

**This production list is presented to you by the editorial team of "Soviet Transports" and is the production list as available per February 2010. Additions and corrections are welcome at [guus@sovtran.info](mailto:guus@sovtran.info)**

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

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

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

As there was a need to train Aeroflot flight crews on jet aircraft, several (reportedly five) Tu-16s were handed over by the Soviet Air Force to the national airline. These were modified by ARZ 400 at Vnukovo and designated Tu-104G (for 'gruzovoi' - cargo). All armament and military systems were removed, and the bomb bay was modified to carry mail. Apart from that, three Tu-16s were used by Aeroflot for fast delivery of newspaper matrices for printing of "Pravda" and "Izvestiya" over the vast USSR. These aircraft received the designation Tu-16G (for 'grazhdanski' - civil). Only the cannons were removed, and the containers with the matrices were fitted into the bomb bay. The Tu-104Gs and Tu-16Gs were used by Aeroflot for some years, but when a sufficient number of passenger jets became available, they were re-converted to bombers and handed back to the Air Force.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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54 00 ?	CCCP-L5400	Tu-104	Tupolev OKB	mfd	early55	first prototype, in Aeroflot c/s with fleet number "25"; completed sections transported to Zhukovski for re-assembly; f/f 17jun55 from Zhukovski; f/n Tushino 03jun55 participating in 'Aviation Day' display; underwent factory trials until 12oct55 and state trials 31jan15jun56; seen LHR 22mar56; was displayed at the Economic Achievements Exhibition (VDNKh) at some time; fate unknown

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

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

5 35 00 01	CCCP-L5412(1)	Tu-104	AFL/Moscow-VKO	mfd	30oct55	construction reportedly started by Factory # 156 in Moscow, completed by Factory # 135 in Kharkov; f/f 05nov55 from Kharkov to Poltava; completed state trials 28mar56; f/n LHR 25apr56; h/o to Aeroflot may56, had fleet number "29"; rgd 09may56 (according to other sources 31may56); carried out first Tu-104 passenger flight (VKO-OMS-IKT) 15sep56; see c/ns 921102 and 021905
	CCCP-42318	Tu-104	AFL/Moscow-VKO	rgd	27aug59	confirmed ex CCCP-L5412(1); wfu dec67 after 8,000 cycles
	CCCP-42318	Tu-104	GosNII GA	trf	04jan69	canx may69; used for fatigue trials in water tank at SibNIA reportedly since 1970, tested to destruction
6 35 00 02	CCCP-L5413	Tu-104	AFL/Moscow-VKO	f/f	30dec55	had fleet number "27"; f/n LHR 25apr56; rgd only 21may56 (according to other sources 24apr56); f/n PRG 17jun56
	CCCP-42319	Tu-104	AFL/Moscow-VKO	rgd	19dec59	underwent fatigue trials in 1973
	CCCP-42319	Tu-104	MAP Ramenskoye	trf	05jan77	opp IJI GKAT; in Aeroflot c/s; canx jun77; used as GIA by the Kryvyi Rih Aeronautical School, f/n intact 1992, only small parts remained by may98
6 35 01 01	CCCP-L5414	Tu-104	AFL/Moscow	f/f	11may56	f/n CPH 03aug56; rgd 26jun56; dbr 19feb58 on a ferry flight to Vnukovo when had to divert to Savasleika due to bad weather at VKO, ran out of fuel on the second approach and made a forced landing in a forest 1,500 m from the runway threshold; as this already happened 19feb58 the a/c did

						not become CCCP-42320; canx 25mar61; reportedly seen 25mar61 at the Economic Achievements Exhibition (VDNKh) in Moscow
6 35 01 02	CCCP-L5415 CCCP-L5415	Tu-104 Tu-104	AFL/Moscow-VKO Soviet AF/AFL c/s	mfd trf	24aug56 1959	had 54 passenger seats; opened service VKO-TBS 22sep56; f/n VKO 07jun57 force-landed wheels-up at Kubinka; wfu 1961 and therefore did not become CCCP-42321; used as GIA at the Kiev technical school; was preserved in the Kiev Institute of Civil Engineering, f/n 1992, l/n oct02; to State Aviation Museum at Kiev in 2003, f/n oct03, l/n sep09
6 35 01 03	CCCP-L5416 CCCP-42322 CCCP-42322	Tu-104 Tu-104 Tu-104	AFL/Moscow-VKO AFL/Uzbekistan Sov. Navy/AFL c/s	mfd rgd trf	06nov56 04jul59 13dec61	rgd 16nov56; trf to AFL/Uzbekistan probably aug57 canx 25mar61 VIP aircraft of the Northern Fleet, opb mil. unit 20216 at Severomorsk; wfu aug81 and stored at Olenya/Vysoky (east of Olenyegorsk); restored to airworthy condition within 20 days oct86, f/f 31oct86; ferried via SVO to the Museum of Civil Aviation at Ulyanovsk 01/11nov86 (officially the last Tu-104 flight ever) and displayed there since, l/n aug09
6 35 01 04	"05" red	Tu-104	Soviet Air Force	mfd	30dec56	not on Soviet register or overhaul list; opb by DA (strategic aviation) at Chkalovskaya; converted in 1977 to, see next line
6 35 01 05	"05" red CCCP-L5417	Tu-104Sh Tu-104	Soviet Air Force Aeroflot	rgd	31may57	opb 43 TSBPIPLs at Ryazan trf to Novosibirsk Flight Training Centre (LUTTs) feb57; did not become CCCP-42323, ended up as static test frame at the TsAGI according to some reports; canx 25mar61
6 35 02 01	CCCP-L5418 CCCP-42324 CCCP-42324	Tu-104 Tu-104 Tu-104	AFL/Moscow-VKO AFL/Moscow-VKO MRP Kratovo	mfd rgd trf	28feb57 13may59 13feb70	rgd 01mar57; opb 65 LO trf to AFL/Georgia-TBS 23jun60; f/n TBS 15jun66 PO Box A-7541; opb NPO 'Vzlyot' and based at Zhukovskij; used as test-bed for the development of missile guidance systems; canx 1977
7 35 02 02	CCCP-L5434 CCCP-42340 CCCP-42340	Tu-104A Tu-104A Tu-104A	Soviet Air Force AFL/West Sib.-OVb Soviet Navy	mfd rgd trf	29mar57 22jul59 08jan65	rgd 09sep57 trf to AFL/Ukraine-ODS before 17jul71 as there is an incident report this date where it is mentioned as such; f/n VKO 02oct72; regularly rented by the Commander of the Black Sea Fleet but was never transferred to the military!; canx 1977
7 35 02 03	CCCP-L5437 CCCP-42343	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	30jun57 18may59	rgd 09sep57 trf to AFL/Ukraine-ODS before 17jul71 as there is an incident report this date where it is mentioned as such; f/n VKO 02oct72; regularly rented by the Commander of the Black Sea Fleet but was never transferred to the military!; canx 1977
7 35 02 04	CCCP-L5438 CCCP-42344	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	rgd rgd	09sep57 04feb59	f/n LHR 14sep57; l/n VKO jun58 canx 25mar61; trf to Novosibirsk Flight Training Centre (LUTTs); ended up as static test frame at the TsAGI according to some reports
7 35 02 05	CCCP-L5439 CCCP-42345	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	23aug57 16mar59	rgd 05oct57 f/n VKO 02apr60; trf to AFL/Ukraine-KBP Jun60 (according to other sources 28feb62); canx 1978
7 35 03 01	CCCP-L5440 CCCP-42347 CCCP-42347	Tu-104A Tu-104A Tu-104Sh2	AFL/Moscow-VKO AFL/Moscow-VKO Sov. Navy/AFL c/s	mfd rgd mfd	28sep57 04feb59	rgd 14oct57; f/n DRS 03feb58 trf to AFL/Ukraine-ODS 28feb62; f/n LGW 22may71; canx 22sep77; see next line reportedly rebuilt by 20 ARZ at Pushkin with nose section of Tu-16K-10 as naval navigator trainer for Tu-16, but see above
7 35 03 02	CCCP-L5441 CCCP-42348	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	30oct57 13may59	rgd 22nov57; f/n 04sep59 at McGuire AFB with United Nations delegation, see rgd date below! f/n VKO 02oct72; trf to AFL/Ukraine-ODS; trf to Ulyanovsk Higher Flying School; canx 1977
7 35 03 03	CCCP-L5442	Tu-104A	AFL/Moscow-VKO	rgd	08jan58	f/n LHR 29mar58; w/o 15aug58 on a flight from Khabarovsk to Irkutsk when encountered CAT and was thrown up from 10,800 m to 12,200 m (above maximum allowed altitude) where it lost speed and entered a spin, crashed near Birobidjan, all 11 crew and 53 passengers killed
7 35 03 04	CCCP-L5443 CCCP-42350	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	16jan58 17nov59	rgd 22mar58; f/n FRA 25apr58 trf to Ulyanovsk Higher Flying School 02jun67 (according to other sources jul67); canx 28feb78; was used as a cafe at the central alley of Molodyozhny park at Ulyanovsk; damaged by arson around 1983
8 35 03 05	CCCP-L5444 CCCP-42351	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	mfd rgd	24feb58 31dec59	rgd 04apr58; f/n HND 12apr58; l/n LHR 16may59 trf to AFL/Georgia-TBS jan61 (according to other sources 21aug66); f/n Kry mar63; canx 28feb78
8 35 04 01	CCCP-L5445 CCCP-42352	Tu-104A Tu-104A	AFL/Moscow-VKO AFL/Moscow-VKO	rgd rgd	15mar58 12feb60	rgd 26mar58; f/n LHR 05jul59 canx 25mar61 but reason unknown
8 35 04 02	CCCP-42346	Tu-104A	AFL/Georgia-TBS	mfd	29mar58	rgd 06may58; trf to AFL/Uzbekistan jan65 (according to other sources 10jun60); trf to AFL/Ukraine- ODS 07apr65; f/n LED 09jul70; canx 27mar78; l/n Zhukovski 16aug92/04sep93, dumped; gone by 1995
8 35 04 03	CCCP-42379	Tu-104A	AFL/Moscow-VKO	mfd	30apr58	rgd 17may58; trf to AFL/Moscow-DME 16mar66; f/n VKO 30jun70; trf to AFL/East Siberia-IKT 1971; w/o 18may73 on a flight from Moscow to Chita when was blown up at an altitude of 6,500 m by a hijacker demanding to be flown to China (the hijacker detonated his bomb when the 'sky-marshal' shot at him), crashed in a forest near Chita, all 5 crew and 76 passengers killed; canx 1973
8 35 04 04	CCCP-42380	Tu-104A	AFL/Moscow	mfd	27may58	rgd 05aug58; trf to AFL/Georgia 29oct66; canx 1977
. 35 04 05	--	Tu-104A				fuselage went to Kazan in exchange for Kazan-built set of wings
7 35 05 01	CCCP-L5435 CCCP-42341 CCCP-42341	Tu-104A Tu-104A Tu-104A	AFL/Georgia-TBS AFL/Georgia-TBS Soviet Navy	mfd rgd trf	30mar57 27jun59 07dec61	rgd 24apr57 opb Black Sea Fleet at Mykolayiv; l/n SVX 13may70 rgd 04jul57
7 35 05 02	CCCP-L5436 CCCP-42342 CCCP-42342 CCCP-42342	Tu-104A Tu-104A Tu-104A Tu-104Sh1	AFL/Moscow-VKO AFL/Northern-LED Sov. Navy/AFL c/s Sov. Navy/AFL c/s	mfd rgd trf conv	31may57 02oct59 15dec61 1963	opb Baltic Fleet at Pushkin rebuilt by 20 ARZ at Pushkin with nose section of Tu-16K-10 as naval navigator trainer for Tu-16 in 1964 (or 1966); later converted to, see next line
7 35 05 03	CCCP-42342	Tu-104Sh2	Sov. Navy/AFL c/s	conv	1975	navigator trainer for Tu-22M2; f/n Pushkin 1980 with radar nose; broken up Pushkin nov83
7 35 05 04	--	Tu-104A				assemblies went to Omsk for their Tu-104A programme
. 35 05 05	not known	Tu-104A	history unknown			assemblies went to Omsk for their Tu-104A programme
8 35 06 01	CCCP-42381	Tu-104A	AFL/Georgia-TBS	mfd	27jun58	not on Soviet register or overhaul list; was this built ?
8 35 06 02	CCCP-42382	Tu-104A	AFL/Moscow-VKO	mfd	29jun58	rgd 05aug58; trf to AFL/Far East 16dec61; canx 1978 rgd 05aug58; f/n LHR 05may59; trf to AFL/Northern-LED 01dec67; trf to AFL/West Siberia 03may77; canx 1978; preserved at Novosibirsk-BerdsK since 1978, seen aug96/aug08, even the tyres are kept fully inflated and everything is intact however, the cockpit has seen much better days but onto the plus side she is full of spare parts and this includes a selection of uniforms, flew into the field on her last flight from Tolmachevo in 1978 and was to be the first aircraft for a proposed museum
8 35 06 03	CCCP-42383	Tu-104A	AFL/Uzbekistan-TAS	mfd	31jul58	rgd 20aug58; trf to AFL/Northern-LED aug66; f/n LHR 17apr68; canx 28feb78
8 35 06 04	CCCP-42384	Tu-104A	AFL/Moscow-VKO	mfd	16aug58	rgd 11nov58; f/n LHR 06jun59; trf to AFL/Far East-KHV 21jun67; canx 1978
8 35 06 05	CCCP-42385	Tu-104A	AFL/Moscow-VKO	mfd	30aug58	rgd 11nov58; converted by ARZ-400 to Tu-104V with 100 seats; f/f as such 11aug62; trf to AFL/Northern-LED 18mar67; f/n LED 27may70; trf to AFL/East Siberia-IKT 29dec77; canx 1978
8 35 07 01	CCCP-42386	Tu-104A	AFL/Moscow-VKO	mfd	30sep58	rgd 31jul59; f/n reported 04mar59 in East Germany (probably at Brand) with Soviet leader Khrushchov
8 35 07 02	CCCP-42386 CCCP-42387	Tu-104A Tu-104A	MAP Ramenskoye Soviet AF/AFL c/s	trf mfd	29jul60 31oct58	opb LII GKAT; canx 12may81 reportedly ex "05" red; based at Akhtubinsk; was the personal plane of Marshall Georgi Zhukov (four times Hero of the Soviet Union); not mentioned on Soviet register!; f/n SVO 09apr72; preserved in Yur' Gagarin Park at Zhitomir, Ukraine, l/n sep08
8 35 07 03	CCCP-42388	Tu-104A	AFL/Uzbekistan-TAS	mfd	30nov58	rgd 04apr59; ovr 17sep61 on a heavy landing at Tashkent; not canx from Soviet register YIA by Riga Aviation Institute (RKIIGA); was preserved near Bauska (Latvia) since the 1980s; scrapped in the early 1990s
8 35 07 04	CCCP-42389 "47" red	Tu-104A Tu-104AK	AFL/Moscow-VKO Soviet Air Force	mfd Krnl	24jan59 15jul93	rgd 05feb59; f/n LHR 28oct61; not canx from Soviet register based at Chkalovskij and used for cosmonaut training; wfu probably in 1979; preserved in the factory museum at Kharkiv-Sokolniki (North), l/n sep09
8 35 07 05	CCCP-42390	Tu-104A	AFL/Moscow-VKO	f/f	28dec58	mfd 24jan59 ?; toc by GVF Special Flight Unit (aoon) 28jan59; rgd 05feb59; f/n LHR 13mar59; trf to 207 Flight Unit 06jun60 and to 200 Flight Unit 25jun62; not canx from Soviet register
9 35 08 01	CCCP-42391 OK-NDF I-DIWN OK-NDF	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Moscow-VKO CSA Alitalia CSA	mfd d/d PRG	31jan59 25feb63 02mar76 1980's	based at Chkalovskij and used for cosmonaut training; flew 2,313 zero-g flights; t/t 9,861 hours 14 min and 5,051 cycles; last flight 16jan79 (to Monino); preserved in the Russian Air Force museum at Monino, l/n aug09 rgd 18feb59; f/n LHR 23may59; canx 02mar63 as trf to Czechoslovakia named "Ceské Budejovice"; canx sep74 received this fake registration and full Alitalia c/s on its left side for a movie in 1975/76 as a restaurant near Olomouc, Czech Republic, the restaurant closed end 1990s early 2000s; still present jun08
9 35 08 02	CCCP-42392	Tu-104A	AFL/Uzbekistan-TAS	mfd	20feb59	rgd 17apr59; f/n AMS 29jul61; trf to AFL/Far East-KHV may64; reported Tashkent 02mar74 in incident report when ran off the side of the runway at night after landing on icy runway, reportedly opb AFL/Far East KHV but trf date to this directorate unknown; canx 1979
9 35 08 03	CCCP-42393	Tu-104A	AFL/Uzbekistan-TAS	mfd	31mar59	rgd 17apr59; f/n LHR 26sep59; trf to AFL/Far East-KHV 1965; trf to AFL/Ukraine 09oct69; canx 17aug79; used as a cinema in the Central Culture & Recreation Park at Odessa since 18aug79, burnt out and scrapped in 1988
9 35 08 04	CCCP-42394 CCCP-42394 CCCP-42394	Tu-104A Tu-104A Tu-104A	AFL/Moscow-VKO Soviet AF/AFL c/s MRP Soltsevo	mfd trf trf	10may59 14sep71 07mar75	rgd 14jul60; displayed at the Economic Achievements Exhibition (VDNKh) at Moscow 24jun59/jul62 opb Air Force Research Institute (NII VVS)
9 35 08 05	CCCP-42395	Tu-104A	AFL/Moscow-VKO	mfd	29may59	in Aeroflot c/s; canx as trf back to Soviet Air Force; was then based at Zhukovskij rgd 23jun59; f/n LHR 25jul59; based at SVO since 05jan60; trf to AFL/International 15feb64; l/n ARN 05jul71; canx 1979
9 35 09 01	CCCP-42396 CCCP-42396	Tu-104A Tu-104A	AFL/Moscow-VKO MAP Ramenskoye	mfd trf	23jun59 16aug60	rgd 31jul59; f/n LHR 14sep59 en-route to Andrews AFB, USA canx as to AFL/International ? 14sep71; later to LII Zhukovskij; canx 12may8. (year unknown but probably 1980); preserved in a park at Zhukovskij, seen 1980, burnt out and scrapped probably in the late 1980s
9 35 09 02	CCCP-42397	Tu-104A	AFL/Moscow-VKO	mfd	14aug59	rgd 05sep59; f/n LHR 19aug59; based at SVO since 05jan60; trf to AFL/International 15feb64; trf to AFL/East Siberia jan 1973; l/n LED jan78; canx 1978
9 35 09 03	CCCP-42398	Tu-104A	AFL/Moscow-SVO	mfd	14aug59	f/n LHR 29aug59; rgd 05sep59; based at SVO since 05jan60; trf to AFL/International 15feb64; f/n HEL mar70; trf to AFL/Ukraine mar73 (not 02aug78 as in register); canx 16nov79; was preserved in Yaroslavl on the peninsula between the rivers Volga and Kotorosl since late 1979, f/n aug84, scrapped in 1988
9 35 09 04	CCCP-42455	Tu-104A	AFL/Uzbekistan-TAS	rgd	29oct59	trf to AFL/Georgia sep63; f/n LED 30oct72; trf to AFL/Ukraine 09feb73; canx 1979

9 35 09 05 CCCP-42456 Tu-104A AFL/Moscow-VKO rgd 29oct59 f/n LHR 06dec59; used for trials by CAA operating from LHR 1966; trf to AFL/Northern 05jun72; canx 1979

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

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

6 66 001 01	CCCP-L5419	Tu-104	AFL/Moscow-VKO	rgd	13oct56	f/n VKO 1957; trf to AFL/West Siberia-OVB 12jul57, made the first scheduled flight there (OVB-VKO) 12jul57; l/n VKO jun58; canx already 25mar61; did not become CCCP-42325 which only was a fake reg with the fake airline Pansa painted up as such for a film and must have been another airframe used as such
6 66 001 02	CCCP-L5420 CCCP-42326	Tu-104 Tu-104LL	MAP Ramenskoye MAP Ramenskoye	rgd rgd	13dec56 24jun59	reportedly trf to Novosibirsk Flight Training Centre (LUTTS); reportedly opb Novosibirsk Flight Training Centre (LUTTS) until 02may60; then opb LII GKAP; flying test-bed, equipped with long nose and had 'Aeroflot' titles; canx 11mar77; seen Zhukovski aug93/aug95, dumped
6 66 002 01	CCCP-L5421 CCCP-42327 CCCP-42327	Tu-104A Tu-104A Tu-104A	GosNII GVF GosNII GVF AFL/East Sib.-IKT	mfid rgd trf	26nov56 28jan60 23nov67	Tu-104A prototype; based at IKT since 25apr57; f/n VKO 10jul57; set several world records sep57; rgd 31jan58 rgd 25nov67; photo ALA 1968; w/o 09feb76 on a flight from Irkutsk to Leningrad when lost control immediately after take-off (probably the wing-flap system had failed) and crashed into deep snow 180 m behind the runway threshold and 129 m right of its extended centreline, 9 out of 10 crew and 15 out of 105 passengers killed, 1 crew and 78 passengers injured (only 12 passengers escaped unhurt); t/t 22,069 hours and 10,308 cycles; canx apr76
6 66 002 02	CCCP-L5422 CCCP-42328	Tu-104A Tu-104A	AFL/West Sib.-OVB AFL/West Sib.-OVB	rgd rgd	01mar57 01feb60	was reportedly the personal aircraft of Leonid Brezhnev at some time; trf to Riga Aviation Institute (RKIIGA) 19jan61 and used as GIA; h/o to the famous agricultural co-operative "Nakotne" in the Jelgava district of Latvia probably in the mid-1970s, was initially displayed at the sports airfield (seen there jun78), but later turned into a sauna; burnt out in the late 1980s; cockpit preserved in the Latvijas Aviacijas Tehnikas Muzejs at Riga f/n LBG 01jun57
6 66 002 03	CCCP-L5423 CCCP-42329 CCCP-42329 CCCP-L5424 CCCP-42330	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104Sh	AFL/West Sib.-OVB AFL/West Sib.-OVB Soviet AF/AFL c/s AFL/East Sib.-IKT Sov. Navy/AFL c/s	rgd rgd rgd rgd trf	26mar57 14aug59 25nov61 11jun57 25aug61	f/n Spenberg 19aug74; l/n Spenberg 08jun77; seen 06oct95 as fire-trainer at Bychav, Belarus (according to other sources 25nov61); c/n and transfer to the Armed Forces mentioned in Soviet register but not the reg; equipped with an "EN" radar (from the K-10) in the nose; opb ou 143 mrad at Kamenny Ruchyei and used as staff aircraft in the 1970s and early 1980s; f/n LED 26mar72; wfu 1981; used as a café in the centre of nearby Mongokhto since around 1984; destroyed by arson and scrapped in 1994
7 66 003 01	CCCP-L5423 CCCP-42329 CCCP-L5424 CCCP-42330	Tu-104A Tu-104A Tu-104A Tu-104Sh	AFL/West Sib.-OVB AFL/West Sib.-OVB Soviet AF/AFL c/s AFL/East Sib.-IKT Sov. Navy/AFL c/s	rgd rgd rgd rgd trf	26mar57 14aug59 25nov61 11jun57 25aug61	f/n Spenberg 19aug74; l/n Spenberg 08jun77; seen 06oct95 as fire-trainer at Bychav, Belarus (according to other sources 25nov61); c/n and transfer to the Armed Forces mentioned in Soviet register but not the reg; equipped with an "EN" radar (from the K-10) in the nose; opb ou 143 mrad at Kamenny Ruchyei and used as staff aircraft in the 1970s and early 1980s; f/n LED 26mar72; wfu 1981; used as a café in the centre of nearby Mongokhto since around 1984; destroyed by arson and scrapped in 1994
7 66 003 02	no code	Tu-107	Soviet Air Force	mfid	1958	tactical military transport; factory trials started sep58; underwent state trials with the NII VVS in summer 1959/spring 1960; then trf to the Ryazan paratroop school; helped to establish several world records in parachuting 29sep65
7 66 003 03	CCCP-L5425 CCCP-42331 CCCP-42331 CCCP-L5427 CCCP-42333 CCCP-L5426 CCCP-42332 CCCP-42332	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Siberia MAP LII Ramenskoye Soviet Gvt/AFL c/s AFL/Moscow-VKO AFL/East Sib.-IKT AFL/Far East-KHV AFL/Far East-KHV Sov. Navy/AFL c/s	rgd rgd trf rgd rgd rgd rgd trf	10jul56 12mar60 30sep64 09sep57 05may62 10jul56 11apr61 28nov61	reportedly trf to Ulyanovsk Higher Flying School was already f/n PRG aug57 canx may77 based at KHV since 28jan58; later reportedly trf to Novosibirsk Flight Training Centre (LUTTS) (according to other sources 25nov61); opb ou 25 mrad at Kneivichi; w/o 07feb81 on take-off from Pushkin when lifted off with a speed 30 km/h lower than required and the pilots increased the AoA energetically, the aircraft stalled, banked right and crashed half-inverted some 500 m from the runway threshold after 8 seconds, all 52 occupants killed, according to official report the centre of gravity shifted in flight; the last Tu-104 crash (according to other sources 25apr57); f/n VKO 1957; l/n VKO jun58 canx may77 photo in Putnam book f/n DME 19aug75; was five tonnes overloaded and therefore failed to lift on take-off from Chita 17jul76, and hit embankment at the end of the runway; canx sep76
7 66 004 01	CCCP-L5425 CCCP-42331 CCCP-42331 CCCP-L5427 CCCP-42333 CCCP-L5426 CCCP-42332 CCCP-42332	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Siberia MAP LII Ramenskoye Soviet Gvt/AFL c/s AFL/Moscow-VKO AFL/East Sib.-IKT AFL/Far East-KHV AFL/Far East-KHV Sov. Navy/AFL c/s	rgd rgd trf rgd rgd rgd rgd trf	10jul56 12mar60 30sep64 09sep57 05may62 10jul56 11apr61 28nov61	reportedly trf to Ulyanovsk Higher Flying School was already f/n PRG aug57 canx may77 based at KHV since 28jan58; later reportedly trf to Novosibirsk Flight Training Centre (LUTTS) (according to other sources 25nov61); opb ou 25 mrad at Kneivichi; w/o 07feb81 on take-off from Pushkin when lifted off with a speed 30 km/h lower than required and the pilots increased the AoA energetically, the aircraft stalled, banked right and crashed half-inverted some 500 m from the runway threshold after 8 seconds, all 52 occupants killed, according to official report the centre of gravity shifted in flight; the last Tu-104 crash (according to other sources 25apr57); f/n VKO 1957; l/n VKO jun58 canx may77 photo in Putnam book f/n DME 19aug75; was five tonnes overloaded and therefore failed to lift on take-off from Chita 17jul76, and hit embankment at the end of the runway; canx sep76
7 66 004 02	CCCP-L5425 CCCP-42331 CCCP-42331 CCCP-L5427 CCCP-42333 CCCP-L5426 CCCP-42332 CCCP-42332	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Siberia MAP LII Ramenskoye Soviet Gvt/AFL c/s AFL/Moscow-VKO AFL/East Sib.-IKT AFL/Far East-KHV AFL/Far East-KHV Sov. Navy/AFL c/s	rgd rgd trf rgd rgd rgd rgd trf	10jul56 12mar60 30sep64 09sep57 05may62 10jul56 11apr61 28nov61	reportedly trf to Ulyanovsk Higher Flying School was already f/n PRG aug57 canx may77 based at KHV since 28jan58; later reportedly trf to Novosibirsk Flight Training Centre (LUTTS) (according to other sources 25nov61); opb ou 25 mrad at Kneivichi; w/o 07feb81 on take-off from Pushkin when lifted off with a speed 30 km/h lower than required and the pilots increased the AoA energetically, the aircraft stalled, banked right and crashed half-inverted some 500 m from the runway threshold after 8 seconds, all 52 occupants killed, according to official report the centre of gravity shifted in flight; the last Tu-104 crash (according to other sources 25apr57); f/n VKO 1957; l/n VKO jun58 canx may77 photo in Putnam book f/n DME 19aug75; was five tonnes overloaded and therefore failed to lift on take-off from Chita 17jul76, and hit embankment at the end of the runway; canx sep76
7 66 004 03	CCCP-L5428 CCCP-42334 CCCP-L5429 CCCP-42335	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/East Sib.-IKT	rgd rgd rgd rgd	09sep57 30may59 22oct57 11sep62	photo in Putnam book f/n DME 19aug75; was five tonnes overloaded and therefore failed to lift on take-off from Chita 17jul76, and hit embankment at the end of the runway; canx sep76
7 66 005 01	CCCP-L5430 CCCP-42336 OK-LDA	Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT CSA	rgd rgd d/d	22oct57 05may62 02nov57	photo 09feb63; canx 22sep77 named "Prata"; started scheduled flights 09dec57; last flight 14sep73 to Kbel; canx 14sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbelly aviation museum, l/n jul07, all markings removed; seen again 02may08 freshly painted and l/n may09 named "Bratislava"; w/o 16mar63 when burnt on the ground at Bombay after a refuelling accident named "Brno"; canx 1974 received this fake registration and full Aeroflot c/s for a movie in 1975/76 preserved at Touzim, Czech Republic, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05, l/n dec09
7 66 005 02	CCCP-L5430 CCCP-42336 OK-LDA	Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT CSA	rgd rgd d/d	22oct57 05may62 02nov57	photo 09feb63; canx 22sep77 named "Prata"; started scheduled flights 09dec57; last flight 14sep73 to Kbel; canx 14sep73; t/t 20,128.53 hours and 11,140 cycles; preserved at Prague-Kbelly aviation museum, l/n jul07, all markings removed; seen again 02may08 freshly painted and l/n may09 named "Bratislava"; w/o 16mar63 when burnt on the ground at Bombay after a refuelling accident named "Brno"; canx 1974 received this fake registration and full Aeroflot c/s for a movie in 1975/76 preserved at Touzim, Czech Republic, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05, l/n dec09
7 66 006 01	OK-LDB OK-LDC CCCP-87786 OK-LDC	Tu-104A Tu-104A Tu-104A Tu-104A	CSA CSA Aeroflot CSA	d/d d/d	03dec57 30dec57	received this fake registration and full Aeroflot c/s for a movie in 1975/76 preserved at Touzim, Czech Republic, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05, l/n dec09
7 66 006 02	OK-LDB OK-LDC CCCP-87786 OK-LDC	Tu-104A Tu-104A Tu-104A Tu-104A	CSA CSA Aeroflot CSA	d/d d/d	03dec57 30dec57	received this fake registration and full Aeroflot c/s for a movie in 1975/76 preserved at Touzim, Czech Republic, as a bar but removed during 1992 and rebuilt as a bar at Usti nad Labem 1994/1999; moved again and seen jul99/aug02 near German/Czech border crossing beside route 248 at Petrovice with 'Coca-Cola' titles in good condition; carried 'Air Restaurant' titles by apr05, l/n dec09
7 66 006 03	CCCP-L5431 CCCP-42337 CCCP-L5432 CCCP-42338	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Moscow-VKO Aeroflot	rgd rgd rgd rgd	21feb58 06may62 17mar58 jul62	canx 20jan78 trf to Yegoryevsk Technical School 01feb63; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow 1962/dec63
8 66 007 01	CCCP-L5431 CCCP-42337 CCCP-L5432 CCCP-42338	Tu-104A Tu-104A Tu-104A Tu-104A	AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Moscow-VKO Aeroflot	rgd rgd rgd rgd	21feb58 06may62 17mar58 jul62	canx 20jan78 trf to Yegoryevsk Technical School 01feb63; was displayed at the Economic Achievements Exhibition (VDNKh) in Moscow 1962/dec63
8 66 007 02	CCCP-L5433 CCCP-42339 CCCP-L5453 CCCP-42353 CCCP-L5458 CCCP-42354	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Far East-KHV AFL/Moscow-VKO AFL/Moscow-VKO AFL/Far East-KHV AFL/Far East-KHV	rgd rgd rgd rgd rgd rgd	05feb58 17sep59 06may58 20jun59 13may58 11apr61	trf to AFL/East Siberia-IKT 10nov62; canx 27mar78 f/n VKO 1958 trf to AFL/Far East-KHV 17sep66; canx mar77 first Tu-104 based at KHV; trf to AFL/Georgia-TBS 11oct68; f/n VKO 30jun70; trf to AFL/Ukraine-ODS 23jan78; canx 22may78; was preserved in Ukraine (probably at Vinnytsa), photo exists taken in 1994 f/n GVA 12aug67 canx 1977 overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 007 03	CCCP-L5433 CCCP-42339 CCCP-L5453 CCCP-42353 CCCP-L5458 CCCP-42354	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Far East-KHV AFL/Moscow-VKO AFL/Moscow-VKO AFL/Far East-KHV AFL/Far East-KHV	rgd rgd rgd rgd rgd rgd	05feb58 17sep59 06may58 20jun59 13may58 11apr61	trf to AFL/East Siberia-IKT 10nov62; canx 27mar78 f/n VKO 1958 trf to AFL/Far East-KHV 17sep66; canx mar77 first Tu-104 based at KHV; trf to AFL/Georgia-TBS 11oct68; f/n VKO 30jun70; trf to AFL/Ukraine-ODS 23jan78; canx 22may78; was preserved in Ukraine (probably at Vinnytsa), photo exists taken in 1994 f/n GVA 12aug67 canx 1977 overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 008 01	CCCP-L5433 CCCP-42339 CCCP-L5453 CCCP-42353 CCCP-L5458 CCCP-42354	Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A Tu-104A	AFL/Uzbekistan-TAS AFL/Far East-KHV AFL/Moscow-VKO AFL/Moscow-VKO AFL/Far East-KHV AFL/Far East-KHV	rgd rgd rgd rgd rgd rgd	05feb58 17sep59 06may58 20jun59 13may58 11apr61	trf to AFL/East Siberia-IKT 10nov62; canx 27mar78 f/n VKO 1958 trf to AFL/Far East-KHV 17sep66; canx mar77 first Tu-104 based at KHV; trf to AFL/Georgia-TBS 11oct68; f/n VKO 30jun70; trf to AFL/Ukraine-ODS 23jan78; canx 22may78; was preserved in Ukraine (probably at Vinnytsa), photo exists taken in 1994 f/n GVA 12aug67 canx 1977 overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 008 02	CCCP-42356 CCCP-42356 CCCP-42357	Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Far East-KHV AFL/Moscow-VKO	rgd trf unknown	28may58 unknown 19may58	overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 008 03	CCCP-42356 CCCP-42356 CCCP-42357	Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/Far East-KHV AFL/Moscow-VKO	rgd trf unknown	28may58 unknown 19may58	overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 009 01	CCCP-42358 CCCP-42358 CCCP-42359 CCCP-42360	Tu-104A Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Uzbekistan-TAS	rgd trf rgd rgd	07jun58 unknown 27jun58 07aug58	overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 009 02	CCCP-42358 CCCP-42358 CCCP-42359 CCCP-42360	Tu-104A Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Uzbekistan-TAS	rgd trf rgd rgd	07jun58 unknown 27jun58 07aug58	overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 009 03	CCCP-42358 CCCP-42358 CCCP-42359 CCCP-42360	Tu-104A Tu-104A Tu-104A Tu-104A	Soviet Gvt/AFL c/s AFL/East Sib.-IKT AFL/East Sib.-IKT AFL/Uzbekistan-TAS	rgd trf rgd rgd	07jun58 unknown 27jun58 07aug58	overran runway at Vladivostok 01feb61 when landing late and crew ignored signals to make a go-around; canx 02mar61 f/n GVA 07oct66 canx 1978 f/n PRG 16jun68; canx 1972 f/n PKC 21oct59; trf to AFL/Far East-KHV 1960 (although not mentioned in register); seen KHV 28nov60 & may62; trf to AFL/West Siberia 06nov63 (is this true ?); reportedly again (or still) with AFL/Far East-KHV around 1974/76; converted to Tu-104A-TS cargo/medevac version by an ARZ apr71; l/n LED 11aug75; canx 1978
8 66 010 01	CCCP-42361	Tu-104A	AFL/Moscow-VKO	rgd	05aug58	assembled from Kharkov-built parts; f/n VKO 30jun70; trf to AFL/Ukraine-ODS 12jul73; canx 1978; was preserved in Konotop as a cinema until mid-1980s; scrapped
8 66 010 02	CCCP-42362	Tu-104A	AFL/Moscow-VKO	rgd	07aug58	w/o 17oct58 on a flight from Beijing via Omsk to Moscow when was thrown up by heavy turbulence to about 13,000 m (above maximum allowed altitude) where it lost speed and entered an almost vertical dive, crashed 20 km west of Kanash (Chuvashiya), all 8 crew and 65 passengers killed l/n DME 27aug75; canx 1978 trf to AFL/West Siberia-OVB 17nov67; canx 14jan78; preserved in the "Yubileiny" pioneers' camp near Tomsk, was used as a cinema and later as a café, received additional 'Yubileiny 35' titles, l/n jul08 crashed 90 km from Khabarovsk 02sep62 after experiencing severe vibration in climb at 5,000 metres; canx 14sep62
8 66 010 03	CCCP-42363	Tu-104A	AFL/Far East-KHV	rgd	25aug58	l/n DME 27aug75; canx 1978 trf to AFL/West Siberia-OVB 17nov67; canx 14jan78; preserved in the "Yubileiny" pioneers' camp near Tomsk, was used as a cinema and later as a café, received additional 'Yubileiny 35' titles, l/n jul08 crashed 90 km from Khabarovsk 02sep62 after experiencing severe vibration in climb at 5,000 metres; canx 14sep62
8 66 011 01	CCCP-42364 CCCP-42365	Tu-104A Tu-104A	AFL/Far East-KHV AFL/East Siberia	rgd rgd	11nov58 12nov58	l/n DME 27aug75; canx 1978 trf to AFL/West Siberia-OVB 17nov67; canx 14jan78; preserved in the "Yubileiny" pioneers' camp near Tomsk, was used as a cinema and later as a café, received additional 'Yubileiny 35' titles, l/n jul08 crashed 90 km from Khabarovsk 02sep62 after experiencing severe vibration in climb at 5,000 metres; canx 14sep62
8 66 011 02	CCCP-42364 CCCP-42365	Tu-104A Tu-104A	AFL/Far East-KHV AFL/East Siberia	rgd rgd	11nov58 12nov58	l/n DME 27aug75; canx 1978 trf to AFL/West Siberia-OVB 17nov67; canx 14jan78; preserved in the "Yubileiny" pioneers' camp near Tomsk, was used as a cinema and later as a café, received additional 'Yubileiny 35' titles, l/n jul08 crashed 90 km from Khabarovsk 02sep62 after experiencing severe vibration in climb at 5,000 metres; canx 14sep62
8 66 011 03	CCCP-42366	Tu-104A	AFL/Far East-KHV	rgd	19nov58	l/n DME 27aug75; canx 1978 trf to AFL/West Siberia-OVB 17nov67; canx 14jan78; preserved in the "Yubileiny" pioneers' camp near Tomsk, was used as a cinema and later as a café, received additional 'Yubileiny 35' titles, l/n jul08 crashed 90 km from Khabarovsk 02sep62 after experiencing severe vibration in climb at 5,000 metres; canx 14sep62
8 66 012 01	CCCP-42367 CCCP-42368 OK-MDE	Tu-104A Tu-104A Tu-104A	AFL/Far East-KHV AFL/Moscow-VKO CSA	rgd rgd d/d	11nov58 17nov58 12mar62	canx 1977 f/n VKO mar60; canx 10feb62 as trf to Czechoslovakia named 'Ostrava'; dbr 29aug73 on a flight from Damascus when force-landed at Nicosia after an emergency and ran off the right side of the runway, no casualties; wreck still present dec06 but was reported by sep09 as no longer present rgd 17nov58; f/n LHR 15jul59; trf to AFL/Far East-KHV 05may72; crashed on finals to Alma-Ata 13jan77 due to fire in port engine, t/t 27,189 hours and 12,819 cycles; no canx date in Soviet register w/o 30jun62 on a flight from Irkutsk to Omsk when was accidentally shot down by a surface-to-air missile which had gone astray during an air defence exercise in the Magansk area, the aircraft lost control and crashed in a forest near Voznesenka (Beryozovo district of Krasnoyarsk region), all 8 crew and 76 passengers killed; canx 24oct62
8 66 012 02	CCCP-42367 CCCP-42368 OK-MDE	Tu-104A Tu-104A Tu-104A	AFL/Far East-KHV AFL/Moscow-VKO CSA	rgd rgd d/d	11nov58 17nov58 12mar62	canx 1977 f/n VKO mar60; canx 10feb62 as trf to Czechoslovakia named 'Ostrava'; dbr 29aug73 on a flight from Damascus when force-landed at Nicosia after an emergency and ran off the right side of the runway, no casualties; wreck still present dec06 but was reported by sep09 as no longer present rgd 17nov58; f/n LHR 15jul59; trf to AFL/Far East-KHV 05may72; crashed on finals to Alma-Ata 13jan77 due to fire in port engine, t/t 27,189 hours and

	"03" blue	Tu-104A	Soviet Air Force	photo	1965	at S�rmell�k (Hungary); in basic Aeroflot c/s, no titles; preserved at the 'Salyut' cultural centre in the Gorodets district of the Nizhni Novgorod region and seen there Jul06/aug07
9 66 014 01	CCCP-42371	Tu-104A	AFL/East Sib.-IKT	rgd	20mar59	f/n LED 08jul70; destroyed on landing Borispol in 1976 after engines were shut off in flight causing it to undershoot; according to Soviet register only canx by 1981
9 66 014 02	CCCP-42372	Tu-104A	AFL/West Sib.-OVB	rgd	20mar59	f/n DME 19aug75; canx 1977
9 66 014 03	CCCP-42373	Tu-104A	AFL/Far East-KHV	rgd	20mar59	canx 1978
9 66 015 01	CCCP-42374	Tu-104A	AFL/Far East-KHV	rgd	09may59	canx 1978
9 66 015 02	CCCP-42375	Tu-104A	AFL/Far East-KHV	rgd	08jun59	f/n DME 03oct72; canx 1978
9 66 015 03	CCCP-42376	Tu-104A	LII Zhukovski	rgd	27jul59	reportedly opb Novosibirsk Flight Training Centre (LUTTs) until 04jul60; canx but date unknown; reported seen preserved somewhere in Latvia mid-1980s
9 66 016 01	CCCP-42377	Tu-104A	AFL/Far East-KVH	rgd	21aug58	canx 1977
9 66 016 02	CCCP-42378	Tu-104A	AFL/East Sib.-IKT	rgd	14aug59	f/n DME 03oct72; canx 1978; was preserved in a park at Usoley- Sibirskoye-17 (Irkutsk region), l/n 1986; probably scrapped
9 66 016 03	CCCP-42451	Tu-104A	AFL/Far East-KHV	rgd	30sep59	last flight 15mar79; canx 15apr79; preserved at Khabarovsk (city air terminal) since late 1979; scrapped in 1992; remains still seen there Jul94
9 66 017 01	CCCP-42452	Tu-104A	AFL/Far East-KVH	rgd	24sep59	descended too early and crashed near Ust-Orda 21oct60; canx 18nov60
9 66 017 02	CCCP-42453	Tu-104A	AFL/West Sib.-OVB	rgd	21oct59	f/n DME 27aug75; canx 1977
9 66 017 03	CCCP-42454	Tu-104A	G.K. Elektron	mfd	late 59	rgd 15feb61; in Aeroflot c/s
	CCCP-42454	Tu-104LL2	MRP NPO "Vzlyot"	trf	03jan67	in Aeroflot c/s; test-bed, used for trials of the weapons system of the MiG-31 by the GK NII VVS since 1973, for which a "Zaslou" radar was installed in the nose; informally called "Buratino" (Pinocchio) because of the form of its nose; fired twice R-33 air-to-air missiles in 1975; converted to "Tsiklon" weather control aircraft within the "Grozha" (thunderstorm) programme in late 1970s, carried a "Tsiklon" badge below the cockpit then; did not belong to GosNII GA or NII VVS as the other "Tsiklon" aircraft; canx 1981; report at AMS 24jun71 must be wrong in ARZ 400 listing, probably just allocated and was registered directly as CCCP-42457
9 66 018 01	CCCP-L5457	Tu-104A		mfd	late 59	canx 1978
	CCCP-42457	Tu-104A	AFL/Far East-KHV	rgd	08jan60	canx 23mar79
9 66 018 02	CCCP-42458	Tu-104A	AFL/East Sib.-IKT	rgd	15jan60	named "Plzen"; w/o 01jun70 when crashed in fog on third approach to Tripolis, 13 killed
9 66 018 03	OK-NDD	Tu-104A	CSA	d/d	07jan60	f/n LHR 22apr61; trf to AFL/International 15feb64; trf to AFL/Ukraine 31aug72; canx may79
0 66 019 01	CCCP-42459	Tu-104A	AFL/Moscow	rgd	01feb60	f/n LHR 30apr60; trf to AFL/International 15feb64; trf to AFL/Leningrad-LED 06sep73; canx 1979; seen preserved at Ulitsa Motorostroitelei (street of the engine builders) in the city centre of Rybinsk nov87/jul09
0 66 019 02	CCCP-42460	Tu-104A	AFL/Moscow	rgd	24mar60	f/n LHR 16may61; trf to AFL/International 15feb64; seen as freighter Z�rich 04may72; trf to AFL/East Siberia-1KT 1973; canx 1979; was preserved on a playground at Chita; scrapped in early 1990s
0 66 020 01	CCCP-42462	Tu-104A	Soviet Gvt/AFL c/s	rgd	15may60	f/n LHR 14mar61; l/n AMS 08nov62
	CCCP-42462	Tu-104A	AFL/International	trf	15feb64	trf to AFL/West Siberia-OVB 21sep72; trf to AFL/Ukraine 15may74; canx 1979
0 66 020 02	CCCP-42463	Tu-104A	Soviet Gvt/AFL c/s	rgd	23may60	f/n JFK 01oct60 but there is a press report of this aircraft flying Boston-Gander 19sep60
	CCCP-42463	Tu-104A	AFL/International	trf	15feb64	trf date according old registers but was already seen LHR 20aug63 on the regular SVO service; trf to AFL/West Siberia-OVB 21sep72; trf to AFL/Ukraine 17apr79; canx 1979
0 66 020 03	CCCP-42464	Tu-104A	Soviet Gvt/AFL c/s	rgd	15jul60	not in Soviet register but seen LHR 02aug66 on SVO service, with titles
	CCCP-42464	Tu-104A	AFL/International	trf	unknown	trf date according old registers but was already seen LHR 02aug63 on the regular SVO service; canx 1979 and used as an instructional airframe, photo exists, and as such explaining the report at LED 05sep81 !
	CCCP-42464	Tu-104A	AFL/Northern-LED	trf	03mar69	

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

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

8 2 01 01	CCCP-42399	Tu-104B	GosNII GVF	rgd	20nov58	Tu-104B prototype; mfd early 1959; in Aeroflot c/s; used for atmospheric research (e.g. of the jetstreams) in 1959; trf to Kryvy Rih Aeronautical School 27apr62
8 2 01 02	CCCP-42400	Tu-104B	AFL/Moscow-VKO	rgd	13apr59	f/n VKO 02oct72; first Tu-104 to reach 18,000 cycles; canx 1978 and underwent fatigue tests
8 2 01 03	CCCP-42401	Tu-104B	AFL/Moscow-VKO	rgd	13apr59	trf to AFL/West Siberia 05jul67; canx may77
8 2 01 04	CCCP-42402	Tu-104B	AFL/West Sib.-OVB	rgd	25apr59	canx 1977
8 2 01 05	CCCP-42403	Tu-104B	GosNII GVF	rgd	22apr60	was equipped with wing fences for tests; trf to AFL/Northern 20feb68; f/n AMS 19jun68; l/n ZRH 03aug75; canx 1978
8 2 02 01	CCCP-42404	Tu-104B	AFL/Moscow-VKO	rgd	08may59	trf to AFL/Northern 01dec67; f/n LED 06jul70; canx 1976
8 2 02 02	CCCP-42405	Tu-104B	AFL/West Sib.-OVB	rgd	25apr59	f/n on photo may68; landed 154 metres short of runway Irkutsk in poor weather 25jul71; not canx from Soviet register !
8 2 02 03	CCCP-42406	Tu-104B	AFL/West Sib.-OVB	rgd	06may59	not canx from Soviet register !
8 2 02 04	CCCP-42407	Tu-104B	AFL/West Sib.-OVB	rgd	06may59	last flight 09mar77 to Barnaul; canx mar77; preserved in the Culture & Recreation Park at Barnaul reportedly since 09mar77; scrapped in 1987 or 1988
8 2 02 05	CCCP-42408	Tu-104B	AFL/East Sib.-OVB	rgd	18may59	hit a snow wall before runway Omsk 19mar72 on fifth landing attempt in bad weather; not canx from Soviet register
8 2 03 01	CCCP-42409	Tu-104B	AFL/Moscow-VKO	rgd	21may59	trf to AFL/Georgia 25may67; f/n LGW 02jul72; canx 06jan79
8 2 03 02	CCCP-42410	Tu-104B	AFL/Moscow-VKO	rgd	20may59	f/n VKO 02oct72; trf to AFL/West Siberia 19mar73; canx 1977
8 2 03 03	CCCP-42411	Tu-104B	AFL/East Sib.-IKT	rgd	04jun59	due to its canx on 31oct73 it was always assumed that it was this aircraft which was blown up 18may73, but that seems not to be the case and this crash was CCCP-42379
8 2 03 04	CCCP-42412	Tu-104B	AFL/Moscow-VKO	rgd	21may59	f/n LHR mid59; trf to AFL/Uzbekistan 25dec63; trf to AFL/Moscow- DME 16mar66; featured in the Soviet movie 'Nepodsuden' (Not cognizable) shot in 1969; trf to AFL/International 01apr71; f/n AMS 01jul72; trf to AFL/West Siberia-OVB 14feb74; last flight 29dec78; t/t 27,705 hours; canx jan79; was to be displayed as a gate guard at Tolmachovo airport, but was nevertheless scrapped
8 2 04 01	CCCP-42413	Tu-104B	AFL/East Sib.-IKT	rgd	04jun59	photo may68; canx 1978
8 2 04 02	CCCP-42414	Tu-104B	AFL/East Sib.-IKT	rgd	26jun59	trf to AFL/Moscow-VKO 13may68; f/n VKO 30jun70; trf to AFL/Ukraine jan73; canx jan79
9 2 04 03	CCCP-42415	Tu-104B	AFL/Uzbekistan-TAS	rgd	05aug59	f/n VKO 06may61; trf to AFL/Ukraine-KBP 21dec65; l/n LGW sep74; canx 22sep77
9 2 04 04	CCCP-42416	Tu-104B	AFL/Moscow-VKO	rgd	22jul59	trf to AFL/Leningrad jan73; f/n LHR 22mar74; canx 23mar79
9 2 04 05	CCCP-42417	Tu-104B	AFL/Moscow-VKO	rgd	22jul59	trf to AFL/West Siberia 19mar73; canx 06jan79; preserved at the Training School at Omsk in new (post-1973) c/s, f/n jul93, seen late 2002 in poor condition and again 2006 abn was abandoned by sep09 wfu wuth doors open
9 2 04 06	CCCP-42418	Tu-104B	AFL/Moscow-VKO	rgd	22jul59	trf to AFL/West Siberia-OVB 19mar73; trf to AFL/Georgia 16apr74; f/n LED 11aug75; canx 1978
9 2 05 01	CCCP-42419	Tu-104B	AFL/Northern-LED	rgd	13apr59	first Tu-104 at LED; based there since 15apr59; f/n LHR 11jul69; l/n LHR 08jun76; canx 22sep77; trf to Riga Aviation Institute (RKIIGA) sep77 and used as GIA; was preserved in a park at ul. Maskavas (Moscow Street) at Riga, seen either 1979 or 1983; probably scrapped in the late 1980s
9 2 05 02	CCCP-42420	Tu-104B	AFL/Georgia-TBS	rgd	15apr59	f/n VKO 30jun70; canx 1977
9 2 05 03	CCCP-42421	Tu-104B	AFL/West Sib.-OVB	rgd	25apr59	canx 1977
9 2 05 04	CCCP-42422	Tu-104B	AFL/Georgia-TBS	rgd	15jun59	f/n DME 03oct72; canx 1977
9 2 05 05	CCCP-42423	Tu-104B	AFL/East Sib.-IKT	rgd	19may59	canx 1978
9 2 06 01	CCCP-42424	Tu-104B	AFL/Georgia-TBD	rgd	15apr59	f/n VKO 04oct72; canx 1977; was preserved at Sukhumi airport; destroyed during the civil war in Abkhazia in 1993
9 2 06 02	CCCP-42425	Tu-104B	AFL/Northern-LED	rgd	27apr59	f/n AMS 13nov68; canx oct76
9 2 06 03	CCCP-42426	Tu-104B	AFL/Moscow-VKO	d/d	08may59	trf to AFL/East Siberia-1KT 09dec65; canx 1977
9 2 06 04	CCCP-42427	Tu-104B	AFL/Uzbekistan-TAS	rgd	11jun59	trf to AFL/West Siberia-OVB dec65; f/n VKO 02oct72; canx 1977
9 2 06 05	CCCP-42428	Tu-104B	AFL/East Sib.-IKT	rgd	18may59	f/n LED 11aug75; canx 1978
9 2 07 01	CCCP-42429	Tu-104B	AFL/Northern-LED	rgd	04jul59	based at LED reportedly since may59; f/n LED 27may70; canx 27mar78; l/n LED aug78 seems strange regarding the canx date
9 2 07 02	CCCP-42430	Tu-104B	AFL/Moscow-VKO	rgd	17jun59	f/n LBG jun59; trf to AFL/Northern-LED 14sep61; in incident report 16apr74 when had a near-miss with Il-62M CCCP-86700 over Serbino near Leningrad; l/n LED 11apr75; canx may77
9 2 07 03	CCCP-42431	Tu-104B	AFL/West Sib.-OVB	rgd	24jun59	f/n VKO 1960; canx 1977
9 2 07 04	CCCP-42432	Tu-104B	AFL/West Sib.-OVB	rgd	24jun59	canx 1977
9 2 07 05	CCCP-42433	Tu-104B	AFL/West Sib.-OVB	rgd	22jul59	f/n DME 03oct72; canx 1977
9 2 08 01	CCCP-42434	Tu-104B	AFL/Northern-LED	rgd	10jul59	f/n LED 27may70; canx 22may78
9 2 08 02	CCCP-42435	Tu-104B	AFL/East Sib.-IKT	rgd	05aug59	canx 1978
9 2 08 03	CCCP-42436	Tu-104B	AFL/Uzbekistan-TAS	rgd	05aug59	trf to AFL/East Siberia-1KT 09dec65; landed 600 metres short of runway Irkutsk 28apr69; canx 1971
9 2 08 04	CCCP-42437	Tu-104B	AFL/East Sib.-IKT	rgd	05aug59	canx jan78
9 2 08 05	CCCP-42438	Tu-104B	AFL/West Sib.-OVB	rgd	14aug59	right engine failed after take-off Sverdlovsk 13mar61 and made an emergency landing on a lake; canx 23may61
9 2 09 01	CCCP-42439	Tu-104B	AFL/Northern-LED	rgd	25aug59	featured in the Soviet movie "Devchonka, s kotoroi ya družil" shot in 1963; f/n SVO 08jul70; l/n LHR sep72; canx mar75
9 2 09 02	CCCP-42440	Tu-104B	AFL/East Sib.-IKT	rgd	11sep59	f/n LED 11jul70; canx 1978
9 2 09 03	CCCP-42441	Tu-104E	GosNII GVF	mfd	late 59	first Tu-104E prototype, in Aeroflot c/s; f/f jan60; rgd 01mar60; no canx date on Soviet register; preserved at Kuibyshev Aviation Institute (later Samara State Aerospace University), seen apr93/apr08
9 2 09 04	CCCP-42442	Tu-104B	AFL/Moscow-VKO	rgd	08sep59	photo in "Grazhdanskaya Aviatsiya" magazine at AMS sep62; trf to AFL/International 15feb64; trf to AFL/Moscow-DME jun66; again trf to AFL/International before jun71; f/n SVO 02jun71; trf to AFL/Ukraine-ODS 1973; l/n SPL 21jul73; canx 1979; was preserved in the Chkalov park at Dnepropetrovsk from 1980; scrapped nov86
9 2 09 05	CCCP-42443	Tu-104E	GosNII GVF	rgd	08sep59	second Tu-104E prototype, in Aeroflot c/s; no c/n given on Soviet register !; f/n LED 22jul70; canx 1977
9 2 10 01	CCCP-42444	Tu-104B	AFL/Moscow-VKO	mfd	19sep59	rgd 03oct59; was the first a/c on a scheduled flight from DME 25mar64, thus officially opening the airport; f/n LGW 02jun72; trf to AFL/Ukraine-ODS jan73; crashed 17mar79 when false fire warning in port engine (caused by hot air leaking from a de-icing system pipe) forced the crew to shut the engine down and return, the aircraft dropping below glide path when returning to Vnukovo and in so doing and crashing into trees on final approach, t/t 24,356 hours a and 14,118 cycles; canx 1979

9 2 10 02	CCCP-42445	Tu-104B	AFL/Uzbekistan-TAS	rgd	29oct59	trf to AFL/Ukraine-KBP dec65;f/n VKO 06apr72; canx 1977; reported derelict KBP 07sep92 without undercarriage canx 1979
9 2 10 03	CCCP-42446	Tu-104B	AFL/Georgia-TBS	rgd	18dec59	hit approach lights in bad weather Odessa 10jul61; canx 17aug61
9 2 10 04	CCCP-42447	Tu-104B	AFL/Northern-LED	rgd	02dec59	featured in the Soviet movie 'Sibirida' shot in 1976; canx 28feb78; l/n LED aug78
9 2 10 05	CCCP-42448	Tu-104B	AFL/Northern-LED	rgd	28jan60	trf to AFL/West Siberia 11sep71; canx 1975
9 2 11 01	CCCP-42449	Tu-104B	AFL/Moscow-VKO	rgd	20jan60	f/n VKO may60; converted to a Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; canx 1976
9 2 11 02	CCCP-42450	Tu-104B	AFL/West Sib.-OVB	rgd	14jan60	preserved at Vnukovo since 15sep76 with this fake registration (to commemorate the 20th anniversary of the first Tu-104 passenger flight by the original CCCP-L5412(1), c/n 5350001, which was tested to destruction), removed 23sep04 and scrapped; see c/ns 5350001 and 021905
	CCCP-L5412(2)	Tu-104B	Aeroflot	VKO	aug81	f/n LHR 12nov64; trf to AFL/Ukraine jan66; canx jan80
0 2 11 03	CCCP-42465	Tu-104B	AFL/Uzbekistan-TAS	rgd	24mar60	canx 1977
0 2 11 04	CCCP-42466	Tu-104B	AFL/Far East-KHV	rgd	14apr60	f/n GVA 03jun68; canx 23mar79
0 2 11 05	CCCP-42467	Tu-104B	AFL/Far East-KHV	rgd	14apr60	l/n AMS 21jul68; converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 1970s; canx 1977
0 2 12 01	CCCP-42468	Tu-104B	AFL/West Sib.-OVB	rgd	24mar60	trf to AFL/Far East-KHV 24may72; trf to AFL/Ukraine-ODS 17apr79; f/n PRG 12may79; canx 17apr80
0 2 12 02	CCCP-42469	Tu-104B	AFL/Moscow-VKO	rgd	24mar60	f/n DME 27aug75; canx 1977; reportedly seen flying TBS 1989 !
0 2 12 03	CCCP-42470	Tu-104B	AFL/Georgia-TBS	rgd	13may60	rgd 13apr60; f/n AMS 05jun68; crashed 28nov76 during night take-off from SVO due to artificial horizon failure causing the crew to become disoriented and exceed bank angle limits, t/t 22,199 hours 30 minutes and 13,336 cycles; not canx on Soviet register !
0 2 12 04	CCCP-42471	Tu-104B	AFL/Northern-LED	mfd	22feb60	trf to AFL/Ukraine-KBP 17may72; dbr when right main gear broke on heavy landing Novosibirsk 30aug75; canx 1976
0 2 12 05	CCCP-42472	Tu-104B	AFL/Moscow-VKO	rgd	23apr60	trf to AFL/Ukraine 07apr71; f/n IKT late77; canx 17apr80; was preserved in Park Pobedy (Victory Park) at Sevastopol; on photo (date unknown) with tail cut off
0 2 13 01	CCCP-42473	Tu-104B	AFL/Far East-KHV	rgd	11may60	f/n LGW 22may66; trf AFL/Ukraine jan73; canx 1979
0 2 13 02	CCCP-42474	Tu-104B	AFL/Moscow-VKO	rgd	25may60	trf to AFL/International 25apr72; returned to AFL/East Siberia-IKT 1973; canx jun78
0 2 13 03	CCCP-42475	Tu-104B	AFL/East Sib.-IKT	rgd	16may60	crashed on go-around Novosibirsk 09jun64 in bad weather; canx 10jul64
0 2 13 04	CCCP-42476	Tu-104B	AFL/West Sib.-OVB	rgd	19may60	f/n LHR 19may61; trf to AFL/Ukraine jan73; canx 1979
0 2 13 05	CCCP-42477	Tu-104B	AFL/Moscow-VKO	rgd	25may60	canx 1977
0 2 14 01	CCCP-42478	Tu-104B	AFL/Ukraine-KBP	rgd	23jun60	f/n GVA 03jun68; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; canx 1977
0 2 14 02	CCCP-42479	Tu-104B	AFL/West Sib.-OVB	rgd	23jun60	f/n LED 12aug68; canx 1977
0 2 14 03	CCCP-42480	Tu-104B	AFL/Ukraine-KBP	rgd	23jun60	trf to AFL/West Siberia-OVB 18oct65; canx 1978
0 2 14 04	CCCP-42481	Tu-104B	AFL/Uzbekistan-TAS	rgd	04aug60	f/n LED 11jul70; converted to Tu-104B-TS cargo/medevac version by an ARZ 21feb72; last flight 25mar77 to Kazan and was preserved at factory # 22 (KAP0); canx 1977; broken up by 1997
0 2 14 05	CCCP-42482	Tu-104B	AFL/West Sib.-OVB	rgd	23jun60	crashed near Leningrad 18may63 when reduced below minimum safe approach speed because of bad crew co-ordination; canx 07jul63
0 2 15 01	CCCP-42483	Tu-104B	AFL/Northern-LED	rgd	23jul60	avionics test-bed for inertial and astro-inertial navigation systems; seen Zhukovski aug92/sep93 derelict but was gone by aug95; sequential registration CCCP-42484 was used on Tu-16 c/n 62203208
0 2 15 02	CCCP-06195	Tu-104B	GKAT Zhukovski	rgd	13jul62	was the last Tu-104 to carry passengers (on a flight from Odessa) 20nov79; used for anti-terrorist training at the MVD training area at Balashikha (visible from the road from Moscow to Monino just before Monino when looking backwards on the north side of the road near a military heliport), seen sep90/mar02 in reasonable condition
0 2 15 03	CCCP-42485	Tu-104B	AFL/Ukraine-KBP	rgd	28jul60	rgd 23sep60; crashed on approach Domodedovo 13oct73 when entered a left spin, t/t 16,250 hours and 9,776 cycles
0 2 15 04	CCCP-42486	Tu-104B	AFL/Georgia-TBS	mfd	05jul60	f/n LED 11jul70; canx 1978; preserved at the KAPO factory at Kazan since 25mar77 but no sightings since 1990s
0 2 15 05	CCCP-42487	Tu-104B	AFL/Northern-LED	rgd	04aug60	f/n LED 27may70; canx 1978
0 2 16 01	CCCP-42488	Tu-104B	AFL/East Sib.-IKT	rgd	10aug60	f/n LED 11aug75; canx 1977
0 2 16 02	CCCP-42489	Tu-104B	AFL/Ukraine-KBP	rgd	26aug60	f/n late 1966; crashed after take-off Vnukovo 10oct71 after an in-flight explosion in the rear cargo bay destroyed the controls; canx 1972
0 2 16 03	CCCP-42490	Tu-104B	AFL/Ukraine-KBP	rgd	03sep60	f/n LHR 20feb61; crashed on approach to Sofia 04jun62 when returning there after left engine was shut down on take-off; canx 10jul62
0 2 16 04	CCCP-42491	Tu-104B	AFL/Moscow	rgd	11oct60	f/n LHR 11jun61; crashed between outer and inner marker on approach Irkutsk 13jul63 because of too early descent in bad weather; canx 12aug63
0 2 16 05	CCCP-42492	Tu-104B	AFL/Moscow	rgd	11oct60	f/n LHR 22jul61; trf to AFL/International 15feb64; l/n BUD 14aug71; trf to AFL/Ukraine-ODS 14sep71; canx 1979
0 2 17 01	CCCP-42493	Tu-104B	AFL/Moscow	rgd	11oct60	f/n LED 22jul70; converted to a Tu-104B-TS cargo/medevac version by an ARZ 21feb72; canx 1977; donated by NAPO im. Chkalova to the city of Novosibirsk in 1979 and transported to the "Beryozovaya roshcha" park (order dated 28mar79, was to be put up until 01jun79); used as café "Samolyot" (aircraft) in 1983 (the modifications took several years), but was closed down after several months due to deficiencies in hygiene; removed in 1985; remains l/n near Irkutsk-2 airfield in 1989; scrapped f/n AMS 21sep62; crashed on test flight from Sheremetyevo 25oct62 as the rudder controls were mounted the wrong way round during maintenance !; canx 24dec62
0 2 17 02	CCCP-42494	Tu-104B	AFL/West-Sib.-OVB	rgd	21nov60	converted to Tu-104B-TS cargo/medevac version by an ARZ in the early 21feb72; canx 1977
0 2 17 03	CCCP-42495	Tu-104B	AFL/Moscow	rgd	11oct60	canx 1978
0 2 17 04	CCCP-42496	Tu-104B	AFL/West Sib.-OVB	rgd	26oct60	in Aeroflot c/s; canx 1981
0 2 17 05	CCCP-42497	Tu-104B	AFL/Far East-KHV	rgd	26oct60	late rgd confirmed !; based at VKO reportedly since 1960; trf to AFL/East Siberia jun72; canx 1979
0 2 18 01	CCCP-42498	Tu-104B	GosNII GVF	rgd	17mar60	f/n VKO 30jun70; trf to AFL/Ukraine 26dec72; based at ODS; canx 15apr79
0 2 18 02	CCCP-42499	Tu-104B	MRP NPO "Vzlyot"	trf	17mar61	rgd 02dec60; trf to AFL/Far East-KHV according to accident report but trf date unknown; dbr when overshoot threshold by 430 metres and overrun runway at Chita 05nov74 and hit a railway embankment, t/t 17,301 hours and 12,990 cycles; canx 1974
0 2 18 03	CCCP-42500	Tu-104B	AFL/Moscow-VKO	rgd	03nov60	trf to AFL/Moscow-DME 01jun66; based at DME; f/n VKO 30jun70; trf to AFL/Ukraine 14sep72; canx 16nov79
0 2 18 04	CCCP-42501	Tu-104B	AFL/Ukraine-KBP	mfd	26oct60	rgd 02jan61; crashed on approach Domodedovo 07dec73 in bad weather when overflow outer marker with high speed and lost control when tried to lose this speed, t/t 18,300 hours and 10,983 cycles; not canx from Soviet register
0 2 18 05	CCCP-42502	Tu-104B	AFL/Uzbekistan-TAS	rgd	19dec60	crash-landed in a field on approach to Vladivostok 02nov61 after hitting a radio mast; canx 15nov61
0 2 19 01	CCCP-42503	Tu-104B	AFL/Georgia-TBS	mfd	24nov60	f/n LHR 28may71; on 23apr73 a bomb was set off by a hi-jacker during landing at Leningrad, landed safely but the bomb killed the hi-jacker and the flight engineer, aircraft was dbr; canx 1973
0 2 19 02	CCCP-42504	Tu-104B	AFL/Far East-KHV	rgd	23dec60	trf to AFL/Far East 24jun65; crashed on take-off Sverdlovsk 30sep73 when entered a left spin after artificial horizons failed; canx 1974
0 2 19 03	CCCP-42505	Tu-104B	AFL/Northern-LED	rgd	30jan61	trf to 235th Flight Unit jan63; trf to Aeroflot/International 15feb64; f/n LHR 05aug65; trf to AFL/Far East-KHV 13feb72; trf to AFL/Ukraine-ODS 17apr79; canx 16nov79; was preserved near the Tupolev rework factory at Vnukovo since 1980 and l/n there aug05
0 2 19 04	CCCP-42506	Tu-104B	AFL/Uzbekistan-TAS	rgd	27jan61	preserved on poles at Vnukovo with these fake colours and identity since 09apr06 (replaced CCCP-L5412(2) c/n 921102 which was broken up sep04), l/n feb09
0 2 19 05	CCCP-42507	Tu-104B	AFL/Moscow	rgd	16jan61	last Tu-104 built; f/n LHR 11jul61; trf to 235th Flight Unit jan63; trf to AFL/International 15feb64; trf to AFL/Ukraine jul72; canx 1979; was preserved in a park at Orenburg in the 1980s, photo taken in 1986 exists; reportedly lost due to arson in 1990
	CCCP-L5412(3)	Tu-104B	Vnukovo	VKO	09apr06	
0 2 20 01	CCCP-42508	Tu-104B	AFL/Moscow	rgd	16jun61	

### **Aircraft with unknown c/ns**

Photos exist of the following aircraft for which no (factory and register) details can be found: CCCP-L5460 possibly never existed but was mentioned in a Putnam book in 1975, CCCP-42527 photo in a book on test aircraft but probably had a fake reg on photo, finally an Air Force aircraft coded "001" but colour unknown as this was a black and white photo.

## **Tupolev Tu-110**

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

Trials went without problems, and it was decided to start series-production at Factory # 22 in Kazan in 1957, with five aircraft to be built in 1958. The production version was designated Tu-110A and had 100 seats. However, only three aircraft were completed as it turned out that there was no real demand for the Tu-110. As no export deliveries were envisaged apart from the six Tu-104As

for CSA, and the AM-3 engines became more reliable after some modernisation, and the Tu-104B also seating 100 passengers, it was deemed not sensible to have two similar aircraft in the inventory, so the Tu-110 programme was eventually cancelled.

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

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

One of the Tu-110s was noted in Akhtubinsk in 1971 and also in the early 1980s flying. Another one was stored at the KIIGA (Kiev Civil Aviation Engineering Institute) airfield at Kiev-Zhuliany and noted there in 1980; it was scrapped

sometime in the 1980s. Some fragments of the aircraft might still lie there. Apart from that, there is a report that a Tu-110 had been stored at Ulyanovsk, but was also scrapped. Unfortunately, this is all that is known about the type.

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

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

55 1 1 ?	CCCP-L5511	Tu-110A	Tupolev OKB	mfd	1958	c/n not confirmed, registration visible on photo; in Aeroflot c/s; received D-20P engines in 1960 and thus became a Tu-110B; later received D-20PO engines flying laboratory; used to test the "Sapfir-23" radar for the MiG-23 in 1964/69
55 1 2 ?	CCCP-3658. CCCP-L5512 ?	Tu-110LL Tu-110A	MRP NPO 'Vzlyot' Tupolev OKB	mfd	1958	in Aeroflot c/s; c/n and reg not confirmed, only '5512' is known; received D-20P engines in 1960 and thus became a Tu-110B
55 1 3 ?	CCCP-L5513 ?	Tu-110A	Tupolev OKB	mfd	1958	in Aeroflot c/s; c/n and reg not confirmed, only '5513' is known; received D-20P engines in 1960 and thus became a Tu-110B
---	CCCP-36580	Tu-110B	Aeroflot c/s			one of the aircraft above; not on Soviet register !
---	CCCP-36582	Tu-110B	Aeroflot c/s			one of the aircraft above; not on Soviet register !

## Tupolev Tu-124

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

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

Series production was allocated to Factory # 135 at Kharkov in Ukraine, where all the aircraft were manufactured, and the type entered service with Aeroflot on the Moscow - Tallinn route on 2 October 1962. The initial version was designed to carry 44 passengers while the later model Tu-124V had a capacity of 56 as well as an extended range and an increased maximum take-off weight. Apart from that, three Tu-124Bs with modernised D-20P-125 engines were built by Factory # 135 in 1963, but this version did not see series-production. Unfortunately, these aircraft cannot be identified as yet.

As with the Tu-104, first exports were made to the Czechoslovak airline CSA, which purchased three, the first being delivered in November 1964. One of these was lost in an accident, and the surviving two were not sold to Iraq as mentioned in other sources, but returned to the Soviet Union to be put into service with Aeroflot. East Germany was another customer, purchasing three for VIP duties in 1965 and these, too, eventually returned to the Soviet Union. Iraq purchased two which operated in both civil and military capacities until being destroyed in the

second Gulf War in 1991, and military exports were also made to China (2) and India (3).

Total production is stated to be 163, 111 of which were passenger versions, the last one being delivered in 1966. Soviet register archives have provided a virtually complete list of the passenger version with much previously unpublished information, although the 35 year old hand-written archive was difficult to read with the result that some of the transfer dates of individual aircraft between the Aeroflot directorates were hard to decipher. It should be noted that batch 6 of the production sequence was not used for the passenger version. The remaining aircraft were manufactured as Tu-124Sh navigator trainers, with at least two aspiring to Aeroflot markings and a civil registration and a third one being preserved with a fake civil registration at Ulyanovsk. Production of the variant continued until 1968.

After the crash of CCCP-45038 on 29 August 1979, the Ministries of Aviation Industry (MAP) and Civil Aviation (MGA) took the joint decision in December 1979 to withdraw the type from service because of its poor take-off and landing performance (most accidents occurred during these phases). The Tu-124 was withdrawn from Aeroflot service on 21 January 1980 while the Air Force aircraft soldiered on until 1981. Several airframes are preserved as shown in the following listing.

For both the civil and military production series the construction number gives the year of manufacture, the factory code (35 for Factory # 135), the batch number and the number in the batch. With (Soviet) military aircraft the construction number was in most cases painted on the tail. The construction number plate is to be found on the front bulkhead of the nose wheel bay.

### 2 Tu-124 prototypes built by Factory # 156 at Moscow-Lefortovo in 1960

00 00	CCCP-45000	Tu-124	Tupolev OKB	f/f	29mar60	from Zhukovskiy; in Aeroflot c/s; construction started in late jan58; completed sections transported to Zhukovskiy for re-assembly jan60; not on Soviet register !
---	--	Tu-124				static test airframe; trials at the TsAGI started dec59

### 110 Tu-124 built by factory # 135 at Kharkov-Karotish from 1960 to 1968

0 35 00 01	CCCP-45001 CCCP-45001 "80" blue CCCP-45076(2)	Tu-124 Tu-124 Tu-124 Tu-124	MAP LII Zhukovskiy Soviet AF/AFL c/s Soviet Air Force Soviet Air Force	mfd trf MHP rgd	05jan60 15jan63 date ? 29dec73	first production aircraft; not on Soviet register !; in Aeroflot c/s; f/n Bakharevka 1961 l/n 1968 photo exists with the c/n 100 % clearly readable on tail f/n Sperenberg 08jun78 and several times thereafter; CofA canx 14apr82; also see story with Tu-134 c/n 0001 !
0 35 01 01	CCCP-45002	Tu-124	MAP LII Zhukovskiy	trf	19aug64	rgd only 29apr65; canx 26jan81
0 35 01 02 ?	CCCP-45003	Tu-124	GKAT	trf	28feb64	line left blank on Soviet register !; was a flying example, used as an avionics test-bed by the LII (Flight Research Institute) in 1969/78 to create and refine the Tu-154's ABSU-154 ILS
0 35 02 01	CCCP-45004	Tu-124	GosNII GVF	rgd	31may61	in Aeroflot c/s; canx 27sep65
0 35 02 02	CCCP-45005	Tu-124	AFL/Moscow	rgd	20may61	on display at Economic Achievements Exhibition (VDNKh) jan62/nov62; photographed flying above Zhukovskiy; according to Soviet register canx 08aug65 as being trf as a 'maket' (mock-up) to Kirsanov training school; reportedly f/n RIX aug68, probably as a GIA
1 35 03 01	CCCP-45006	Tu-124	AFL/Moscow-VKO	rgd	20may61	f/n RIX aug66; trf to AFL/Lithuania 20jan71; canx 1977
1 35 03 02	CCCP-45007	Tu-124	AFL/Moscow-VKO	rgd	29aug61	first Tu-124 with an increased 'V' angle of the wing; f/n VKO 11nov61; trf to AFL/Lithuania 20jan71; canx 1977
1 35 03 03	CCCP-45008	Tu-124	Soviet AF/AFL c/s			line left blank on Soviet register apart from remark as trf to the Air Defence (PVO) 15jan63, see next line
	"21"	Tu-124	Soviet Air Force	SXF	02oct67	a photo exists preserved Kuadorovsk with c/n 1350303 painted on but date unknown, see dates next line !
1 35 03 04	CCCP-45009 CCCP-45009 CCCP-06185 CCCP-48095	Tu-124 Tu-124 Tu-124 Tu-124	Soviet AF/AFL c/s GKAT Ramenskoye MAP LII Zhukovskiy	rgd	29dec73 28feb64 31jan66	f/n PRG 01jul76; l/n Sperenberg 08sep78; CofA canx 14apr82 line left blank on Soviet register apart from remark as trf to a test centre on 28feb64, see next line rgd 27oct64 canx 06aug88
1 35 03 05	CCCP-45010 CCCP-45010 CCCP-45010	Tu-124 Tu-124 Tu-124	AFL/Moscow-VKO MRP Solnechnoye MRP LII Leningrad	rgd trf trf	04oct61 unknown 23nov77	in Aeroflot c/s; canx 1981; f/n Pushkin 29may90, partly broken up
1 35 04 01	CCCP-45011	Tu-124	AFL/Moscow-VKO	rgd	04oct60	first Tu-124 built by the factory with the shortened navigator's cabin; trf to AFL/Northern-LED 20feb68; f/n LED 08jul70; trf to AFL/North Kavkaz-VOG 1970; trf to AFL/North Kavkaz-MRV 23may72; canx at MRV 12mar76
1 35 04 02	CCCP-45012 CCCP-45012	Tu-124 Tu-124	GosNII GVF AFL/Lithuania-VNO	rgd trf	24nov62 25dec65	f/n SVO 08jul70; w/o 02sep70 on a flight from Rostov to Vilnius when control lost at 9,000 m and crashed near Dnepropetrovsk, hit the ground with 950 km/h at an angle of 75 degrees, all 5 crew and 32 passengers killed; canx 1970
1 35 04 03	CCCP-45013	Tu-124	AFL/Ulyanovsk HFS	rgd	31jul63	late rgd confirmed; trf to AFL/North Kavkaz-MRV 30jun71; returned back to the Ulyanovsk HFS sep71; canx 1977
1 35 04 04	CCCP-45014	Tu-124	AFL/Moscow-VKO	rgd	09jan62	reportedly trf to AFL/North Kavkaz-VOG; later trf to AFL/North Kavkaz-MRV; canx in MRV 12mar76; was preserved at a school yard at Karl Marx Street in Mineralnyye Vody since 1976, f/n sep87, l/n 15may96; removed dec99 as a church was built on this site; broken up
1 35 04 05	CCCP-45015	Tu-124	AFL/Moscow-VKO	rgd	11oct62	f/n VKO 22jun63 on pax flight ULY-VKO; trf to AFL/Lithuania 1965; canx 1976
1 35 05 01	CCCP-45016	Tu-124	GosNII GVF	rgd	05feb63	trf to AFL/North Kavkaz-MRV may66; trf to AFL/Belarus-MHP aug67 but no record of that on Soviet register; canx at MRV 12mar76
1 35 05 02	CCCP-45017(1)	Tu-124	AFL/Moscow-VKO	rgd	30nov62	f/n CPH 13jul63; trf to AFL Belarus-MHP mar66; dbr overrun wet runway Minsk 13jun66, canx 1968; see military c/n 7350610
2 35 05 03	CCCP-45018	Tu-124	AFL/Moscow-VKO	rgd	23apr63	f/n VKO 24aug63; trf to AFL/North Kavkaz-MRV mar67; canx 1974
2 35 05 04	CCCP-45019	Tu-124	AFL/N.-Kavkaz-MRV	rgd	16nov62	already in service 08aug62!; trf to AFL/North Kavkaz-VOG sep64; trf to AFL/North Kavkaz-MRV 20oct64; trf to AFL/North Kavkaz-VOG oct65; crashed on take-off in poor weather from Volgograd 07mar68; canx 1968
2 35 05 05	CCCP-45020	Tu-124	AFL/N.-Kavkaz-MRV	rgd	16nov62	already in service 21jun62; seen LED 22apr72; canx 1978; stored at Krasnodar-Pashkovskiy airport, photo exists; preserved in a children's autodrome at Krasnodar since jul78, removed 20mar03 and scrapped
2 35 07 01	CCCP-45021	Tu-124	AFL/Moscow-VKO	rgd	11oct62	f/n LED 02nov62; dbr 21aug63 on a flight from Tallinn to Moscow, nose gear did not retract, aircraft was diverted to Leningrad because of fog at Tallinn, circled around Leningrad to burn fuel and ran out of fuel during the eighth circle, crew decided to alight on the Neva river, splashed safely between the

						bridges, all 7 crew and 45 passengers escaped unhurt; aircraft recovered two days later and used as GIA by a technical school; canx 14sep63
2 35 07 02	CCCP-45022	Tu-124	AFI/Moscow-VKO	rgd	11oct62	already f/n TLL 02oct62; trf to AFL/Northern 17apr68; trf to AFL/North Kavkaz-VOG 1970; trf to AFL/North Kavkaz-MRV jan76; trf to AFL/Privolzhsk 16mar79; canx 1980
2 35 07 03	CCCP-45023	Tu-124	AFI/N.Kavkaz-MRV	rgd	16nov62	trf to AFL/North Kavkaz-VOG jul64; f/n ROV 16mar63; trf to AFL/North Kavkaz-MRV 09oct69; canx 1978
2 35 07 04	CCCP-45024	Tu-124	AFI/N.Kavkaz-MRV	rgd	28dec62	canx at MRV 12mar76; sighting at KBP 23sep95 is impossible!
2 35 07 05	CCCP-45025	Tu-124	GosNII GVF	rgd	17jun64	f/n SVO 06jul70; canx 1981; preserved in the Russian Air Force museum at Monino since late 1970s, f/n apr91; badly damaged by fire in spring 2002, not restored; f/n aug09, still in this sad condition
2 35 08 01	CCCP-45026	Tu-124V	AFI/Moscow-VKO	rgd	19aug63	trf to AFL/Georgia 04jun70, but no record of that on Soviet Register; trf to AFL/Belarus 07jun74; trf to AFL/Privolzhsk-KZN 16mar79; canx 1980; first Tu-124V (56-seater)
2 35 08 02	CCCP-45027	Tu-124V	AFI/N.Kavkaz-MRV	rgd	16nov62	f/n VKO 02oct72; trf to AFL/North Kavkaz-VOG jan65; canx aug76
2 35 08 03	CCCP-45028	Tu-124V	AFI/Moscow-VKO	rgd	25jan63	already f/n VNO 15dec62; trf to AFL/Privolzhsk-KUF 1964; w/o 08mar65 when crashed shortly after take-off from Kuibyshev because of tail heaviness, all 8 crew and 17 passengers killed; canx 31may65
2 35 08 04	CCCP-45029	Tu-124V	AFI/Moscow-VKO	rgd	30nov62	f/n STW 15aug64 on pax flight STW-VKO; trf to AFL/Belarus-MHP 30jun66, but no record of that on Soviet register; f/n MHP 21apr76; canx 1976; was preserved in a park at Grodno (Belarus), f/n 01dec94; reportedly broken up by 2000, was not present there in may05
2 35 08 05	CCCP-45030	Tu-124V	AFI/Moscow-VKO	rgd	11oct62	featured in the Soviet movie "Ya shagayu po Moskve" shot in 1963; trf to AFL/Estonia 11may66; f/n VKO 06may74; trf to MRP NPO "Vzlyot" 09feb78; canx 1981
2 35 09 01	CCCP-45031	Tu-124V	AFI/Moscow-VKO	rgd	30nov62	trf to AFL/Privolzhsk-KZN 24apr65, but no record of that in Soviet register; dbr 20nov73 when overran runway on landing at Kazan; canx 1973
2 35 09 02	CCCP-45032	Tu-124V	AFI/N.Kavkaz-ROV	mfd	sep62	rgd 16nov62; trf to AFL/North Kavkaz-VOG 30may64; trf to AFL/North Kavkaz-MRV jan69 (after the first overhaul); f/n aug74; last overhaul completed mar75; canx 12jul78; last flight to Nalchik; preserved on a children's playground in a park at Nalchik (at the crossing of prospekt Lenina and ulitsa Kuliyeva), f/n may08
2 35 09 03	CCCP-45033	Tu-124V	AFI/Moscow-VKO	rgd	26dec62	trf to AFL/Estonia-TLL 09oct69, but no record of that on Soviet register; f/n VKO 28sep63; f/n KBP 23sep75; canx 18dec76
2 35 09 04	CCCP-45034	Tu-124V	MAP Kuibyshev MSZ	rgd	13oct77	canx but date unknown
2 35 09 05	CCCP-45035	Tu-124V	AFI/N.Kavkaz-MRV	rgd	01feb63	trf to AFL/North Kavkaz-VOG 30may64; canx 1976
2 35 10 01	CCCP-45036	Tu-124V	AFI/N.Kavkaz-ROV	rgd	02mar63	trf to AFL/North Kavkaz-VOG 29jul64; trf to AFL/North Kavkaz-MRV sep76; canx 1979; was preserved in the city centre of Astrakhan from 1979 until the early or mid-1990s; hulk without tail transported to the airport and rests there since, f/n may96/jul08
2 35 10 02	CCCP-45037	Tu-124V	AFI/N.Kavkaz-MRV	mfd	29jan63	f/n STW 04aug64; trf to AFL/North Kavkaz-VOG dec66; trf to AFL/North Kavkaz-MRV 12jan70; cvtd to cargo version; operated jointly with GosNII GA; f/n ESL 24jan75; re-converted to pax version in 1976; canx 1977
3 35 10 03	CCCP-45038	Tu-124V	AFI/Moscow-VKO	mfd	12feb63	already in service 23feb63; rgd only 02mar63; trf to AFL/Belarus-MHP 02jun65; w/o 03jan76 on a flight from Moscow-Vnukovo to Brest when crashed shortly after take-off after both artificial horizons had failed, the aircraft rolling to port, diving into the ground on the outskirts of Sanino village with a vertical speed of 50 m/sec, all 5 crew and 56 passengers killed; t/t 17,014 hours 22 minutes and 14,409 cycles; canx 1976
3 35 10 04	CCCP-45039	Tu-124V	AFI/Privolzhsk-KUF	rgd	25mar63	trf to AFL/Privolzhsk-KUF 28apr72; trf to AFL/Privolzhsk-KZN 06dec78; w/o 29aug79 on a flight from Kiev to Kazan when flaps extended at 27,000 ft while on autopilot, crashed near Kirsanov (Tambov region), all 5 crew and 58 passengers killed; the type was wfu after this accident; t/t 23,232 hours and 18,369 cycles; canx 1979
3 35 10 05	CCCP-45040	Tu-124V	AFI/Estonia-TLL	rgd	12jun63	f/n KUF 04dec63; f/n KUF 28apr72; canx 1977
3 35 11 01	CCCP-45041	Tu-124V	MAP Perm Motors	trf	05apr78	f/n TLL 04apr64; f/n TLL dec69; photo at KIV 1976
3 35 11 02	CCCP-45042	Tu-124V	AFI/Privolzhsk-KUF	rgd	05jun63	in Aeroflot c/s; canx 1982
3 35 11 03	CCCP-45043	Tu-124V	AFI/Estonia-TLL	rgd	12jun63	f/n KUF jun64; trf to AFL/Privolzhsk-KZN 1973; canx 1980
3 35 11 04	CCCP-45044	Tu-124V	AFI/Lithuania-VNO	rgd	05jun63	f/n LED 30oct72; trf to AFL/Privolzhsk 06dec78; canx 1980
3 35 11 05	CCCP-45045	Tu-124V	AFI/Moscow	rgd	04jun63	f/n MHP 10apr65; f/n MHP 14jan69; canx 1976
3 35 12 01	CCCP-45046	Tu-124V	AFI/Lithuania-VNO	rgd	14jun63	f/n BK0 21jan64 when took part in an exhibition of Soviet technology in Mali; trf to AFL/Privolzhsk-KUF 08dec65; w/o 23dec73 when crashed shortly after take-off from Liviv due to the failure of a defective turbine blade, the resulting violent vibration of the affected engine rupturing a fuel line and causing an in-flight fire, came down near Vinniki village, 17 persons aboard killed; canx 1974
3 35 12 02	CCCP-45047	Tu-124V	Soviet Gvt/AFI c/s	rgd	23jul63	f/n KBP 23sep75; canx 1979
3 35 12 03	CCCP-45048	Tu-124V	MAP Irkutsk APO	rgd	12sep78	trf to AFL/Privolzhsk-KUF 04dec65, but no record of that on Soviet register; f/n KUF 18sep74
3 35 12 04	CCCP-45049	Tu-124V	Soviet AF/AFI c/s	rgd	09aug63	canx 12mar84
3 35 13 01	CCCP-45051	Tu-124V	AFI/Georgia-TBS	trf	24mar70	f/n TBS 19apr71; trf to AFL/Belarus-MHP 21aug74, but no record of that on Soviet register; f/n MHP 24apr76
3 35 13 02	CCCP-45052	Tu-124V	AFI/Moscow-VKO	rgd	25jan64	canx 12mar84
3 35 13 03	CCCP-45053	Tu-124V	AFI/Lithuania-VNO	rgd	18feb64	f/n LED 11jul70; canx 1980
3 35 13 04	CCCP-45054	Tu-124V	AFI/International	rgd	20jul64	trf to AFL/North Kavkaz-VOG dec64; canx 1976
3 35 13 05	CCCP-45055	Tu-124V	AFI/Moscow-VKO	rgd	27jan65	overflew Holland 17feb68 but not on Soviet register apart from a 1967 canx remark
3 35 14 01	CCCP-45056	Tu-124V	AFI/International	rgd	24mar64	trf to AFL/Privolzhsk 19oct77; f/n DME 13nov77; canx 1978; preserved in a park at Nizhnekamsk; f/n KUF 28apr72; to be sold or scrapped by late 2006
3 35 14 02	CCCP-45057	Tu-124V	AFI/Northern-LED	rgd	28apr64	f/n VKO 15aug64; f/n MOW 27jun70 on display at Economic Achievements Exhibition (VDNKh), gone by 26mar73 and canx 1973
3 35 14 03	CCCP-45058	Tu-124V	AFI/Northern-LED	rgd	28apr64	f/n LED 09jul70; canx 1978 but also reported transferred to MAP Novosibirsk APO, but no record of that on Soviet register; probably used by the SibNIA institute for some tests; sat wfu at Novosibirsk-Yeltsovka, seen dec02/aug07
3 35 14 04	CCCP-45059	Tu-124V	AFI/Northern-LED	rgd	17may64	f/n HEL 24aug67; trf to AFL/Estonia 1968; trf to AFL/Privolzhsk 23feb79; canx 1980
3 35 14 05	CCCP-45060	Tu-124V	AFI/Estonia-TLL	rgd	17may64	f/n VKO 18jan66; trf to AFL/Belarus-MHP 09sep69, but no record of that on Soviet register; f/n LED 28sep72; canx 1978
3 35 14 06	CCCP-45061	Tu-124V	AFI/Lithuania-VNO	rgd	17may64	trf to AFL/Belarus-MHP 22feb66; f/n MHP 21jun66; trf to AFL/Belarus 11jan78 according to the Soviet register; f/n LED 22apr72; trf to AFL/Privolzhsk 06dec78; canx 1980
3 35 14 07	CCCP-45062	Tu-124V	AFI/Privolzhsk-UFA	rgd	17jun64	trf to AFL/Privolzhsk-GOJ 1969; f/n LED 06jul70; canx 1970 due to a fire in second baggage bay on runway GOJ
3 35 14 08	CCCP-45063	Tu-124V	AFI/Belarus-MHP	rgd	23jun64	trf to MRP NPO Sointsevo 1974; reported transferred to MAP Novosibirsk APO, but no record of that on Soviet register; canx 28dec82; seen wfu Novosibirsk-Yeltsovka, last noted 2001
3 35 14 09	CCCP-45064	Tu-124V	AFI/Privolzhsk Rossiya titles	rgd	11aug64	f/n LED 07may70; trf to AFL/Estonia 19aug70; trf to AFL/Privolzhsk-KZN 23feb79; canx 1980
3 35 14 10	CCCP-45065	Tu-124V	AFI/N.Kavkaz-VOG	rgd	11aug64	f/n SVO 09jul70; t/t 14,596 hours by 01oct73; w/o 16dec73 on a flight from Vilnius to Moscow when, at 8,000 m, a short circuit occurred in the elevator trim system, the horizontal stabilizer moved to a position which put the Tupolev in a dive and a resulting spin, the crew brought the plane under control at an altitude of about 2000m, because of a loss of situational awareness and a gyro that had failed due to loads sustained in the dive, the crew again lost control of the airplane, and crashed near Volokolamsk, all 6 crew and 45 passengers killed; canx 1974
3 35 15 01	CCCP-45066	Tu-124V	AFI/Moscow-VKO	rgd	03nov64	force landed Kuibyshev 09jul73 after engine failure but repaired; f/n KUF 19mar75; canx 1980
3 35 15 02	CCCP-45067	Tu-124V	MAPLII Novosibirsk	trf	18dec76	f/n MHP 18aug65
3 35 15 03	CCCP-45068	Tu-124V	MAPLII Novosibirsk	trf	03nov64	rgd 26dec77; f/n late 1977; canx 01jan86; stored at the SibNIA compound at Novosibirsk-Yeltsovka, f/n 23jun94
3 35 15 04	CCCP-45069	Tu-124V	AFI/Privolzhsk-KUF	rgd	18dec76	rgd to MAP Irkutsk APO 18dec76; canx 12mar84
3 35 15 05	CCCP-45070	Tu-124V	AFI/Privolzhsk-KUF	rgd	03nov64	preserved on a playground outside Irkutsk-2; with IAPO badge; c/n checked and ex CCCP-45064 readable under wing and f/n there in deteriorating condition jul09
3 35 15 06	CCCP-45071	Tu-124V	AFI/International	rgd	30dec64	f/n VOG jan66; trf to AFL/North Kavkaz-MRV dec66; f/n VKO 02oct72; canx in MRV 28sep76
3 35 15 07	CCCP-45072	Tu-124V	AFI/International	rgd	30dec64	trf to AFL/North Kavkaz-MRV sep65; trf to AFL/North Kavkaz-VOG dec66, trf to AFL/North Kavkaz-MRV jun75
3 35 15 08	CCCP-45073	Tu-124V	AFI/International	rgd	30dec64	trf to MAP Komsomolsk-na-Amure 26jul77; canx 1981
3 35 15 09	CCCP-45074	Tu-124V	AFI/International	rgd	30dec64	f/n in Aeroflot c/s KBP 20aug75; canx 1978
3 35 15 10	CCCP-45075	Tu-124V	AFI/International	rgd	30dec64	named "Melnik"; wfu 18dec72
3 35 16 01	CCCP-45146	Tu-124V	Soviet Air Force	photo	08oct71	trf to AFL/North Kavkaz-VOG 09oct69, but no record of that on Soviet register
						canx 28dec83
						named "Centrotex"; dbr 18aug70 when landed wheels-up at Zürich-Kloten, no casualties
						Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBA'; canx jul75 and returned to Soviet Union aug75
						canx 1982
						f/n ARN nov65; trf to AFL/Georgia-TBS mar68, but no record of that on Soviet register; trf to AFL/Privolzhsk-KZN 06dec78; canx 1980; preserved at a playground in Orsk since jun80 and last phot there is dated 1984
						f/n ARN apr66; trf to AFL/Privolzhsk-KZN jun67; was on flight SU2025-2026 KZN-MRV-KZN 23jun67, where hit by car on ground at MRV, soon repaired; trf to AFL/Privolzhsk-KUF 18may76 according to the Soviet register; canx 1979
						Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBC'; canx only 01oct75, see below
						call-sign 'DM-VBC'; canx jul75 and returned to Soviet Union aug75
						canx 27sep83
						f/n ARN apr66; trf to AFL/North Kavkaz-VOG may68; canx 1977
						trf to AFL/Georgia-TBS 22mar68, f/n ODS 1971 and later TBS 31jul74; trf to AFL/North Kavkaz-MRV oct74; trf to ??? apr75; trf to AFL/Privolzhsk-KZN 16mar79 according to the Soviet register but already trf to AFL/Privolzhsk aug74; f/n VKO 14nov77; canx 1980
						in civilian c/s
						rgd only 29dec73; f/n Sprengberg 09sep79; CofA canx 14apr82

4 35 16 02	CCCP-45158	Tu-124V	Soviet AF/AFL c/s	SXF	26jun71	rgd only 29dec73; l/n in (former) East Germany 18mar81; CofA canx 14apr82
4 35 16 03	CCCP-45173	Tu-124V	Soviet AF/AFL c/s	Spr	28aug71	rgd only 29dec73; l/n Sperenberg 24jun79; CofA canx 14apr82
5 35 16 04	CCCP-45072	Tu-124V	GoshII GA	rgd	24aug65	f/n in Aeroflot c/s LBG may65; trf to MRP NPO Solntsevo 1974; canx 12aug80
5 35 16 05	CCCP-45073	Tu-124V	Soviet Gvt/AFL c/s	rgd	03mar65	f/n SVO 03jul70; canx 1978
5 35 16 06	CCCP-45073	Tu-124V	AFL/Belarus-MHP	trf	03jun69	but no record of that on Soviet register; f/n SVO 03jul70; l/n MHP 21apr76; canx 1978
5 35 16 06	CCCP-45074	Tu-124V	AFL/N.Kavkaz-MRV	rgd	01apr65	f/n MQF 05jun68; canx at MRV 12mar76
5 35 16 07	OK-UEC	Tu-124V	CSA	d/d	08jul65	named "Mladá Boleslav"; wfu 18dec72
5 35 16 08	CCCP-45098	Tu-124V	AFL/Belarus-MHP	rgd	10oct73	on Soviet register as c/n 1607; canx 1979
5 35 16 08	CCCP-45077	Tu-124V	AFL/Estonia-TLL	rgd	01apr65	f/n TLL 07oct66; l/n AER 06jul70; canx 1979
5 35 16 09	? 634	Tu-124V	Iraqi Air Force	d/d	1965	probably a Tu-124K
	YI-AEY	Tu-124V	Iraqi Airways	JED	nov80	destroyed at Tahmmouz (al-Taqaddum) AB during the Gulf War feb91, photo oct04 with registration readable on page 82 of Scramble 321
5 35 16 10	? 635	Tu-124V	Iraqi Air Force	d/d	1965	probably a Tu-124K
	YI-AEL	Tu-124V	Iraqi Airways	PRG	sep73	l/n SAH 1980; was destroyed at Baghdad during the Gulf war feb91
5 35 17 01	CCCP-45078	Tu-124V	AFL/Belarus-MHP	rgd	18may65	f/n MHP 11feb66; l/n MHP 21apr76
	CCCP-45078	Tu-124V	MAPLII Novosibirsk	trf	18dec76	rgd 26dec77; canx 01jul86
5 35 17 02	CCCP-45079	Tu-124V	AFL/Lithuania-VNO	rgd	20may65	f/n VNO 17nov65; trf to AFL/Privolzhsk 25jan79; canx 1979;
5 35 17 03	CCCP-45080	Tu-124V	Soviet Gvt/AFL c/s	rgd	26jun65	f/n LED 27may70; canx 23aug74
	CCCP-45080	Tu-124V	AFL/Northern	trf	17apr68	reported transferred to AFL/Belarus, but no record as such in Soviet register; reported Rostov-na-Donu 20jan74 in incident report (overran 150 m on icy runway after crew received incorrect info from ATC); canx 1978
5 35 17 04	CCCP-45081	Tu-124V	Soviet Gvt/AFL c/s	rgd	26jun65	f/n DME 03oct72; canx 18dec76
5 35 17 05	CCCP-45082	Tu-124V	AFL/Privolzhsk-KUF	rgd	23jun65	canx but date unknown; seen preserved Omsk jul93/jun94
	CCCP-45082	Tu-124V	MAPLII Novosibirsk	trf	18dec76	f/n LED 12aug68; w/o 29jan70 on approach to Murmansk when flew into a hill near Murmashi, 11 persons killed; canx 1970
5 35 17 06	CCCP-45082	Tu-124V	MAP Omsk Motors	rgd	06jun78	f/n LED 12aug68; w/o 29jan70 on approach to Murmansk when flew into a hill near Murmashi, 11 persons killed; canx 1970
	CCCP-45083	Tu-124V	AFL/Northern-LED	rgd	30jun65	f/n Sperenberg 01oct77; l/n Sperenberg 14jan79; CofA canx 14apr82
5 35 17 07	CCCP-45199	Tu-124V	Soviet AF/AFL c/s	rgd	29dec73	Tu-124K2-22, but referred to as Tu-124V in East Germany; call-sign 'DM-VBD'; wearing an Air Force cheatline, had serial '494' allocated but not used; damaged 21feb75 and wfu; canx aug75 and returned to Soviet Union aug75
5 35 17 08	DM-SDB	Tu-124K2	EGAF/Interflug c/s	d/d	20aug65	in Aeroflot c/s; f/n LED 06may78; canx 27jun83; preserved on the outskirts of the town of Kimry (approximately 4 km from Savyolovo) since 1984, f/n aug95, l/n feb08
	CCCP-64452	Tu-124V	MAP LII Zhukovski	rgd	16jul75	f/n KUF 25jul69; l/n KUF 09oct74; canx 1978
5 35 17 09	CCCP-45084	Tu-124V	AFL/Privolzhsk-KUF	rgd	17aug65	in Aeroflot c/s; f/n 1970; canx 27apr84
5 35 17 10	CCCP-45085	Tu-124V	MAP LII Zhukovski	rgd	07dec65	w/o 11nov65 when crashed on approach to Murmansk due to premature descent, all 32 persons aboard killed; canx 08dec65
5 35 18 01	CCCP-45086	Tu-124V	AFL/Northern-LED	rgd	13sep65	f/n CPH 16aug67
5 35 18 02	CCCP-45087	Tu-124V	AFL/Privolzhsk-KZN	rgd	20sep65	but no record as such in Soviet register; trf to AFL/Belarus-MHP 02jul75, but no record as such in Soviet register; trf to AFL/Privolzhsk-KZN 23feb79; canx 1980
5 35 18 03	CCCP-45088	Tu-124V	AFL/Ulyanovsk HFS	rgd	20sep65	f/n CPH 15jun67; trf to AFL/Estonia 26oct67; trf to AFL/Privolzhsk-KZN 25jan79; canx 17apr80; preserved as a cinema in the culture and recreation park at Tula since 24oct81, broken up in late 1990s
5 35 18 04	CCCP-45089	Tu-124V	Soviet Gvt/AFL c/s	rgd	28oct65	f/n ARN jan67; trf to AFL/Privolzhsk-KUF 10oct68 but no record of that on Soviet register; trf to AFL/Privolzhsk 06dec78 according to Soviet register; l/n KUF 15dec72; canx 1980; preserved in the factory museum at Kharkov, seen jul93/sep09
	CCCP-45089	Tu-124V	AFL/Georgia-TBS	trf	23may69	c/n confirmed; probably Tu-124K; seen Shahezhon AFB 04oct88; preserved in the China Aviation Museum at Shahezhon AFB (Changping) initially in civilian markings (presumably that of CUA), l/n as such 1992; later repainted into Air Force c/s, l/n dec09
5 35 18 05	CCCP-45090	Tu-124V	AFL/International	rgd	15dec65	f/n ARN apr67; trf to AFL/Belarus-MHP 08sep68, but no record of that on Soviet register; f/n MHP 29apr69; l/n MHP 20mar74; trf to AFL/Privolzhsk-KZN 06dec78; canx 1980
5 35 18 06	CCCP-45091	Tu-124V	AFL/International	rgd	21feb66	used call-sign 'VU-AVA', named "Rajhans"; f/n DEL 24oct67; re-discovered in Lucknow zoo (Northern India) 02jan04, l/n nov07
5 35 18 07	CCCP-45092	Tu-124V	AFL/International	rgd	21feb66	used call-sign 'VU-ABV'; f/n DEL 24oct67; w/o 05nov77 when crashed on second approach to Jorhat (Assam), hit trees and came down in a paddy field in Tetlagon village, all 5 crew killed but all passengers (including Prime Minister Morarji Desai) escaped basically unhurt
5 35 18 08	50256	Tu-124V	Chinese Air Force	photo		used call-sign 'VU-AVC', named "Rajdoot"; f/n DEL 24oct67; was stored at Palam, seen apr03/feb07, c/n checked; preserved in the Indian Air Force Museum at Delhi-Indira Gandhi, seen feb05/aug09
5 35 18 09	50257	Tu-124V	Chinese Air Force	25oct93		c/n NOT confirmed !; Hungarian Air Force insignia painted on, but finally not handed over and order changed to An-24RV '907
5 35 18 10	CCCP-45093	Tu-124V	AFL/International	rgd	21feb66	c/n confirmed
6 35 19 01	? V642	Tu-124K	Indian Air Force	d/d	oct66	f/n VKO 02oct72; trf to AFL/Privolzhsk-KZN 06dec78; canx 1980; l/n Kazan-2 or Kazan KAPO jul97
6 35 19 02	? V643	Tu-124K	Indian Air Force	d/d	oct66	c/n NOT confirmed !; Hungarian Air Force insignia painted on, but finally not handed over and order changed to An-24RV '908'; the aircraft probably went to the Soviet Air Force
6 35 19 03	V644	Tu-124K	Indian Air Force	d/d	oct66	
6 35 19 04	--	Tu-124K2	Hungarian AF	ntu	early67	
	CCCP-45094	Tu-124K2	Soviet Gvt/AFL c/s	trf	21apr67	
	CCCP-45094	Tu-124K2	AFL/Lithuania-VNO	trf	19sep68	
6 35 19 05	--	Tu-124K2	Hungarian AF	ntu	early67	

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

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

2 35 00 01	no code	Tu-124Sh	Soviet Air Force	mfd	1962	prototype; photo exists
3 35 00 04	"08" red	Tu-124Sh	Soviet Air Force	Tbv	12aug97	stored at Tambov-Vostochny, seen 31aug97, not reported there on two visits in aug01
3 35 00 05	not known	Tu-124Sh	Soviet Air Force	photo	ca.1981	opb VVAUL at Tambov
3 35 01 03	"11" red	Tu-124Sh	Soviet Air Force	photo		stored at Tambov-Vostochny, seen 31aug97, not reported there on two visits in aug01
5 35 03 03	"55" yellow	Tu-124Sh	Soviet Air Force	photo		f/n "Letectvi+Kosmonautika" # 2/1988
5 35 04 02	"53" red	Tu-124Sh	Soviet Air Force	photo	06may97	c/n checked; preserved in Shevchenko Park at Nizhyn, l/n jun99 with freshly painted 'Rossiya' titles and c/n 5350402 painted on
6 35 04 05	not known	Tu-124Sh	Soviet AF/PVO	photo	1973	at Omsk-Severnny; opb 64 ap at Omsk-Severnny; with red cheatline
6 35 05 06	"65" blue	Tu-124Sh	Soviet AF/PVO	BTK	13jul97	opb 350 ap at Bratsk; sat wfu at Bratsk, l/n jul97
7 35 05 09	? "35" blue	Tu-124Sh1	Soviet AF/PVO	photo	03jun76	at Mikhailovskoye (Stavropol region); c/n not confirmed; opb SVVAULSH PVO; later opb 72 ap at Amsterdam; flew AMV-NIM about half a year after having run out of hours; airlifted by a Mi-26 to the centre of Naryan-Mar where it was preserved as a café; vandalised by teenagers and scrapped in late 1990s or early 2000s
7 35 06 01	"32" red	Tu-124Sh	Soviet Air Force		06may97	c/n checked; preserved in a housing area at Nizhyn AFB, l/n jun99
3 35 06 03	"50" black	Tu-124Sh	Soviet Air Force		27apr99	preserved in the museum of the Lugansk ARZ; also reported as "50" red; photo proof of c/n available, but it seems the year is not correct !; l/n jun08
7 35 06 06	"28" yellow	Tu-124Sh	Soviet Air Force			installed by a Mi-26 at Chkalovskaya garrison 19feb86 to be preserved as a childrens' café, removed later and fate unknown
7 35 06 10	"22" red	Tu-124Sh	Soviet Air Force	ULY	1987	c/n painted on as such; arrived 29oct84 in the Museum of Civil Aviation at Ulyanovsk
	CCCP-45017(2)	Tu-124Sh	Aeroflot	ULY	sep92	repainted in this fake Aeroflot c/s by the museum; c/n plate checked many times as 0610; l/n 2008; see c/n 1350502
7 35 07 02	"72" red	Tu-124Sh	Soviet Air Force	photo		opb 652 uap VVAUL at Tambov; wfu probably in 1981
8 35 07 05	"18" red	Tu-124Sh	Soviet Air Force	photo	ca.1981	opb VVAUL at Tambov
8 35 07 06	CCCP-45095	Tu-124Sh	Soviet AF/AFL c/s	Spr	30jun71	rgd only 29dec73; opb 223 LO/8 adon at Chkalovski; seen Reims sep78 with 6 MiG-23; l/n HEL 09jun80; CofA expired 14apr82; canx 06aug82
8 35 07 07	CCCP-45135	Tu-124Sh	Soviet AF/AFL c/s	SXF	19jun71	was rgd 29dec73 !; l/n Sperenberg 26may81; CofA canx 14apr82
	--- "01" red	Tu-124Sh	Soviet Air Force	Kub	21aug95	preserved, partly dismantled; gone by aug99; photo shows it is one of the former Chkalovski Tu-124s, new Aeroflot cheatline and titles and CCCP- overpainted, if it is a Tu-124Sh it can only be CCCP-45095 or CCCP-45135
---	"02" white	Tu-124	Soviet Air Force	photo	aug09	code may have been "02" blue initially and have faded; in basic Aeroflot c/s, no titles; preserved in a park at Ulugnor (formerly Konsemlolabad, Andijan region of Uzbekistan) since 1980
---	"15" blue	Tu-124Sh	Soviet AF/PVO		03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSH PVO; trf to 356 ap at Semipalatinsk 1978; trf to 350 ap at Bratsk 1986; unofficially named "Lyska"; l/n BTK 01jul92
---	"23" blue	Tu-124Sh	Soviet AF/PVO	photo	08aug86	at Omsk-Severnny; opb 64 ap at Omsk-Severnny
---	"25" blue	Tu-124Sh	Soviet AF/PVO	photo		opb SVVAULSH PVO; trf to 356 ap at Semipalatinsk 1978; trf to 64 ap at Omsk around 1986; unofficially named "Matilda"
---	"35" blue	Tu-124Sh	Soviet AF/PVO		03jun76	at Mikhailovskoye (Stavropol region); opb SVVAULSH PVO
---	"40" red	Tu-124Sh	Soviet Air Force	Kik	07may98	at Marinovka (Stavropol region); opb SVVAULSH PVO; probably trf to 64 ap at Omsk
---	"45" blue	Tu-124Sh	Soviet AF/PVO		sep76	received a non-standard nose with sensors; used by LOMO as a test-bed in the 1960s for the development of electrical-optical fuses for the AAMs K-80 (R-4) and R-40
---	"52" blue	Tu-124LL	Soviet Air Force		photo	later scrapped as fuselage only was l/n Yermolino aug02
---	"53" blue	Tu-124Sh	Soviet Air Force	Erm	16apr97	
---	"55" blue	Tu-124Sh	Soviet AF/PVO		photo ?	
---	"67" blue	Tu-124Sh	Soviet Air Force		photo	opb 604 uap