soc 14dec55 as worn out  |
| 45 10     | CCCP-L4660    | Li-2  | AFL/Yakutiya       | no  | reports |  |
|           | CCCP-84660    | Li-2  | AFL/Yakutiya       | no  | reports | soc 30jan63 as life-time expired   |
| 46 01     | CCCP-L4661    | Li-2T | AFL/Krasnoyarsk    | mfd | 11sep48 | opb 128 OAO; w/o 04dec52 on the leg from Yeniseisk of a flight from Dudinka to Krasnoyarsk when the left propeller oversped some 25 minutes into the flight (at night) and could not be feathered, the crew decided to return to Yeniseisk, but the aircraft lost height constantly, touched tree tops, came down in the taiga 25 km south of Yeniseisk and broke up, 3 of the 14 passengers killed and 8 as well as 2 of 5 crew injured; t/t 2,670 hours; soc 01jan53   |
| 46 02     | CCCP-L4662    | Li-2  | AFL/Krasnoyarsk    | no  | reports |  |
|           | CCCP-L4662    | Li-2  | AFL/Krasny Kut FS  | trf | 31may58 | involved in an accident 05jun58, details unknown; soc 21jun58  |
| 46 03     | CCCP-L4663    | Li-2  | AFL/Far East       | no  | reports |  |
|           | CCCP-84663    | Li-2  | AFL/Far East       | no  | reports |  |
| 46 04     | CCCP-L4664    | Li-2  | Aeroflot/ShVLP     | no  | reports | soc 27apr72 as life-time expired   |
|           | CCCP-84664    | Li-2  | AFL/Krasnoyarsk    | trf | 13may58 | Advanced Flying Training College   |
|           | CCCP-84664    | Li-2  | Aeroflot/KShVLP    | trf | 05aug60 | Kirovograd Advanced Flying Training College; f/n MRV 03nov61   |
|           | CCCP-84664    | Li-2  | AFL/Urals          | trf | 29nov65 | soc 25oct69 as worn out  |
| 46 05     | CCCP-L4666    | Li-2  | AFL/Yakutiya       | rgd | unknown | opb 14 TAO; in a document 1949   |
|           | CCCP-L4666    | Li-2  | AFL/East Siberia   | trf | sep52   | opb 14 TAO Yakutskoi aviagruppy; dbr 21jan53 on a test flight from Irkutsk after an engine change when both engines failed 5 minutes into the flight, the crew attempted a forced landing on the outskirts of Irkutsk, but the aircraft collided with a house, all 5 crew and 1 woman on the ground injured; soc 07feb53   |
| 46 06     | CCCP-L4601    | Li-2  | Aeroflot/ShVLP     | no  | reports | Advanced Flying Training College   |
|           | CCCP-84601    | Li-2  | AFL/Krasny Kut FS  | trf | 05may58 | registration assumed although the last digit is missing in MGA document, CCCP-84607 is also available  |
|           | CCCP-84601    | Li-2  | Aeroflot/KShVLP    | trf | 05jul60 | Kirovograd Advanced Flying Training College; soc 22dec61 as life-time expired  |
| 46 07     | CCCP-L4602    | Li-2  | AFL/Yakutiya       | mfd | sep48   | initially opb 14 TAO, as such in a document 1949; later opb 46 ATO; w/o 03may52 on the leg from Yakutsk to Khandyga of a cargo flight from Yakutsk to Allaikha when the favourable weather forecast turned out not to be in line with reality, the aircraft deviated from the prescribed flight path due to strong winds, entered clouds and crashed at a height of some 1,200 metres into the north-western slope of the first mountain of the Verkhoyanski khrebet ridge (95 km north-west of Khandyga) and fell down into a ravine, all 4 crew killed; t/t 2,284 hours; wreck found only 11may52; soc 20jul52 |
| 46 08     | CCCP-L4603    | Li-2  | AFL/Yakutiya       | mfd | 23sep48 |  |
|           | CCCP-84603    | Li-2  | AFL/Yakutiya       | no  | reports | opb 139 AO; w/o 18dec62 on a cargo flight from Yakutsk to Olyokminsk when the crew lost orientation on approach to Olyokminsk in difficult weather conditions, mistook the Sinyaya river for the Lena river and started to descend to 240 metres while it was still too early for that (the outer marker had not yet been passed), this resulted in the aircraft flying too low and crashing into a wooded hill of 434 metres 25 km from Olyokminsk airport, all 4 crew killed; wreck found 19dec62; t/t 11,607 hours; soc 18jan63   |
| 46 09     | CCCP-L4604    | Li-2  | AFL/Northern       | no  | reports |  |
|           | CCCP-84604    | Li-2  | AFL/Northern       | no  | reports | soc 10oct69 as life-time expired   |
| 46 10     | CCCP-L4606    | Li-2T | AFL/Ukraine        | no  | reports | converted to cargo/passenger version by ARB-411, committing several mistakes in the process  |
|           | CCCP-84606    | Li-2T | AFL/Ukraine-ODS    | no  | reports | soc 03jun60 as life-time expired   |
| 47 03     | CCCP-06164    | Li-2  | AFL/Turkmenistan   | rgd | 14aug64 | soc 27nov72 as life-time expired   |
| 126 47 04 | CCCP-29102    | Li-2  | MRP NIIP"Leninets" | rgd | 30aug68 | c/n as such in old hand-written register book; canx 17jul73  |
| 47 08     | CCCP-79165    | Li-2  | MAP Kom-na-Amu MSZ | rgd | 29nov65 | canx 18sep72   |
| 48 01     | CCCP-71251    | Li-2  | AFL/Privolzhsk     | toc | unknown | on charge as of 01jul60; soc 06mar69 as life-time expired  |
| 48 02     | CCCP-71293    | Li-2  | AFL/Moscow (MUTA)  | toc | 24jul60 |  |
|           | CCCP-71293    | Li-2  | AFL/Moscow ASP     | trf | 11apr63 | seen KZN 03feb65   |
| 48 03     | CCCP-71293    | Li-2  | AFL/Northern       | trf | 01jul65 | both year and month difficult to read in MGA document; soc 04jul72 as worn out   |
|           | not known     | Li-2  | Soviet Navy        | no  | reports | opb 563 otap VVS TOF; w/o 01feb51 when deviated by 15-20 degrees to the right from the prescribed flight path while climbing out of Znamenskoye and crashed at a height of 340 metres into the northern slope of Kekurmaya mountain 4 km south of the airfield, 2 of the 6 crew killed and 4 injured; parts of the wreckage extant in oct10  |
| 48 05     | CCCP-71194    | Li-2  | AFL/Privolzhsk     | toc | unknown | on charge as of 01apr60; soc 17mar72 as worn out   |
| 48 07     | CCCP-63886    | Li-2  | AFL/Urals          | toc | 01aug63 |  |
|           | CCCP-63886    | Li-2  | AFL/Tyumen         | trf | 20feb67 | soc 27apr72 as worn out  |
| 49 02     | CCCP-63893    | Li-2  | AFL/Krasnoyarsk    | toc | 23aug62 | soc 25nov69 as worn out  |
| 49 04     | CCCP-63919    | Li-2  | AFL/Polar          | toc | 24jul64 | w/o 08may66 when sank 15 minutes after landing on ice at a drifting polar station, no casualties; soc 05jul66  |
| 49 07     | CCCP-63845    | Li-2  | AFL/East Sib.-HTA  | toc | unknown | on charge as of 01nov60; seen HTA 01mar67; soc 22feb74 as life-time expired  |
| 50 03     | CCCP-71177    | Li-2  | AFL/Far East       | toc | unknown | on charge as of 01mar60; soc 07sep73 as life-time expired  |
| 126 50 04 | CCCP-58645(1) | Li-2  | MAP Rybinsk Motors | rgd | 11dec65 | canx 15jan74; c/n as such in old hand-written register book, see c/n 33444610  |
| 50 06     | CCCP-63846    | Li-2  | AFL/East Siberia   | toc | unknown | on charge as of 01nov60  |
|           | CCCP-63846    | Li-2  | AFL/Moscow (MUTA)  | trf | 01jun61 |  |
|           | CCCP-63846    | Li-2  | AFL/Moscow ASP     | trf | 11apr63 |  |
|           | CCCP-63846    | Li-2  | AFL/Northern       | trf | 12mar67 |  |
|           | CCCP-63846    | Li-2  | AFL/Arkhangel'sk   | trf | 01jan73 | soc 22feb74 as life-time expired   |
| 50 07     | CCCP-63849    | Li-2  | AFL/Kazakhstan     | toc | 19sep60 | soc 22feb74 as life-time expired   |
| 50 08     | CCCP-71167    | Li-2  | AFL/MOW MAG SPIVS  | toc | unknown | on charge as of 01mar60; f/n SVX 26sep62; soc 29aug66 as worn out  |
| 50 10     | CCCP-04368    | Li-2  | not known          | no  | reports | converted for tests of the aiming system of the KS-1 cruise missile, equipped for that with some systems from the Tu-4K  |
|           | CCCP-04368    | Li-2  | AFL/Polar          | rgd | 28feb61 | h/o 03mar61  |
| 126 51 02 | CCCP-04368    | Li-2  | AFL/Central Region | trf | 21oct70 | dbr, details unknown; soc04jul72   |
|           | CCCP-06200    | Li-2  | Kuibyshev SNKh     | rgd | 29jun63 | c/n as such in old hand-written register book  |
|           | CCCP-27213    | Li-2  | MAP Kuibyshev MZ   | rgd | 29nov65 | canx 27dec73   |
| 51 04     | CCCP-63837    | Li-2  | AFL/Moscow (MUTA)  | toc | 19sep60 |  |
|           | CCCP-63837    | Li-2  | AFL/Moscow ASP     | trf | 11apr63 | seen MRV 30apr64   |
|           | CCCP-63837    | Li-2  | AFL/Tyumen         | trf | 14jan70 | was already seen TJM 09apr70; soc 24jan73 as life-time expired   |
| 51 05     | CCCP-63896    | Li-2  | AFL/Krasnoyarsk    | toc | 02feb63 | soc 22nov74 as life-time expired   |
| 51 07     | CCCP-63836    | Li-2  | AFL/Moscow (MUTA)  | toc | 19sep60 |  |
|           | CCCP-63836    | Li-2  | AFL/Moscow ASP     | toc | 11apr63 |  |
|           | CCCP-63836    | Li-2  | AFL/Northern       | toc | 09aug68 |  |
|           | CCCP-63836    | Li-2  | AFL/Arkhangel'sk   | toc | 01jan73 | soc 22feb74 as life-time expired   |
| 51 08     | CCCP-93917(1) | Li-2  | MOMS Zlatoust      | rgd | 11nov65 | canx 06sep73; see c/n 33444108   |
| 51 09     | CCCP-04369    | Li-2  | AFL/Polar          | rgd | 25jan61 | ex Soviet Air Force; h/o 03mar61   |
|           | CCCP-04369    | Li-2  | AFL/Krasnoyarsk    | trf | 30oct70 | l/n at Severnaya Zemlya archipelago in early 1970s; soc 09apr74 as life-time expired   |
| 52 02     | CCCP-71254    | Li-2  | AFL/Privolzhsk-KUF | toc | 10jun60 | f/n KUF 11may63  |
|           | CCCP-71254    | Li-2  | AFL/Tyumen         | trf | 27feb67 |  |
|           | CCCP-71254    | Li-2  | AFL/Urals          | trf | 31dec67 | soc 22nov73 as worn out  |
| 52 04     | CCCP-71168    | Li-2  | AFL/MOW MAG SPIVS  | toc | unknown | on charge as of 01mar60  |
|           | CCCP-71168    | Li-2  | AFL/Belarus        | trf | 01oct61 |  |
|           | CCCP-71168    | Li-2  | AFL/Lithuania      | trf | 07mar67 |  |
|           | CCCP-71168    | Li-2  | AFL/Northern       | trf | 09oct68 |  |
|           | CCCP-71168    | Li-2  | AFL/Arkhangel'sk   | trf | 01jan73 | soc 09apr74 as life-time expired   |
| 52 07     | CCCP-63855    | Li-2  | AFL/Northern-LED   | trf | 01mar61 |  |
|           | CCCP-63855    | Li-2  | AFL/Arkhangel'sk   | trf | jan71   | soc 26dec72 as worn out  |
| 52 09     | "20" yellow   | Li-2  | Soviet Air Force   | FRG | 1960    | photo exists; commanders plane of the 194 gv vtap, Fergana   |
|           | CCCP-06163    | Li-2  | AFL/Turkmenistan   | toc | aug64   | rgd 14aug64; soc 31oct73 as worn out   |
| 126 53 02 | CCCP-84624(3) | Li-2  | AFL/Kazakhstan     | toc | 13may71 | soc 22feb74 as life-time expired; see c/n 18428001 and 18427609  |
| 53 04     | CCCP-66759    | Li-2  | MAP Kuibyshev MOM  | rgd | 29nov65 | canx 27dec73   |
| 53 05     | CCCP-78734    | Li-2  | MAP Ulan-Ude APO   | rgd | 01dec65 | canx 16mar74   |
| 53 06     | CCCP-66754    | Li-2  | MOMS Chelyabinsk   | rgd | 28mar61 | canx 06sep78   |
| 53 07     | CCCP-71182    | Li-2  | AFL/North Kavkaz   | toc | 01mar60 |  |
|           | CCCP-71182    | Li-2  | AFL/Far East       | trf | 25jan67 | soc 04jul77 as worn out  |
| 54 03     | CCCP-63914    | Li-2  | AFL/Urals          | toc | 04aug64 |  |
|           | CCCP-63914    | Li-2  | AFL/Tyumen-TJM     | trf | 20feb67 | f/n TJM 09sep70; soc 12jun73 as worn out   |
| 54 06     | CCCP-63915    | Li-2  | AFL/Urals          | toc | 30aug64 |  |
|           | CCCP-63915    | Li-2  | AFL/Tyumen-TJM     | trf | 20feb67 | f/n TJM dec69; soc 22nov73 as worn out   |
| 54 10     | CCCP-71166    | Li-2  | AFL/MOW MAG SPIVS  | toc | unknown | on charge as of 01mar60  |
|           | CCCP-71166    | Li-2  | AFL/Tyumen         | trf | 12jan70 | soc 24aug72 as life-time expired   |
| 55 01     | CCCP-L1286    | Li-2  | AFL/Far East       | no  | reports | involved in an accident, details unknown; soc 20mar58  |

|           |               |       |                    |       |         |   |
|-----------|---------------|-------|--------------------|-------|---------|---|
| 55 02     | CCCP-63898    | Li-2  | AFL/Krasnoyarsk    | toc   | 26aug63 | soc 30may72 as worn out   |
| 55 07     | CCCP-63833    | Li-2  | AFL/Urals-SVX      | toc   | 02sep60 | f/n SVX 26sep62; reported based at MQF 23dec64; soc 14dec73 as worn out   |
| 55 09     | CCCP-L1289    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84639    | Li-2  | AFL/Far East       | no    | reports | soc 19jun67 as worn out   |
| 56 01     | CCCP-04367    | Li-2  | AFL/Polar          | rgd   | 25jan61 | ex Soviet Air Force; h/o 03mar61; photo exists taken 1963   |
|           | CCCP-04367    | Li-2  | AFL/Krasnoyarsk    | trf   | 30oct70 | soc 22nov73 as worn out   |
| 126 56 02 | CCCP-48101    | Li-2  | MAP Kazan APO      | rgd   | 29oct69 | c/n as such in old hand-written register book; canx 27dec75   |
| 56 03     | CCCP-L1287    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-L1287    | Li-2  | AFL/Yakutiya       | trf   | 30aug58 | dbr, details unknown; soc 15feb60   |
| 56 04     | CCCP-63830    | Li-2  | AFL/East Sib.-HTA  | toc   | 02sep60 | f/n HTA 11mar61; soc 30oct74 as life-time expired   |
| 56 05     | not known     | Li-2  | Soviet Air Force   |       |         |   |
|           | CCCP-04370    | Li-2  | AFL/Polar          | toc   | 06jan61 | w/o 13oct64 on an ice-reconnaissance flight from Tiksi to the mouth of the river Lena when encountered poor visibility, climbed out and descended again near Mys Khorgo (Anabar district of Yakutiya) in order to guide a tug-boat on its way to Tiksi, as the aircraft had veered off course (unnoticed by the crew) it turned up over hilly terrain 60 km east of Cape Khorgo instead over the sea, collided with a cloud-covered hill-top (N73°27' E115°24'), hit a second hill-top 650 metres further on, flew another 60 metres and came to rest in a valley between two hills, all 5 crew and both passengers injured and evacuated by an An-2 to Mys Kosisty 14oct64; soc 27mar65                      |
| 56 07     | CCCP-63831    | Li-2  | AFL/East Siberia   | toc   | 02sep60 | soc 22feb74 as life-time expired  |
| 57 01     | CCCP-63847    | Li-2  | AFL/East Siberia   | toc   | unknown | on charge as of 01dec60; soc 14dec73 as worn out  |
| 57 03     | CCCP-63885    | Li-2P | AFL/Urals          | toc   | 01aug63 | photo SLY 1964 in standard c/s  |
|           | CCCP-63885    | Li-2P | AFL/Tyumen         | trf   | 20feb67 |   |
|           | CCCP-63885    | Li-2P | AFL/Northern       | trf   | 03nov68 | soc 28feb73 as worn out   |
| 57 05     | CCCP-71165    | Li-2  | AFL/MOW MAG SPIVS  | toc   | unknown | on charge as of 01mar60   |
|           | CCCP-71165    | Li-2  | AFL/Turkmenistan   | trf   | 14jan73 | soc 22nov73 as worn out   |
| 126 57 07 | CCCP-48107    | Li-2  | MAP Gorki          | rgd   | 18oct70 | c/n as such in old hand-written register book; canx 1974  |
| 57 08     | CCCP-04371    | Li-2  | AFL/Polar          | toc   | 03mar61 |   |
|           | CCCP-04371    | Li-2  | AFL/Tyumen         | trf   | 01nov70 | soc 22nov73 as worn out   |
| 57 10     | CCCP-04372    | Li-2  | AFL/Polar          | toc   | 01feb61 | ex Soviet Air Force; damaged 23sep63 when overran on landing at Kosisty; seen SVO 29jul69   |
|           | CCCP-04372    | Li-2  | AFL/Tyumen         | trf   | 01nov70 | soc 21sep71 as life-time expired  |
| 58 01     | CCCP-L5031    | Li-2  | AFL/Far East       | PKC   | ca.1957 | in natural metal c/s  |
|           | CCCP-84640    | Li-2  | AFL/Far East       | no    | reports | soc 12jun73 as worn out   |
| 58 04     | CCCP-L3957(2) | Li-2  | AFL/Magadan        | mfd   | may49   | see c/n 1841710   |
|           | CCCP-16194    | Li-2  | AFL/Magadan        | no    | reports | opb 63 OAE; w/o 27jan63 on a cargo flight from Pevek to Magadan when deviated to the right from the planned flight path due to strong winds which had not been forecast, as neither crew nor ATC noticed this the aircraft approached a mountain range, the summits of which (up to 2,400 metres) were covered in clouds, while flying at a height of some 2,500 metres the aircraft was caught in strong downdrafts and crashed at a height of 1,820 metres into the western slope of Mt. Tuonnyakh 53 km WNW of Seimchan (Magadan region), all 4 crew killed; wreck found 31jan63 and still extant in 2017; t/t 13,792 hours; soc 20mar63   |
| 58 05     | CCCP-63834    | Li-2  | AFL/Urals          | toc   | 27aug60 |   |
|           | CCCP-63834    | Li-2  | AFL/Belarus        | toc   | 26aug61 |   |
|           | CCCP-63834    | Li-2  | AFL/Tyumen         | toc   | 01oct67 | soc 10may73 as worn out   |
| 58 06     | CCCP-L5021    | Li-2  | AFL/Magadan        | no    | photo   |   |
|           | CCCP-84710    | Li-2  | AFL/Yakutiya       | no    | reports |   |
|           | CCCP-84710    | Li-2  | AFL/Yakutiya       | trf   | 16jan64 | soc 28sep70 as life-time expired  |
| 58 07     | CCCP-L3962(2) | Li-2  | AFL/Magadan        | ph.   | 1954    | at Magadan 13 kilometre; in dark green c/s; see c/n 1841708   |
|           | CCCP-16195    | Li-2  | AFL/Magadan        | no    | reports | soc 30jan63 as life-time expired  |
| 58 08     | CCCP-X949     | Li-2  | MVD - Dalstroj     | mfd   | 20jun49 | mentioned in an incident report   |
|           | CCCP-L5025    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84641    | Li-2  | AFL/Far East       | no    | reports | soc 24jan73 as worn out   |
| 59 02     | CCCP-71266    | Li-2  | AFL/Ukraine        | toc   | 15jun60 | soc 24jan72 as life-time expired  |
| 59 08     | CCCP-X955     | Li-2  | MVD-Dalstroj       | mfd   | 30jun49 | i/s jul49; w/o 13aug50 on a cargo flight from Pevek to Zyryanka when was diverted to Seimchan, encountered bad weather and touched with the right wing the slope of a hill 18 km north-east of Kanyon settlement and 72 km north-west of Seimchan (Magadan region), all 5 crew killed; t/t 706 hours 13 minutes   |
| 59 09     | CCCP-L5026    | Li-2T | AFL/Magadan        | no    | reports | f/n VNO aug63   |
|           | CCCP-16186    | Li-2T | AFL/Magadan        | no    | reports | soc 30mar72 as life-time expired  |
|           | CCCP-16186    | Li-2T | AFL/Lithuania      | trf   | 23jan65 |   |
| 59 10     | CCCP-L5027    | Li-2  | AFL/Magadan        | no    | reports |   |
|           | CCCP-16187    | Li-2  | AFL/Magadan        | no    | reports |   |
|           | CCCP-16187    | Li-2  | AFL/Yakutiya       | trf   | 02feb64 | soc 31aug71 as life-time expired  |
| 60 01     | CCCP-L4608    | Li-2  | AFL/West Siberia   | no    | reports | soc 14dec55 as worn out   |
| 60 02     | CCCP-L4609    | Li-2  | AFL/Far East       | mfd   | jun49   |   |
|           | CCCP-84609    | Li-2  | AFL/Far East       | no    | reports | opb 144 OAO; w/o 05may60 on the leg from Nikolayevsk-na-Amure to Okhotsk of a positioning flight from Nikolayevsk-na-Amure to Magadan when encountered heavy turbulence and snowfall, suffered from icing, lost speed and height and crashed at a height of 900 metres into a slope of the Dzhugdzhur ridge (1,207 metres) near Enken village (Ayan district of the Khabarovsk region), all 5 crew killed; wreck found 10may60; t/t 10,291 hours; soc 25jun60   |
| 60 03     | CCCP-71229    | Li-2  | AFL/Azerbaijan     | mfd   | 21jul49 | toc 21apr60   |
|           | CCCP-71229    | Li-2  | Aeroflot/KShVLP    | trf   | 23dec60 | Kirovograd Advanced Flying Training College; w/o 01feb63 on a positioning flight from Malaya Viska to Kirovograd when the piloting instructor tried to land in below minima conditions (dense fog) at night, even when the ground did not become visible from a height of 40 metres he did not initiate a go-around, while looking for the ground the instructor did not realise that the aircraft banked to the right (bank angle up to 20 degrees), this resulted in the aircraft losing height and crashing 400 metres to the right of the near marker, 4 of the 5 crew killed and the 5th one as well as 3 of the 6 passengers, severely injured and the other 3 passengers slightly injured; soc 12mar63 |
| 60 04     | CCCP-L4610    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84610    | Li-2  | AFL/Far East       | no    | reports | soc 28may63 as life-time expired  |
| 60 05     | CCCP-L4611    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84611    | Li-2  | AFL/Far East       | no    | reports | soc 26nov62 as life-time expired  |
| 60 06     | CCCP-L4612    | Li-2  | AFL/Syktvykar      | no    | reports |   |
|           | CCCP-84612(1) | Li-2  | AFL/MOW MAG SPIVS  | trf   | 27jun59 | see c/n 18433205; soc 31jul70 as life-time expired  |
| 60 07     | CCCP-L4613    | Li-2  | AFL/Krasnoyarsk    | no    | reports |   |
|           | CCCP-84613    | Li-2  | AFL/Krasnoyarsk    | no    | reports |   |
|           | CCCP-84613    | Li-2  | AFL/Moscow (MUTA)  | trf   | 01jun61 |   |
|           | CCCP-84613    | Li-2  | AFL/Moscow ASP     | trf   | 11apr63 | soc 22nov65 as life-time expired  |
| 60 08     | CCCP-L4614    | Li-2  | AFL/Privolzhsk     | no    | reports |   |
|           | CCCP-84614(2) | Li-2  | AFL/Krasnoyarsk    | trf   | 05may59 | soc 16feb71 as life-time expired; see c/n 18418809  |
| 60 09     | CCCP-L4615    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84615    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84615    | Li-2  | Aeroflot/KShVLP    | trf   | 05aug60 | Kirovograd Advanced Flying Training College   |
|           | CCCP-84615    | Li-2  | AFL/Moscow ASP     | trf   | 01sep60 | soc 24jan72 as life-time expired  |
| 60 10     | CCCP-L4616    | Li-2  | AFL/International  | toc   | jul50   | w/o 20mar51 when was destroyed by US forces in Korea  |
| 61 01     | CCCP-N527     | Li-2  | Polyarnaya Aviats. | photo |         | opb Chukotskaya aviagruppa from 24jan51   |
|           | CCCP-04245    | Li-2  | Polyarnaya Aviats. | no    | reports |   |
|           | CCCP-04245    | Li-2  | AFL/Polar          | trf   | 10feb60 | photo in 1960s  |
|           | CCCP-04245    | Li-2  | AFL/Yakutiya       | trf   | 01oct70 | soc 17oct74 as life-time expired; seen derelict at CYX 05jul92  |
| 61 07     | CCCP-58642    | Li-2  | MAP Zhukovski      | rgd   | 21jul67 | canx 29oct74  |
| 61 09     | CCCP-N528     | Li-2  | Polyarnaya Aviats. | no    | reports | opb Chukotskaya aviagruppa from 24jan51   |
| 61 10     | CCCP-84577    | Li-2  | AFL/Northern       | toc   | 19may71 |   |
|           | CCCP-84577    | Li-2  | AFL/Arkhangel'sk   | trf   | 01jan73 | soc 17oct74 as life-time expired  |
| 62 03     | CCCP-84733(2) | Li-2  | AFL/Northern       | toc   | 08may71 | soc 14dec73 as worn out; see c/n 18432309   |
| 126 62 09 | CCCP-98110    | Li-2  | MOMS Zlatoust      | rgd   | 11nov65 | c/n as such in old hand-written register book; canx 18sep74   |
| 63 03     | CCCP-71179    | Li-2  | AFL/North Kavkaz   | toc   | 03mar60 |   |
|           | CCCP-71179    | Li-2  | AFL/Urals          | trf   | 03dec65 | soc 28feb73 as worn out   |
| 63 06     | CCCP-63840    | Li-2  | AFL/East Siberia   | toc   | 06sep60 | soc 12jun73 as life-time expired  |
| 63 08     | CCCP-29103    | Li-2  | MAP Novosib. SNKh  | rgd   | 08dec65 | canx 1974   |
| 64 01     | CCCP-63842    | Li-2  | AFL/Turkmenis.-ASB | mfd   | 1949    | opb 165 LO; toc 23nov60; w/o 02jan65 on the leg from Darvaza to Ashkhabad of a flight from Tashauz to Ashkhabad when both engines failed shortly after take-off due to fuel starvation (the 2nd pilot had selected an almost empty tank for take-off), the aircraft lost height, crashed in the desert 4 km from the airport and 600 metres to the right of the take-off path and caught fire, all 2 crew and 22 passengers killed; t/t 8,758 hours; soc 23jan65  |
| 64 04     | CCCP-06126    | Li-2  | AFL/Moscow SPIMVL  | rgd   | 19jan61 | toc 20jan65 according to MGA document   |
|           | CCCP-06126    | Li-2  | AFL/Tyumen         | trf   | 12jul72 | soc 19dec72 as worn out   |
| 64 06     | CCCP-L4674    | Li-2  | AFL/Ukraine        | mfd   | 30oct49 |   |
|           | CCCP-84674    | Li-2  | AFL/Ukraine-ODS    | no    | reports | soc 26dec61 as life-time expired  |
| 64 07     | CCCP-L4675    | Li-2  | AFL/East Siberia   | no    | reports |   |
|           | CCCP-84675    | Li-2  | AFL/East Siberia   | no    | reports | dbr, details unknown; soc 25mar64   |
| 64 08     | CCCP-L4667    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84667    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84667    | Li-2  | GosNII             | trf   | 29dec65 | soc 22feb66 no reason given   |
| 64 09     | CCCP-L4668    | Li-2  | AFL/Far East       | no    | reports |   |
|           | CCCP-84668    | Li-2  | AFL/Far East       | no    | reports | soc 26dec62 as life-time expired  |
| 64 10     | CCCP-L4676    | Li-2  | AFL/Far East       | no    | reports |   |

|       |              |       |                    |       |         |  |
|-------|--------------|-------|--------------------|-------|---------|--|
| 65 01 | CCCP-84676   | Li-2  | AFL/Far East-PKC   | PKC   | 1966    | soc 06apr67 as worn out  |
|       | CCCP-L4617   | Li-2  | AFL/Ukraine        | no    | reports |  |
|       | CCCP-16140   | Li-2  | AFL/Ukraine-ODS    | no    | reports | soc 17apr61 as worn out  |
| 65 02 | CCCP-L4618   | Li-2  | AFL/Krasnoyarsk    | no    | reports |  |
|       | CCCP-84618   | Li-2  | AFL/Krasnoyarsk    | no    | reports | soc 28sep62 as life-time expired   |
| 65 03 | CCCP-L4619   | Li-2  | AFL/Privolzhsk     | no    | reports |  |
|       | CCCP-84619   | Li-2  | AFL/Privolzhsk     | no    | reports | soc 10aug.. as life-time expired   |
| 65 04 | CCCP-L4620   | Li-2  | AFL/Ukraine        | mfd   | 21jan50 |  |
|       | CCCP-84620   | Li-2  | AFL/Ukraine-DNK    | no    | reports | soc 28apr60 as life-time expired   |
| 65 05 | CCCP-L4621   | Li-2  | AFL/Ukraine        | mfd   | jan50   |  |
|       | CCCP-84621   | Li-2  | AFL/Ukraine        | no    | reports | soc 19mar60 as life-time expired   |
| 65 06 | CCCP-L4622   | Li-2  | AFL/Kazakhstan     | no    | reports |  |
|       | CCCP-84622   | Li-2  | AFL/Kazakhstan-KSN | KSN   | dec59   | soc 21dec61 as life-time expired   |
| 65 07 | CCCP-N560    | Li-2  | Polyarnaya Aviats. | no    | photo   | opb Chukotskaya aviagruppa from 24jan51; in dark green c/s; flew ice-reconnaissance missions 24feb/11oct51 and 08/13dec52  |
|       | CCCP-04246   | Li-2T | Polyarnaya Aviats. | no    | reports |  |
|       | CCCP-04246   | Li-2T | AFL/Polar          | no    | photo   | in document jan64  |
|       | CCCP-04246   | Li-2T | AFL/Yakutiya       | trf   | 01oct70 |  |
|       | CCCP-04246   | Li-2T | AFL/Krasnoyarsk    | trf   | 15feb71 | soc 17oct74 as life-time expired   |
| 65 08 | CCCP-N559    | Li-2  | Polyarnaya Aviats. | no    | reports | opb Igarskaya aviagruppa from 24jan51  |
|       | CCCP-04236   | Li-2  | Polyarnaya Aviats. | no    | reports |  |
|       | CCCP-04236   | Li-2  | AFL/Polar          | trf   | 10feb60 |  |
|       | CCCP-04236   | Li-2  | AFL/Krasnoyarsk    | trf   | 15apr60 | photo EIE 1964; dbr, details unknown; soc 17jun69  |
| 66 01 | CCCP-L4669   | Li-2  | AFL/MOW MAG SPIVS  | no    | reports |  |
|       | CCCP-65697   | Li-2  | AFL/MOW MAG SPIVS  | no    | reports | soc 31aug71 as life-time expired   |
| 66 02 | CCCP-L4670   | Li-2  | AFL/Far East       | no    | reports |  |
|       | CCCP-84670   | Li-2  | AFL/Far East       | no    | reports | soc 31aug71 as life-time expired   |
| 66 03 | CCCP-L4671   | Li-2  | AFL/Far East       | no    | reports |  |
|       | CCCP-84671   | Li-2  | AFL/Far East       | no    | reports |  |
| 66 04 | CCCP-L4672   | Li-2  | AFL/Far East       | no    | reports | soc 26dec62 as life-time expired   |
| 66 05 | CCCP-L4673   | Li-2  | AFL/Far East       | no    | reports | dbr 16oct57, details unknown; soc 08jan58  |
|       |              |       |                    |       |         | damaged 05feb51 on an ice-reconnaissance flight when was shot at and hit by fighters of the Soviet Air Defence near Korsakov; w/o 28sep52 on the leg from Krasnoyarsk to Novosibirsk at night of a positioning flight from Khabarovsk to Tashkent for overhaul when encountered heavy icing and turbulence while overflying the Kuznetsk Alatau mountain range, the crew tried to make an emergency landing near Byelogorsk (Tisul district of the Kemerovo region), but the aircraft crashed at a height of 710 metres into the wooded north-eastern slope of a mountain (1037.8 metres) 158 km SSE of Kemerovo (N54°54'06" E88°26'24"), all 6 crew and the sole passenger killed; soc 05nov52; the wreck was found after almost 15 years in spring 1967  |
| 66 09 | CCCP-63874   | Li-2  | AFL/Far East       | toc   | 26dec61 | soc 03jul73 as worn out  |
| 67 02 | CCCP-L4680   | Li-2  | AFL/North Kavkaz   | no    | reports |  |
|       | CCCP-84680   | Li-2  | AFL/KShVLP         | trf   | 16jan61 | Kirovograd Advanced Flying Training College; soc 26jul61 as worn out   |
| 67 03 | CCCP-L4686   | Li-2  | AFL/MOW MAG SPIVS  | no    | reports |  |
|       | CCCP-84686   | Li-2  | AFL/MOW MAG SPIVS  | no    | reports | soc 12dec68 as life-time expired   |
| 67 04 | CCCP-L4682   | Li-2  | Aeroflot/ShVLP     | no    | reports | Advanced Flying Training College   |
|       | CCCP-84682   | Li-2  | AFL/Krasny Kut FS  | trf   | 05may58 |  |
|       | CCCP-84682   | Li-2  | Aeroflot/KShVLP    | trf   | 05jul60 | Kirovograd Advanced Flying Training College; soc 29jan64 as trf to p/ya 82 (MAP)   |
| 67 05 | CCCP-L4683   | Li-2P | AFL/N.Kavkaz-MRV   | MRV   | 15feb60 | used for training  |
|       | CCCP-84683   | Li-2P | Aeroflot/KShVLP    | trf   | 20jan61 | Kirovograd Advanced Flying Training College  |
|       | CCCP-84683   | Li-2P | AFL/Northern       | trf   | 30jan69 | soc 22apr70 as worn out  |
| 67 06 | CCCP-L4684   | Li-2  | AFL/North Kavkaz   | no    | reports |  |
|       | CCCP-84684   | Li-2  | Aeroflot/KShVLP    | trf   | 17jan61 | Kirovograd Advanced Flying Training College  |
|       | CCCP-84684   | Li-2  | AFL/Urals          | trf   | 25nov63 |  |
|       | CCCP-84684   | Li-2  | AFL/Tyumen-TJM     | trf   | 20feb67 | seen TJM 10dec69; soc 26jun70 as life-time expired   |
| 67 07 | CCCP-L4685   | Li-2  | AFL/East Siberia   | no    | reports |  |
|       | CCCP-84685   | Li-2  | AFL/East Siberia   | no    | reports | dbr, details unknown; soc 09oct62  |
| 67 08 | CCCP-L4681   | Li-2T | AFL/North Kavkaz   | no    | reports | see the code "4681" below, as the digits '4681' feature in both we assume this is the same aircraft  |
|       | CCCP-84681   | Li-2T | Aeroflot/KShVLP    | trf   | 03jan61 | Kirovograd Advanced Flying Training College; canx 29jan64  |
|       | CCCP-84681   | Li-2T | AFL/Northern       | trf   | 30jan64 | soc 29may70 as life-time expired   |
|       | "4681" black | Li-2T | GVF/Soviet AF c/s  |       |         | preserved in the "Doroga zhizni" (Road of Life) museum on the banks of Lake Ladoga in the small village of Osinovets near St. Petersburg (N60.124259 E31.075970) since the early 1970s, was originally in grey c/s, later repainted in dark green c/s with light blue undersides, featured as such in the 2005 Russian movie "Peregon" (Ferry Flight), l/n aug12   |
| 67 09 | CCCP-L4687   | Li-2  | AFL/Yakutiya       | rgd   | unknown | opb 14 TAO; in a document 1949   |
|       | CCCP-L4687   | Li-2  | AFL/Kazakhstan     | trf   | unknown |  |
|       | CCCP-84687   | Li-2  | AFL/Kazakhstan     | rgd   | unknown | soc 21may69 as worn out  |
| 67 10 | CCCP-L4688   | Li-2  | AFL/Syktvykar      | no    | reports |  |
|       | CCCP-84688   | Li-2  | AFL/Syktvykar      | no    | reports | soc 04nov70 as life-time expired   |
| 68 01 | CCCP-L4677   | Li-2  | AFL/MOW MAG SPIVS  | no    | reports |  |
|       | CCCP-84677   | Li-2  | AFL/MOW MAG SPIVS  | no    | reports | soc 21apr64 as trf to p/ya 82 (MAP)  |
| 68 02 | CCCP-L4678   | Li-2  | AFL/Far East       | no    | reports |  |
|       | CCCP-84678   | Li-2  | AFL/Far East       | photo |         | featured in the 1965 movie "Give me the complaint book"; soc 21oct65 as worn out   |
| 68 03 | CCCP-L4679   | Li-2  | AFL/Far East-KHV   | mfd   | 25dec49 | opb 142 AO; w/o 26aug54 on a flight from Khabarovsk to Yuzhno-Sakhalinsk when the crew tuned the radio compass on the frequency of the locator of the military airfield at Korsakov (684 kHz) instead of the frequency of the locator of the airport at Bolshaya Yelan (670 kHz) by mistake (the frequencies were too close to each other taking into account that the beacons were situated at a distance of only 13.5 km from each other), while descending in clouds according to the approach pattern of Bolshaya Yelan but guided by the locator at Korsakov the aircraft hit trees on the slope of a hill in the area of Mt. Komissarskaya (714 metres) 13.5 km south-east of Yuzhno-Sakhalinsk and came to rest upside down on top of the hill (460 metres), all 5 crew and 21 of the 22 passengers killed and the sole survivor seriously injured; wreck found 27aug54; t/t 4,219 hours; soc 07dec54 |

### Li-2s with unknown c/ns

|     |               |       |                    |       |         |  |
|-----|---------------|-------|--------------------|-------|---------|--|
| --- | CCCP-1371 (1) | PS-84 | NKAP Magon         | rgd   | 27feb42 | in register without c/n !; Moskovskaya agon  |
| --- | CCCP-1373 (1) | PS-84 | NKAP Magon         | rgd   | 27feb42 | in register without c/n !; Moskovskaya agon  |
| --- | CCCP-1375     | PS-84 | NKAP Magon         | rgd   | 27feb42 | in register without c/n !; Moskovskaya agon  |
| --- | CCCP-1376 (1) | PS-84 | NKAP Magon         | rgd   | 27feb42 | in register without c/n !; Moskovskaya agon  |
| --- | CCCP-1682     | PS-84 | NKAP               | no    | reports |  |
| --- | "I-682" white | PS-84 | NKAP/Soviet AF c/s | photo |         |  |
| --- | CCCP-1684     | PS-84 | NKAP               | photo |         | in olive green c/s; in documentary on Russian TV shown 18jan03   |
| --- | CCCP-1690     | PS-84 | NKAP               | no    | reports |  |
| --- | "I-690" white | PS-84 | NKAP/Soviet AF c/s | photo |         | in natural metal c/s; in documentary on Russian TV shown 18jan03   |
| --- | CCCP-1801     | PS-84 | NKAP               | photo |         |  |
| --- | CCCP-1897     | PS-84 | NKAP               | no    | reports |  |
| --- | "I-897" white | PS-84 | NKAP/Soviet AF c/s | photo |         |  |
| --- | CCCP-K602     | PS-84 | Sanaviatsiya       | Kac   | 1949    | based at Kacha; in natural metal c/s with red tailplane, large Red Crosses on fuselage and wings, 'K' on tail  |
| --- | CCCP-L449     | PS-84 | Aeroflot           | photo |         | registration out of sequence and not on pre-1944 register; in dark green c/s   |
| --- | CCCP-L879     | Li-2  | Aeroflot           | photo |         | registration out of sequence and not on pre-1944 register; in dark green c/s; also in documentary on 'Soviet Civil Aircraft'   |
| --- | CCCP-L937     | Li-2  | Aeroflot           | photo |         | in documentary on 'Soviet Civil Aircraft'  |
| --- | CCCP-L1271    | Li-2  | AFL/Moscow         | photo |         | dbr 23aug51 on the leg from Moscow to Kazan of a flight from Moscow to an unknown destination when the crew lost orientation in poor weather at night so that the aircraft ran out of fuel and had to make a forced landing near Kanash (120 km south-west of Kazan airport), all crew injured |
| --- | CCCP-L3407    | Li-2  | GVF                |       |         | probably from batch 1 or 2; opb Lyotny tsentr GVF by 1944  |
| --- | CCCP-L3457    | PS-84 | Aeroflot           | no    | reports | registration not on pre-1944 register; w/o 01jul41   |
| --- | CCCP-L3901    | PS-84 | Aeroflot           | no    | reports | registration not on pre-1944 register; possibly either c/n 403 or 404; in document jul41   |
| --- | CCCP-L3904    | PS-84 | Aeroflot           | no    | reports | registration not on pre-1944 register; possibly either c/n 502 or 504  |
| --- | CCCP-L3971(1) | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; w/o feb42 due to enemy action; see c/n 18426508   |
| --- | CCCP-L3973(1) | PS-84 | GVF                | f/f   | 13oct41 | registration not on pre-1944 register; the first PS-84 fitted with ShKAS machine-guns; underwent trials with the NII GVF; see c/n 18428906   |
| --- | CCCP-L3975(1) | PS-84 | GVF                |       |         | opb MAGON GVF; w/o during the night 21/22mar42 on a flight from Monino to an area behind the German lines when went missing after having passed Medyn, all 6 crew MIA presumed killed; see c/n 18428908  |
| --- | CCCP-L3977    | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; w/o jan42 due to enemy action   |
| --- | CCCP-L3980    | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; in document apr42   |
| --- | "980" white   | PS-84 | GVF/Soviet AF c/s  | photo |         | c/n ends in '2'; opb magon GVF during WWII   |
| --- | CCCP-L3981(1) | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; in document apr42; see c/n 18435803   |
| --- | CCCP-L3983    | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; in document may42; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43   |
| --- | CCCP-L3984(1) | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; see c/n 18440506  |
| --- | "984" white   | PS-84 | GVF/Soviet AF c/s  | photo |         | opb magon GVF during WWII; still with 'L3984' under the left wing  |
| --- | CCCP-L3986(1) | PS-84 | GVF                | no    | reports | registration not on pre-1944 register; w/o jan42 due to enemy action; see c/n 18435804   |
| --- | CCCP-L3999    | PS-84 | GVF                |       |         | opb MAGON GVF; w/o in the late hours of 12may42 on the return leg of a flight from Kubinka to Bolshoye Veregovno (behind the German lines) when was attacked by the Germans, caught fire and crashed, all 5 crew and 22 passengers killed  |



|     |             |          |                    |     |         |       |  |
|-----|-------------|----------|--------------------|-----|---------|-------|--|
| --- | CCCP-L4001  | Li-2 ?   | GVF                |     |         |       | registration not on the pre-1944 register; opb 1 atd GVF; w/o in the 3rd quarter of 1943 when did not return from a mission  |
| --- | CCCP-L4019  | Li-2     | GVF                |     |         |       | registration not on the pre-1944 register; opb 1 atd GVF; w/o in the 2nd quarter of 1943 when was shot down by a fighter of the German Air Force   |
| --- | CCCP-L4076  | Li-2     | GVF                | mfd | 1943    |       | the c/n should be within the batches 114 to 121; opb 1 atd GVF; w/o 27feb44 on a flight from Melitopol to an area behind the German lines in support of the offensive of the 3rd Ukrainian Front when went missing in the area between Nikopol and Krivoi Rog, both pilots and all other occupants MIA presumed killed   |
| --- | CCCP-L4125  | Li-2     | AFL/Northern       | no  | reports |       | opb Estonki OAO; in a document 1951  |
| --- | CCCP-L4131  | Li-2     | AFL/Uzbekistan     |     |         |       | w/o 27jan46 on a flight from Chardzhou (now Türkmenabat) to Urgench when the intoxicated captain performed three steep dives, during the 3rd dive the propellers touched the ground, the engines failed and the aircraft crash-landed near Gur-Ildy (Gereide) and broke up, all 4 crew and all passengers escaped unhurt   |
| --- | CCCP-L4138  | Li-2     | AFL/Ukraine        | no  | reports |       | w/o 21jun47 on a flight over the Black Sea when an engine failed and the aircraft force-landed on the waters of the Karkitinski zaliv bay some 2 km off the coast and sank after 15 minutes, 2 out of 4 crew and 6 of the 25 passengers drowned while the other occupants were rescued by fishermen  |
| --- | CCCP-L4157  | Li-2     | AFL/Moscow (MUTA)  |     |         |       | dbf in the early hours of 22aug53 when an aviation engine mechanic entered the aircraft which was parked at Moscow-Bykovo (having been prepared for a flight to Krasnoyarsk which was delayed due to poor weather at Kazan), started the engines and took off, but the aircraft took a high angle of attack immediately after lift-off, stalled and crashed from a height of some 5-10 metres, the 'pilot' survived probably never painted on in three-tone camo c/s   |
| --- | CCCP-L4171  | PS-84    | GVF                |     |         | photo | opb 52 (Berlinski) ATO OAG MVS; made an emergency landing at KGD 20mar49; damaged at VKO 22mar49   |
| --- | CCCP-L4191  | PS-84    | GVF/Soviet AF c/s  |     |         |       |  |
| --- | CCCP-L4198  | Li-2     | AFL/Latvia         |     |         |       | opb Latviski OAO; dbr 28mar58 on a training flight from Riga in below-minima weather conditions when dropped below the glide path on final approach in heavy rain (combined with poor visibility) so that the landing gear collided with the bank of a river and the aircraft came down, no casualties   |
| --- | CCCP-L4293  | PS-84(T) | green c/s          | no  | photo   |       | dbf 04mar53 on a cargo flight from Ashkhabat to Darvaza when did not reach lift-off speed due to pilot error, overran the airfield and collided with an earth wall, both pilots slightly injured while the rest of the crew escaped unhurt   |
| --- | CCCP-L4371  | Li-2     | AFL/Turkmenistan   |     | reports |       | opb 23 AO; dbr 07apr50 on a flight from Kharkov to Kiev-Zhulyany when did not manage to land in poor weather at night (the aircraft was not equipped for that), ran out of fuel and made a forced landing near Kiev, 3 crew and 2 passengers slightly injured  |
| --- | CCCP-L4411  | Li-2     | AFL/Ukraine        |     |         |       | dbf 09feb53 on take-off from Kirensk when the right engine failed at a height of some 20-30 metres, the pilot attempted a forced landing on the perimeter of the airfield, but the aircraft suffered substantial damage, 1 passenger slightly injured while the other passengers and all crew escaped unhurt   |
| --- | CCCP-L4513  | Li-2     | AFL/East Siberia   | no  | reports |       | mentioned in accident report of Li-2 CCCP-84448  |
| --- | CCCP-L4643  | Li-2     | AFL/Far East       | Khl | 02oct59 |       |  |
| --- | CCCP-L4690  | Li-2     | AFL/N.Kavkaz-MRV   | MRV | 06apr60 |       |  |
| --- | CCCP-L4713  | Li-2     | AFL/Belarus-MHP    | MHP | 1959    |       |  |
| --- | CCCP-L4715  | Li-2     | AFL/Kazakhstan     |     |         |       | dbf 28jan51 on the leg to Kustanai of a flight from Alma-Ata to Moscow without passengers when encountered dense haze on approach at night, failed to divert to Chelyabinsk and tried to land without visual contact with the ground, the pilot mistook the ceiling of the haze for snow-covered terrain and levelled out at a height of some 30 metres so that the aircraft lost speed, stalled and crashed, both pilots injured  |
| --- | CCCP-L4780  | Li-2     | Aeroflot           |     | photo   |       | in "Sovjetski Soyuz" magazine mar55  |
| --- | CCCP-L4821  | Li-2     | AFL/Uzbekistan     |     |         |       | was reported with AFL/Moldova 1947, but that year seems too early for this registration; opb 3 ATO; dbr 09feb51 on a training flight from Tashkent when took off with frozen dirt (from earlier flights that day) on the leading edge of the horizontal stabiliser, pitched up immediately after lift-off, lost speed and crashed from a height of some 20 metres, 2 of the 4 crew injured   |
| --- | CCCP-L4863  | Li-2     | AFL/Krasnoyarsk    |     |         |       | damaged 24mar53 on a flight from Nadezhda to Krasnoyarsk when the check pilot and the captain did not agree in time who will be in command during take-off so that the aircraft failed to lift off, overran the perimeter of the airfield and collided with a heap, damaging the landing gear, all crew and passengers escaped unhurt  |
| --- | CCCP-L4907  | Li-2     | Aeroflot           |     | photo   |       | in "Komsomolskaya Pravda" newspaper 28jul66  |
| --- | CCCP-L5476  | Li-2     | AFL/North Kavkaz   | VOG | jan58   |       |  |
| --- | CCCP-M190   | Li-2     | Gidrometsluzhba    | no  | reports |       | opb 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); flew cargo to Olenyok 13jul48   |
| --- | CCCP-M192   | Li-2     | Gidrometsluzhba    | no  | reports |       | opb 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); seen at Yakutsk-Markovo 23oct/02nov47   |
| --- | CCCP-M201   | Li-2T    | Aeroflot ?         | YKS | 1954    |       | in natural metal c/s with red tail and trim; used on the Rostov- na-Donu-Teheran route until at least 1952 and on the Yakutsk- Khabarovsk-Vladivostok route in 1954  |
| --- | CCCP-N394   | Li-2     | Polyarnaya Aviats. |     |         |       | opb Chukotskaya aviagruppa; damaged while being parked at Amderma 08oct46 when the airfield was flooded; w/o in early 1947   |
| --- | CCCP-N40. ? | Li-2     | Polyarnaya Aviats. | IAA | 1947    |       | registration painted on as 'H-40.', last digit not visible on photo; in dark green c/s, no titles; carried Red Stars   |
| --- | CCCP-N421   | Li-2     | Polyarnaya Aviats. |     |         |       | damaged on landing at Novy Port 13apr47 when the runway was not duly prepared  |
| --- | CCCP-N434   | Li-2     | Polyarnaya Aviats. |     |         |       |  |
| --- | CCCP-X...   | Li-2     | Soviet MVD         | trf | 22dec48 |       |  |
| --- | CCCP-N435   | Li-2     | Polyarnaya Aviats. |     |         |       |  |
| --- | CCCP-X...   | Li-2     | Soviet MVD         | trf | 22dec48 |       |  |
| --- | CCCP-N507   | Li-2     | Polyarnaya Aviats. |     |         |       | at Mirny Polar Station (S66.552922 E93.009781 Antarctica) in 1957  |
| --- | CCCP-N511   | Li-2     | Polyarnaya Aviats. | ph. | 1954    |       |  |
| --- | CCCP-N552   | Li-2V    | Polyarnaya Aviats. | no  | reports |       |  |
| --- | CCCP-N581   | Li-2     | Polyarnaya Aviats. |     |         |       | damaged during a forced landing jan58  |
| --- | CCCP-X920   | Li-2     | MVD - Dalstroj     |     |         |       | based in the Magadan region; Dalstroj assigned the crew of Ya.Ye. Shipuk to this aircraft 28jun49; took part in the search for crashed An-2 CCCP-X986 16jun51  |
| --- | CCCP-X921   | Li-2     | MVD - Dalstroj     |     |         |       | based in the Magadan region; Dalstroj assigned the crew of I.A. Maksimenko to this aircraft 28jun49  |
| --- | CCCP-X947   | Li-2     | MVD - Dalstroj     | Zyr | 13aug50 |       |  |
| --- | CCCP-X5801  | Li-2     | MVD - Dalstroj     |     |         |       | based in the Magadan region; Dalstroj assigned the crew of P.I. Solovyov to this aircraft 28jun49  |
| --- | CCCP-X5807  | Li-2     | MVD - Dalstroj     |     |         |       | opb Zheldorproyekt; in dark green c/s with light blue undersides, no titles; w/o 21dec48 on the leg from Mys Kamenny to Abez of a flight from Salekhard to Abez in support of the Urals expedition of Zheldorproyekt when crashed into a slope of the Railiz mountain range (Polar Urals) in poor weather, all 6 crew and 13 passengers killed; the wreck was found jan49  |
| --- | CCCP-Zh115  | Li-2     | MVD-GULZhdS        | no  | reports |       | early 1970s  |
| --- | CCCP-01251  | Li-2     | AFL/Privolzhsk-GOJ |     |         | photo | radio relay aircraft   |
| --- | CCCP-02348  | Li-2RT   |                    |     |         | photo | navajds calibration aircraft ?   |
| --- | CCCP-06134  | Li-2P    | Aeroflot           |     |         | photo |  |
| --- | CCCP-16213  | Li-2     | Aeroflot           | BZA | 1958    |       |  |
| --- | CCCP-26959  | Li-2     |                    | ph. | 09oct07 |       | in Aviation Letter, captioned 'CCCP-26959 Lisunov Li-2 seen at Baikonur (N45.637338 E63.312102) Kazakhstan 09oct07 (note non-standard tail unit)'; in bare metal with faded Red Stars on fuselage and fin/rudder, the rudder is definitely not original, no markings visible on photo apart from the registration under its wings, l/n there mar03; is a very strange registration series, no other aircraft exist in the -269.. block !; l/n 20apr11  |
| --- | CCCP-44221  | Li-2     | DOSAAF             | no  | reports |       | opb Tsentralny aeroklub im. V.P. Chkalova; based at Yakutsk apr59/apr63, supported 3,050 parachute jumps during this period  |
| --- | CCCP-51186  | Li-2     | Soviet Air Force   | rgd | jan61   |       | opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by Captain A.A. Olfirenko; h/o to the Vietnamese Air Force jun61   |
| --- | CCCP-51190  | Li-2     | Soviet Air Force   | rgd | jan61   |       | opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by Captain M.V. Dubovtsev; dbr 23jan61 on landing at Sam Neua (Xam Nua) in Laos (an airstrip in a mountain valley at 1,100 metres above sea level with a runway of 1,000 x 30 metres) when was caught by a gust of tail wind during the landing run and was steered by the pilot into the terraces of a rice field next to the runway in order to avoid falling into the steep ravine at the end of the runway, all occupants escaped unhurt |
| --- | CCCP-51191  | Li-2     | Soviet Air Force   | rgd | jan61   |       | opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by First Lieutenant E.A. Krainov (250 flights with 234 hours 13jan61/01jun61); h/o to the Vietnamese Air Force jun61   |
| --- | CCCP-511..  | Li-2     | Soviet Air Force   | rgd | jan61   |       | opb 4 ae 338 vtap at OZH; in dark green c/s with light blue undersides, no titles (had been in full military markings until early jan61); ferried OZH-HAN 13/18jan61; based at Hanoi-Gia Lam and operated in northern Vietnam and northern Laos from 21jan61, piloted by First Lieutenant I.S. Shingarev (236 flights with 252 hours 13jan61/01jun61); h/o to the Vietnamese Air Force jun61   |
| --- | CCCP-54690  | Li-2     | Aeroflot           | MRV | 01mar61 |       | not in MGA document or register, possible misreag for CCCP-84690   |
| --- | CCCP-58340  | Li-2     | Aeroflot           | dbr | 05mar70 |       | on take-off from Ust'-Kut when the load shifted backwards shortly after lift-off, the aircraft stalled and crashed close to the inner marker, no casualties  |
| --- | CCCP-63052  | Li-2PR   | Aeroflot           |     |         |       | fisheries reconnaissance aircraft with a glass nose; used for shooting the film "Azovskoye morye" (Sea of Azov) in 1962  |
| --- | CCCP-69919  | Li-2     | AFL/Polar          | no  | reports |       | in document may66  |
| --- | CCCP-71150  | Li-2     | AFL/Privolzhsk-KUF | KUF | 08feb64 |       |  |
| --- | CCCP-71271  | Li-2P    | AFL/N.Kavkaz-RVI   | RVI | 14oct60 |       | l/n MRV 20jun64; trf to ??? mar67  |
| --- | CCCP-71297  | Li-2P    | AFL/N.Kavkaz-MRV   | MRV | 19jul63 |       | l/n MRV 10jun65; trf to ??? mar67  |
| --- | CCCP-72614  | Li-2     | Soviet AF/AFL c/s  | no  | reports |       | opb 334 vtap; operated in Laos in 1961; possibly handed over to the Laotian Air Force  |

|             |             |        |                    |       |         |  |  |  |  |
|-------------|-------------|--------|--------------------|-------|---------|--|--|--|--|
| ---         | CCCP-84182  | Li-2   | Aeroflot           |       |         |  |  |  | reported in the accident report of CCCP-13369 on 06jun76   |
| ---         | CCCP-84189  | Li-2   | Aeroflot           |       |         |  |  |  | reported in the accident report of Il-14 CCCP-64456 on 11aug71   |
| ---         | CCCP-.....  | Li-2   | AFL/Turkmenis-ASB  | w/o   | 01jan66 |  |  |  | on a flight from Darvaza to Ashkhabat when the left engine failed shortly after take-off at an altitude of about 50-60 metres (the crew had turned the wrong valve of the fuel system), the aircraft became uncontrollable, hit the ground at an angle of 90 degrees and burnt out, all 4 crew and 24 passengers killed  |
| ---         | not known   | Li-2   | Soviet Air Force   |       |         |  |  |  | defected to Japan 10nov48, landing on Rishiri Island (pilot: Lieutenant Vladimir Barashkov)  |
| ---         | not known   | Li-2   | Soviet Air Force   | no    | reports |  |  |  | opb 2 adon; w/o on a combat mission 17feb43 when crashed near Pisarevka village (then Trubetchinsk district of the Ryazan region, now Dobroye district of the Lipetsk region), all 6 crew (commander: 2LT Alexander Artyugin) killed   |
| ---         | not known   | Li-2   | Soviet Air Force   | no    | reports |  |  |  | opb 1 tap 2 adon; w/o on a combat mission 08mar43 when crashed near Bataisk airfield (Rostov region), 5 crew (commander: CPT Tikhon Bayev) killed  |
| ---         | not known   | Li-2   | Soviet Air Force   | no    | reports |  |  |  | opb 3 tap 2 adon; w/o on a transport flight 29apr43 when crashed near Dmitrovskoye shosse on the outskirts of Moscow, all 6 crew (commander: CPT Mikhail Chornikov) killed   |
| ---         | not known   | Li-2   | Soviet Air Force   | no    | reports |  |  |  | opb reserve of 7th Air Army; w/o on a combat mission 14may44 when crashed near Obzerski airfield (Plesetsk district of the Arkhangelsk region), all 6 crew (commander: Captain Alexander V. Nekipelov) and 4 passengers (Army and Navy officers) killed  |
| ---         | not known   | Li-2   | Soviet Air Force   | no    | reports |  |  |  | w/o 06feb73 on a flight to Bukhta Provideniya (Chukotka) when deviated from the approach pattern to the right and crashed into the slope of a mountain on the shore of lake Istikhed, all 4 crew killed; major parts of the wreckage still in situ in 2013   |
| ---         | not known   | Li-2   | AFL/Northern       |       |         |  |  |  | dbf 30oct51 on a flight to Arkhangelsk without passengers on board when the flight mechanic made an error in handling the fuel system on final approach so that both engines flamed out at a height of some 60 metres, the crew made a forced landing on the river Severnaya Dvina some 10 metres from the banks and the aircraft partially submerged, all crew escaped unhurt   |
| ---         | not known   | Li-2   | AFL/Belarus        |       |         |  |  |  | dbf 30nov51 on a flight from Kharkov to Kiev without passengers on board when the right engine lost oil rapidly (due to a manufacturing defect of the oil cooler) and the propeller could not be feathered, the crew opted for a forced landing in a forest clearing 50 km east of Kiev, but the aircraft suffered substantial damage, all crew escaped unhurt   |
| ---         | not known   | Li-2   | Soviet Air Force   |       |         |  |  |  | opb 604 uap Chelyabinskogo VVAKUSH at Chelyabinsk-Shagol; w/o 06may59 on a training flight from Chelyabinsk-Shagol to Ivanovo when crashed for unknown reasons near Kamayev (between Ufa and Kazan), all 5 crew killed   |
| ---         | not known   | Li-2   | Soviet Air Force   |       |         |  |  |  | opb 604 uap Chelyabinskogo VVAKUSH at Chelyabinsk-Shagol; w/o 29dec61 on a training flight from Chelyabinsk-Shagol at night in conditions of icing when both engines flamed out on final approach and the aircraft crashed between the outer and the inner marker, 3 of the crew killed  |
| ---         | not known   | Li-2   | Soviet Air Force   |       |         |  |  |  | dbf 02mar43 on a flight from Astrakhan to Chkalovsk (now Orenburg) when encountered below-minima weather conditions (low clouds and snowfall) so that the crew decided to divert to Sol-Iletsk, but on approach to that airfield the aircraft collided with a snow-covered hill between Saratovka and Boyevaya Gora, all occupants survived the accident and tried to reach Sol-Iletsk, but 9 of them froze to death within some hours   |
| ---         | no code     | Li-2T  | Soviet Air Force   |       |         |  |  |  | was reportedly based on the Kuril islands and carried the code "33"; was preserved on a plinth at Khabarovsk-Garovka from 1981, initially in its original c/s; repainted in medium green c/s with light grey undersides and a non-standard Red Star on the fin only, seen as such oct06/jun15; restored at Khabarovsk-Tsentralny in 2017 and repainted in olive drab c/s with normal Red Stars; preserved in the aviation museum of the Eastern Military District's Air and Air Defence Forces at Khabarovsk-Tsentralny, seen nov17/dec17  |
| ---         | not known   | PS-84  | Soviet Air Force   |       |         |  |  |  | opb 3 add; w/o 30aug42 on a flight from a temporary airfield to its base when crashed near Kholokholnya (Staritsa district of the Kalinin region), all 6 crew and 30 passengers (high-ranking officers from 3 add and 2 add) killed  |
| ---         | not known   | Li-2   | not known          |       |         |  |  |  | crash-landed near Ugulan (N60.421717 E155.153381); wreck extant, now in bare metal without any markings  |
| ---         | not known   | Li-2   | not known          |       |         |  |  |  | in olive drab c/s; crashed into a slope of Mount Khordyus (1,086 metres) south of Vorkuta, details unknown; wreckage extant by 2014  |
| ---         | "01" yellow | Li-2   | Strat.Rocket Force | ph.   | 25jun13 |  |  |  | opb 1 ae 84 osap at Klyuchi (Kamchatka); was the last Li-2 which was operated by the unit; in dark green c/s with light blue undersides, Red Stars, a badge with a Russian flag on the nose and the red inscription 'Truzheniku Severa' (dedicated to the Worker of the North); preserved in the garrison at Klyuchi-20 (N56.309906 E160.84638) probably from 1979, l/n jun13  |
| ---         | "01" yellow | Li-2   | KGB/Border Guards  | ph.   | 18jan04 |  |  |  | opb Chukotskaya aviaeskadriya; in olive drab c/s; dbf jun71 (probably 13jun71) on a flight from Chukotka to Ratmanov Island (Big Diomedede Island) in order to drop ballot papers for the Border Guards outpost on the island when entered a layer of thick fog in the vicinity of Mount Krysha (505 metres) while climbing out in a right turn after the airdrop and crashed on the north-eastern slope of the mountain (N65.778306 W169.06633), all (probably 4) crew injured; the largely complete wreck was extant aug12, with the colours having faded considerably over time |
| ---         | "002" blue  | Li-2   | Soviet Air Force   | photo |         |  |  |  | opb NII VVS in summer 1943; in dark green c/s with light blue undersides   |
| ---         | "03" red    | Li-2T  | Soviet Air Force   | NSK   | 13may95 |  |  |  | probably opb 50 otae at Norilsk-Alykel; in olive drab c/s; was preserved near the military part of Norilsk-Alykel airport from 1977; dismantled and removed probably in 2002   |
| ---         | "05" blue   | Li-2T  | Soviet Air Force   | ph.   | 03jul94 |  |  |  | preserved at Kaliningrad-Chkalovsk since mid 1970's; reported in the village of Khrabrovo (N54.896669 E20.577019) aug08; seen KGD (N54.881589 E20.580113) nov14/may17 on jacks for restoration   |
| ---         | "5" white   | Li-2   | Soviet Air Force   | ph.   | jun45   |  |  |  | in dark green c/s with light blue undersides   |
| ---         | "6" white   | Li-2   | Soviet Air Force   | ph.   | aug45   |  |  |  | at Mukden (nowadays Shenyang China); in dark green c/s with light grey undersides  |
| ---         | "25"        | Li-2   | Soviet Air Force   |       |         |  |  |  | preserved in the Museum of the Northern Fleet Air Force at Safonovo (Kola Peninsula); not visible on Google Earth  |
| ---         | "26"        | Li-2   | Soviet Air Force   |       |         |  |  |  | w/o in the late hours of 13oct44 when was probably shot down by a night fighter of 2./NJG 100 of the German Air Force (piloted by Oberfeldwebel Gemünd) and crashed at Orelsky ? (Nizké Tatry mountains in Slovakia)   |
| ---         | "28" ?      | Li-2   | Soviet Air Force   | photo |         |  |  |  | only lower part of first digit visible on photo; was preserved at Mirny (Yakutiya) and used as cinema "Polyot" (Flight)  |
| ---         | "31" blue   | Li-2T  | Soviet Air Force   | ph.   | 1946    |  |  |  | in light grey c/s  |
| ---         | "33" white  | Li-2NB | Soviet Air Force   | ph.   | 30dec44 |  |  |  | opb 18th Air Army  |
| ---         | "34" yellow | Li-2VT | Soviet Air Force   | ph.   | sep44   |  |  |  | opb 53 ad dd; in camo c/s  |
| ---         | "39"        | Li-2   | Soviet Air Force   |       |         |  |  |  | was reported preserved at Monino, no further details known   |
| ---         | "39" yellow | Li-2T  | Soviet Air Force   | ph.   | 2010    |  |  |  | in olive drab c/s, white polar bear on nose, code outlined in white; preserved at the HQ of the 14th Air and Air Defence Army at Novosibirsk (N55.026599 E82.975005) l/n 08may15; reportedly came from Dikson, see c/n 18439910  |
| 2 34 4. ... | "53" Blue   | Li-2   | Soviet Air Force   | photo |         |  |  |  | taken in Hungary early 1970s c/n just partly readable  |
| ---         | "54" red    | Li-2   | Soviet Air Force   | photo | may85   |  |  |  | code not worn; photo aug90, in dark green c/s with light grey undersides; preserved Kiev museum of the Great Patriotic war (N50.428490 E30.561515); l/n sep13  |
| ---         | "4707"      | Li-2   | Soviet Air Force   |       |         |  |  |  | opb long-range aviation; flew from Kazan to Sverdlovsk 22dec42   |
| ---         | 31          | Li-2P  | Bulgarian AF       | BUD   | oct56   |  |  |  | photo in green c/s with white serial   |
| ---         | 41          | Li-2P  | Bulgarian AF       | photo |         |  |  |  | in green c/s with white code   |
| ---         | not known   | PS-84  | German Air Force   | no    | reports |  |  |  | in a German document as a 'Douglas', so may have been a DC-3; captured by a Beute-Erfassungskommando in southern Russia between 01aug41 and 10aug41; allotted to Kurierstaffel Ob.d.M (Oberbefehlshaber der Marine, Navy Headquarters)   |
| ---         | 102         | Li-2   | Romanian Air Force | OTP   | 06may70 |  |  |  | used as a ground instructional airframe at Buzau, seen 13feb95/ 09jul96  |
| ---         | 209 ?       | Li-2P  | Romanian Air Force |       |         |  |  |  | became YR-TA. of TARS in 1946 and TAROM in 1954; canx 1969 and returned to the Air Force; wfu 1973; towed from Timisoara to Facsad; preserved in Coca-Cola c/s near Faget, seen may99/jul13; '209' was found in the wheel well, but it is not sure whether this is the serial; seen there again aug16 all-grey c/s scrapped at Xian 1984; was previously reported as c/n 18433806, but see this c/n  |
| ---         | 302         | Li-2   | Civ Avn Adm China  | rgd   | 1949    |  |  |  | photo  |
| ---         | 317         | Li-2T  | Civ Avn Adm China  | photo |         |  |  |  |  |
| ---         | 319         | Li-2   | Civ Avn Adm China  | CTU   | 06dec82 |  |  |  | no records available   |
| ---         | 320         | Li-2   | Civ Avn Adm China  | rgd   | 1949    |  |  |  | f/n CTU 06dec82; canx 1982; broken up CTU; was previously reported as c/n 18433904, but see this c/n   |
| ---         | 321         | Li-2   | Civ Avn Adm China  | no    | reports |  |  |  | no records available   |
| ---         | 324         | Li-2   | Civ Avn Adm China  | ph.   | 2007    |  |  |  | based at Guangzhou in 1956 and subsequently transferred to Wuhan in 1970; active until 06mar82 with t/t 20,038 hours, overhauled 11 times; was preserved in a park at Foshan City, Shunde district; donated to the "China Civil Aviation Museum" at Jichan Fulu, Beijing (N40.016352 E116.53013 near Xie Dao) 24jan07, seen there oct08/jun14 without serial   |
| ---         | 326         | Li-2   | Civ Avn Adm China  | no    | reports |  |  |  | no records available   |
| ---         | 328         | Li-2   | Civ Avn Adm China  | no    | reports |  |  |  | no records available   |
| ---         | 310         | Li-2   | North Korean AF    | DSO   | 17may12 |  |  |  | still seen stored Sondok 19sep13 in very poor condition but serial readable  |
| ---         | 501         | Li-2   | North Korean AF    | FNJ   | aug83   |  |  |  | in white c/s, grey undersides and red lightning type thin red cheatline  |
| ---         | 504         | Li-2   | Chosonminhang      | FNJ   | 1983    |  |  |  |  |
| ---         | 532         | Li-2T  | Chosonminhang      | FNJ   | aug83   |  |  |  |  |
| ---         | 04          | Li-2   | North Korean AF    | ph.   | 1950    |  |  |  | in dark green c/s with light blue undersides; serial just 04 or "04" yellow ?  |
| ---         | 3018        | Li-2   | Chinese Air Force  | Chp   | nov92   |  |  |  | has got an additional window behind the cockpit, so should be a Li-2, not a TS-62; in white c/s with grey undersides; preserved in the China Aviation Museum at Shahezhen AFB (Changping), l/n 1996  |
| ZX-122      |             | Li-2   | Centr Air Trp Co   |       | 18may99 |  |  |  | probably the same aircraft as above; in white c/s with grey undersides, also marked 'AF-711', Chinese Air Force roundel still visible under CATC roundel; preserved in these fake colours in the China Aviation Museum at Shahezhen AFB (Changping) (BTW, the markings have nothing to do with Taiwan as often reported, the flag is not Taiwan but the 'Republic of China', i.e. mainland China under Kuomintang rule)  |
| no serial   |             | Li-2   | camouflage c/s     |       | photo   |  |  |  | was preserved in the China Aviation Museum at Shahezhen AFB (Changping), repainted by apr02, initially with three yellow stripes around the fuselage, but subsequently overpainted by jul02 and again with them by jan04; l/n sep07; transferred to the "China Civil Aviation Museum" at Jichan Fulu, Beijing, near Xie Dao (N40.015828 E116.53055) 01nov07, l/n may11   |
| ---         | 3028        | Li-2T  | Chinese Air Force  | PEK   | 04mar87 |  |  |  | with eight windows   |
| ---         | 3039        | Li-2   | Chinese Air Force  |       | nov92   |  |  |  | preserved in the China Aviation Museum at Shahezhen AFB (Changping); serial 3039 reported only in nov92; assumed to be the aircraft displayed in a dismantled condition without tail, in white c/s with grey undersides, l/n nov10   |

|     |           |       |                    |         |         |  |   |
|-----|-----------|-------|--------------------|---------|---------|--|---|
| --- | 3048      | Li-2  | Chinese Air Force  | CGO     | 06apr85 |  |   |
| --- | 5011      | Li-2T | Chinese Air Force  | NKG     | 08apr86 |  | l/n NKG oct88/nov91   |
| --- | 5021      | Li-2  | Chinese Air Force  | NKG     | 08apr86 |  | l/n operational NKG mar88; l/n NKG oct88/nov91  |
| --- | 5031      | Li-2  | Chinese Air Force  | NKG     | 13oct88 |  | l/n NKG nov91   |
| --- | not known | Li-2  | Chinese Navy ?     | ph.     | may09   |  | in all-grey c/s with roundel; stored in the Qingdao Naval Museum in dismantled condition, l/n oct09; a plate located at the back of the cockpit is marked '4801'; presumably not c/n 1264801  |
| --- | D-35      | Li-2D | Czechoslovak AF    | d/d     | 24apr52 |  | in service 24apr52; converted to a Li-2F photo aircraft in 1956; was reported as c/n 23442801, but see this c/n   |
|     | 2891      | Li-2F | Czechoslovak AF    | no      | reports |  | LO Kbely; wfu jun67; there is no photo of '2891', only a drawing in a magazine; as there are only 10 aircraft in a batch it is surmised this is c/n 2801 and serial may have been painted on as '2891' in error   |
| --- | OK-BYA    | Li-2  | Czechoslovak Gvt   | d/d     | 27aug52 |  | in service 27oct52; FLS Hradcany ?; was reported as c/n 23442301, but see this c/n  |
| --- | 2301      | Li-2P | Czechoslovak AF    | no      | reports |  | existence as OK-BYA doubtful, not on Czech register !   |
| --- | not known | Li-2  | Czechoslovak AF    | photo   |         |  | in natural metal c/s; opb Army unit 3999 at Košice; donated at the end of service in apr66 to Czechoslovak Radio; bought by Jednota a local food company and dismantled 01jun66 at BTS and transported to the city; later transferred to Kamenny Mlyn, near a local restaurant; photo apr81; broken up in 1987                            |
| --- | 01        | Li-2  | Laos Air Force     | ph.     | feb62   |  | in fact Soviet Air Force, opb 2 ae 338 vtap; in natural metal c/s, with military roundels but no titles; left OZH for Laos 06sep61, piloted by Captain Pavel M. Antonov; crew returned to OZH 25may62, having flown 358 missions with 426 hours in Laos   |
| --- | 02        | Li-2  | Laos Air Force     | ph.     | dec61   |  | in fact Soviet Air Force, opb 2 ae 338 vtap; in natural metal c/s, with military roundels but no titles; left OZH for Laos 06sep61, piloted by Captain Vladimir I. Gassiyev; w/o 22feb62 during its 151st combat mission when was hit by ground fire and crashed on landing at Phon Sawan, 4 of the 6 crew killed and the other 2 injured |
| --- | not known | Li-2  | Mongolian Gvmt.    | no      | reports |  | donated by Soviet leader Iosif Stalin to Mongolian leader Khorloogiin Choibalsan in the second half of the 1940s  |
| --- | 15        | Li-2  | North Korean AF    | drawing |         |  | in dark green/medium green/very light grey camo c/s with light blue undersides; serial just 15 or "15" white ?  |
| --- | 19        | Li-2  | North Vietnam AF   | d/d     | 26jan56 |  | transferred from China; opb 919th ATR at Gia Lam in 1959; in basic CAAC c/s with black code   |
| --- | 198       | Li-2  | North Vietnam AF   | photo   |         |  | in basic CAAC c/s   |
| --- | 203       | Li-2  | North Vietnam AF   | photo   |         |  | reported in a Vietnamese article on the Internet about Ho Chi Minh  |
| --- | not known | Li-2  | North Vietnam AF   |         |         |  | opb 919th Transport Regiment; w/o 03mar72 on a flight with pilots and technicians of the 921st Fighter Regiment on board when was accidentally shot down near Vinh by an S-75 SAM of the Vietnamese Air Defence Forces, all 20 occupants killed   |
| --- | 27        | Li-2  | Polish Air Force   | d/d     | 1951    |  | was reported as c/n 18438102, see this c/n  |
| --- | 607       | Li-2  | Romanian Air Force | photo   |         |  |   |
| --- | 1001      | Li-2P | Romanian Air Force | photo   |         |  | in TAROM c/s; was reported as c/n 23441001, but see this c/n  |
| --- | 1002      | Li-2P | Romanian Air Force | OTP     | 06may70 |  | was reported as c/n 23441002, but see this c/n  |
| --- | 1003      | Li-2P | Romanian Air Force | BUD     | 1957    |  | photos of wreck exists after crashed in the Parang Mountains; was reported as c/n 23441003, but see this c/n  |
| --- | 7001      | Li-2  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 7002      | Li-2  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 7003      | Li-2  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 7004      | Li-3  | Yugoslav Air Force |         |         |  | opb 111 ppa at Zagreb (evidence for jan/mar63)  |
| --- | 7005      | Li-3  | Yugoslav Air Force |         |         |  | opb 111 ppa at Zagreb (evidence for apr63)  |
| --- | 7006      | Li-2  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 7007      | Li-3  | Yugoslav Air Force |         |         |  | opb 111 ppa at Zagreb (evidence for mar/apr63)  |
| --- | 7008      | Li-3  | Yugoslav Air Force |         |         |  | opb 111 ppa at Zagreb (evidence for mar63)  |
| --- | 7009      | Li-2  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 7010      | Li-3  | Yugoslav Air Force |         |         |  | opb 111 ppa at Zagreb (evidence for mar63)  |
| --- | 71101     | Li-3  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 71102     | Li-3  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 71103     | Li-3  | Yugoslav Air Force |         |         |  | opb 111 ppa at Zagreb; was preserved near Bosanski Petrovac (Bosnia), l/n mar89; destroyed in the mid-1990s, remains still lay around some years later  |
| --- | 71104     | Li-3  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | 71105     | Li-3  | Yugoslav Air Force |         |         |  | existence assumed, but not confirmed  |
| --- | LZ-LIA    | Li-2  | BVS                | PRG     | 13feb48 |  |   |
| --- | LZ-LIB    | Li-2  | BVS                | BUD     | 1948    |  |   |
| --- | LZ-LIO    | Li-2P | TABSO              | d/d     | 1953    |  | was reported as c/n 23443501, but see this c/n  |
| --- | LZ-TUA    | Li-2  | TABSO              | d/d     | 1953    |  | was reported as c/n 23443507, but see this c/n  |
| --- | LZ-TUD    | Li-2  | TABSO              | no      | reports |  |   |
| --- | LZ-TUF    | Li-2  | TABSO              | no      | reports |  | was reported as c/n 18431803, but see this c/n  |
| --- | LZ-TUG    | Li-2  | TABSO              | no      | reports |  |   |
| --- | LZ-TUM    | Li-2  | TABSO              | no      | reports |  |   |
| --- | LZ-TUO    | Li-2  | TABSO              | no      | reports |  |   |
| --- | LZ-TUQ    | Li-2  | TABSO              | no      | reports |  |   |