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## **Armstrong Whitworth "Albemarle" in Soviet service**

The twin-engined "Albemarle" was conceived as a reconnaissance bomber, but was mainly used as a special transport and a glider tug. When the Soviet Union appealed for supplies of transport aircraft (when their demands for Douglas C-47s could not be met), Britain offered 200 "Albemarles" 'extra to Protocol'. These were in principle accepted on 1 March 1943. For the preparation of the aircraft for delivery and the training of the Soviet crews, No. 305 Ferry Training unit was set up at Errol (Scotland). The first "Albemarle" destined for the Soviet Union, P1567, took off from Scotland for Moscow-Vnukovo on 3 March 1943, and another twelve were ferried by GVF crews in March and April 1943 (two of them disappeared without trace on their delivery flight to the Soviet Union). When the first aircraft were delivered, the Soviets were unhappy with them and complained about various undesirable features and quality problems. Because of the delays which ensued, the British reduced their commitment to 100 aircraft on 7 October 1943. Although further "Albemarles" were modified to meet the Soviet complaints, these were rejected by Soviet representatives in late December 1943, and no more were delivered. On 4 March 1944, the remaining 86 aircraft reserved for delivery to the Soviet Union were formally 're-appropriated' and issued to RAF units in the build-up to the D-Day invasion. One of the "Albemarles", P1477, underwent trials with the NII VVS, and afterwards the surviving 11 aircraft were given civil registrations and entered service with the GVF on transport duties. Later a total of seven "Albemarles" was transferred to the Soviet Navy. Four of them were operated by 65 apon (special purpose aviation regiment) at Moscow-Izmailovo, and the surviving two were transferred to the Higher Naval Aviation School at Bezenchuk in 1944 which also received three "Albemarles" from the GVF regiment at Vnukovo. These five aircraft were used for the training of navigators and relocated to Nikolayev together with the school. Two of the "Albemarles" were still charge of the school by 9 May 1945, but were withdrawn from use in autumn that year. Two more "Albemarles" were reportedly used by 25 zapasnoi polk (reserve regiment) in Azerbaijan which trained crews on imported aircraft. The type was often referred to as AL-1 in Soviet sources.

[P1455]	not known	Albemarle	Soviet Air Force	d/d	11mar43	"Albemarle" GT Mk.I Srs.II; ex RAF s/n P1455; lost 11mar43 during the delivery flight to the Soviet Union when disappeared without trace, all crew (commander: Captain A.I. Kulikov) killed
[P1477]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" GT Mk.I Srs.II; ex RAF s/n P1477; underwent trials with NII VVS; photo with Red Stars exists
[P1503]	not known	Albemarle	Soviet Air Force	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1562]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1503; crashed in Scotland before the delivery flight to the Soviet Union (commander: Captain S.A. Gruzdin)
[P1567]	not known	Albemarle	Soviet Air Force	d/d	03mar43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1562 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1590]	not known	Albemarle	Soviet Air Force	rgd	05may43	"Albemarle" to be delivered opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1595]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1590 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1636]	not known	Albemarle	Soviet Air Force	rgd	05may43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1595 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1637]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1636 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1638]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1637 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1640]	not known	Albemarle	Soviet Air Force	rgd	06may43	opb the naval aviation school at Bezenchuk and later at Nikolayev, still on charge by 09may45
[P1642]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1638 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1645]	not known	Albemarle	Soviet Air Force	d/d	27apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1640 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1647]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1642 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
---	not known	Albemarle	Soviet Navy	no reports		opb the naval aviation school at Bezenchuk and later at Nikolayev, still on charge by 09may45
---	not known	Albemarle	Soviet Navy	no reports		"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1645; lost 27apr43 during the delivery flight to the Soviet Union when was shot down by German fighters, all crew (commander: 1st Lieutenant F.F. Ilchenko) killed
---	not known	Albemarle	Soviet Navy	no reports		"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1647 opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
---	not known	Albemarle	Soviet Navy	no reports		opb 3 tap 1 atd GVF; crashed into a lake near Sverdlovsk
---	not known	Albemarle	Soviet Navy	no reports		opb 3 tap 1 atd GVF; damaged on landing at Baku when the brakes failed and the aircraft overran the runway and crashed into a hangar, navigator killed
---	not known	Albemarle	Soviet Navy	no reports		opb 25 zapasnoi polk in Azerbaijan; w/o in late 1943

## **Avro "Anson" in Soviet service**

One "Anson" was delivered to the Estonian Air Force in 1937 and captured by Soviet troops in June 1940. It was impressed into the Soviet Air Force.

951	158	Anson	Estonian Air Force	mfd	25oct37	"Anson" Mk.I; ex RAF s/n K8741; opb the Aviation Regiment of the 3rd Division; in natural metal c/s; captured by Soviet troops jun40
		not known	Anson	no reports		opb korpusnaya aviaeskadrilya 22-go territorialnogo korpusa at Jägala (Estonia), on charge by 09nov40/22jun41; probably evacuated to Moscow before the German occupation of Estonia in summer 1941

## **Avro "Lancaster" in Soviet service**

38 "Lancasters" from No. 9 and No. 617 Squadrons RAF were despatched to Yagodnik (near Arkhangelsk) to attack the German battleship "Tirpitz" in Altenfjord (Norway) on 12 September 1944. After the attack (Operation "Paravane") on 15 September, all serviceable "Lancasters" returned to the UK between 16 and 28 September. Six damaged "Lancasters" were left behind in the Soviet Union, of which four were investigated by Soviet specialists with possible repair in mind. In the end, only two of them were restored to flying condition by the repair shops of the White Sea Flotilla (VVS BVF) at Kegostrov. The armament was dismantled and the damaged nose sections were repaired in modified form, similar to the nose of the "Halifax". Contrary to previous reports, ME599 was not among the repaired aircraft, as the inventory of the Northern Fleet Air Force (VVS SF) dated 1 July 1945 included two "Lancasters" designated as '884' and '985'.

[LL884]	"01" white	Lancaster	Soviet Navy	photo		"Lancaster" B Mk.I; built by Armstrong Whitworth at Whitley, no c/n allocated; probably ex RAF s/n LL884 of No. 9 Sqn, coded 'WS-Q', but tie-up not confirmed; force-landed out of fuel and in poor visibility on a water meadow at Chubalo-Navolok (N64.383333 E41.333333) 12sep44; repaired by the VVS BVF workshops at Kegostrov; in dark earth/dark green camo c/s with black undersides, all British markings painted out; opb 16 traov VVS BVF from late jan45, used for convoy escort and long-distance reconnaissance tasks; sent to the Pacific Fleet aug45, but ran out of fuel at Krasnoyarsk and did not arrive in the Pacific theatre before VJ Day; trf to 70 otras VVS SF in 1946; trf as a ground instructional airframe to the Aviation Engineering College at Riga in summer 1946
[NF985]	"02" white	Lancaster	Soviet Navy	no reports		"Lancaster" B Mk.I; built by Armstrong Whitworth at Whitley, no c/n allocated; probably ex RAF s/n NF985 of No. 9 Sqn, coded 'WS-D', but tie-up not confirmed; damaged 12sep44 when overshot the runway on landing at Vaskovo, t/t 15 hours; repaired by the VVS BVF workshops at Kegostrov; opb 70 otras VVS SF from early 1945; later trf to 65 apon VVS VMF at Moscow-Izmailovo; damaged on landing at Izmailovo probably in 1946 when overshot the runway, breaking the landing gear and damaging the nose; scrapped

## **Bristol "Britannia" in Cuban and Czechoslovakian service**

Cubana ordered four "Britannias" 318 on 24 November 1958, still before the revolution. These aircraft were complemented by two "Britannias" 253F which were acquired third-hand for Aerocaribbean in 1984. Some of the Cuban "Britannias" remained in service until the late 1980s. The only other Eastern Bloc operator of the type was Czechoslovakia. Cubana signed an agreement with CSA in 1961 whereby the latter would operate two of the Cuban airline's four "Britannias" on the Prague to Havana route, on Cubana's behalf, but wearing CSA livery. This came at a time when the United States severed all relations with the Castro regime in Cuba and, as a result, the island nation suffered hard currency problems. This service (via Madrid) was maintained until 1968 and evidently had very good load factors. Both "Britannias" were returned to Cubana at the end of the agreement. Some directories label the secondment as a 'lease' but it is not clear what, if any, monetary transactions took place.

13432	CU-P668 CU-T668 OK-MBA CU-T668	Britannia Britannia Britannia Britannia	Cubana Cubana CSA Cubana	d/d rgd ret	1959 22jan62 28feb63 ?	"Britannia" 318 became G-APYY seconded from Cubana; in full c/s; canx 10aug63 according to other sources 05jan64; wfu by 1983; scrapped at HAV in 1997 (according to other sources by 1995)
13433	CU-P669 CU-T669 CU-T114	Britannia Britannia Britannia	Cubana Cubana Aerocaribbean	d/d CGN trf	1960 12dec80 may84	"Britannia" 318 wfu dec87; scrapped at HAV by 1997
13437	CU-P670 CU-T670	Britannia Britannia	Cubana Cubana	d/d	1959	"Britannia" 318; f/n LGW 06apr59 wfu by 1978; scrapped at HAV by 1997
13508	CU-T120	Britannia	Aerocaribbean	f/f	24aug60	"Britannia" 253F; ex XM496 of the RAF and G-BDUP; rgd aug84; l/n active MAD dec89; last flight 21mar90 (the last flight ever of a Cuban "Britannia"); sold to Trans Air Cargo jan93, left HAV 11sep93; became 9Q-CJH and EL-WXA; preserved at Kemble (E51.664881 W2.0672971) from 14oct97 (again as XM496 from jun05)
13513	CU-T121	Britannia	Aerocaribbean	f/f	28jan60	"Britannia" 253F; ex XM519 of the RAF and G-BDUR; rgd aug84; f/n LTN 05sep84; wfu in late 1988; sold to Trans Air Cargo jan93 and broken up for spares at HAV nov95
13515	CU-P671 CU-T671 OK-MBB CU-T671	Britannia Britannia Britannia Britannia	Cubana Cubana CSA Cubana	d/d rgd ret	1959 03oct63 05jan69	"Britannia" 318 seconded from Cubana; in basic Cubana c/s; canx 06jan69 l/n SNN jun75; wfu 1983; scrapped at HAV in 1997

## Caudron C.445 "Goéland" in Polish service

Only one of these two-engined French utility aircraft made its way to Poland (via Germany).

654/9390	SP-AGK	C.445A1	PZL Mielec	mfd	1942	ex KO+UX of Luftnachrichten-Schule 6 (See) of the German Air Force, captured in bad condition at Dievenow (now Dziwnów); rebuilt by PZL Mielec; rgd 22aug47; in light grey c/s with 'Panstwowe Zakłady Lotnicze Mielec' titles; used as a liaison aircraft by the factory; wfu due to glue problems and canx 22jun55
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## Cessna UC-78 "Bobcat" in Polish service

21 of these two-engined trainers and transports were purchased by Polish airline LOT in 1947, but only 14 received registrations and not all actually received CofRs. All but one were withdrawn from use in late 1949.

5182	SP-LEJ	UC-78	LOT	rgd	11nov47	USAAF s/n 43-7662; wfu probably in late 1949; canx 15may50; scrapped
5367	SP-LEC	UC-78	LOT	rgd	10aug47	USAAF s/n 43-7847; wfu probably in late 1949; canx 18may50; scrapped
5739	SP-LEG	UC-78	LOT	rgd	30sep47	USAAF s/n 43-31801; wfu probably in late 1949; canx 14may50; scrapped
5750	SP-LED	UC-78	LOT	rgd	19aug47	USAAF s/n 43-31812; wfu probably in late 1949; canx 07jul50; scrapped
5751	SP-LEE	UC-78	LOT	rgd	01sep47	USAAF s/n 43-31813; wfu probably in late 1949; canx 15may50; scrapped
5765	SP-LEM	UC-78	LOT	rgd	25nov52	USAAF s/n 43-31827; no CofR issued wfu 30aug62 and stored; canx 02oct67; preserved in Muzeum Lotnictwa Polskiego (N50.076997 E19.992261) at Kraków from 04jul68, l/n dec12
5795	SP-LEK	UC-78	LOT	rgd	12nov47	USAAF s/n 43-31857; wfu probably in late 1949; canx 07may50; scrapped
5885	SP-LEF	UC-78	LOT	rgd	30sep47	USAAF s/n 43-31947; wfu probably in late 1949; canx 03jun50; scrapped
6011	SP-LEH	UC-78	LOT	rgd	30sep47	USAAF s/n 43-32073; wfu probably in late 1949; canx 06jul50; scrapped
6016	SP-LEB	UC-78	LOT	rgd	24jul47	USAAF s/n 43-32078; wfu probably in late 1949; canx 15may50; scrapped
6035	SP-LEA	UC-78	LOT	rgd	30jul47	USAAF s/n 43-32097; w/o 13sep47; canx 20sep47; scrapped
---	SP-LEL	UC-78	LOT			no CofR issued; painted up; scrapped
---	SP-LEN	UC-78	LOT			no CofR issued; painted up; scrapped
---	SP-LEO	UC-78	LOT			no CofR issued; painted up; used as a ground instructional airframe by the Wawelberg & Rotwand Engineering School and later by the Warsaw Polytechnic

## Consolidated B-24 "Liberator" in Soviet and Czechoslovakian service

Only one of these four-engined heavy bombers was handed over to the Soviet Union under Lend-Lease. That aircraft got stranded in Siberia and was taken over by the GVF (Civil Air Fleet). Apart from that some 20 "Liberators" were requisitioned by the Soviets after forced landings in Eastern Europe and the Far East. These served with the Soviet Air Force and were withdrawn around 1952.

Czechoslovak-manned No. 311 Squadron RAF which flew "Liberator" GR Mk.VIs from March 1945 was transferred to Transport Command on 25 June 1945 and carried out repatriation flights between the United Kingdom and Czechoslovakia between 30 July and November 1945. Its aircraft received Czechoslovakian markings for these missions, but kept their RAF serials and codes. However, it is not clear whether really all 17 "Liberators" of the unit received Czechoslovakian markings. No. 311 Squadron relocated to Prague-Ruzyně on 13 August 1945 and was transferred to Czechoslovakian control on 15 February 1946. Its "Liberators" were handed back to the RAF in December 1945, however, as there were not enough airfields available in Czechoslovakia which were suitable for these heavy aircraft. B-24J-40-CF KG862/PP-T (c/n 958, USAAF s/n 44-10367) underwent short trials with the SVZÚ at Kbely in October 1945, a test flight took place on 30 October. It is not known whether this aircraft carried Czechoslovakian markings.

### Built by Consolidated at San Diego, CA

7	02355	B-24A-CO	Soviet Air Force			USAAF s/n 40-2355; originally opb 28th BG of the USAAF; force-landed at Yelizovo 12sep43 after being damaged during an attack on Japan	
316	111820	B-24D-CO	Soviet Air Force	trf	31mar43	USAAF s/n 41-11820; originally opb the Air Transport Command of the USAAF; used by General Omar Bradley for a visit to Moscow via Siberia nov42 and was left back at Yakutsk on return when engine No. 4 failed shortly after take-off at -30° C and the aircraft was slightly damaged during the ensuing forced landing; trf to the Soviet Union and counted with \$ 340,084.90 against the Lend-Lease deliveries (already trf 28dec42 according to one source in the US); in olive drab c/s with light grey undersides; repaired by specialists from 1 pad; ferried to Moscow and evaluated by the LII in spring 1943; trf to GVF may43	
		URSS-L	B-24D-CO	GVF/Soviet AF c/s	rgd	27aug43	in the same c/s as above, carried Red Stars although civil-registered; initially belonged to UML (International Directorate) but was rarely used; trf to 10 atd GVF in late 1943 and used predominantly for training
686	123891	B-24D-10CO	Soviet Air Force			USAAF s/n 41-23891; originally opb 28th BG, 21st BS of the USAAF and named 'Tough Boy'; force-landed at Yelizovo 12sep43 after being damaged during an attack on Japan; ferried from Yelizovo to Kratovo; toc by 890 ap dd (or rather 25 ap dd ?) at Kratovo 23oct43, used for the training of B-24 crews from jun44; struck off charge 05nov45; cannibalised for spares	
2054	240977	B-24D120CO	Soviet Air Force			USAAF s/n 42-40977; originally opb 28th BG, 404th BS of the USAAF; landed at force-landed at Yelizovo 24sep44 after being damaged during an attack on Japan; ferried to Moscow; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo	
5001	441065	B-24J195CO	Soviet Air Force			USAAF s/n 44-41065; originally opb 459th BG of the USAAF; force-landed at Sombor (Serbia) 08mar45; arrived at Balbasovo from Serbia 30mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo Built by Consolidated at Fort Worth, TX 31 263782 B-24D-1-CF Soviet Air Force USAAF s/n 42-63782; originally opb 28th BG, 404th BS of the USAAF; made a belly landing at Avacha (Kamchatka) 12aug43 (date also given as 16dec44) after being damaged during an attack on Japan; repaired; toc by 128 sad; trf to HQ Flight of the Air Force Directorate of the Far Eastern Front (Upravleniye VVS DVF) dec44; possibly it was this aircraft which was h/o to a crew from 1 pad at Yelizovo may45 and left Yakutsk for Moscow 17may45	
583	EV953/PP-K	B-24J-10CF	Czechoslovak AF	trf	jul45	"Liberator" GR Mk.VI; USAAF s/n 42-64334; ex No. 311 Sqn RAF; named 'Kost'a'; in extra dark sea grey/white c/s; arrived as the first "Liberator" at Prague-Ruzyně 25jul45 to explore the airport before the airlift from the UK commenced; dbr 20aug45 on landing at Prague-Ruzyně when overran the runway, damaging its landing gear and left wing; struck off charge 21jun47	
645	EV985/PP-Z	B-24J-15CF	Czechoslovak AF	trf	jul45	"Liberator" GR Mk.VI; USAAF s/n 42-99737; ex No. 311 Sqn RAF; named 'Zuzana'; in extra dark sea grey/white c/s; arrived at Prague-Ruzyně 31jul45; flew 13 missions for the Czechoslovakian Air Force in the second half of 1945 and returned to the UK afterwards; struck off charge 03oct46	
955	KG859/PP-U	B-24J-40CF	Czechoslovak AF	trf	jul45	"Liberator" GR Mk.VI; USAAF s/n 44-10364; ex No. 311 Sqn RAF; named 'Ur'üula'; in extra dark sea grey/white c/s; took part in the airlift between the UK and Czechoslovakia jul45/dec45 and returned to the UK afterwards; struck off charge 10feb47 Built by Douglas at Tulsa, OK 16021/498 128906 B-24H-15DT Soviet Air Force USAAF s/n 41-28906; originally opb 465th BG of the USAAF; force-landed at Sombor (Serbia) 04mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo Built by Ford at Willow Run, MI 1345 252628 B-24H-15FO Soviet Air Force USAAF s/n 42-52628; damaged 14oct43 during an attack on Finland and force-landed at Hiitola	

1565	294800	B-24H-20FO	Soviet Air Force	USAAF s/n 42-94800; force-landed at Opole (Poland); w/o 25may45 when one engine failed on take-off, the aircraft came down in a field behind the airfield and broke up, some casualties
1594	? "7" red	B-24H-20FO	Soviet Air Force	reported in Soviet sources as USAAF s/n 42-94829, but according to US sources 42-94829 ditched in the North Sea 05aug44 !; force-landed at Yemilchino (30 km west of Korosten) 14aug44; opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo; in olive drab c/s with light grey undersides, carried a Guards badge and the inscription 'Orlovski' (the name of 25 ap dd/203 ap); f/n Kazan jul45; trf to 890 ap at Kazan in 1948; photo at Kazan 03jul48
2107	295342	B-24H-30FO	Soviet Air Force	USAAF s/n 42-95342; originally opb 451st BG of the USAAF; force-landed in Eastern Europe 25apr45; found by 468 bap; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
2627	250742	B-24J-1-FO	Soviet Air Force	USAAF s/n 42-50742; originally opb 449th BG of the USAAF; force-landed at Budapest (Hungary) 22mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3141	251610	B-24J-5-FO	Soviet Air Force	USAAF s/n 42-51610; originally opb 461st BG, 765th BS of the USAAF; force-landed at Sombor (Serbia) 21feb45; arrived at Balbasovo from Serbia 30mar45; opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3449	251918	B-24J-15FO	Soviet Air Force	USAAF s/n 42-51918; originally opb 461st BG, 766th BS of the USAAF; force-landed at Pécs (Hungary) 26mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3521	251990	B-24J-15FO	Soviet Air Force	USAAF s/n 42-51990; originally opb 455th BG of the USAAF; force-landed at Sombor (Serbia) 08mar45; arrived at Balbasovo from Serbia 30mar45; opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3547	252016	B-24J-15FO	Soviet Air Force	USAAF s/n 42-52016; originally opb 484th BG of the USAAF; force-landed at Kecskemet (Hungary) 23apr45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3716	448861	B-24J-20FO	Soviet Air Force	USAAF s/n 44-48861; originally opb 465th BG of the USAAF; force-landed at Sombor (Serbia) 01mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3819	448964	B-24J-20FO	Soviet Air Force	USAAF s/n 44-48964; originally opb 376th BG of the USAAF; force-landed at Kecskemet (Hungary) 07feb45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
3848	448993	B-24J-20FO	Soviet Air Force	USAAF s/n 44-48993; originally opb 461st BG, 765th BS of the USAAF; force-landed in Eastern Europe 21feb45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4283	449428	B-24L-5-FO	Soviet Air Force	USAAF s/n 44-49428; originally opb 461st BG, 765th BS of the USAAF; force-landed at Pécs (Hungary) 26mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4319	449464	B-24L-5-FO	Soviet Air Force	USAAF s/n 44-49464; originally opb 454th BG of the USAAF; force-landed at Pécs (Hungary) 23mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4435	449580	B-24L-10FO	Soviet Air Force	USAAF s/n 44-49580; originally opb 484th BG of the USAAF; force-landed at Kecskemet (Hungary) 22mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
4782	449927	B-24L-15FO	Soviet Air Force	USAAF s/n 44-49927; originally opb 454th BG of the USAAF; force-landed at Pécs (Hungary) 02apr45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5118	? 450261	B-24M-1-FO	Soviet Air Force	USAAF s/n 44-50261 (but this aircraft went to RFC Kingman AAF, AZ 07jan46 according to US data); force-landed at Pécs (Hungary) in spring 1945; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5237	450382	B-24M-1-FO	Soviet Air Force	USAAF s/n 44-50382; originally opb 456th BG, 746th BS of the USAAF; force-landed at Győr (Hungary) 25apr45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5248	450393	B-24M-1-FO	Soviet Air Force	USAAF s/n 44-50393; originally opb 376th BG of the USAAF; force-landed at Pécs (Hungary) 31mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo
5269	450414	B-24M-1-FO	Soviet Air Force	USAAF s/n 44-50414; originally opb 485th BG of the USAAF; force-landed at Pandorf (Austria, 26 km south of Bratislava) 25apr45; damaged when one of the engines exploded during start-up, the aircraft was possibly destroyed by the ensuing fire
5292	450437	B-24M-1-FO	Soviet Air Force	USAAF s/n 44-50437; originally opb 484th BG of the USAAF; force-landed at Kecskemet (Hungary) 23mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo built by North American at Dallas/Grand Prairie, TX 15355/225 278269 B-24G-10NT Soviet Air Force USAAF s/n 42-78269; originally opb 459th BG of the USAAF; force-landed in Eastern Europe 25mar45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo

## Consolidated Model 28, PBN "Nomad" & PBV "Catalina" in Soviet service

Different versions of this famous type came to the Soviet Union via quite different ways. The US-based Soviet foreign trade company Amtorg ordered a Model 28-2 cargo/mail flying boat together with the licence for the type on 12 September 1936 (the contract came into force only after approval by the US Government on 9 January 1937), and two CKD kits were ordered in addition on 28 February 1937. One Model 28-2 was assembled and test-flown at San Diego before delivery while the two kits were shipped unassembled so that they could be used for training in assembly operations for the planned licence production at Taganrog. On 18 August 1937 Amtorg bought also Model 28-1 NC777 "Guba" which had been acquired by US explorer Richard Archbold of the American Museum of Natural History for an expedition to New Guinea.

During WWII, the Soviet Union received two allocations of "Catalinas" under Lend-Lease. The first allocation was of PBN-1s, the Naval Aircraft Factory version, of which 138 (out of the 156 built or better out of the 156 BuAer numbers issued) were despatched from June 1944, under Requisition RUN-417. The first batch of 48 aircraft was intended for the Northern Fleet and was ferried from Elizabeth City via Gander and Reykjavik to the Kola peninsula between 25 May and 27 July 1944. The first four PBN-1s landed at Gryaznaya bay near Murmansk on 4 June, and 24 had arrived by 18 June, with one having been lost during the ferry flight. The second batch of 30 aircraft was allocated to the Pacific fleet and was ferried via Chukotka to Vladivostok between 25 August and 11 September 1944 (they were flown by US crews from Elizabeth City via Panama to NAS Kodiak in Alaska where they were taken over by Soviet crews). The third batch of 60 aircraft was intended for the Black Sea and Baltic Fleets and was ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco, Tunisia, Egypt, Iraq and Baku to Sevastopol between 28 September 1944 and 27 March 1945. Among those aircraft were four PBN-1s for Polar Aviation (ferried by I.P. Mazuruk's team in 1944).

The second allocation was of 48 PBV-6As, built by the Consolidated New Orleans Division and delivered after VE Day to encourage the Soviet leadership to declare war on Japan. 15 of these amphibians were handed over at NAS Kodiak between 3 May and mid-June 1945 and were ferried to the Soviet Far East while 28 were handed over at Elizabeth City between 23 June and 31 August and were ferried via the Gander route. Some PBV-6As were still en route or awaiting despatch when Lend-Lease was ended on VJ Day, but the five which had been already formally accepted by the Soviets left the US for Moscow in September/October 1945 (via the South Atlantic route). Reports that the Soviet Navy received also some 20 PBV-5As cannot be confirmed in any way and seem to be unfounded (a photo of a PBV-5A with Red Stars looks very much touched-up). Not a single "Nomad" or "Catalina" was returned to the US after the end of WWII.

The following units of the Soviet Navy were equipped with "Nomads" and "Catalinas": Northern Fleet: 118 orap, 26 ae and 53 omrap; White Sea Flotilla: 44 sap, 53 sap, 54 sap and 20 omrae; Pacific Fleet: 16 omrap, 48 mrap, 117 drap, 289 ap and orpap; Baltic Fleet: 15 orae, 16 orae, 17 orae, 29 orae, 49 ae and 69 omrap; Black Sea Fleet: 7 oae, 11 orae, 18 ae and 82 ae. The type was also on strength of the Yeisk Naval Flying School after WWII. Nine Soviet Navy PBN-1s were lost in accidents and one was shot down by the Japanese.

As stated above, four PBN-1s were delivered directly to Polar Aviation in 1944, and another 11 aircraft were passed on by the Soviet Navy to civil operators before 9 May 1945. They were followed by many others after the end of WWII. Aeroflot had six aircraft by 1 November 1945, and a total of about ten were taken on charge. Polar Aviation received at least 13 "Nomads" and "Catalinas".

When spare P&W R-1830-92 engines became rare after the war, several PBN-1s received Soviet ASH-82FN engines with four-blade AV-9-21K propellers. These aircraft received the designation KM-2, with KM standing for Katalina modernizirovannaya (modernised Catalina). The first one to be converted (by Factory No. 447) was CCCP-N338 which underwent factory trials in June/July 1948 and state acceptance trials on Lake Kish near Riga from 4 September to 9 October 1948.

The "Nomads" and "Catalinas" were the mainstay of Soviet water-based aviation until the early 1950s. Replacement by the Beriev Be-6 began in 1952, but some Navy examples soldiered on until August 1957, and the last two PBV-6As of Aeroflot's Far Eastern Directorate were withdrawn from use in 1957 as well.

One "Catalina" found its way to China in 1949 - a photo shows a PBV-1A of the China National Aviation Corporation (CNAC) at Hong Kong during that year, already with the new five-star red flag of the People's Republic on the fin.

As far as is known, the Naval Aircraft Factory at Philadelphia did not assign construction numbers to the PBN-1s, using the BuAer numbers instead. Regarding the PBV-6As built at New Orleans, there is some doubt as to the numbering system used, and there is certainly a view that no construction numbers were used after c/n 2063. At least, no such numbers were given on the manufacturer's plates of the aircraft. However, as (virtual) tie-ups are known, the construction numbers are given below.

C-1	URSS L-2	Model 28-1	Polyarnaya Aviats.	mfd	jun37	with P&W R-1830-S3G "Twin Wasp" engines; ex NC777 "Guba"; L-2 was the temporary US test registration; in light grey c/s with black belly; purchased by Amtorg from Richard Archbold 18aug37 in order to take part in the search for the Bolkhovitinov DB-A URSS-N209 which had disappeared during a flight across the North Pole to the USA 13aug37; taken over by the search crew already 17aug37, headed for the NWT of Canada 2 days later, flew several search missions 23aug/19sep37 and returned to the US 25sep37; modified by the factory at New York over the winter, dismantled and shipped on a steamer to the Soviet Union mar38, arrived at the Grestnoi port harbour of Leningrad jun38
	CCCP CCCP-N243	Model 28-1	Polyarnaya Aviats.	ph.	05jul38	"L-2" on fin painted over, but still visible; ferried to Khimki 05jul38; 1/n 23jul38, see rgd date below
		Model 28-1	Polyarnaya Aviats.	rgd	17jun38	registration carried on the wings only; opb Moskovski otryad; flew an ice-reconnaissance mission from Dikson 06aug38; flew ice-reconnaissance missions in the Kara Sea and Laptev Sea 05/30aug39; flew ice-reconnaissance missions from Naryan-Mar 15jun/19jul41; received ASH-62IR engines at some moment, date unknown; reported to have become "175" and "6" of the Soviet Navy after the German invasion of 22jun41, but that seems doubtful (the aircraft officially remained on strength of Polyarnaya Aviatsiya); w/o 27jul42 (date confirmed by Soviet documents) when was destroyed by shellfire from the German submarine U601 while being anchored off Mayye Karmakuly on Novaya Zemlya, 1 crew killed and 1 injured
C-2	USSR CCCP	Model 28-2	Amtorg	f/f	dec37	with Wright R-1820-G3 "Cyclone" engines, without nose turret; in light grey (or natural metal) c/s with black belly, no markings apart from 'USSR CCCP' on the wing lower surface; test-flown at San Diego, disassembled and delivered by ship





2061	46697	PBY-6A	Soviet Navy			US Navy BuNo 46697; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2062	46698	PBY-6A	Soviet Navy			US Navy BuNo 46698; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2063	46724	PBY-6A	Soviet Navy			US Navy BuNo 46724; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 23jun45
2089	64018	PBY-6A	Soviet Navy			US Navy BuNo 64018; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 07jul45
2090	64019	PBY-6A	Soviet Navy			US Navy BuNo 64019; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 01jul45
2091	64020	PBY-6A	Soviet Navy			US Navy BuNo 64020; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 04jul45
2092	64021	PBY-6A	Soviet Navy			US Navy BuNo 64021; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 18jul45
2093	64022	PBY-6A	Soviet Navy			US Navy BuNo 64022; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 01jul45
2094	64023	PBY-6A	Soviet Navy			US Navy BuNo 64023; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 04jul45
2095	64024	PBY-6A	Soviet Navy			US Navy BuNo 64024; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 01jul45
2096	64025	PBY-6A	Soviet Navy			US Navy BuNo 64025; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 18jul45
2097	64026	PBY-6A	Soviet Navy			US Navy BuNo 64026; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 07jul45
2098	64027	PBY-6A	Soviet Navy			US Navy BuNo 64027; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 04jul45
2119	64048	PBY-6A	Soviet Navy			US Navy BuNo 64048; left Elizabeth City 22aug45 according to one source but was still there 06sep45 according to another source
2120	64049	PBY-6A	Soviet Navy			US Navy BuNo 64049; left Elizabeth City 22aug45
2121	64050	PBY-6A	Soviet Navy			US Navy BuNo 64050; left Elizabeth City 22aug45
2122	64051	PBY-6A	Soviet Navy			US Navy BuNo 64051; left Elizabeth City 26aug45
CCCP-N381		PBY-6A	Polyarnaya Aviats.	ph.	1946	at Khimki; with AN/AP5-3 radar; registration painted on as 'H381'; in US Navy c/s; flew ice-reconnaissance missions 18/19aug46 and 01jul47; opb Moskovskaya aviagruppa from early 1947; made a forced landing 31jul47 after having been refuelled at Amderma with water-contaminated fuel; ferried for modification to Krasnoyarsk in late 1947 (equipped with Soviet engines); opb Igarskaya aviagruppa from 24jan51
2123	"11" white	PBY-6A	Soviet Navy	RKV	15sep45	US Navy BuNo 64052; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45 and through Reykjavik 15sep45
2144	64073	PBY-6A	Soviet Navy			US Navy BuNo 64073; left Elizabeth City 24aug45
2145	64074	PBY-6A	Soviet Navy			US Navy BuNo 64074; left Elizabeth City 24aug45
2146	64075	PBY-6A	Soviet Navy			US Navy BuNo 64075; left Elizabeth City 24aug45
2147	64076	PBY-6A	Soviet Navy			US Navy BuNo 64076; left Elizabeth City 25aug45
2148	64077	PBY-6A	Soviet Navy			US Navy BuNo 64077; left Elizabeth City 25aug45
2149	64078	PBY-6A	Soviet Navy			US Navy BuNo 64078; left Elizabeth City 26aug45
2150	64079	PBY-6A	Soviet Navy			US Navy BuNo 64079; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45
2151	64080	PBY-6A	Soviet Navy			US Navy BuNo 64080; left Elizabeth City 24aug45
2152	64081	PBY-6A	Soviet Navy			US Navy BuNo 64081; left Elizabeth City 06oct45 (or rather 06sep45 ?)
2153	64082	PBY-6A	Soviet Navy			US Navy BuNo 64082; left Elizabeth City 06oct45 (or rather 06sep45 ?)
2154	"11" white	PBY-6A	Soviet Navy			US Navy BuNo 64083; with large radar; in US Navy c/s; left Elizabeth City 06oct45 (or rather 06sep45 ?)
2156	"14" white	PBY-6A	Soviet Navy	photo	photo	US Navy BuNo 64085; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45 (but might still have been at Elizabeth City ready for departure 06sep45)
2157	64086	PBY-6A	Soviet Navy			US Navy BuNo 64086; left Elizabeth City 06oct45 (or rather 06sep45 ?)
CV588	XT-147	PBV-1A	CNAC	trf	1949	US Navy BuNo 68041; ex OA-10A s/n 44-34077 of the USAAF and XY-ABY; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (at least on paper); photo at HKG in 1949 with the new five-star red flag of the People's Republic on the fin; damaged by a typhoon at HKG in 1949 and possibly scrapped
---	CCCP-L786	PBN-1	Aeroflot		photo	sometimes reported in error as CCCP-L736; not on pre-1944 register; carried also code "1" white
---	CCCP-L787	PBN-1	AFL/West Siberia	no	reports	not on pre-1944 register; made a forced landing due to engine problems after take-off from Beryozovo 26jun53
---	CCCP-L789	PBN-1	AFL/Krasnoyarsk	no	reports	not on pre-1944 register; opb 26 ATO; dbr 31jul48 on the leg from Podkamennaya Tunguska to Turukhansk of a flight from Krasnoyarsk to Valyok when alighted at Turukhansk on the first planning step instead of the third one although the waves were 50-60 cm high, the aircraft bounced, stalled and crashed nose-on into the water, breaking off its nose, all crew escaped but 3 of the 15 passengers drowned
---	CCCP-L795	PBN-1	Aeroflot		photo	not on pre-1944 register; in dark c/s
---	CCCP-M202	PBN-1	Gidrometstuzhba	ph.	1947	Hydrological and Meteorological Service; not on pre-1944 register; registration painted on as 'M-202'; opb Murmanski ao; probably in grey c/s, no titles; flew ice-reconnaissance missions from Murmansk 23/24aug47
---	CCCP-N35	KM-2	Polyarnaya Aviats.			opb MAGON; took part in the Arctic expedition A-95 (strategic ice-reconnaissance) 15/29jul53 (commander: I.I. Cherevichny)
---	CCCP-N388	PBN-1	Polyarnaya Aviats.			not on pre-1944 register; took part in an Arctic expedition aug46
---	CCCP-N429	PBN ?	Polyarnaya Aviats.	trf	1946	
---	"2" white	PBN-1	Soviet Navy		photo	in US Navy c/s
---	"3" white	PBY-6A	Soviet Navy		photo	opb Pacific Fleet; in US Navy c/s
---	"4" white	PBN-1	Soviet Navy	ph.	1945	opb 118 orap VVS SF
---	"7" white	PBN-1	Soviet Navy	ph.	may45	at Pechenga
---	"8" white	PBN-1	Soviet Navy	ph.	09aug45	at Hagersten near Stockholm (Sweden); with small radar; opb 118 orap VVS SF; in US Navy c/s
---	"10" white	PBY-6A	Soviet Navy		photo	at Gander
---	"18" white	PBN-1	Soviet Navy		drawing	opb 16 omrap VVS TOF by aug45; in US Navy c/s
---	"18" white	PBY-6A	Soviet Navy		photo	with large radar; in US Navy c/s
---	"19" white	PBN-1	Soviet Navy	ph.	jul48	opb 53 omrap VVS SF; in US Navy c/s
---	"20" white	PBY-6A	Soviet Navy		photo	
---	"23" white	PBY-6A	Soviet Navy	ph.	late 45	with large radar; in US Navy c/s
---	"25" red	PBN-1	Soviet Navy		photo	colour of the code not confirmed
---	"29" white	PBN-1	Soviet Navy	ph.	aug44	opb 48 mrapp VVS TOF; in US Navy c/s
---	"30" white	PBN-1	Soviet Navy	ph.	03sep44	not US Navy BuNo 02821 as was supposed (that one was not delivered to the Soviet Union); without radar; in US Navy c/s; f/n NAS Kodiak, AK 03sep44
---	"31" white	PBY-6A	Soviet Navy		drawing	colour of code probably red
---	"89"	PBN-1	Soviet Navy		photo	opb Yeisk Flying School; in US Navy c/s
---	"91" white ?	PBN-1	Soviet Navy	ph.	1948	opb Northern Fleet; w/o 19jun44 when crashed on a training flight
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF at Sukhodol; w/o 10aug45 on return from a reconnaissance mission to mys Boltina cape (now cape Musudan) when was attacked and damaged by Japanese fighters, the injured crew attempted an emergency landing on Tazgou (now Spokoinaya) bay near mys Povortny cape, but the aircraft sank almost immediately, all 6 crew (commander: CPT Ivan Frolov) killed
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF; crashed 05feb48, at least 3 crew (commander: 2LT Vasilii Kokovkin) killed
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF; crashed 07aug48, at least 3 crew (commander: 1LT Konstantin Popov) killed
---	not known	PBN-1	Soviet Navy	no	reports	opb 289 oplap VVS TOF; crashed 30aug51, at least 1 crew (commander: MAJ Boris Yakunin) killed

## Beriev GST (MP-7)

A contract for the licence production of the Consolidated Model 28-2 (basically a PBY-1 with Wright R-1820-G3 "Cyclone" engines and devoid of armament and military equipment) was signed by the US-based Soviet foreign trade company Amtorg on 12 September 1936, but came into force only after approval by the US Government on 9 January 1937. Two Model 28-2 CKD kits were acquired in addition to the licence. The design was adapted to Soviet standards and materials by Georgi Beriev, who also became responsible for starting up the licence production. The Soviet version of the flying boat was designated GST for gidrosamolyot transportny (transport seaplane). Factory No. 31 at Taganrog was chosen for production, but faced some problems in building the technologically advanced aircraft. Apart from that, shortages of engines, autopilots, instruments and even stainless steel and aluminium parts affected production, and the plans were never fulfilled. Problems aggravated when the United States declared an embargo against the Soviet Union after the start of the Soviet-Finnish war ('Winter War') and the supply of sub-assemblies and equipment from the US stopped.

The GST was to be powered by M-62R engines, the Soviet version of the Wright R-1820-F3 "Cyclone". But Factory No. 19 delivered the first two serviceable engines only in August 1939, followed by another two in November - while the production plan was for 30 aircraft. So only one of the three GSTs which were completed in 1939 could be fitted with engines and handed over to the Soviet Navy during that year. It underwent trials with the Naval Air Force Scientific Research Institute (NII VVS VMF) at Sevastopol. During one of the test flights the wing began to buffet, the aircraft managed to land safely, but had to be returned to the factory for an overhaul. As of January 1940, the factory had produced 22 assembled fuselages, 25 sets of outer wing panels, 20 centre-wing sections and 19 tail units. The GSTs built in 1940 were to be powered by improved M-62IR engines. However, only a small number of the older M-62R version was delivered initially. In an attempt to save the situation it was decided to install Tumanski M-87 engines (an upgraded version of the Gnome-Rhône 14K) instead. The second series-production GST was fitted with M-87s, but the reliability of that power plant left much to be desired. In the end, five aircraft received M-87 engines and six aircraft improved M-88 engines. All further GSTs were then fitted with M-62IR engines. In March 1940, Factory No. 31 was ordered to cease manufacturing GSTs and start producing MDR-6s instead. From May onwards, the factory stopped manufacturing any new parts and was just completing the assembled GSTs which were delivered as soon as engines for them arrived. The last GST left the factory in November 1940, completing a production run of 27 aircraft (2 Model 28-2 kits assembled in 1938, 3 GSTs built in 1939 and 22 GSTs in 1940).

The Soviet Navy received its first GSTs in April 1940. They were taken up by the 80 aviation squadron of the Black Sea Fleet at Sevastopol, while the Northern Fleet received its first GSTs in July 1940. By 22 June 1941, the Air Force of the Black Sea Fleet had 11 GSTs in its inventory and the Air Force of the Northern Fleet seven GSTs (forming 4 ae 118 mrapp). Only five of the Black Sea Fleet's remained in operation by 1 January 1942, and just three were left by 22 April. These relocated to Gelendzhik on the Caucasus coast in late April. The following units of the Soviet Navy were equipped with GSTs: Northern Fleet: 118 mrapp, odmrae, 2 oag and 16 tao; White Sea Flotilla: 3 ag; Black Sea Fleet: 80 oae. One GST of the Northern Fleet (operated by 16 tao) managed to soldier on until the end of WWII.

In civilian service the GST was designated MP-7 for morskoi passazhirski (maritime passenger aircraft). The MP-7 could accommodate up to 20-24 passengers and was operated by Polar Aviation (which received at least six aircraft) as well as Aeroflot (which received only one although there had been a firm order for five). Three of Polar Aviation's MP-7s were still active in 1948 and one (CCCP-N337) even in 1950. One MP-7 was transferred to the Krasnoyarsk directorate of Aeroflot in 1946 and remained operational until 1949. Another flying boat of this type was used by the Ministry of Ferrous Metallurgy after the war, but no details are known. Unfortunately, not a single GST or MP-7 survived until to this day.









30643	201188	C-46A-50CU Chinese Air Force				USAAF s/n 42-101188; d/d 15apr46, not under Lend-Lease
30655	201200	C-46A-50CU Chinese Air Force				USAAF s/n 42-101200; d/d 31jan46, not under Lend-Lease;
30657	201202	C-46D-5-CU Chinese Air Force				USAAF s/n 42-101202; d/d 15apr46, not under Lend-Lease
30669	201214	C-46D-5-CU Chinese Air Force				USAAF s/n 42-101214; d/d 15apr46, not under Lend-Lease
30677	201222	C-46D-5-CU Chinese Air Force				USAAF s/n 42-101222; d/d 15apr46, not under Lend-Lease
30681	201226	C-46D-5-CU Chinese Air Force				USAAF s/n 42-101226; d/d 15apr46, not under Lend-Lease
32950	XT-155	C-46D-10CU CNAC				USAAF s/n ...; ex NC51743; bought 25aug48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8380C 19dec49
32954	XT-162	C-46D-10CU CNAC				USAAF s/n ...; ex NC51768; bought 16sep48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8382C 19dec49
32960	XT-160	C-46D-10CU CNAC				USAAF s/n ...; ex NC51802; bought 30sep48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8381C 19dec49
33261	477865	C-46D-10CU Chinese Air Force				USAAF s/n 44-77865; d/d 15apr46, not under Lend-Lease; wfu 1948
33263	477867	C-46D-10CU Chinese Air Force				USAAF s/n 44-77867; d/d 15apr46, not under Lend-Lease; wfu 1948
33291	477895	C-46D-15CU Chinese Air Force				USAAF s/n 44-77895; d/d 31mar46, not under Lend-Lease; wfu 1948
33305	477909	C-46D-15CU Chinese Air Force				USAAF s/n 44-77909; d/d 15apr46, not under Lend-Lease; wfu 1948
33310	477914	C-46D-15CU Chinese Air Force				USAAF s/n 44-77914; d/d 31mar46, not under Lend-Lease; wfu 1948
33312	477916	C-46D-15CU Chinese Air Force				USAAF s/n 44-77916; d/d 15apr46, not under Lend-Lease; wfu 1948
33313	477917	C-46D-15CU Chinese Air Force				USAAF s/n 44-77917; d/d 15apr46, not under Lend-Lease; wfu 1948
33318	477922	C-46D-15CU Chinese Air Force				USAAF s/n 44-77922; d/d 15apr46, not under Lend-Lease; wfu 1948
33319	477923	C-46D-15CU Chinese Air Force				USAAF s/n 44-77923; d/d 15apr46, not under Lend-Lease; wfu 1948
33371	XT-154	C-46D-15CU CNAC				USAAF s/n 44-77975; ex NC51820; bought 26jul48; defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8378C 19dec49 (on paper)
33372	XT-156	C-46D-15CU CNAC				USAAF s/n 44-77976; ex NC51929 (not NC51820); trf 26jul48 ?; bought 11aug48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8379C 19dec49, B-854, VT-DR1, B-926 and XW-DGD; wfu 22jul71; scrapped feb74
33595	XT-...	C-46D-15CU Centr Air Trp Corp				USAAF s/n 44-78199; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8321C 19dec49
33641	XT-...	C-46D-15CU Centr Air Trp Corp				USAAF s/n 44-78245; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8320C 19dec49, N1383N and RP-C1461; wfu 1982; scrapped in the mid-1980s
33674	XT-...	C-46D-15CU Centr Air Trp Corp				USAAF s/n 44-78278; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8319C 19dec49
---	CA15	C-46	Centr Air Trp Corp			
---	CA16	C-46	Centr Air Trp Corp			
---	CA17	C-46	Centr Air Trp Corp			
---	CA18	C-46	Centr Air Trp Corp			
---	CA19	C-46	Centr Air Trp Corp			
---	CA20	C-46	Centr Air Trp Corp			
---	CA21	C-46	Centr Air Trp Corp			
---	CA22	C-46	Centr Air Trp Corp			
---	CA23	C-46	Centr Air Trp Corp			
---	CA24	C-46	Centr Air Trp Corp			
---	CA27	C-46	Centr Air Trp Corp			
---	CA37	C-46	Centr Air Trp Corp			
---	CA40	C-46	Centr Air Trp Corp			
---	CA44	C-46	Centr Air Trp Corp			
---	CA45	C-46	Centr Air Trp Corp			
---	CA46	C-46	Centr Air Trp Corp			
---	CA49	C-46	Centr Air Trp Corp			
---	CA51	C-46	Centr Air Trp Corp			
---	CA52	C-46	Centr Air Trp Corp			
---	CA53	C-46	Centr Air Trp Corp			
---	CA55	C-46	Centr Air Trp Corp			
---	CA58	C-46	Centr Air Trp Corp			
---	CA60	C-46	Centr Air Trp Corp			
---	CA61	C-46	Centr Air Trp Corp			
---	CA63	C-46	Centr Air Trp Corp			
---	CA64	C-46	Centr Air Trp Corp			
---	CA65	C-46	Centr Air Trp Corp			
---	XT-44	C-46	Civil Air Transp.			
---	XT-114	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-116	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-118	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-122	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-124	C-46	CNAC	r/r	1948	probably canx 13nov49
---	XT-130	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-136	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-140	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-142	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-144	C-46	CNAC	r/r	1948	defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper)
---	XT-148	C-46	CNAC	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-158	C-46	CNAC	r/r	1948	probably canx 13nov49
---	XT-500	C-46	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-502	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-504	C-46	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-506	C-46	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-508	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-510	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-512	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (as the aircraft is not accounted for on any list it may have defected to Communist China and remained there)
---	XT-514	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-516	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-518	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-520	C-46	Centr Air Trp Corp			probably canx 13nov49
---	XT-524	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-528	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-530	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-532	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-534	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-536	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-538	C-46	Centr Air Trp Corp			probably canx 13nov49
---	XT-540	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-542	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-544	C-46	Centr Air Trp Corp			canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-546	C-46	Centr Air Trp Corp			probably canx 13nov49
---	XT-832	C-46	Civil Air Transp.	photo		at Quingdao; in dark grey c/s; probably canx 13nov49
---	XT-836	C-46	Civil Air Transp.	photo		at CAN; in dark grey c/s; probably canx 13nov49

---	XT-840	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-844	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-846	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-850	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-854	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-864	C-46	Civil Air Transp.			probably canx 13nov49
---	XT-T45/145	C-46	CNAC	photo		in natural metal c/s, registration and serial on fin; w/o 28jan47 on a flight from Hankow to Chungking (now Chongqing) when the left engine caught fire some 30 minutes after take-off, the fire compromised the structural integrity of the left wing and the wing broke off, the aircraft entered a flat spin and crashed near Tiernmun (some 90 miles south of Hankow), all 3 crew and 22 of the 23 passengers killed (only a four-year old boy survived)
---	XT-T51/121	C-46	CNAC	photo		in natural metal c/s, registration and serial on fin; w/o 05jan47 on the leg from Shanghai to Tsingtao (now Qingdao) of a flight from Shanghai to Peking when crashed into the side of a mountain in the Shantung Mountains west of Tsingtao, all 5 crew and 38 passengers killed
---	103	C-46	Civ Avn Adm China	rgd	nov49	ex "Chongqing 1"; canx 1957; trf to Chinese Air Force
---	104	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 1"; canx 1957; trf to Chinese Air Force
---	105	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 4"; canx 1957; trf to Chinese Air Force
---	106	C-46	Civ Avn Adm China	rgd	nov49	ex "Wuhan 1"; canx 1957; trf to Chinese Air Force
---	107	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 3"; canx 1957; trf to Chinese Air Force
---	108	C-46	Civ Avn Adm China	rgd	nov49	ex "Tianjin"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force
---	109	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 7"; canx 1957; trf to Chinese Air Force
---	112	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 10"; canx 1957; trf to Chinese Air Force
---	113	C-46	CNAC	d/d	dec44	
---	113	C-46	Civ Avn Adm China	rgd	nov49	ex "Guangzhou"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force
---	114	C-46	CNAC	d/d	dec44	damaged 09aug45 when the right engine failed during the take-off run shortly before lift-off, the take-off was aborted, but the aircraft overran the runway and ended up in a rice paddy, all crew escaped unhurt; repaired
---	114	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 5"; canx 1957; trf to Chinese Air Force
---	115 (1)	C-46	CNAC	d/d	1945	in natural metal c/s; w/o 25dec46 on a flight from Chongqing to Shanghai at night when diverted from Shanghai-Kiangwan to Shanghai-Lunghwa because of heavy fog, but crashed into a school 2 miles short of the runway on the second approach (also in heavy fog), 1 of the 3 crew and 30 of the 33 passengers killed (one source gives 29 occupants killed and 7 survivors)
---	115 (2)	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 9"; canx 1957; trf to Chinese Air Force
---	116	C-46	CNAC	d/d	1945	in natural metal c/s
---	116	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 2"; canx 1957; trf to Chinese Air Force
---	117	C-46A	CNAC	d/d	1945	in natural metal c/s; f/n HKG 1945
---	118	C-46	CNAC	d/d	1945	damaged 09aug45, details unknown; repaired
---	118	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 6"; canx 1957; trf to Chinese Air Force
---	119	C-46	CNAC	d/d	1945	
---	119	C-46	Civ Avn Adm China	rgd	nov49	ex "Shanghai 8"; canx 1957; trf to Chinese Air Force
---	120	C-46	CNAC	d/d	1945	
---	121	C-46	CNAC	d/d	1945	
---	122	C-46	CNAC	d/d	1945	
---	123	C-46	CNAC	d/d	1945	
---	124	C-46	CNAC	d/d	1945	
---	125	C-46	CNAC	d/d	1945	
---	126	C-46	CNAC	d/d	1945	
---	127	C-46	CNAC	d/d	1945	
---	128	C-46	CNAC	d/d	1945	
---	129	C-46	CNAC	d/d	1945	
---	130	C-46	CNAC	d/d	1945	
---	131	C-46	CNAC	d/d	1945	
---	132	C-46	CNAC	d/d	1945	
---	133	C-46	CNAC	d/d	1945	
---	134	C-46	CNAC	d/d	1945	
---	135	C-46	CNAC	d/d	1945	
---	213	C-46	Civ Avn Adm China	no	reports	crashed 20nov52
---	543	C-46	Civil Air Transp.		photo	in natural metal c/s
---	36044 ?	C-46	Chinese Air Force	Dts	28nov91	in white c/s with light grey undersides, code faded (almost impossible to read, might also be 36344); was preserved in the China Aviation Museum at Shahezhen AFB (Changping); trf to the CAAC museum (N40.016096 E116.530351) at Jichan Fulu (near Xie Dao) 01nov07, l/n sep15
---	36045 ?	C-46	Chinese Air Force	Dts	28nov91	in white c/s with light grey undersides, code faded (impossible to read); preserved in the China Aviation Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), l/n sep15
---	36047 ?	C-46	Chinese Air Force	Dts	28nov91	in white c/s with light grey undersides, code faded (impossible to read); preserved in the China Aviation Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), l/n sep15
---	not known	C-46	CNAC			w/o 20jan48 on an evacuation flight from Mukden (now Shenyang) when took off in a snow storm, climbed to 60 feet, nosed down, crashed and caught fire, all 3 crew injured and 3 passengers killed with many other injured
---	no serial	C-46	Chinese Air Force	ph.	16aug07	in dark green c/s with medium blue undersides, massive yellow lightning stripe, bold yellow leading edges and red Chinese lettering on the nose; preserved at the Ranghe Zhen storage complex (N33.670339 E112.883101), seen aug07
---	no serial	C-46	Chinese Air Force	ph.	16aug07	in natural metal c/s; preserved at the Ranghe Zhen storage complex (N33.670281 E112.882531)

## ***de Havilland DH.89 "Dragon Rapide" in Soviet service***

Two "Dragon Rapides" were delivered to the Latvian airline Valsts gaisa satiksme and another two to the Lithuanian Air Force. All four were captured by Soviet troops in June 1940, with the Latvian ones being impressed into Aeroflot and the Lithuanian ones into the Soviet Air Force. There are also reports that a "Dragon Rapide" was provided to the Soviet Union by Republican Spain (in particular Dolores Ibárruri) and underwent trials with the NII VVS, but there is no evidence available for that.

6348	701	DH.89M	Lithuanian AF	mfd	17apr37	opb 3 eskadrile at ëaùliai; in dark green c/s with aluminium dope undersides; captured by Soviet troops jun40
	not known	DH.89M	Soviet Air Force	no	reports	opb 'Tautine eskadrile' (Aviacijos eskadrile 29-sis teritorinis korpusas Raudonosios Armijos) at Ukmerge from autumn 1940; captured by German troops in summer 1941; either this one or '702' became SB+AH of Estonian-manned Sonderstaffel Buschmann (which reported to the Höherer SS- und Polizeiführer Estland and was operationally subordinated to the Marinebefehlshaber Ostland) in 1942/43 (picked up at Libau 05may42 and ferried to Tallinn 08may42) and was transferred to the German Air Force in 1943, opb FFS A/B at Libau-Grobin
6349	702	DH.89M	Lithuanian AF	mfd	17apr37	opb 3 eskadrile at ëaùliai; in dark green c/s with aluminium dope undersides; captured by Soviet troops jun40
	not known	DH.89M	Soviet Air Force	no	reports	opb 'Tautine eskadrile' (Aviacijos eskadrile 29-sis teritorinis korpusas Raudonosios Armijos) at Ukmerge from autumn 1940; captured by German troops in summer 1941; see c/n 6348
6351	YL-ABC	DH.89A	VGS	mfd	30apr37	Valsts gaisa satiksme (Post & Telegraphs Department of the Ministry of Commerce); rgd 03may37; in light grey c/s; captured by Soviet troops at Riga-Spilve jun40
	CCCP-L20	DH.89A	AFL/Baltics-Riga	rgd	13jan41	c/n given in Soviet register as '28' (in fact the number of the Latvian CoFr)
	CCCP-L20	DH.89A	GVF/Moscow	trf	unknown	still on charge by dec41/nov42; damaged while taxiing at Stalingrad 07apr42, but repaired; under repair may43/dec43; canx feb44 as outdated and worn out
6352	YL-ABD	DH.89A	VGS	mfd	30apr37	Valsts gaisa satiksme (Post & Telegraphs Department of the Ministry of Commerce); rgd 03may37; in light grey c/s; captured by Soviet troops at Riga-Spilve jun40
	CCCP-L21	DH.89A	AFL/Baltics-Riga	rgd	07feb41	c/n given in Soviet register as '29' (in fact the number of the Latvian CoFr); possibly damaged in a flying accident and not repaired; captured by German troops in summer 1941 (probably the DH.89 which was given in '10-Tagesmeldung über Lw-Beute in Russland mit Stand vom 1.9.1941' as 'Zustand III', i.e. damaged); may possibly have gone to II./JG 54 of the German Air Force

## ***Dornier Do 24 in Soviet service***

42 ?	CCCP-X662	Do 24T	MVD	trf	1945	possibly ex 5W+BU (c/n 42) of Seenotstaffel 50 of the German Air Force which had arrived at Trelleborg (Sweden) from Ventspils (Latvia) with 37 (!) refugees on board 09may45 and was flown on Soviet request to the Soviet Union 14aug45, but may also be the Do 24T which was seen at Damgarten (Germany) with Red Stars jun/jul45; ferried from Khinki to Factory No. 477 at Krasnoyarsk late jun46, repaired and modified by the factory for polar duty; opb ao Norilskogo kombinata; carried Red Stars although civil-registered; l/n IAA 1947
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## **Douglas A-20 "Boston" / "Havoc" in civil Soviet service**

3,049 A-20s were delivered to the Soviet Union under Lend-Lease, of which only 2,771 seem to have actually arrived in the Soviet Union. Some of these light bombers continued their service in civil aviation after the end of the war. The largest number of them served with the Main Directorate of Geodesy and Cartography, which operated no less than 76 A-20s in the late 1940s. The first 40 of them were transferred by the Soviet Air Force on the basis of a decree by the Council of Ministers issued on 13 April 1946. 20 of them had been taken on charge by the end of 1946, the rest followed until 1 October 1947. The peak of 76 was reached in January 1949, while only 63 were left by 1 January 1950. Another important operator was the Civil Air Fleet (GVF), which received its first two A-20s already in 1943. More aircraft were taken on charge in spring 1945, and by September their number had reached 29. But as they were not really apt for transport duties, they were passed on to other civil operators, and by December 1946 not a single one was left in the GVF inventory. The meteorological service operated 15 A-20s by 1 January 1947 and 23 by 1 October. But its aviation branch was disbanded soon after, and the aircraft were withdrawn from use. The last Soviet A-20s soldiered on until the mid-1950s, mainly as photo survey aircraft (some were operated by OVS No. 4 of the Ukrainian Aeroflot directorate as late as 1956).

7551	CCCP-F372	A-20C	AFL/Ukraine	rgd	unknown	USAAF s/n 41-19149, from an RAF contract; canx 1954
11170	CCCP-L1129	A-20G-10DO	Aeroflot	rgd	unknown	USAAF s/n 42-53835; canx 1954
14426	CCCP-L1131	A-20G-25DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-9150; opb OVS No. 4; canx 1955
14882	CCCP-L1130	A-20G-30DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-9606; opb OVS No. 4; canx 1955
15070	CCCP-F375	A-20G-30DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-9794; opb OVS No. 4; canx 1955
15119	CCCP-F291	A-20G-35DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-9843; canx 1954
15314	not known	A-20G-35DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-10038; canx 1954
20996	CCCP-F346	A-20G-40DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-21349; canx 1954
21050	321403	A-20G-40DO	Gidrometstuzhba	YKS	24dec46	USAAF s/n 43-21403; opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-M182 ?	A-20G-40DO	GUGK	trf	18may48	c/n not confirmed, may be 21323; converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
21176	321529	A-20G-40DO	Gidrometstuzhba	rgd	unknown	USAAF s/n 43-21529; opb 37 osao YaU GMS (37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); ferried to KJA 25nov46 and trf to KU GMS (Krasnoyarsk Directorate) 14dec46
21322	CCCP-L1132	A-20G-40DO	AFL/Ukraine	rgd	unknown	USAAF s/n 43-21675; opb OVS No. 4; canx 1955
21323	321676	A-20G-40DO	Gidrometstuzhba	YKS	24dec46	USAAF s/n 43-21676; opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
	CCCP-M184 ?	A-20G-40DO	GUGK	trf	18may48	c/n not confirmed, may be 21050; converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
21703	CCCP-F222	A-20J-20DO	GUGK	rgd	unknown	USAAF s/n 43-22056; converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); CoF valid until 31dec47; dbr 13jul47 on a positioning flight from Yakutsk to Yugoryonok when the crew was not able to find the airfield because of the smoke from forest fires and the lack of radio communications, instead of diverting to the reserve airfield the crew circled the area until the aircraft ran out of fuel, force-landed near the Maya river and the estuary of the Maty river (95 km east of Yugoryonok), one crew member killed; t/t 467 hours 32 minutes
23340	CCCP-L1123	A-20K-10DO	AFL/Ukraine	rgd	unknown	USAAF s/n 44-117; opb OVS No. 4; canx 1955
23346	CCCP-L1127	A-20K-10DO	AFL/Ukraine	rgd	unknown	USAAF s/n 44-123; opb OVS No. 4; canx 1955
23369	CCCP-L1143	A-20K-10DO	Aeroflot	rgd	unknown	USAAF s/n 44-146; on charge by 1947
---	CCCP-F214	A-20	GUGK	rgd	unknown	converted to a photo survey aircraft without armament; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); electric and radio equipment removed and sent to repair on the basis of an order dated 09sep46; detached to Olyokminsk aerial survey party 15oct47
---	CCCP-F216	A-20G	GUGK	rgd	unknown	photo survey aircraft; '898' as seen on the wreck may indicate USAAF s/n 43-21898 or 42-53898; in olive drab c/s; crashed on Mt. Zelyonaya in the Kuznetski Alatau range (Tisul district) in the late 1940s or early 1950s (possibly in 1947); wreck reportedly found only in 1976 and blown up in the early 1990, remains extant by jun12
---	CCCP-F245	A-20C-10DO	GUGK	TAS	late40s	USAAF s/n 42-33324 (painted on as '23324'), no c/n known for this serial (possibly no c/n allocated); converted to a photo survey aircraft; opb Glavnoye upravleniye geodezii i kartografii (Main Directorate of Geodesy and Cartography) in Central Asia; in dark c/s with light undersides, small 'Aerosymka G.U.G.K.' titles on nose
---	CCCP-F248	A-20	GUGK	rgd	unknown	arrived at Yakutsk from Tashkent jul47; trf to ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) 16jul47; converted to a photo survey aircraft without armament (to replace CCCP-F222) by 05aug47
---	CCCP-F292	A-20	GUGK	rgd	unknown	powered by Wright "Cyclone" engines c/n 43-85182 and 43-107387; converted to a photo survey aircraft without armament; arrived at Yakutsk from Moscow jul47; trf to ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography) 16jul47; crew had to return from aerial survey party No. 2 to Yakutsk 28jul48
---	CCCP-X578	A-20G-1-DO	Minrybprom	rgd	unknown	Ministry of Fishery; opb Sevryba at Arkhangelsk, used for spotting fish shoals

## **Douglas DC-3, C-47 "Skytrain" and variants in Eastern European and Chinese service**

The Soviet Union bought one DC-2 in August 1935 and some 27 DC-3s via the US-based Soviet foreign trade company Amtorg and its subsidiaries Northeast and X.Cello between November 1936 and March 1939. And 707 C-47s were delivered under Lend-Lease (plus 3 from USAAF stocks in Alaska) between October 1942 and September 1945. The first ten aircraft were delivered on loan and handed over at Ladd Field (Alaska) in October 1942. 79 C-47s were on the Soviet civil register by March 1944 and some 115 by July 1944. By 1 November 1945, Aeroflot had 236 C-47s, of which only 21 had been converted into passenger aircraft. Factory No. 30 was to convert 20 C-47s per month starting in December 1945. After the war, many C-47s received Soviet engines as there was a problem with spare parts from the United States. The C-47s with ASH-62IR engines received the designation TS-62 and those with ASH-82FN engines the designation TS-82. They were used by Aeroflot until 1957.

DC-2s and DC-3s were used by the airlines of several Eastern European states in the second half of the 1930s, among them Poland (three DC-2s), Czechoslovakia (four DC-2s and four DC-3s) and Romania (two DC-3s)

Poland received its first four C-47As from the Soviet Union in 1944. Another 20 C-47As were bought from surplus USAAF stocks in 1946. 9 of them were used by LOT and 11 by the Polish Air Force. The 8 survivors were sold to Iran in 1958/59.

Czechoslovakia was the largest C-47 operator in Eastern Europe after the Soviet Union. According to different sources, between 60 and 72 aircraft were bought from surplus USAAF stocks between March 1946 and September 1947. 37 of them were used by CSA and some 19 by the Czechoslovakian Air Force (under the designation D-47). There were also several smaller operators. The surviving 18 civil and 7 military C-47s were sold to France in 1960, with the last of them leaving Czechoslovakia on 27 December 1960.

The Yugoslav Air Force (JRV) operated initially 29 C-47s. Nine aircraft were acquired from surplus USAAF stocks (mostly via the Yugoslav airline JAT) straight after the war, and 20 aircraft (7310 to 7329) were supplied under MDAP terms by the US Government in 1953/54. Officially (i.e. on paper only), these were handed back by the RAF to the USAF which then supplied them to Yugoslavia. In practice they were overhauled in the UK and delivered straight on to Yugoslavia. 15 more C-47s were bought in France in 1971, bringing the total of this type in Yugoslav military service to 44 aircraft. The first 29 C-47s received serial numbers in the old four-digit 73xx series, all 'in order'. The 14 surviving aircraft were re-serialised in the five-digit 712xx series, probably in late 1969. However, numbers were no longer allocated 'in order', but at random. At least from the 1960s on, all C-47s were on strength of the 111. ppa (transport regiment) at Zagreb, a unit of the 5th Air Corps. At the end of their service life, several of the Yugoslav C-47s were scrapped, while others were stored or put on display. The type was eventually withdrawn from use in 1979. Four aircraft were acquired by the Obrazovni Centar Zravnog Saobracaja (OCZS), a civil aviation training centre at Zagreb, which sold three of them to South Africa illegally - with the knowledge of the Yugoslav civil and military authorities! Several displayed Yugoslav C-47s survived into the new millennium.

Another large Eastern operator of aircraft from this family was China. Originally 77 C-47s and 10 C-53s were supplied under Lend-Lease, mostly for operation by the airlines China National Aviation Corporation (CNAC) which already had seven DC-2s, but also for the Chinese Air Force. Further aircraft were transferred from USAAF stocks in India after the end of WWII. C-47s were also used by the airlines Central Air Transport Corporation (CATC) and CNRRA Air Transport/Civil Air Transport (CAT). The Chennault&Willauer partnership bought CNAC and CATC from the Nationalist government of China on 12 December 1949 and sold the aircraft on to Civil Air Transport Inc. of Delaware on 19 December 1949.

The Japanese-controlled China Airways used three Nakajima or Showa L2Ds (built under licence in Japan) in the early 1940s. These three aircraft ended up with CATC after the war, but were used for spares only because of their poor technical condition.

The given manufacture dates for the C-47s are in fact the dates when the aircraft were officially handed over to the USAAF.

1302	26	DC-2-118B	CNAC	mfd	18sep34	ex NC14269; d/d 01oct35; named 'Chengtu'; in natural metal c/s; photo at Kinkiang (?) dec35; destroyed by a Japanese air attack at Hong Kong 08dec41
1318	SP-ASJ	DC-2-115D	LOT	mfd	26oct34	assembled by Fokker (3); ex PH-AKF and D-ABEQ; d/d feb37; w/o 25nov37 (or 23nov37) on a flight from Salonika to Sofia when crashed near Lazd Ricie (?) in the Rodopi mountains (Bulgaria), all occupants killed
1369	24	DC-2-118B	CNAC	mfd	19mar35	ex NC14297; d/d 01apr35; i/s 14may35; named 'Nanking'; in natural metal c/s; severely damaged by a Japanese air attack at Hong Kong in autumn 1941, but repaired (photos with natural metal panels exist); destroyed by a Japanese air attack at Hong Kong 08dec41
1377	SP-ASK	DC-2-115F	LOT	d/d	jul35	assembled by Fokker (27); rgd 02aug35; in natural metal c/s; canx 05sep39; evacuated to Riga sep39; no local marks if any are known; taken over by the Soviets when they occupied Latvia jun40
	no code	DC-2-115F	Soviet Air Force		1940/41	in natural metal c/s with Red Star on fin, Polish registration painted out, but still visible; used by a centrally subordinated unit of the Soviet Air Force for some time; destroyed on the ground at Riga-Spilve by German fighters jun41 or jul41 (photo of the wreck exists)
1378	SP-ASL	DC-2-115F	LOT	d/d	03aug35	assembled by Fokker (28); in natural metal c/s; escaped to Romania, arriving at Baneasa 06sep39; was intended to come to the UK, registered G-AGAD for Imperial Airways 07nov39 and painted up, but stored in Romania as property of the Romanian government
	YR-GAD	DC-2-115F	LARES	rgd	25oct41	actually CoFA date (valid until 07oct42); in natural metal c/s; reportedly used for training purposes by the Romanian Air Force; burnt at Boteni due to enemy action at an unknown date (possibly in late August 1944 when Romania changed sides in the war)
1413	CCCP-I145	DC-2-152	NKAP	rgd	03oct35	c/n in register as '174'; ex NC14949; bought via Amtorg aug35; tested and studied by TsAGI and aircraft industry
	URSS-M25	DC-2-152	AFL/International	rgd	31mar36	c/n in register as '174'; opb eon at Moscow-Khodynska; in natural metal c/s; started scheduled services 06may36
	URSS-D25	DC-2-152	Derulluft	r/r	1937	c/n in register as '174'; leased from Aeroflot 01jan/31mar37
	URSS-M25	DC-2-152	AFL/International	r/r	1937	c/n in register as '174'; opb eon at Moscow-Khodynska; w/o 06aug37 on the leg from Cluj (Romania) of a flight from Prague to Moscow when crashed near Bistrita some minutes after take-off after a passenger lit a cigarette in the toilet where avgas vapours had accumulated so that the aircraft exploded, all 3 crew and both passengers killed
1560	no reg	DC-2-192	Chinese Government	d/d	27jun36	bought by Dr. H.H. Kung on behalf of the Nanking Government; luxury transport for Generalissimo Chiang Kai-shek; named 'Chung Mei' (Chinese American) but became known as 'The Flying Palace'; opb National Government VIP Flight; in natural metal c/s, no markings apart from Douglas logos; involved in an accident at Canton in early 1937, resulting in damage to a wing; repaired until aug37; destroyed probably some time previous to oct38 while being parked at the island airport at Chungking (now Chongqing) when was hit by a Japanese fire-bomb
1562	OK-AIC	DC-2-200	CLS	mfd	05nov36	assembled by Fokker (37); rgd 24nov36; i/s dec36; trf to Lufthansa 15aug39; became D-AAIC, OH-DLB, OH-LDB and DO-3 (Finnish Air Force); wfu 1951; the fuselage was preserved in the Finnish Aviation Museum at Helsinki-Vantaa from aug86 (1/n jan08) and was later used for the restoration of DO-1 which is preserved in a shopping centre at Tuulonen
1564	OK-AIZ	DC-2-211	CLS	mfd	24jun37	assembled by Fokker (38); carried test registration PH-ALZ; not taken up by Wöstweg of Urga (Mongolia); rgd 05oct37; d/d 29nov37; canx 19dec37 as sold abroad; was probably shipped to Republican Spain by sea, with the ship being sunk by Nationalist forces in late 1937 or early 1938
1565	OK-AID	DC-2-215	CLS	mfd	12jul37	version from register; assembled by Fokker (39); carried test registration 'F-2'; rgd 02aug37; i/s aug37; trf to Lufthansa may39; became D-AAID, VG+FJ (German Air Force) and D-AAID; dbr 26jan44 when suffered engine problems and made a forced landing near Plötzing (Western Prussia)
1567	31	DC-2-221	CNAC	mfd	18may37	d/d 01jul37; named 'Chungshan'; in natural metal c/s; w/o 14mar42 on a flight from Kunming to Chungking (now Chongqing) when crashed shortly after take-off 2 km from the airport, all 3 crew and 10 of the 14 passengers killed
1568	32/XT-0BF	DC-2-221	CNAC	mfd	30may37	d/d 24jun37, but was severely damaged during the transport to China and had to be repaired before it could be taken on charge; finally assembled at Kai Tak may38 and used from 25may38; named 'Kwellin'; allotted also registration XT-0BF (see c/n 1586) for flights to Burma, but was it ever painted on ?; in natural metal c/s with large black 'CNAC' titles on the upper and lower surfaces of the wings; severely damaged 24aug38 on a flight from Hong Kong to Chungking (now Chongqing) when was attacked by 5 Nakajima fighters of the Japanese Navy Air Force at the western end of the bay between Hong Kong and the Chinese mainland, was hit and made a forced landing in the Pearl River near Chungshan (just north of Macao), all 3 crew and 14 passengers survived the landing unhurt, but 1 crew member and 13 passengers were killed by the strafing Japanese fighters in the water or drowned; this was the first ever commercial airliner in the history of aviation to be shot down; the aircraft was salvaged from the river and rebuilt
	39	DC-2-221	CNAC	i/s	may39 ?	named 'Chungking'; w/o 29oct40 on a flight from Chungking (now Chongqing) to Kunming when was strafed by Japanese fighters while taxiing off the runway at a small emergency airfield near Changyi after having landed in order not to encounter the fighters in the air, was hit and caught fire, 9 of the 14 occupants (4 crew and 10 passengers) were killed by the strafing Japanese fighters and 2 injured
1581	OK-AIA	DC-2-115K	CLS	mfd	24feb36	assembled by Fokker (30); rgd 12mar36; d/d 24mar36; i/s 20apr36; dbr the same day on its first scheduled flight when force-landed at Elburg (Netherlands); canx 17sep36
1582	OK-AIB	DC-2-115K	CLS	mfd	04mar36	assembled by Fokker (31); rgd 12mar36; d/d 31mar36; i/s 14may36; trf to Lufthansa 08aug39; became D-AAIB, OH-DLA, OH-LDA and DO-2 (Finnish Air Force); canx 04mar57 and scrapped
1586	40/XT-0BF	DC-2-190	CNAC	mfd	29jul36	ex NC16048 (canx 25apr39); bought mar39; d/d 15may39; named 'Kangting'; allotted also registration XT-0BF (or XT-DBF?) for flights to Burma (there is a photo of a DC-2 with the registration XT-0BF or XT-DBF, but it is not clear whether it shows DC-2 '40' or '24'); w/o 12feb41 on a flight from Hong Kong to Chungking with a cargo of currency when struck the top of a 7,000-foot mountain near Taohsien (southern Hunan), all crew killed
1589	URSS-M132	DC-3-196	AFL/International	rgd	25jun37	ex NC14995; bought via X.Cello 30nov36; shipped to Cherbourg 01dec36; studied by TsAGI in 1937; was the first DC-3 which entered Aeroflot service, first scheduled flight to BMA 27jun37; photo 29mar38 in natural metal c/s
	URSS-A	DC-3-196	AFL/International	rgd	05may39	entered service 12jun39; used on the MOW-BMA route jul40; opb 1 eskadrliya MAGON GVF by 19jul41; struck off charge 01dec44 as worn out
1598	not known	DC-2-193	Chinese Air Force	d/d	28may36	opb the Canton (Kwangtung/Guangdong) Air Force, probably for personal use by General Chen Chi-tang, the ruler of Canton; trf to the Nanking Air Force jul36/aug36 and opb the 4th Route Army; seen Shoukouling jan37; later opb the National Government VIP Flight
	36 not known	DC-2-193	CNAC	isd	1936 ?	named 'Kwangtung'; returned to the Chinese Air Force in winter 1939
		DC-2-193	Chinese Air Force			w/o 11aug41 while being parked at Chengtu (now Chengdu) when was attacked and destroyed by 4 Mitsubishi A6Ms of the Japanese Navy Air Force
1600	28	DC-2-118A	CNAC	d/d	28jun36	delivered unassembled; named 'Szechwan'; w/o 25dec36 when force-landed at Chengtu (now Chengdu) and burnt out
1954	XT-5..	DST-A-207	Centr Air Trp Corp	mfd	jul37	ex NC18106, USAAF s/n 42-78026 and NC33324; d/d jul48; canx 13nov49; sold to the Chennault-Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8342C 19dec49 (canx 12aug53), N1788B and N490; exported to the Philippines 06aug64
1973	OK-AIH	DC-3-220	CLS	mfd	19aug37	f/n in the factory 20aug37; delivered via Fokker; rgd 30aug37; d/d 08sep37; i/s 23mar38; canx only 20apr40; became D-AAIH named 'Prag'; trf to Lufthansa 09aug39 and entered service 24aug39; w/o 29oct40 when crashed on take-off from THF, 2 crew killed and 1 injured
1974	not known	DC-3G2-227	Soviet Air Force ?	mfd	26aug37	bought for the non-existing Mongolian Transport Co. aug37; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'
1980	YU-ABM	DC-3-194C	JAT	mfd	27aug37	delivered via Fokker; ex PH-ARB, G-AGBD, NL-202 (Netherlands Air Force), PH-TBD and G-AGBD; bought 31mar53; d/d 20jul53; became 4W-ABG 05jul69
1985	YR-PIF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA issued 26nov37; named 'Dor de duca'; last known CoFA expired 28jun40; t/t 684 hours 27 minutes and 462 cycles by 01aug40; w/o 23aug40 when crashed in a hail storm into Mt. Galna in the Apuseni range (Transsylvania), all 3 crew and all passengers killed; canx 31mar42
1986	YR-PAF	DC-3-227	LARES	d/d	09sep37	delivered via Fokker; toc 20sep37; first CoFA issued 26nov37; named 'Tot m'as duca'; t/t 614 hours 27 minutes and 573 cycles by 01aug40; severely damaged 19jun41 on take-off from Bucharest en route to Sofia; repaired
	YR-PAF	DC-3-227	TARS	no	reports	last CoFA issued 24mar53
	YR-PAF	DC-3-227	DGFAC	trf	25apr53	Directorate of Civil Aviation; various vital components like engines, undercarriage, some instruments etc. were replaced by Soviet-made components
	YR-PAF	DC-3-227	TAROM	no	reports	opb the 'Aurel Vlaicu Flying School for Public Transport' at Popesti-Leordeni around 1956; was used to fly newspapers to various places in the country (after it was considered unfit for passenger service); wfu 07may59 because of fatigue (intercrystalline corrosion); remained for several years roped to the ground at Baneasa; canx 30nov64 as scrapped
1987	not known	DC-3G2-227	Soviet Air Force ?	d/d	20sep37	bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'
1988	not known	DC-3G2-227	Soviet Air Force ?	d/d	20sep37	bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'
1995	OK-XDM (2)	DC-3-229	CSA	mfd	oct37	ex NC18119, N403D and N1433R; bought by the Czech aviation museum at Kbely 07jun91 and arrived there 20jun91; was preserved in these fake markings in the museum at Kbely; preserved in front of the main office complex (N50.106881 E14.273877) of CSA at PRG from 20sep03; 1/n jun11; see c/n 19539
2023	OK-AIE	DC-3-220A	CLS	mfd	21jan38	assembled by Fokker; rgd 15feb38; d/d 28feb38; i/s 29apr38; became D-AAIE named 'Mährisch-Ostrau'; trf to Lufthansa 15aug39 and entered service 24aug39; overhauled by Swissair at ZRH 28aug42/16nov42; dbr 14aug44 by an attack of USAAF B-17s on Stuttgart-Echterdingen; struck off charge 09dec44
2024	OK-AIF	DC-3-220A	CLS	mfd	31jan38	assembled by Fokker; rgd 15feb38; d/d 05apr38; i/s 14may38; became D-AAIF named 'Brünn'; trf to Lufthansa may39 and entered service 24aug39; overhauled by Swissair at ZRH 08dec42/24feb43; destroyed by Allied bombing in 1943
2031	URSS-M136	DC-3-196A	AFL/International	d/d	19may38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; rgd 13aug38; used on the Kiev and Ashkhabat routes in 1938/39; trf to the Soviet-Chinese airline Hamiata in 1939
	URSS-M	DC-3-196A	Hamiata	rgd	1940	in full Aeroflot c/s; still in service by apr42; struck off charge by 01apr47

2032	URSS-M135	DC-3-196A	AFL/International	d/d	21may38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; rgd 13aug38; in natural metal c/s; used on the MOW-BMA route sep/dec38 and on the Kiev and Tbilisi routes in 1938/39
	URSS-B (1)	DC-3-196A	AFL/International	rgd	05apr39	entered service 03may39; f/n THF 09jan40, inaugurating the MOW-THF service; used on the MOW-BMA route jul40; opb 1 eskadriya MAGON GVF by 19jul41; canx aug41; see c/n 2035
2033	not known	DC-3-196A	Soviet Air Force ?	d/d	25may38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; probably opb aeon VVS
2034	not known	DC-3-196		no	reports	delivered to the Soviet Union without engines as a pattern aircraft; bought via X.Cello may38, arrived aug38; may have become PS-84 c/n 841 URSS-M138 (see there)
2035	URSS-B (2)	DC-3-196	AFL/International	rgd	06mar43	reportedly delivered without engines as a pattern aircraft; bought via X.Cello may38, arrived aug38; this one may have been the one which was assembled and reported ready 07nov38; see c/n 2032
2042	not known	DC-3-196A	Soviet Air Force ?	d/d	01jun38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; probably opb aeon VVS
2043	URSS-M137	DC-3-196A	AFL/International	d/d	03jun38	c/n confirmed (not 2033); bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; rgd 13aug38; used on the Alma-Ata route in 1938/39; trf to the Soviet-Chinese airline Hamiata in 1939
	URSS-N	DC-3-196A	Hamiata	rgd	1940	in full Aeroflot c/s; w/o 06jun43 (according to US reports 09jun43) when crashed in the desert between Tiha (now Urumai) and Hami (Xinjiang province of China), all crew and passengers killed
2044	not known	DC-3-196A	Soviet Air Force ?	d/d	18jul38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; probably opb aeon VVS
2045	not known	DC-3-196A	Soviet Air Force ?	d/d	20jul38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; probably opb aeon VVS
2046	URSS-H	DC-3-196A	AFL/International	d/d	25aug38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; in natural metal finish; rgd 21jan40; entered service on international routes jan40, used on the MOW-BMA route jan41; l/n BMA 21jun41; struck off charge 10may45 as worn out
2047	URSS-C	DC-3-196A	AFL/International	d/d	30aug38	bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-2'; rgd 21jan40; used on the MOW-BMA route jul40; w/o reportedly 25apr41 when crashed, details unknown
2095	OK-AIG	DC-3-220B	CLS	mfd	11jan39	delivered via Fokker; d/d mar39; rgd 14mar39; became D-AAIG; trf to Lufthansa may39 and entered service 24jul40; overhauled by Swissair at ZRH 26jan43/03jun43; w/o 21apr44 on a flight from Copenhagen to Oslo when an accidental shot out of a signal pistol incinerated the cockpit, the aircraft made an emergency landing near Vestero island in Oslofjorden and sank, all 3 crew and 6 of the 17 passengers killed
2096	MT-16	DC-3-260	Mongolian Govmt.	d/d	17jan39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; in natural metal c/s, no markings apart from registration; featured in the Soviet movie "Muzhestvo" (Courage) shot in 1939
	CCCP-L3403	DC-3-260	GVF/Soviet AF c/s	rgd	29jun39	in natural metal c/s with a Red Star in the registration instead of the dash, prefix confirmed; featured in the Soviet movie "Budni" (Everyday Life) shot in 1940
	URSS-D	DC-3-260	AFL/International	rgd	03jan40	impressed by the Soviet Air Force during the 'Winter War' against Finland in 1939/40, conducted eight leaflet dropping flight over Finland; opb 1 eskadriya MAGON GVF by 19jul41
2097	MT-17 URSS-L3402	DC-3-260	Mongolian Govmt. Aeroflot	d/d	20jan39	used on the MOW-BMA route jul40; opb 1 eskadriya MAGON GVF by 19jul41
	URSS-G	DC-3-260	AFL/International	rgd	25jun39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
2098	MT-18	DC-3-260	Mongolian Govmt.	d/d	03jan40	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may/jun39; in mottled green over grey/grey c/s, no markings apart from the code and an unknown badge on the fin; photo exists
	URSS-K MT-19	DC-3-260	AFL/International Mongolian Govmt.	rgd	09mar40	used on the MOW-BMA route jul40; opb 1 eskadriya MAGON GVF by 19jul41; canx aug41
2100	MT-20	DC-3-260	Mongolian Govmt.	d/d	12feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
						bought via Far East Fur Trading, Mongolia; opb Soviet Air Force in the Khalkhin-Gol campaign against Japan may/jun39; modified into an ambulance aircraft by Factory No. 84 in 1939; used for casevac duties in the 'Winter War' against Finland feb40; in mottled green over grey/grey c/s, no markings apart from the code and an unknown badge on the fin; photo exists
2101	MT-21	DC-3-260	Mongolian Govmt.	d/d	22feb39	bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; modified into an ambulance aircraft by Factory No. 84 in 1939
2112	not known	DC-3-196B	history unknown	d/d	01mar39	bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-6'
2113	not known	DC-3-196B	Soviet Air Force	d/d	24mar39	bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-6'
2114	URSS-L3407	DC-3-196B	AFL/International	d/d	26mar39	c/n confirmed (not 2117); bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-6'; rgd 20jan40
	CCCP-L3407	DC-3-196B	GVF/Soviet AF c/s	photo		in natural metal c/s, with a Red Star in the registration instead of the dash; used in the 'Winter War' against Finland in 1939/40; canx 03apr41, but obviously restored; struck off charge 01jun49 as worn out
2115	not known	DC-3-196B	Soviet Air Force	d/d	28mar39	bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-6'
2116	not known	DC-3-196B	history unknown	d/d	29mar39	bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-6'
2117	not known	DC-3-196B	history unknown	d/d	07apr39	bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test registration 'F-6'
2130	XT-5..	DC-3A-269	Centr Air Trp Corp	mfd	jun39	ex NC21715 (canx 20may48); sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8340C 19dec49 (canx 22jul53), N1789B, XB-GUI and XA-RAM
2135	41	DC-3-228B	CNAC	d/d	09aug39	export CoFA issued 12jul39; arrived in Hong Kong on board of a Norwegian ship 11sep39; test-flown at Kai Tak nov39; named 'Chiating'; damaged during a Japanese attack on Nanshiung 08dec41, but repaired with patches over the bullet holes and a 950 hp engine; flown to Lashio in Burma, but the patches washed off in a rainstorm
	XT-BTA XT-91 XT-1..	DC-3-228B	CNAC CNAC CNAC	r/r r/r r/r	01may43 jan47 1948	tie-up not confirmed (may have been XT-BTB) passenger version; in fleet list 27feb48 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8360C 19dec49 (canx 26mar53); scrapped at Hong Kong probably in 1953
2148	46	DC-3-294A	CNAC	mfd	20feb40	delivered via Fokker; was bought by Air France, but not delivered; sold to CNAC nov40; d/d dec40; toc jan41; named 'Ermei' (or 'Omei Shan'); carried a camo c/s by spring 1941; the right wing was destroyed when the aircraft was damaged by Japanese bombs at Suifu 20may41; repaired with a wing from a DC-2 and flown from Suifu to Hong Kong for repairs 06jul41 (became known as the 'DC-2 1/2'); w/o 13feb43 on a flight from Chungking (now Chongqing) when returned due to heavy icing, the right engine failed and caught fire and the propeller could not be feathered, the crew opted for a forced landing on a sandbar in the Yangtze river near Kiangtsing, both pilots and all 16 passengers escaped unhurt; the aircraft was to be salvaged, but the river swept it away
2183	XT-5..	DC-3A-269B	Centr Air Trp Corp	mfd	08jan40	ex NC25608; bought 15jan48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8338C 19dec49 (canx 22jul53), N1791B and T-25 (Paraguayan Air Force), w/o 1964 when crashed at Encarnacion
2184	XT-5..	DC-3A-269B	Centr Air Trp Corp	mfd	jan40	ex NC25609 (canx 08apr49); d/d 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8339C 19dec49 (canx 22jul53), N1792B, N41F and N1000A
2185	XT-5..	DC-3A-269B	Centr Air Trp Corp	mfd	jan40	ex NC25610, USAAF s/n 42-56629 and NC25610; d/d 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8341C 19dec49 (canx 22jul53), N1790B (captured by Communist China but returned), N491, JA5077, HL4005, JA5077 and B-313
2261	47	DC-3-268C	CNAC	mfd	25sep40	ex EI-ACB (ntu) and NC19971 (canx 19jun41); d/d 29may41; toc 07aug41; inaugurated the service from Chungking to Calcutta 23nov41, being the first aircraft to fly over the hump
	XT-BTB XT-92 XT-1..	DC-3-268C	CNAC CNAC CNAC	r/r r/r r/r	01may43 jan47 1948	tie-up not confirmed (may have been XT-BTA) passenger version; in fleet list 27feb48 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8359C 19dec49 (canx 26mar53); scrapped at Hong Kong (not flown to Communist China 09nov49)
4214	CA11	C-47-DL	Centr Air Trp Corp	mfd	23feb42	USAAF s/n 41-7735; sold ex Karachi 12mar46; w/o 14dec46 on a flight from Peking to Shanghai when crashed in Changxing County (Zhejiang) due to bad weather, 6 occupants killed
4246	CA10	C-47-DL	Centr Air Trp Corp	mfd	18mar42	USAAF s/n 41-7759; sold 02mar46; remark 'not use the grounding'
4472	118410 ?	C-47-DL	Chinese Air Force	mfd	28jun42	USAAF s/n 41-18410; diverted 29jun43
4483	CA1	C-47-DL	Centr Air Trp Corp	mfd	14jul42	USAAF s/n 41-18421; sold 21dec45
	XT-T23	C-47-DL	Centr Air Trp Corp	r/r	jan47	canx 13nov49; fate unknown
4541	71225	C-47-DL	Yugoslav Air Force	mfd	22jul42	USAAF s/n 41-38592; ex NC22429, RX-87, HP-87, N10420, TI-1021, '38592' (French Air Force) and F-BRGF; d/d 1971 ?
4573	136 XT-56 XT-129	C-47-DL C-47-DL C-47-DL	CNAC CNAC CNAC	mfd r/r r/r	30jul42 jan47 1948	USAAF s/n 41-18481; declared as 'condition salvage' by the USAAF 15may45 passenger version; in fleet list 27feb48 defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8356C 19dec49 (on paper); probably later opb SKOGA and CAAC
4587	118495 ?	C-47-DL	Chinese Air Force	mfd	09aug42	USAAF s/n 41-18495; diverted 04jul43
4592	118500 ?	C-47-DL	Chinese Air Force	mfd	10aug42	USAAF s/n 41-18500; diverted 29jun43
4608	OK-WBA OK-WBA	C-47-DL C-47-DL	Svitlet CSA	mfd trf	11aug42 1949	USAAF s/n 41-18516; owned by Bat'a a.s.; d/d 06aug46; i/s 13jan47 converted to a freighter at t/t 9,134 hours; wfu 30dec58; last flight 17feb60; sold to France in 1960, ferried to MRS 26mar60; became '118516' (French Air Force), F-SDQJ, F-BTDK and TT-LAH
4665	"540"	C-47-DL	Soviet Air Force	mfd	28aug42	USAAF s/n 41-18540; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '540'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 14apr43; w/o 11jun43 in an mid-air collision near Jorhat (Assam, India)

4668	"543"	C-47-DL	Soviet Air Force	mfd	28aug42	USAAF s/n 41-18543; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '543'; opb 4 pap from 04jan43 (commander: A.K. Vasilyev); return date unknown; toc by 10th Air Force in India 22mar43; w/o 25aug43 when crashed at Mohambari AB (India)
4669	"544"	C-47-DL	Soviet Air Force	mfd	02sep42	USAAF s/n 41-18544; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '544'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 20feb43; condemned 23apr43
4670	"545"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18545; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '545'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 04mar43; w/o 19apr43 on a flight from Kunming to Sookkerating
4671	"546"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18546; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 20oct/07nov42 (commander: P.P. Matveyev); in document late nov42 as '1546' and 04jan43 as '546'; opb 5 pap from 04jan43; return date unknown; toc by 10th Air Force in India 17apr43; w/o 07oct44 on a flight from Kunming (India) to Chengtu (now Chengdu) when crashed near Kunming
4672	"547"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18547; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 20/30oct42 (commander: I.I. Yeremenko); in document late nov42 as '118547' and 04jan43 as '547'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 23feb43; w/o 10nov44 on a flight to Kunming when crashed 11 miles from Yunnanyi (China)
4673	"548"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18548; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT 02/09nov42 (commander: G.K. Koshevich); in document late nov42 as '118548' and 04jan43 as '548'; opb Krasnoyarskaya vozduzhnaya trassa (Krasnoyarsk Air Route) from 04jan43; return date unknown; toc by 10th Air Force in India 23feb43; sold to the Government of India 19apr46
4674	"549"	C-47-DL	Soviet Air Force	mfd	30aug42	USAAF s/n 41-18549; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '549'; opb 2 pap from 04jan43 (commander: F.L. Ponomarenko); return date unknown; toc by 10th Air Force in India 08apr43; w/o 27nov43 when crashed at Sambhar near Jaipur (India)
4677	"552"	C-47-DL	Soviet Air Force	mfd	31aug42	USAAF s/n 41-18552; probably delivered 'on loan' and returned to the USAAF; ferried by tao KVT oct42 or nov42; in document 04jan43 as '552'; opb 3 pap from 04jan43 (commander: I.I. Moiseyev); return date unknown; seen Accra 04apr43; toc by 10th Air Force in India 26apr43; w/o 16dec43 when crashed at Shivpuri (India)
4681	60	C-47-DL	CNAC	mfd	02sep42	USAAF s/n 41-18556; diverted 18oct42, under Lend-Lease; the first CNAC C-47; w/o 17nov42 on a flight from Kunming to Dinjan (Assam) when encountered severe icing, turned to the south-west but crashed at a height of 13,400 feet into a steep slope on the western flank of the Cang Shan ridge (just below the summit ridge) near Tali/nov Dali (N25.649631 E100.091721), all 3 crew killed, this was the first fatal CNAC accident on the Hump; the wreck was found only in 2011
4694	118569 ?	C-47-DL	Chinese Air Force	mfd	13sep42	USAAF s/n 41-18569; diverted 28jun43
4729	61	C-47-DL	CNAC	mfd	18sep42	USAAF s/n 41-38626; diverted 26nov42, under Lend-Lease (Andersson gives the date 27nov42); severely damaged 23oct43 on take-off from Kunming when the left engine failed shortly after lift-off, the aircraft hit trees and came to rest in a swamp, the crew escaped with minor injuries and the aircraft was reportedly repaired
4730	62	C-47-DL	CNAC	mfd	20sep42	USAAF s/n 41-38627; diverted 02dec42, under Lend-Lease (Andersson gives the date 19dec42); in natural metal c/s with two thin blue cheatlines; photo at Shanghai
4765	XT-82 not known	C-47-DL C-47-DL	CNAC Soviet Air Force	r/r mfd	jan47 30sep42	passenger version; in fleet list 27feb48 USAAF s/n 41-18604; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31jan43 but probably delivered already in autumn 1942; arrived at Uelkal from Fairbanks 15jun43 (but probably not for the first time)
4768	URSS-R not known	C-47-DL C-47-DL	Hamiata Soviet Air Force	rgd mfd	26aug43 21oct42	USAAF s/n 41-18607; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted jan43 or feb43 but probably delivered already in autumn 1942
4770	not known	C-47-DL	Soviet Air Force	mfd	19oct42	USAAF s/n 41-18609; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 02apr43 but probably delivered already in autumn 1942; arrived at Yakutsk from Uelkal 21apr43 and left for Krasnoyarsk via Kirensk 26apr43
4771	CCCP-X361	C-47-DL	NKVD - Dalstroj	mfd	21oct42	USAAF s/n 41-18610; rgd 18mar43; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942; the first C-47 on the Soviet civil register
4781	CA2	C-47-DL	Centr Air Trp Corp	mfd	25oct42	USAAF s/n 41-18620; sold 21dec45; dbr 03mar46 when crashed at Jinan (Shandong) after an engine failure, no casualties
4799	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-18638; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43; arrived at Uelkal 15jun43
4852	CCCP-L829 48	C-47-DL C-53-DO	GVF CNAC	rgd mfd	24sep43 28jan42	USAAF s/n 41-20082; ferried from Miami 16feb42; toc 26feb42; officially diverted 25mar42, under Lend-Lease; w/o 11aug43 on a flight from Dinjan (Assam) to Kunming when was shot down by a Japanese fighter (the left engine caught fire and broke off, followed by the left wing) and crashed in the Fort Hertz Valley (35 miles north of Sumprabum), all 3 crew killed
4853	49	C-53-DO	CNAC	mfd	28jan42	USAAF s/n 41-20083; ferried from Miami 17feb42 (with '48' on); toc 26feb42; officially diverted 25mar42, under Lend-Lease; w/o 13mar43 on a flight from Kunming to Dinjan (Assam) when encountered an extremely turbulent storm and probably crashed in the Patkai Range in Burma (probably the load of tin bars had come loose), all 3 crew killed; the wreckage was never found
4859	CA62 XT-T74 XT-5..	C-53-DO C-53-DO C-53-DO	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	mfd r/r r/r	25jan42 jan47 unknown	USAAF s/n 41-20089; ex NC33325; d/d sep47 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8337C 19dec49 (canx 12aug53) and N1793B
4871	50	C-53-DO	CNAC	mfd	09feb42	USAAF s/n 41-20101; diverted 12apr42, possibly under Lend-Lease; (Andersson gives the date 10apr42); photo in natural metal c/s (taken just after WWII)
	XT-90 XT-141	C-53-DO C-53-DO	CNAC CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 passenger version (21 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8362C 19dec49 (canx 27jan53), N26H and N39DT; dbr 28jul87
4879	51	C-53-DO	CNAC	mfd	20feb42	USAAF s/n 41-20109; diverted 12may42, possibly under Lend-Lease (Andersson gives the date 10may42); w/o 24mar44 on a flight from Dinjan (Assam) to Kunming, the crew lost orientation when the radio beacons were switched off as Japanese bombers were approaching and the aircraft ran out of fuel after 11 hours 25 minutes, so the crew bailed out, 1 of the 3 injured on landing
4881	56	C-53-DO	CNAC	mfd	27feb42	USAAF s/n 41-20111; diverted 09jun42, under Lend-Lease (Andersson gives the date 07may42); w/o 30nov44 on a flight from Dinjan (Assam) to Kunming when both engines lost power and quit (apparently due to water in the fuel), the aircraft crashed into Digboi mountain in the Naga Hills (N27.249999 E96.016667) and burnt out, all 3 crew killed; wreck found only 04dec44
4883	57	C-53-DO	CNAC	mfd	27feb42	USAAF s/n 41-20113; diverted 12jun42, under Lend-Lease (Andersson gives the date 19apr42); dbr 17feb44 when crashed on take-off from Dinjan (Assam) as each of the pilots thought that the other one was flying the aircraft, it got out of control before they tried to correct the error and ploughed into the trees at the end of the runway, all 3 crew escaped
4902	52	C-53-DO	CNAC	mfd	30mar42	USAAF s/n 41-20132; diverted 19may42, under Lend-Lease (Andersson gives the date 26may42); w/o 10oct42 during training at Baliyan (a small dirt strip near Dinjan, Assam) when took off with the control locks in place, failed to become airborne and overran the runway, both wings were sheared off inside of the engines by 2 trees and the aircraft burnt, both pilots injured (another report stated that the aircraft remained intact)
4904	53	C-53-DO	CNAC	mfd	03apr42	USAAF s/n 41-20134; diverted 25may42, under Lend-Lease (Andersson gives the date 26may42); probably initially opb the Chinese Air Force; w/o 11mar43 on a flight from Kunming to Dinjan (Assam) carrying tungsten when was caught by a down-draft and crash-landed at N26.899999 E98.409999 on Kao I Kung Shan Ridge south of Hpimaw (now Pianma) Pass on the Chinese-Myanmar border, all 3 crew killed; the wreck was rediscovered oct96, moved to Pianma during the winter 1997/98 and reconstructed with parts of other aircraft, it is preserved in the Nuijiang Tuofeng Aerial Line Memorial Hall (N26.013961 E98.627781) at Pianma from 2007, seen oct08/2014, while the right wing was displayed at the Walmart in Kunming in the late 1990s and is in a private collection now
4927	54 (1)	C-53-DO	CNAC	mfd	may42 ?	USAAF s/n 42-6475; diverted 28may42, under Lend-Lease (Andersson gives the date 26may42); see c/n 9069
	XT-45 XT-121	C-53-DO C-53-DO	CNAC CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8361C 19dec49 (on paper); the canx 07oct65 was just a tidying-up exercise; probably later opb SKOGA and CAC
4929	55	C-53-DO	CNAC	mfd	05may42	USAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42)
	XT-55	C-53-DO	CNAC	r/r	jan47	passenger version; reportedly destroyed may45, but still in fleet list 27feb48
4952	26500 ?	C-53-DO	Chinese Air Force	mfd	15jun42	USAAF s/n 42-6500; diverted 29jun42, under Lend-Lease; was used to test the Shingkiang-India line shortly after delivery
4953	26501 ?	C-53-DO	Chinese Air Force	mfd	18jun42	USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease
6000	not known	C-47-DL	Soviet Air Force	mfd	30oct42	USAAF s/n 41-18639; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
	CCCP-L809 118640	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	10nov43 31oct42	USAAF s/n 41-18640; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942; opb ate pri KVT VWS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
	CCCP-L810 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 30oct42	USAAF s/n 41-18641; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942

6004	CCCP-L811 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 31oct42	USAAF s/n 41-18643; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
6005	URSS-P not known	C-47-DL C-47-DL	Hamiata Soviet Air Force	rgd mfd	06aug43 31oct42	USAAF s/n 41-18644; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered already in autumn 1942
6025 6034	CCCP-L830 118664 ? 63	C-47-DL C-47-DL C-47-DL	GVF Chinese Air Force CNAC	rgd mfd mfd	04oct43 07nov42 12nov42	USAAF s/n 41-18664; diverted 29jun43, under Lend-Lease USAAF s/n 41-38651; diverted 05jan43, under Lend-Lease (Andersson gives the date 04jan43); w/o 19nov43 while making a night landing at Kunming in poor visibility (low clouds), after going around due to landing gear problems the pilot pulled-up on the wrong heading and the aircraft crashed into the mountain just west of the city, all 3 crew killed
6035	64	C-47-DL	CNAC	mfd	12nov42	USAAF s/n 41-38652; diverted 06jan43, under Lend-Lease (Andersson gives the date 04jan43); returned to the USAAF probably soon after, to Tata 21dec45
6037	65	C-47-DL	CNAC	mfd	23nov42	USAAF s/n 41-38654; diverted 10jan43, under Lend-Lease (Andersson gives the date 08jan43); returned to the USAAF already 19jan43; dbr 13mar45 when crashed on landing at Shwebo (Burma)
6038 6133 6150	138655 ? CA9 66	C-47-DL C-47-DL C-47-DL	Chinese Air Force Centr Air Trp Corp CNAC	mfd mfd mfd	16nov42 14dec42 22dec42	USAAF s/n 41-38655; diverted 20dec42, under Lend-Lease USAAF s/n 41-19490; sold 02mar46; remark 'not use the grounding' USAAF s/n 41-38691; diverted 10feb43, possibly under Lend-Lease (Andersson gives the date 06feb43); to Tata 21dec45, fate unknown
6151	67	C-47-DL	CNAC	mfd	18dec42	USAAF s/n 41-38692; diverted possibly 21feb43, possibly under Lend-Lease (Andersson gives the date 06feb43); in natural metal c/s with two thin blue cheatlines; damaged dec46 when its left wing hit the tail of a GCAC C-47 (photo exists)
	XT-87 XT-137	C-47-DL C-47-DL	CNAC CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 passenger version (21 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8357C 19dec49 (canx 26jan53), N75097 and 959 (Chilean Air Force); w/o 07mar74
6221	68	C-47-DL	CNAC	mfd	24jan43	USAAF s/n 41-38762; diverted 04mar43, under Lend-Lease (Andersson gives the date 27feb43); photo dec45 in natural metal c/s with probably blue trim and full titles
6222	XT-88 69	C-47-DL C-47-DL	CNAC CNAC	r/r mfd	jan47 12jan43	passenger version; in fleet list 27feb48 USAAF s/n 41-38763; diverted 04mar43, under Lend-Lease (Andersson gives the date 16feb43); w/o 06oct43 on take-off from Kunming when lost oil pressure on one engine, crash-landed and burnt out, all crew escaped
6228	CCCP-L800	C-47-DL	GVF/Moscow	mfd	19jan43	USAAF s/n 42-5640; diverted 04feb43; rgd 26mar43; the second C-47 on the Soviet civil register and the first C-47 of the GVF; see c/n 16454/33202
6229 6230	CCCP-L801 not known	C-47-DL C-47-DL	GVF Soviet Air Force	mfd mfd	19jan43 19jan43	USAAF s/n 42-5641; diverted 04feb43; rgd 07apr43 USAAF s/n 42-5642; diverted 08feb43
6231	CCCP-L817 not known	C-47-DL	GVF	rgd	24sep43	
6232	CCCP-L908 25644	C-47-DL C-47-DL	Soviet Air Force GVF Soviet Air Force	mfd rgd mfd	26jan43 01jun44 18jan43	USAAF s/n 42-5643; diverted 15feb43 USAAF s/n 42-5644; diverted 12feb43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43; opb 8 tap 1 pad by aug43; w/o 28aug43 on a flight from Markovo to Uelkal (Chukotka) when descended through clouds over the foothills of the Zolotoi khibet mountain range at dusk, crashed into a hill on the northern side of the Ushkaniy khibet range (50 km from Evgekinot) and burnt out, all 4 crew killed (their corpses could not be evacuated because of the heavy terrain)
6233 6234	CCCP-L802 not known	C-47-DL C-47-DL	GVF Soviet Air Force	mfd mfd	15jan43 19jan43	USAAF s/n 42-5645; diverted 12feb43; h/o at Krasnoyarsk 16mar43; rgd 14apr43 USAAF s/n 42-5646; diverted 21mar43
6235	not known CCCP-L806	C-47-DL	GVF	rgd	25feb44	
6236	not known CCCP-L818	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	18jan43 24sep43	USAAF s/n 42-5647; diverted 15feb43; h/o at Yakutsk 29mar43
6237	not known CCCP-L826 25649	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	21jan43 24sep43	USAAF s/n 42-5648; diverted 16mar43 USAAF s/n given on Soviet register in error as 42-25648
6245	CCCP-L807 25657	C-47-DL C-47-DL	GVF Chinese Air Force	rgd mfd	27apr44 27jan43	USAAF s/n 42-5649; diverted 20feb43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43 USAAF s/n 42-5657; ex RAF s/n FD781 (returned to the USAAF); diverted 10sep45, probably under Lend-Lease; became 25657 of the Taiwanese Air Force USAAF s/n 42-47371; RAF s/n FJ712 ntu; diverted 21dec45 (but last entry on USAAF card 05feb46)
7313	CA4 XT-T21 XT-5..	C-53-DO C-53-DO C-53-DO	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	mfd r/r r/r	29jun42 jan47 unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8336C 19dec49 (canx 22jul53), N1794B, N67K, N47L, N147M and N943DJ
7367	SP-LCA	C-47-DL	LOT	mfd	26jan43	USAAF s/n 42-5673; rgd 16may46; sold to Iran 28jul58; canx 05feb59; became EP-AED, 90-AED, 9Q-AED, 9T-P23 and 9T-PIF
7406	59	C-53-DO	CNAC	mfd	14aug42	USAAF s/n 42-15889; diverted 07oct42, under Lend-Lease (Andersson gives the date 29sep42); w/o 19nov43 on an instrument approach to Kunming in adverse weather (low clouds and rain) when flew into the ground and caught fire, 2 of the 3 crew killed and the sole survivor seriously injured
7407	58	C-53-DO	CNAC	mfd	16aug42	USAAF s/n 42-15890; diverted 18sep42, under Lend-Lease (Andersson gives the date 29aug42); w/o 07apr43 on a flight from Dinjan (Assam) to Kunming when experienced heavy icing and snow while climbing out of Dinjan, after an hour the pilot decided to return to Dinjan, while returning the pilot had to make a violently evasive manoeuvre to the right to avoid contact with a mountain of the Naga Hills ahead, the aircraft skidded over the side of the mountain and down into the steep slope of another peak where it came to rest at 14,800 feet (at N27.775881 E96.941917), 1 of the 3 crew killed and both survivors slightly injured
9013	71	C-47-DL	CNAC	mfd	03feb43	USAAF s/n 42-32787; diverted 10apr43, under Lend-Lease (Andersson gives the date 13apr43); w/o 18jun44 on a flight from Kunming to Chungking (now Chongqing) when had to divert to Kweilin due to poor weather at Chungking, but Kweilin closed as well due to poor weather before the aircraft could get there, the aircraft flew a holding pattern for 3 hours but ran out of fuel and hit a mountain, all 3 crew seriously injured and the sole passenger killed
9014	70	C-47-DL	CNAC	mfd	31jan43	USAAF s/n 42-32788; diverted 30mar43, under Lend-Lease (Andersson gives the date 29mar43); w/o 14jan45 on a food drop mission for the Chinese Y Force in the hills north of the Burma Road near the Burma-China border when the crew failed to retract the landing gear after the drop and could not pull over a mountain 1.5 miles NNW of the boundary post No. 37 (at N25.416667 E98.149999, 5 miles from Kambaiti), the aircraft hit the very top of the mountain, caught fire and burnt out, 4 of the 6 crew (among them all 3 cockpit crew) killed and both survivors seriously injured
9016 9017	CCCP-I500 232791	C-47-DL C-47-DL	NKAP Soviet Air Force	mfd mfd	03feb43 31jan43	USAAF s/n 42-32790; diverted 03mar43; rgd 12apr43 USAAF s/n 42-32791; diverted 30mar43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
9018 9019	CCCP-L814 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	26jan44 30jan43	
9020	CCCP-L815 not known	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	31jan43 12oct43	USAAF s/n 42-32792; diverted 17mar43 USAAF s/n 42-32793; diverted 23mar43
9021	CCCP-L819 232795	C-47-DL C-47-DL	Soviet Air Force GVF Soviet Air Force	rgd mfd	31jan43 24sep43 02feb43	USAAF s/n 42-32794; diverted 01apr43 USAAF s/n 42-32795; diverted 29mar43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43
9022	CCCP-L816 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	05nov43 30jan43	USAAF s/n 42-32796; diverted 17mar43
9023 9024	CCCP-L821 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 31jan43	
	not known	C-47-DL	GVF/Soviet AF c/s	mfd	31jan43	USAAF s/n 42-32797; diverted 17mar43 USAAF s/n 42-32798; diverted 24mar43; opb 7 pap 1 pad GVF; seconded to Polyarnaya Aviatsiya for ice-reconnaissance 10apr43 (pilot: Leopard G. Kruze); flew 8 ice-reconnaissance missions 21apr43/30may43 and 5 missions 06/29oct43
9025	CCCP-N329 232799	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	initially opb Moskovskaya aviagruppa; flew some 30 ice-reconnaissance missions 12mar/03nov44; trf to Igarskaya aviagruppa 01apr45; canx 1945 USAAF s/n 42-32799; w/o 22feb43 on its delivery flight (by 1 FyS) when crashed 10 miles south of Enterprise, UT, at least 1 crew member killed
9069 9106	54 (2) SP-LCH (1)	C-47-DL C-47-DL	CNAC LOT	mfd mfd	12feb43 19feb43	USAAF s/n 42-32843; trf aug43 ?; to the Indian Government 10apr46; see c/n 4927 USAAF s/n 42-32880; d/d 20mar47; rgd 22oct47; w/o 13mar53 when crashed at Katowice (Poland); canx 24nov53; see c/n 13552
9109	73	C-47-DL	CNAC	mfd	02mar43	USAAF s/n 42-32883; diverted 13apr43, under Lend-Lease; w/o 01aug44 on take-off from Kunming when turned on course to the right without having sufficient height and collided with the top of Baldy Mountain, the front end hung on the mountainside and the rest slid down the steep mountainside to the lake, all 3 crew and the sole passenger killed (possibly the passenger, a Chinese Air Force pilot, had been at the controls)
9110	72	C-47-DL	CNAC	mfd	02mar43	USAAF s/n 42-32884; diverted 17apr43, under Lend-Lease (Andersson gives the date 07apr43); w/o 13oct43 on a flight from Kunming to Dinjan (Assam) when was shot down by Japanese fighters and crashed at N26.883333 E97.633333, all 3 crew killed
9112 9113	not known	C-47-DL C-47-DL	Soviet Air Force Soviet Air Force	mfd mfd	22feb43 22feb43	USAAF s/n 42-32886; diverted 18mar43 (via Fairbanks)
9114 9115	not known	C-47-DL C-47-DL	Soviet Air Force Soviet Air Force	mfd mfd	22feb43 23feb43	USAAF s/n 42-32887; diverted 15mar43 USAAF s/n 42-32888; diverted 12mar43
9116	not known CCCP-L832	C-47-DL	GVF	rgd	16oct43	USAAF s/n 42-32889; diverted 15mar43
9117	not known CCCP-L820	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	23feb43 24sep43	USAAF s/n 42-32890; diverted 27mar43
9117	not known	C-47-DL	Soviet Air Force	mfd	23feb43	USAAF s/n 42-32891; diverted 12mar43; h/o by 7 pap 1 pad GVF at Krasnoyarsk 28mar43













13186	CA8 XT-T10 XT-5..	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	mfd r/r r/r	03may44 jan47 unknown	USAAF s/n 42-93291; diverted to China Air TSP 05jan46  canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8325C 19dec49 (at least on paper); possibly remained in China and the canx 07oct65 was just a tidying-up exercise
13211	not known	C-47A-25DK Soviet Air Force	mfd	05may44	USAAF s/n 42-93313; diverted 18may44
13212	not known	C-47A-25DK Soviet Air Force	mfd	06may44	USAAF s/n 42-93314; diverted 30may44
13213	not known	C-47A-25DK Soviet Air Force	mfd	06may44	USAAF s/n 42-93315; diverted 24may44
13214	not known	C-47A-25DK Soviet Air Force	mfd	06may44	USAAF s/n 42-93316; diverted 15may44
13215	CCCP-L895 "3"	C-47A-25DK GVF C-47A-25DK GVF/Soviet AF c/s	mfd	06may44 photo	USAAF s/n 42-93317; diverted 13may44; rgd 15may44
13216	CCCP-L910	C-47A-25DK GVF	mfd	06may44	opb MAGON GVF; operated in Yugoslavia in 1944/45
13217	not known 10	C-47A-25DK Soviet Air Force C-47A-25DK Polish Air Force	mfd trf	09may44 25jul44	USAAF s/n 42-93318; diverted 18may44; rgd 14jun44 USAAF s/n 42-93319; diverted 21may44
13218	not known	C-47A-25DK Soviet Air Force	mfd	may44	opb SPL; still active by 01jul52; fate unknown
13219	not known	C-47A-25DK Soviet Air Force	mfd	08may44	USAAF s/n 42-108937; diverted 17may44
13220	not known	C-47A-25DK Soviet Air Force	mfd	08may44	USAAF s/n 42-93320; diverted 30may44
13236	CA6	C-47A-25DK Soviet Air Force C-47A-25DK Centr Air Trp Corp	mfd	08may44 09may44	USAAF s/n 42-93321; diverted 30may44 USAAF s/n 42-93336; sold 29dec45; w/o 31mar46 on a flight from Shanghai to Kunming when an engine failed and the aircraft lost height so that the crew bailed out over Hunan
13243	293342 ?	C-47A-25DK Chinese Air Force	mfd	08may44	USAAF s/n 42-93342; diverted 10sep45
13250	293348 ?	C-47A-25DK Chinese Air Force	mfd	08may44	USAAF s/n 42-93348; diverted 16sep45, probably under Lend-Lease
13254	YU-ABC 7303 YU-ABC	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force C-47A-25DK JAT	mfd trf trf	10may44 1945 ? 12aug47	USAAF s/n 42-93352; d/d 1945 ?  w/o 21sep50 on a flight from Belgrade to Zagreb when crashed on landing in fog, all 4 crew and 6 of the 7 passengers killed
13264	293361 ?	C-47A-25DK Chinese Air Force	mfd	11may44	USAAF s/n 42-93361; diverted 09dec45
13267	not known	C-47A-25DK Chinese Air Lines	mfd	11may44	USAAF s/n 42-93364; diverted 08may46
13274	not known	C-47A-25DK Chinese Air Lines	mfd	11may44	USAAF s/n 42-93370; diverted 09may46
13282	293377 ?	C-47A-25DK Chinese Air Force	mfd	11may44	USAAF s/n 42-93377; diverted 16sep45, probably under Lend-Lease
13289	not known	C-47A-25DK Chinese Air Lines	mfd	12may44	USAAF s/n 42-93383; diverted 15feb46
13292	not known	C-47A-25DK China	mfd	12may44	USAAF s/n 42-93386; Foreign Liquidation Commission 20aug47
13296	CA39 XT-T31 XT-5..	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	mfd r/r r/r	12may44 jan47 unknown	USAAF s/n 42-93390; excluded 01aug46  damaged at Jinan (Shandong) 13dec47 due to pilot error; repaired canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8326C 19dec49 (canx 12aug53), N4660V, CC-CBJ, CC-CLDT and CC-CBX; preserved in Museo Nacional Aeronautico y del Espacio (533.486678 W70.697922) at Santiago-Los Cerrillos (Chile), I/n nov00
13311	YU-ABD	C-47A-25DK JAT	mfd	15may44	USAAF s/n 42-93403; ex RAF s/n KG588; d/d 19jun47; became 4W-ABH jul69 and ET-AHR; w/o dec81
13346	CCCP-L913	C-47A-25DK GVF	mfd	18may44	USAAF s/n 42-93435; diverted 14jun44; rgd 19jun44; in olive drab ? c/s; shown in the "Krylya Rossii" chronicle
13347	not known	TS-62 Aeroflot	no	reports	USAAF s/n 42-93436; diverted 02jun44
13348	CCCP-L909 3 SP-LCC (2)	C-47A-25DK Soviet Air Force C-47A-25DK GVF C-47A-25DK Polish Air Force C-47A-25DK LOT	mfd mfd trf rgd	18may44 may44 25apr46 06mar58	USAAF s/n 42-108950; diverted 03jun44; rgd 08jun44 opb SPL; personal aircraft of Marshal Michal Rola-Zymlerski sold to Iran 07jan59; canx 05feb59; became EP-AEE, 9Q-AEE, 9Q-CKA and 9T-PKL (last one not confirmed); see c/n 9903
13349	not known	C-47A-25DK Soviet Air Force	mfd	18may44	USAAF s/n 42-93437; diverted 05jul44
13350	CCCP-L915	C-47A-25DK Polish Air Force C-47A-25DK GVF	trf mfd	29jul44 18may44	opb SPL; personal aircraft of prime minister Józef Cyrankiewicz; canx 07jan56; fate unknown USAAF s/n 42-93438; diverted 29jun44; rgd 03jul44; opb 1 ae 1 atp 10 atd GVF at Insterburg (Eastern Prussia, now Chernyakhovsk); w/o 04mar45 on a positioning flight from Wormditt (now Ornetia) to Insterburg in poor visibility and snowfall, the intoxicated crew had been ordered to return to Wormditt but continued the flight towards their base, the aircraft flew so low that it touched trees with its right wing, the wing was ripped off and the aircraft crashed in a forest clearing 3 km north of Mulden (now Peralavolo, 27 km south-west of Insterburg) and caught fire, all 5 crew killed; wreck found 07mar45
13351	"024"	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93439; d/d 03jun44; f/n PRG 1945
13352	not known	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93440; diverted 02jun44
13353	CCCP-L912	C-47A-25DK GVF	mfd	20may44	USAAF s/n 42-93441; diverted 01jun44; rgd 19jun44
13354	not known	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93442; diverted 30may44
13355	not known	C-47A-25DK Soviet Air Force	mfd	20may44	USAAF s/n 42-93443; diverted 30may44
13367	YU-ACB 7304 YU-ACB	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force C-47A-25DK JAT	mfd trf trf	20may44 1945 ? 01apr50	USAAF s/n 42-93454; ex RAF s/n KG608; d/d 1945 ?  w/o 20feb65 on a training flight when crashed into the Sava River near Belgrade, all 5 crew killed; t/t in JAT service 9916.48 hours
13399	XT-823	C-47A-25DK Civil Air Transp.	mfd	24may43	USAAF s/n 42-93482; sold 23sep46; possibly canx 13nov49; trf to Civil Air Transport Inc. at Taiwan; became B-823, N6634C, CF-MCC and N14636
13406	293489 ? CA5	C-47A-25DK Chinese Air Force C-47A-25DK Centr Air Trp Corp	mfd mfd	01jun44 25may44	USAAF s/n 42-93489; diverted 16sep45, probably under Lend-Lease USAAF s/n 42-93492; sold 29dec45; w/o 26jan46 when the pilot lost control in adverse weather and the aircraft crashed near Wuhan (Hubei), 3 occupants killed
13430	OK-WCR	C-47A-25DK CSA	mfd	27may44	USAAF s/n 42-93510; d/d 04dec46 (or 02dec46); i/s 26apr47; fleet No. '33'
13438	OK-WAR OK-WDT	C-47A-25DK CSA C-47A-25DK CSA	r/r mfd	1949 29may44	wfu 29jun58; ferried to Paris 25may60; became '93510' (French Air Force), F-SEYE and 6W-SAE USAAF s/n 42-108959; d/d 18jun46; i/s 25mar47; fleet No. '20'; wfu 12dec58; last flight 11mar60; ferried to Paris 28may60; became '13438' (French Air Force), F-SKDK and 5V-MAC
13548	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-108970; RAF s/n KG681 ntu; diverted 26jun44
13550	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-93618; RAF s/n KG683 ntu; diverted 23jun44
13552	not known 1	C-47A-25DK Soviet Air Force C-47A-25DK Polish Air Force	mfd trf	09jun44 25jul44	USAAF s/n 42-93620; RAF s/n KG685 ntu; diverted 23jun44
13553	SP-LCH (2) no code	C-47A-25DK LOT C-47A-25DK Soviet Air Force	rgd mfd	29jan59 09jun44	opb SPL; personal aircraft of president Boleslaw Bierut canx 05feb59; sold to Iran; became EP-AEI; w/o 20feb62 when crashed near Ahwaz (Iran); see c/n 9106 USAAF s/n 42-93621; RAF s/n KG686 ntu; diverted 21jun44; w/o 03nov44 when went missing on its delivery flight
13554	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	USAAF s/n 42-93622; RAF s/n KG687 ntu; diverted 23jun44
13575	not known	C-47A-25DK Soviet Air Force	mfd	15jun44	USAAF s/n 42-93641 (struck off charge 29aug46); RAF s/n KG708 ntu; diverted 03jul44
13654	OK-VDZ D-.. 3654 71229	C-47A-25DK Min. Dopravy C-47A-25DK Czechoslovak AF C-47A-25DK Czechoslovak AF C-47A-25DK Yugoslav Air Force	mfd trf r/r d/d	20jun44 1950 jun57 1971	Ministry of Transport (PD); USAAF s/n 42-93712; d/d 14jan47  in olive drab c/s with light blue undersides; became '13654' (French Air Force) nd F-SDKB mentioned oct74; probably scrapped
13691	not known	C-47A-25DK China ?	mfd	23jun44	USAAF s/n 42-93745; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
13693	293747 ?	C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93747; diverted 16sep45, probably under Lend-Lease
13694	293748 ?	C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93748; diverted 10sep45, probably under Lend-Lease
13695	293749 ?	C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93749; diverted 16sep45, probably under Lend-Lease
13704	not known	C-47A-25DK China	mfd	24jun44	USAAF s/n 42-93757; diverted to 'ADO' 19nov45
13710	not known	C-47A-25DK China	mfd	24jun44	USAAF s/n 42-93762; Foreign Liquidation Commission 20aug47
13711	293763 ?	C-47A-25DK Chinese Air Force	mfd	24jun44	USAAF s/n 42-93763; diverted 16sep45, probably under Lend-Lease
13713	YU-ABB 7302 YU-ABB	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force C-47A-25DK JAT	mfd trf trf	25jun44 1945 ? 04mar47	USAAF s/n 42-93765; d/d 1945 ?  in white c/s; damaged 19dec67 on a flight from Sarajevo to Belgrade when encountered a severe storm and suffered substantial damage so that it had to be wfu; t/t in JAT service 17,649 hours 24 minutes; stored in Muzej Jugoslovenskog ratnog vazduhoplovstva at Belgrade-Surcin from apr68, seen without markings aug08, I/n sep10
13718	2108987 ?	C-47A-25DK Chinese Air Force	mfd	25jun44	USAAF s/n 42-108987; diverted 16sep45, probably under Lend-Lease
13784	XT-827	C-47A-DL Civil Air Transp.	mfd	19sep43	USAAF s/n 42-24413; excluded 22jul46; canx 13nov49; trf to Civil Air Transport Inc. at Taiwan; became B-827; w/o 11jun67 when was shot down in South Vietnam
13802	OK-XDU	C-47A-DL CSA	mfd	23sep43	USAAF s/n 43-30651; d/d 09jul46; i/s 17sep46; fleet No. '22'; w/o 13feb47 on a flight from Prague to Cakovice when crashed near Dolany u Kladna shortly after take-off, all 3 crew killed, the trimmer of the horizontal stabiliser had been connected the wrong way
18901	86  XT-86 XT-1..	C-47A-65DL CNAC C-47A-65DL CNAC C-47A-65DL CNAC	mfd r/r r/r	29oct43  jan47 1948	USAAF s/n 42-100438; diverted 06nov43, under Lend-Lease; delivered via Miami; toc 17nov43; damaged 11mar44 on a flight from Kunming to Dinjan (Assam) when the radio beacon failed (a snake had climbed into the generator and shorted it out) while the aircraft was on approach in poor visibility, being low on fuel, when the pilot spotted a river (the Manas Moras River, a branch of the Bramaputra River north-east of Dinjan) he skidded in with wheels up and the aircraft came to rest on a sand bar, all 3 crew escaped unhurt; the aircraft was recovered from the river and repaired  passenger version; in fleet list 27feb48 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8358C 19dec49; probably remained in China and the canx 07oct65 was just a tidying-up exercise
18902	85	C-47A-65DL CNAC	mfd	13oct43	USAAF s/n 42-100439; delivered under Lend-Lease, via Miami; toc 10nov43; w/o 08jun44 on a flight from Kunming to Dinjan (Assam) when a fuel tank in the right wing exploded on approach (the jack pad had been removed from the right wing root, leaving 4 large holes directly under the fuel tanks and directly in line with the exhaust, when the pilot cut the throttles to descend the flame only went as far back as the holes, there the flames went up around the fuel tank, igniting the fumes), the wing separated and the aircraft crashed, all 3 crew and 3 reserve crew killed
18909	2100446 ?	C-47A-65DL Chinese Air Force	mfd	09oct43	USAAF s/n 42-100446; diverted 10sep45
18912	not known	C-47A-65DL Chinese Air Lines	mfd	15oct43	USAAF s/n 42-100449; diverted 03nov46

18947	XT-811 (1)	C-47A-65DL Civil Air Transp.	mfd	19oct43	USAAF s/n 42-100484; ex PI-C181; leased from Trans-Asiatic Airlines; canx 13nov49; became B-811 of Air America; w/o 20oct54 when ditched in the Gulf of Thailand off Hau Hin; see c/n 19932; this c/n is also reported as XT-813
19006	OK-WDO D-... 0543 OK-WZG	C-47A-65DL CSA C-47A-65DL Czechoslovak AF C-47A-65DL Czechoslovak AF C-47A-65DL Omnipol ?	mfd trf r/r	28oct43 1950 jun57	USAAF s/n 42-100543; d/d 18jun46; i/s 12sep46; fleet No. '15' wfu 21apr60 ferried to Paris 23may60; became '100543' (French Air Force), F-RAJC, F-RAVG, F-BTDC, F-BRGE, F-BRGP, N87604, F-BTDJ, ET-AGI and C9-STE
19061	88	C-47A-65DL CNAC	mfd	11nov43	USAAF s/n 42-100598; delivered under Lend-Lease; h/o at Karachi 13dec43; toc 14dec43; damaged 10jan44 on landing at Sulifu when the landing gear collapsed, no casualties; repaired; w/o 09apr45 on a positioning flight from Kunming to Hsinching (now Xinjin) when encountered adverse weather and crashed at a height of some 11,000 feet into a mountain near Kiaokie (N27.916667 E102.783333), all 3 crew killed
19062	87	C-47A-65DL CNAC	mfd	12nov43	USAAF s/n 42-100599; delivered possibly under Lend-Lease; h/o at Karachi 05dec43; toc 07dec43; initially in olive drab c/s with light grey underside; damaged at Dinjan (Assam) 20may45, no casualties; repaired
	XT-51 XT-1..	C-47A-65DL CNAC C-47A-65DL CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8355C 19dec49 (at least on paper); probably remained in China and the canx 07oct65 was just a tidying-up exercise
19102	OK-WDD	C-47A-70DL CSA	mfd	18nov43	USAAF s/n 42-100639; d/d 29mar46; i/s 29aug46; fleet No. '04'; dbr 24dec46 on a flight from Prague to Paris when had to make an emergency landing, all 5 crew and 10 passengers escaped
19256	XT-817	C-47A-70DL Civil Air Transp.	mfd	11dec43	USAAF s/n 42-100793; Foreign Liquidation Commission 14jul47; leased from Trans-Asiatic Airlines; canx 13nov49; became B-817 16jan51 and XU-AAE; this c/n is also reported as XT-819
19258	XT-815	C-47A-70DL Civil Air Transp.	mfd	13dec43	USAAF s/n 42-100795; Foreign Liquidation Commission 14jul47; ex PI-C183; leased from Trans-Asiatic Airlines; canx 13nov49; became B-815 16jan51; w/o 27dec63 when crashed in Thailand; this c/n is also reported as XT-817
19286	OK-WDP	C-47A-70DL CSA	mfd	20dec43	USAAF s/n 42-100823; d/d 02jul46; i/s 05nov47; fleet No. '16'; wfu 26feb60; last flight 26feb60; ferried to Paris 30may60; became '100823' (French Air Force), F-SCDB, F-UJGU, F-WSGV, N18265 (ntu) and N15MA
19287	? 12	C-47A-70DL Polish Air Force	mfd	17dec43	USAAF s/n 42-100824; d/d 1946; opb OSL Deblin in 1951/53; according to the Air-Britain DC-3 book, this c/n crashed at Rissstissen (Germany) 15may45 while on USAAF service ! (repaired ?)
19289	SP-LCE	C-47A-70DL LOT	mfd	17dec43	USAAF s/n 42-100826; d/d 29sep46 ?; rgd 01oct46; wfu 22apr58 ?; canx 05feb59; became EP-AEF; w/o 17mar67 when crashed at Bandar Abbas (Iran)
19313	89	C-47A-75DL CNAC	mfd	24dec43	USAAF s/n 42-100850; diverted 06mar44, under Lend-Lease; delivered via Miami; the toc date 21jan44 must be wrong
	XT-48 XT-111	C-47A-75DL CNAC C-47A-75DL CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 passenger&cargo version (27 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8348C 19dec49 (canx 26feb53) and N4884V; sold to the Cuban Government 22jul53
19314	90	C-47A-75DL CNAC	mfd	29dec43	USAAF s/n 42-100851; diverted 25jan44, under Lend-Lease; delivered via Miami; toc 10feb44; w/o 15may44 on a flight from Dinjan (Assam) to Kunming when encountered severe turbulence and crashed at a height of some 9,000 feet into a mountain ridge in the west of the Patkai Range (between Moran and Shingbwiang), all 3 crew killed
19329	OK-WDQ	C-47A-75DL CSA	mfd	24dec43	USAAF s/n 42-100856; possibly mis-painted OK-WSQ before delivery; d/d 09aug46; i/s 20nov46; fleet No. '17'
	D-28 0866	C-47A-75DL Czechoslovak AF C-47A-75DL Czechoslovak AF	trf r/r	31dec50 jun57	USAAF s/n 42-100880; d/d 18jun46; rgd 12jul46; fleet No. '21'; hijacked by its pilot to Harwich in 1950; underwent trials with the SVZU at Letnany in 1953; canx 16dec55 and again 29feb60; ferried to Marseille 26mar60; became '100880' (French Air Force), F-RHRH, F-RHRC and F-BRGL (ntu)
19343	OK-WAA	C-47A-75DL CSA	mfd	29dec43	mentioned in 1974 USAAF s/n 42-100956; d/d 29mar46; rgd 27jul46; fleet No. '05'; wfu 31dec59; last flight 18feb60; canx 24feb60; ferried to Marseille 22mar60; became '100956' (French Air Force) and F-RAJV
19419	71273 OK-WDE	C-47A-75DL Yugoslav Air Force C-47A-75DL CSA	d/d mfd	1971 ? 10jan44	USAAF s/n 42-100956; d/d 29mar46; rgd 27jul46; fleet No. '05'; wfu 31dec59; last flight 18feb60; canx 24feb60; ferried to Marseille 22mar60; became '100956' (French Air Force) and F-RAJV
19439	71281 OK-WAT	C-47A-75DL Yugoslav Air Force C-47A-75DL CSA	d/d mfd	1971 ? 13jan44	USAAF s/n 42-100976; d/d 15jun46; i/s 21apr48; fleet No. '35'; wfu 24feb60; fate unknown
19452	91 (2)	C-47A-75DL CNAC	mfd	20jan44	USAAF s/n 42-100989; diverted 06mar44, under Lend-Lease; delivered via Miami; toc 15mar44; replaced '91' (1) c/n 19453
	XT-54 XT-127	C-47A-75DL CNAC C-47A-75DL CNAC	r/r r/r	jan47 1948	passenger version; in fleet list 27feb48 passenger&cargo version (27 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8352C 19dec49 (canx 26feb53) and N4883V; sold to the Cuban Government 22jul53
19453	91 (1)	C-47A-75DL CNAC	mfd	20jan44	USAAF s/n 42-100990; diverted 06mar44, under Lend-Lease; delivered via Miami; w/o 07mar44 on take-off from Camaguéy (Cuba) when crashed 4 miles north-east of the airport and burnt out (the aircraft was overloaded with alcohol), probably 2 of the 4 crew killed; see c/n 19452
19474	OK-WDF	C-47A-75DL CSA	mfd	19jan44	USAAF s/n 42-101011; d/d 14mar46; rgd 12jun46; i/s 13jun46; fleet No. '06'; opened the PRG-AMS route; trf 31dec48 (probably to the Czechoslovak Air Force); canx only 29feb60 (clean-up of register)
	not known	C-47A-75DL Czechoslovak AF ?			reported as D-21, but see c/n 15010/26455; opb ldp; w/o 30nov52 on a flight from Prague to Brno at night (transporting matrices for the "Rudé Pravo" newspaper) when entered an area of poor visibility and crashed into Mount Bradlo at Vresovice u Kyjova (Chriby mountains), all 5 crew killed
19493	D-..	C-47A-75DL Czechoslovak AF	mfd	24jan44	USAAF s/n 42-101030; d/d 03jul46; fate unknown
19499	SP-LCD	C-47A-80DL LOT	mfd	22jan44	USAAF s/n 43-15033; d/d 20oct47; sold to Iran 03jan59; canx 05feb59; became OY-AIA, '315033' (French Air Force), F-UKCY, F-UKCX, F-WSGN, N18261 and C-FIAX; w/o 10dec76 when crashed on take-off from Fort George Island
19525	D-27 not known	C-47A-80DL Czechoslovak AF C-47A-80DL Polish Air Force	mfd d/d	26jan44 08jun49	USAAF s/n 43-15059; d/d 31may46; i/s 17jun46 opb SPL
	D-36 5059	C-47A-80DL Czechoslovak AF C-47A-80DL Czechoslovak AF	ret r/r	30apr51 jun57	USAAF s/n 43-15069; d/d 29mar46; i/s 23aug46; fleet No. '07'; dbr 09nov46 on a flight from Amsterdam to Prague when entered a holding pattern near Ruzyně due to bad weather, ran out of fuel after 4 missed approaches and force-landed in a field near Dobrovič, 2 of the 5 crew injured while the other 3 and all 13 passengers escaped unhurt
19535	OK-XDG	C-47A-80DL CSA	mfd	28jan44	USAAF s/n 43-15072; owned by Bat'a a.s.; d/d 02dec46; i/s 21mar47 wfu 21nov59; last flight 20feb60; ferried to Marseille 22mar60; became '315072' (French Air Force), F-RAUI, F-TEBK, F-WSGO and N18260 (ntu)
19538	OK-XBC OK-XBC	C-47A-80DL Svitlét C-47A-80DL CSA	mfd trf	01feb44 1948	USAAF s/n 43-15073; d/d 12jul46; i/s 15feb48 (or 15feb47 ?); fleet No. '02'; underwent trials with the VZLU in 1953; wfu 28jun58; last flight 20feb60; ferried to Marseille 26mar60; became '15073' (French Air Force), F-TEBE, F-RAUK ? and F-BTDF; see c/n 1995
19539	OK-XDM (1)	C-47A-80DL CSA	mfd	29jan44	probably opb 111. ppa at Zagreb; was preserved at the Rajlovac Institute in Sarajevo, used as a 'summer bar' for the Italian EUFOR soldiers stationed there, seen sep91/feb05; arrived by truck at Caen-Carpiquet (France) 06dec07; preserved in the D-Day Museum at Merville-Franceville (N49.270191 W0.197011), presented 07jun08, marked as '315073'/9X-D' of the USAAF
	71248	C-47A-80DL Yugoslav Air Force	d/d	11apr73 ?	USAAF s/n 43-15114; d/d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides opb SPL underwent trials with the SVZU in 1956
19580	D-23 not known	C-47A-80DL Czechoslovak AF C-47A-80DL Polish Air Force	mfd d/d	04feb44 08jun49	USAAF s/n 43-15121; d/d 01jun46 (or 01jul46); i/s 28mar47; fleet No. '08'; fate unknown
	D-23 OK-XDH	C-47A-80DL Czechoslovak AF C-47A-80DL CSA	ret mfd	unknown 05feb44	USAAF s/n 43-15154; diverted 26feb44, under Lend-Lease (Andersson gives the date 25feb44); toc 12apr44; damaged 18may44 on landing at Dinjan (Assam) in a heavy rainstorm with one brake locked when ran head-on into General Hodge's parked B-25, all 3 crew escaped unhurt; repaired
19620	92	C-47A-80DL CNAC	mfd	09feb44	passenger version; in fleet list 27feb48 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8349C 19dec49 (on paper); remained in China and the canx 07oct65 was just a tidying-up exercise
	XT-85 XT-1..	C-47A-80DL CNAC C-47A-80DL CNAC	r/r r/r	jan47 1948	USAAF s/n 43-15155; diverted 25feb44, under Lend-Lease; toc 14apr44; w/o 16jan45 on a flight from Chungking (now Chongqing) to Kunming with a load of silk when encountered adverse weather, flew past Kunming and crashed into a mountain 100 miles east of Kunming, all 3 crew killed
19621	93	C-47A-80DL CNAC	mfd	09feb44	USAAF s/n 43-15252; d/d 03jul46; fate unknown
19718	D-..	C-47A-80DL Czechoslovak AF	mfd	26feb44	USAAF s/n 43-15337; diverted 04apr44, under Lend-Lease; toc 03may44; w/o 09may45 on a flight from Dinjan (Assam) to China, after take-off the captain put the aircraft in climb and on automatic pilot and went to the radio operator's station in order to change the radio frequency, while there, the right engine lost power which caused the aircraft to spin in that direction, the spinning aircraft caused so much centrifugal force that the captain could not get back to the cockpit, the aircraft crashed at N27.487499 E98.258333 and burnt out, both pilots killed
19803	94	C-47A-80DL CNAC	mfd	15mar44	USAAF s/n 43-15463; diverted 14may44, under Lend-Lease; w/o 14may44 on its delivery flight from Miami when crashed 5 miles north of Miami; was probably to become '96' Lutheran World Federation; USAAF s/n 43-15466; ex PI-C54 (rgd 13may46 and canx 31mar49); ferried from Manila to Shanghai 16mar49; Chinese CoFA issued 07may49; operated under charter as a CATC aircraft, in CATC markings; named 'St Paul II' (but the 'II' of the name was not painted on the aircraft); canx 13nov49; the agreement between the Lutheran World Federation and CATC was terminated 17nov49
19804	95	C-47A-80DL CNAC	mfd	15mar44	operated under charter as a Civil Air Transport aircraft now, in CAT markings; reportedly first flew under this registration 10nov49 (but that date seems to be too early as the CATC fleet was not grounded until 16nov49); last flight 08dec49 (to Chengtu); the agreement between the Lutheran World Federation and CAT was terminated 28dec49; canx 23jan50; became N8399C 13jan50 (canx 07apr50 as exported to China); the aircraft was donated by the Lutheran World Federation to William Dudding and Max
19838	315372 ?	C-47A-80DL Chinese Air Force	mfd	15mar44	USAAF s/n 43-15372; diverted 09dec45
19839	315373 ?	C-47A-80DL Chinese Air Force	mfd	16mar44	USAAF s/n 43-15373; diverted 16sep46
19928	315462 ?	C-47A-85DL Chinese Air Force	mfd	31may44	USAAF s/n 43-15462; diverted 24may44, under Lend-Lease
19929	no serial	C-47A-85DL CNAC	mfd	31mar44	USAAF s/n 43-15463; diverted 14may44, under Lend-Lease; w/o 14may44 on its delivery flight from Miami when crashed 5 miles north of Miami; was probably to become '96'
19932	XT-543	C-47A-85DL Lutheran World Fed	mfd	28mar44	USAAF s/n 43-15463; diverted 14may44, under Lend-Lease; w/o 14may44 on its delivery flight from Miami when crashed 5 miles north of Miami; was probably to become '96' Lutheran World Federation; USAAF s/n 43-15466; ex PI-C54 (rgd 13may46 and canx 31mar49); ferried from Manila to Shanghai 16mar49; Chinese CoFA issued 07may49; operated under charter as a CATC aircraft, in CATC markings; named 'St Paul II' (but the 'II' of the name was not painted on the aircraft); canx 13nov49; the agreement between the Lutheran World Federation and CATC was terminated 17nov49
	XT-811 (2)	C-47A-85DL Lutheran World Fed	rgd	nov49	operated under charter as a Civil Air Transport aircraft now, in CAT markings; reportedly first flew under this registration 10nov49 (but that date seems to be too early as the CATC fleet was not grounded until 16nov49); last flight 08dec49 (to Chengtu); the agreement between the Lutheran World Federation and CAT was terminated 28dec49; canx 23jan50; became N8399C 13jan50 (canx 07apr50 as exported to China); the aircraft was donated by the Lutheran World Federation to William Dudding and Max

















## Aircraft with unknown construction numbers include

---	CCCP-L803 "803" white	C-47 C-47	GfV GfV/Soviet AF c/s	no Ksv	reports 1944	not on pre-1944 register opb 101 add; with UTK-1 dorsal turret; in olive drab c/s with light grey undersides, '2574E' on fin; seen in Slovakia 01jun44
---	CCCP-L804	C-47	GfV	no	reports	not on pre-1944 register
---	CCCP-L805	C-47	GfV	no	reports	not on pre-1944 register
---	CCCP-L808 "808" white	C-47	GfV	no	reports	not on pre-1944 register
---	CCCP-L812	C-47	GfV/Soviet AF c/s	ph.	1943	opb 62 ad dd; in three-tone camo c/s
---	CCCP-L813	C-47	GfV	no	reports	not on pre-1944 register
---	CCCP-L900	C-47A	GfV	rgd	23may44	USAAF s/n given on Soviet register as 42-92249, but that one was not delivered to the Soviet Union
---	CCCP-L918	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L924	C-47	GfV	no	reports	registration not on pre-1944 register; opb 2 atp 10 gv. atd GfV; w/o 02apr46 on a flight from Tbilisi to Rostov-na-Donu when the crew decided to cut the route short and overfly the main ridge of the Caucasus, the aircraft entered clouds and crashed into the slope of Mt. Guram (Northern Osetiya) at about 3,000 metres above sea level, 93 km to the right of the prescribed flight path, all 5 crew and 2 passengers killed; wreck found only 20jul47
---	CCCP-L929	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L937	C-47	Aeroflot	no	photo	registration not on pre-1944 register; in dark green ? c/s; shown in the "Krylya Rossii" chronicle
---	CCCP-L940	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in documents 18mar45 & jun45
---	CCCP-L946	C-47	GfV	no	reports	registration not on pre-1944 register; opb 10 gv. atd GfV; w/o 05nov46 on a flight from SXF via Riga to VKO when the airport at VKO was overstrained due to bad weather and the forthcoming anniversary of the October Revolution (17 aircraft were in the airport zone at the same time), after being in a holding pattern for two hours the aircraft tried to land in thick fog but had to go around, pulled up too steeply, stalled and crashed some 600-700 metres from the landing 'T', 13 occupants of the 4 crew and 22 passengers killed; see also Li-2s CCCP-L4181 and CCCP-L4207 which all crashed within one hour
---	CCCP-L952	C-47	AfL/Georgia	no	reports	registration not on pre-1944 register; w/o 05mar47 on a flight from Tbilisi to Moscow-Vnukovo when the crew decided to cut the route short and overfly the main ridge of the Caucasus, the aircraft entered clouds and crashed into a mountain in the Nizhnesvanetski khrebet ridge, all 4 crew and 19 passengers killed; wreck found only 20jun47
---	CCCP-L963	C-47	AfL/Azerbaijan	no	reports	registration not on pre-1944 register; w/o 22jan45 on the leg from Makhachkala to Grozny of a flight from Baku to Simferopol when took off despite weather conditions below the minima and missing weather data for Grozny, the crew followed a railway line but lost orientation near Gudermes in fog and crashed into the slope of Terski khrebet mountain (near Chervlyonnaya in the Shelkenskaya district of the Grozny region), all 4 crew and the sole passenger killed
---	CCCP-L970	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '970' jun46
---	CCCP-L970	TS-62	AfL/Moscow	no	reports	made a forced landing due to engine problems after take-off from Bykovo 11jun53
---	CCCP-L988	C-47	Aeroflot	no	photo	registration not on pre-1944 register; in olive drab c/s with light grey undersides
---	CCCP-L997	C-47	Aeroflot	no	reports	registration not on pre-1944 register; w/o 18dec47 on a test flight from Vnukovo after overhaul by ARB-400 GfV when entered fog on approach to Vnukovo, hit a hill with the right wing near km 18 of the Kaluga highway (close to Tyoply Stan), collided with a high-voltage power-line and crashed upside down
---	CCCP-L1002	C-47	Aeroflot	ph.	oct45	registration not on pre-1944 register; in olive drab c/s with light grey undersides; 1/n EVN sep48
---	CCCP-L1003	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1003' sep46
---	CCCP-L1004	C-47	Aeroflot	no	reports	registration not on pre-1944 register
---	"1004" black	C-47	GfV/Soviet AF c/s	no	photo	in white winter c/s; opb GfV during WWII
---	CCCP-L1005	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1005' apr46
---	CCCP-L1006	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1006' aug46
---	CCCP-L1008	C-47B	Aeroflot	ph.	1948	registration not on pre-1944 register; passenger door on the right-hand side; in olive drab c/s; in document sep46
---	CCCP-L1013	C-47	AfL/West Sib.-Ovn	trf	1944/45	registration not on pre-1944 register; opb 4 TO; in document apr45; left Novosibirsk in early 1946 for conversion to passenger aircraft and did not return
---	CCCP-L1015	C-47B	Aeroflot	HEL	06jun49	registration not on pre-1944 register; in olive drab c/s with light grey undersides and white titles
---	CCCP-L1019	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1019' jan46
---	CCCP-L1020	TS-62	AfL/Yakutiya	YKS	06jul50	registration not on pre-1944 register; had to return to Yakutsk on a flight to Aldan because of bad weather 06jul50
---	CCCP-L1040	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1042	C-47	Aeroflot	no	reports	registration not on pre-1944 register; in document as '1042' nov45
---	CCCP-L1048	C-47	AfL/Far East	no	reports	registration not on pre-1944 register; w/o 16may47 on landing at Khabarovsk in bad visibility (weather was below minimum) when the wing hit the mast of a radio transmitter and the aircraft crashed and burnt out, all 5 crew and 17 passengers killed
---	"1052"	C-47 ?	GfV/Soviet AF c/s	ph.	1944	in green or olive drab c/s; type given as Li-2K in photo caption, but the code fits into the C-47 range
---	CCCP-L1053(*)	C-47 ?	Aeroflot	no	reports	registration not on pre-1944 register; was reported to be USAAF s/n 45-1038, but that one was CCCP-L1214
---	CCCP-L1054	TS-62 ?	Aeroflot	KRR	jan56	registration not on pre-1944 register
---	CCCP-L1062(*)	TS-62	AfL/Yakutiya	no	reports	registration not on pre-1944 register; opb 14 TO; detached to 18 OTOE 21jan50
---	CCCP-L1063	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1069	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1073	C-47	AfL/Far East	no	reports	registration not on pre-1944 register; opb 12 ATO; w/o 22may48 on a flight from Yelizovo to Magadan when approached the 13 km airport in weather conditions which were below the minimum while the drunk head of the airport gave unfounded orders for the approach, after the captain had descended to 500 metres without breaking through the cloud cover he decided to divert to Seimchan but the aircraft crashed into the western slope of the Marchekanskaya sopka mountain (707 metres) some 70 metres below its summit, all 4 crew and 4 out of 5 passengers killed
---	CCCP-L1074	TS-82	Aeroflot	Khg	1950	registration not on pre-1944 register; re-engined with ASH-82FN engines; in dark green c/s
---	CCCP-L1100	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1209	TS-62	AfL/Yakutiya	trf	1949	registration not on pre-1944 register; opb 14 TO
---	CCCP-L1215	C-47	AfL/East Siberia	no	reports	registration not on pre-1944 register; opb 11 ATO; w/o 21apr48 on an SAR flight from Takhtamygda (searching for a Li-2 which had force-landed near Tynda) which should not have taken place as the weather was below minimum, when the right engine developed strong vibrations the crew decided to return, but while overflying khrebet Yangan ridge near Tynda along the railway line the propellers collided with tree tops and the left stabiliser hit a telegraph pole, the aircraft went out of control and crashed on the railway embankment, 3 of the 6 crew killed
---	CCCP-L1269	C-47 ?	no titles	photo	1953	registration not on pre-1944 register; in natural metal c/s with Aeroflot cheatline
---	CCCP-L1285	C-47 ?	AfL/Far East-PKC	Khl	photo	registration not on pre-1944 register; in dark green ? c/s
---	CCCP-L1289	C-47 ?	Aeroflot	photo	1946	registration not on pre-1944 register; photo in "Grazhdanskaya Aviatsiya" magazine
---	CCCP-L4286	C-47 ?	Aeroflot	VKO	1946	type not confirmed, may be a DC-3; in natural metal c/s
---	CCCP-N331	C-47	Polyarnaya Aviats.	MOW	29sep45	flew further ice-reconnaissance missions 31oct/12nov44; flew non-stop Mys Chelyuskin - North Pole - Chokurdakh 02oct45 (pilot: M.A. Titlov), but this flight was not made public because the aircraft was not Soviet-built; flew further ice-reconnaissance missions 06/11oct45
---	CCCP-N361	C-47	Polyarnaya Aviats.	trf	1944	opb Moskovskaya aviagruppa from 05dec44 (pilot: by M.A. Titlov); flew ice-reconnaissance missions 11mar/31oct45; trf to Moskovskaya aviagruppa 27apr45; trf to Chukotskaya aviagruppa in 1948
---	CCCP-N361 CCCP-X...	TS-62g TS-62g	Polyarnaya Aviats. Soviet MVD	trf	22dec48	trf to Moskovskaya aviagruppa 27apr45 (pilot: M.N. Tomilin); later opb Chukotskaya aviagruppa; f/n MOW 14nov45; left Moscow for Chukotka 14nov45; severely damaged 04dec45 on landing at Tiksi in difficult weather conditions at night when had to go around 6 times and ran out of fuel so that the pilot decided to make a forced landing on the ice of the bay 2-3 km from Tiksi airport, undercarriage, wings and fuselage damaged, all 7 crew and 16 passengers escaped unhurt; repaired; flew ice-reconnaissance missions 04oct46/06nov46 and 07jun47/29oct47
---	CCCP-N362	C-47	Polyarnaya Aviats.	trf	1944	trf to Moskovskaya aviagruppa 27apr45; dbr 18dec45 on the leg from Tiksi of a flight from Moscow to Kresty Kolymskiy when the crew committed several errors on take-off from Tiksi at night, the aircraft lost height, hit the ground, caught fire and burnt out, 2 of the 6 crew (pilot: M.G. Kaminski) and 1 passenger injured; canx 1945
---	CCCP-N367	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946
---	CCCP-N420	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946; damaged on landing at Wrangel island 25mar47 when the runway could not be cleared from zastrugi
---	CCCP-N423	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946
---	CCCP-N424	C-47	Polyarnaya Aviats.	no	reports	not on pre-1944 register
---	CCCP-X415 "X-415" white	TS-62	NKVD	no	reports	probably still opb NKVD; in dark green c/s
---	"07" white	TS-62	Soviet Air Force	no	photo	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Trofimov)
---	"09" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Kuritsyn)
---	"12" white	C-47	Soviet Air Force	no	reports	opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944
---	"20" yellow	DC-3	Soviet Air Force	w/o	1939/40	used in the 'Winter War' against Finland; in camo c/s
---	"42" red	C-47	Soviet Air Force	w/o	07jan50	on a flight from Kazan to Chelyabinsk when had to divert to Sverdlovsk-Koltsovo due to bad weather, four attempts to land failed because of bad visibility and tail wind, on the 5th attempt the aircraft crashed several hundred metres from the runway threshold and to the right of its centreline, all 6 crew and 13 passengers (the hockey team of the Soviet Air Force) killed
---	not known	DC-3	Soviet Air Force	no	reports	personal aircraft of Air Force Inspector Kholzunov; w/o 04oct38 during the SAR mission for ANT-37bis URSS-N037 "Rodina" which had force-landed north-west of Komsomolsk 25sep38 when hit (due to pilot

---	not known	C-47	Soviet Air Force	no	reports	error) the tail of a Soviet Air Force TB-3 which was taking part in the mission as well, entered a spin and crashed, all 3 crew (commander: MAJ Lisikov) and 2 passengers killed
---	not known	UChShLi-2	Soviet Air Force	no	reports	reported in a Russian source as USAAF s/n 43-49573, but that one was NOT delivered to the Soviet Union; converted in 1945 to, see next line
---	not known	C-47	Soviet Air Force	no	reports	the first UChShLi-2 (Li-2 training version for navigators); successfully completed trials at the NII VVS in early 1946; h/o to OKB-30 as a pattern aircraft for the conversion of Li-2Ts into UChShLi-2s sep46
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 29may43 when crashed into a hill near Uelkal (Chukotka) while descending through clouds, all 3 crew killed
---	not known	C-47	Soviet Air Force	no	reports	opb 1 pap 1 pad; w/o 20may44 on final approach to Uelkal in bad visibility (low clouds) when the pilot lost spatial orientation (there was no co-pilot), the aircraft lost speed and crashed into the Bering sea, all 3 crew (pilot: 3rd LT P.P. Danilov) and the sole passenger killed
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 30may44 when crashed into zaliv Kresta bay (Bering Sea), all 3 crew and 2 passengers killed
---	not known	C-47	Soviet Air Force	no	reports	damaged 26mar45 when collided with Il-2 c/n 307892 45092698 in the aerodrome circuit at Monino, the Il-2 crashed while the extent of damage to the C-47 is not known
---	not known	C-47	Soviet Air Force	no	reports	opb 8 tap; w/o 23aug45 when crashed 50 km north of Jilin (Russian transcription Girin) in the Chinese region of Manchuria, at least one crew member killed
---	not known	C-47	Soviet Air Force	no	reports	w/o 03dec45 when crashed on a test flight, all 4 crew killed (pilot: LTC A.A. Zhivopistsev)
---	not known	C-47	Soviet Air Force	no	reports	w/o 25dec45 when crashed near Dudinka, 10 occupants killed
---	not known	C-47	Soviet Navy	no	reports	opb 72 otae of the Northern Fleet at Vayenga; crashed 23jan49, all 6 crew and 3 passengers killed (pilot: V.G. Taran)
---	CA32	C-47	Great China Avn C	no	reports	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46 and was to be flown in Central Air Transport Corporation markings, but this directive was possibly ignored and the aircraft may have received a serial in the GCAC 101 to GCAC 105 range instead; the agreement between CATC and GCAC was terminated 31aug46, and 4 of the 5 GCAC C-47s were grounded at Shanghai-Lunghwa by 21oct46 (later joined by the 5th one); one of the stored C-47s was dbr dec46 when its tail was hit by the left wing of C-47-DL '67' c/n 6151 of CNAC; ownership of the remaining 4 aircraft was transferred to the Chinese Government 27apr51 (neither of them being airworthy); probably scrapped in the early 1950s
---	CA33	C-47	Great China Avn C	no	reports	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	CA34	C-47	Great China Avn C	no	reports	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	CA35	C-47	Great China Avn C	no	reports	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	CA36	C-47	Great China Avn C	no	reports	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46 and was to be flown in Central Air Transport Corporation markings; see remarks with CA32
---	XT-T60	C-47	CNAC	r/r	jan47	used for training; in fleet list 27feb48
---	XT-T89 ?	C-47	CNAC	r/r	jan47	w/o 27oct47 on a cargo flight from Sian to Yulin when was hit by Communist anti-aircraft fire and burst into flames on landing at Yulin, 2 of the 3 crew killed
---	XT-113	C-47	CNAC	r/r	1948	w/o 12dec48 on a flight from Shanghai to Taipei when hit a mountain 32 miles north-east of Dan Bei (Taiwan), both pilots killed while all 8 passengers survived
---	XT-115 (1)	C-47A	CNAC	r/r	1948	passenger&cargo version (27 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-117	C-47	CNAC	r/r	1948	air bus version (32 seats); under repair at JAMCO in 1949; canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-123	C-47B	CNAC	r/r	1948	passenger&cargo version (27 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-125	C-47A-DC	CNAC	r/r	1948	passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-131	C-47B	CNAC	r/r	1948	passenger&cargo version (27 seats, equipped with bucket seats and cushions); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-135	C-47	CNAC	r/r	1948	passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-139	C-47A-DC	CNAC	r/r	1948	passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
---	XT-143	C-47	CNAC	r/r	1948	type not confirmed; dbr 16aug48 on a flight from Rangoon to Mandalay (Burma), all 3 crew and all passengers survived
---	XT-501	C-47	Centr Air Trp Corp	r/r	1948	defected from Canton (now Guangzhou) to Nanking 25aug49; canx 13nov49; probably later opb SKOGA and CAAC
---	XT-503	C-47A	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-505	C-53	Centr Air Trp Corp	r/r	1948	damaged 03dec48 on landing at Yixiu (Fuzhou, Fujian) when a tyre burst and the aircraft swerved off the runway into a ditch; repaired; canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-507	DC-3	Centr Air Trp Corp	r/r	1948	defected from Hong Kong to Canton 27oct49; canx 13nov49; probably later opb SKOGA and CAAC
---	XT-509	C-47D	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-511	C-47A	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-513	C-47A	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-515	C-47B	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-517	C-47D	Centr Air Trp Corp	r/r	1948	damaged 23nov48 on landing at Sanhupa (Chongqing) when landed long and the landing gear collapsed; repaired; canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-519	C-47	Centr Air Trp Corp	r/r	1948	probably canx 13nov49
---	XT-521	C-47A	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-523	C-47B	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-525	C-47B	Centr Air Trp Corp	r/r	1948	canx 13nov49; defected from Hong Kong to Tientsin in Communist China 09nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper)
---	XT-527	C-47B	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-529	C-47B	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-531	C-47	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-533	C-47	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (also reported as having defected to Communist China and remained there - the aircraft is not accounted for on any list)
---	XT-535	C-47	Centr Air Trp Corp	r/r	1948	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-537	C-47	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-539	C-47	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-541	C-47	Centr Air Trp Corp	r/r	1948	canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49
---	XT-807	C-47	CNRRRA Air Transp.	trf	28may48	diverted to the UNRRA 04jan47
---	XT-807	C-47	Civil Air Transp.	trf	28may48	probably canx 13nov49; fate unknown
---	XT-809	C-47	CNRRRA Air Transp.	trf	28may48	diverted to the UNRRA 04jan47
---	XT-809	C-47	Civil Air Transp.	trf	28may48	probably canx 13nov49; fate unknown
---	XT-819	C-47	CNRRRA Air Transp.	trf	28may48	probably canx 13nov49
---	XT-819	C-47	Civil Air Transp.	trf	28may48	leased; canx 13nov49; fate unknown
---	XT-821	C-47	Civil Air Transp.	trf	28may48	reported as c/n 17033/34298, but that does not seem possible; probably canx 13nov49
---	XT-829	C-47	Civil Air Transp.	trf	28may48	probably c/n 20803 or 20805, see there; w/o 07oct44 on a flight from Dinjan (Assam) to Suisufu when encountered a severe thunderstorm with heavy turbulence so that both wings broke off and the aircraft crashed in the jungle north of the Bramaputra River (north of Kobo and 20 miles west of Sadiya), all 3 crew killed; wreck found only 05jan45
---	101 (1)	C-47A	CNAC	d/d	1944	possibly opb SKOGA in 1950/54; ex "National Day"; canx 1964; confirmed to be the same aircraft as next line
---	101 (2)	C-47	Civ Avn Adm China	rgd	dec49	possibly opb SKOGA in 1950/54; ex "National Day"; canx 1964; confirmed to be the same aircraft as next line
---	XT-115 (2)	TS-62	CNAC	Dts	20nov91	a plate with '3733' can be found in the wheel well of the right main landing gear, but that is not a DC-3/C-47 c/n (Douglas c/n 3733 was DB-7B "Boston" Mk.III AL801); has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2), but not on the right-hand side; in grey c/s with white cheatlne; preserved in the China Aviation Museum (N40.183863 E116.360761) at Shahezhen AFB (Changping) in these fake colours, l/n sep15



---	102	(1)	C-47A	CNAC	d/d	1944	probably c/n 20803 or 20805, see there; w/o 07jan45 on a flight from Kunming to Dinjan (Assam) when one engine failed while the aircraft was flying over lake Tali (now Dali) and the aircraft crashed into a cemetery at the base of Mount Tali above the city of Tali, all 3 crew killed; wreck found only 08jan45
---	102	(2)	C-47	Civ Avn Adm China	rgd	dec49	possibly opb SKOGA in 1950/54; ex "China Youth"; based at Shanghai by 1960; wfu 1964 (or jan67); preserved in the Beijing Aeronautical Institute (E39.980814 E116.344539) in a dismantled state, seen oct86/nov10
---	103	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
---	104	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54; see c/n 20868
---	105	(1)	C-47B	CNAC	d/d	1944	probably c/n 14860/26305 or 14861/26306; w/o 16feb45 when the captain was lighting a cigarette while holding his oxygen tube, the Zippo lighter flame caused the gasoline in the lighter to explode and the fireball set the aircraft on fire, all 3 crew bailed out successfully over the Hukawng Valley (Burma)
---	105	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
---	106	(1)	C-47B	CNAC	d/d	1944	probably c/n 14860/26305 or 14861/26306; w/o 24nov44 on a flight from Suifu when the crew could not reach their destination due to strong head winds, diverted to Kunming but could not land there since a Japanese air raid was in progress, flew past Kunming, lost orientation in the dark and ran out of fuel, all 3 crew bailed out successfully
---	106	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
---	107	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
---	108	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
---	109	(2)	C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
---	110	(2)	C-47	Civ Avn Adm China			possibly a DC-3 (a photo shows a small passenger door on the left side); possibly opb SKOGA in 1950/54; this aircraft was also reported as "China Youth" may51
---	117		C-47	CNAC			possibly opb SKOGA in 1950/54; this aircraft was also reported as "National Day" aug51
---	117		C-47	Civ Avn Adm China	rgd	dec49	canx 1966; confirmed to be the same aircraft as next line
---	97042		TS-62	Chinese Air Force	Dts	28nov91	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed props and yellow spinners; in white c/s with light grey undersides; preserved in the China Aviation Museum at Shahezhen AFB (Changping), I/n nov92
	4766		TS-62	US Army Air Force	Dts	28oct93	has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-bladed props and yellow spinners; in dark green c/s with USAAF roundels; preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; seen mar94 parked in a display of aircraft flown-in by Chairman Mao (presumably when registered as '117'); 26oct96
	476		TS-62	Taiwan AF c/s ?	Dts	apr97	preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; in dark green c/s with what looks like a false Israeli badge ?
	4766		TS-62	Chinese Air Force	Dts	01jun01	with three-bladed props and yellow spinners; in the same c/s as above, but without the badge; preserved in the China Aviation Museum (N40.187464 E116.362541) at Shahezhen AFB (Changping), not seen 04dec02, but seen again mar04/dec08; painted up to represent USAAF C-47B s/n 44-76650 c/n 16234/32982 which was used by Chairman Mao to fly to the Chongqing negotiations 28aug45, seen as such mar11/sep15
---	138		C-47	CNAC			acquired from surplus USAAF stocks in late 1945; w/o 25jan47 on a flight from Canton (now Guangzhou) to Chungking (now Chongqing) when crashed in a mountainous area 190 km south of Chungking, all 3 crew and 16 passengers killed
---	139		C-47	CNAC			type not confirmed; acquired from surplus USAAF stocks in late 1945; w/o 18mar46 on a flight from Chungking (now Chongqing) to Shanghai when crashed near Enshi (Hubei) for unknown reasons
---	140		C-47	CNAC			acquired from surplus USAAF stocks in late 1945; w/o 25dec46 on a flight from Chongqing to Shanghai at night when diverted from Shanghai-Kiangwan to Shanghai-Lunghwa because of heavy fog, but crashed on final approach (also in heavy fog), 2 of the 3 crew and 17 of the 27 passengers killed
---	141		C-47	CNAC			type not confirmed; acquired from surplus USAAF stocks in late 1945; damaged 25apr47 on take-off from Shanghai-Lunghwa when one of the engines failed shortly after lift-off and the aircraft made a forced landing in a field, killing 3 farmers
---	405		L2D2	Chinese Air Force	PEK	18nov45	at West Field; captured from Japanese forces in 1945; in two-tone camo c/s
---	501		L2D2	Chinese Air Force	PEK	30nov45	at West Field; captured from Japanese forces in 1945; in mottled camo c/s
---	1022		C-47	Chinese Air Force			
---	1023		C-47	Chinese Air Force			
---	1024		C-47	Chinese Air Force			
---	1025		C-47	Chinese Air Force			
---	1026		C-47	Chinese Air Force			
---	38043 ?		C-47	Chinese Air Force	ph.	09sep12	in olive drab c/s with an unknown logo behind the cockpit, serial and roundels faded away; preserved in an entertainment park (N30.705171 E111.294641) at Mei Ling (China)
---	GCAC 101		C-47	Great China Avn C		photo	bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46; carried full titles and a 'flying goose' logo; the serials of the 5 GCAC C-47s may have been GCAC 101 to GCAC 105; see remarks with CA32
---	not known		DC-3	CNAC			damaged 21sep41 on landing at Hong Kong-Kai Tak when was caught by a sudden gust of wind on final approach and crashed into a building at Saikung Road just outside the airfield, all crew escaped with minor injuries (there were no passengers on board); repaired
---	not known		C-47	Chinese Air Force			w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Military Intelligence Service) killed
---	not known		C-47	CNAC ?			operator not confirmed (could be USAAF); w/o 08apr46 on a flight from Chongqing to Yan'an when crashed into a mountain on approach to Yan'an in fog, all 4 crew (US citizen) and 13 passengers (among them high-ranking dignitaries of the Communist Party of China and members of their families) killed, the Communist Party later claimed that the aircraft had been brought down by sabotage on the hands of the Kuomintang
---	not known		C-47	Centr Air Trp Corp			w/o 15dec46 when crashed near Changsing
---	HA-LIH		C-47B	MASZOVLET	Bua	sep49	fake identity for a Soviet aircraft which was used to fly to Belgrade Hungarian pilots who were to ferry 11 Li-2s of Justa from Belgrade via Hungary to the Soviet Union; in all-grey (or natural metal) c/s with Hungarian flag on fin, no other markings or titles
---	OK-WAD		C-47	CSA	no	reports	
---	OK-WCW		C-47	CSA	no	reports	
---	OK-XBE		C-47	CSA	no	reports	
---	D-02		C-47	Czechoslovak AF	no	reports	
---	D-06		C-47	Czechoslovak AF	no	reports	
---	D-07		C-47	Czechoslovak AF	no	reports	
---	D-08		C-47	Czechoslovak AF	no	reports	
---	D-09		C-47	Czechoslovak AF	no	reports	
---	D-10		C-47	Czechoslovak AF	photo		in olive drab c/s with light blue undersides
---	D-11		C-47	Czechoslovak AF	no	reports	
---	D-12		C-47	Czechoslovak AF	no	reports	
---	D-14		C-47	Czechoslovak AF	no	reports	underwent trials with the SVZÚ in 1956
---	D-15		C-47	Czechoslovak AF	photo		underwent trials with the SVZÚ in 1956; in olive drab c/s with light blue undersides
---	DL-11		C-47	Czechoslovak AF	no	reports	
---	DL-16		C-47	Czechoslovak AF	no	reports	
---	V-17		C-47	Czechoslovak AF	no	reports	
---	not known		DC-3	North Korean AF	no	reports	underwent trials with the SVZÚ, probably apr50
---	921		C-47	Polish Air Force	no	reports	a former South Korean airliner which had been hijacked by its pilots to North Korea in late 1969; may have been used for covert operations, possibly in its former markings
---	922/1		C-47	Polish Air Force	ph.	1945	opb Samodzielna Eskadra Transportowa (independent transport flight) PKWN 01aug44/15feb45
---	927		C-47	Polish Air Force	no	reports	opb Samodzielna Eskadra Transportowa (independent transport flight) PKWN in 1944/45 and later by naval aviation; in olive drab c/s with light grey undersides, white serial and code
---	YU-ABL		C-47	JAT	no	reports	opb 2 SESzt and 6. SETSP 01nov44/31oct45
---	not known		C-47	Yugoslav Air Force	w/o	02dec54	leased from the Yugoslav Air Force jul/aug51

The following CCCP- prefixed Aeroflot C-47s/TS-62s have been reported, but no dates and locations are known: -L1025, -L1057, -L1105, -L1108, -L1378, -L1679 and -L1783.

## **Fieseler Fi 156 "Storch" in Soviet and Polish service**

The Soviet Union purchased two "Störche" in Germany in 1940, while more were captured during WWII. Six of them entered service with Aeroflot in Latvia in 1946, and one of these was later tested by the NII GVF. By the end of 1946, only two of the "Störche" were airworthy, one in Latvia and the one in the NII GVF. About 20 Fi 156s were found abandoned on Polish territory in 1945, mostly wrecks. Four of them were rebuilt by PZL-1 at Mielec, six by OWL-5 at Poznan and one by ZSLS-3 at Poznan. While Mielec preserved the original c/n, Poznan allocated new c/ns consisting of 'P' followed by a number, thus losing the real identity of the aircraft. Five of the Polish Fi 156s were donated to the communist 'Democratic Army of Greece' in 1949 for use in the civil war. The last Polish Fi 156 soldiered on until 1963. Production of the "Storch" continued in Czechoslovakia after WWII as the Mráz K-65 "Čáp" (stork), with at least 138 having been built at Chocen by 1949. Several of them were donated to the Soviet Union. A further development of the concept was the Aero L-60 "Brigadyr" of which 273 were built between 1953 and 1960. Two of them were delivered to the Soviet Union for evaluation, but failed to attract a follow-on order.

4210	not known	Fi 156C-1	Polish Navy				ex German Air Force; rebuilt by PZL-1 at Mielec; opb SEL MW at Gdansk-Wrzeszcz in 1948/52
	SP-GLD	Fi 156C-1	Instytut Lotnictwa	rgd	05jul54		used as a liaison aircraft; in dark green c/s with light blue undersides and yellow rudder

	SP-GLD	FI 156C-1	CZLS	trf	10mar59	Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s; canx 19sep63 as the last FI 156 in Polish service	
5044	not known	FI 156	not known			ex KC+LJ of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45	
5323	not known	FI 156	not known			ex PV+ZZ of 14./Fl.Verb.G. 2 of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45	
5505	R	FI 156	Polish KBW			ex German Air Force; rebuilt by PZL-1 at Mielec; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; also used the c/n as serial; donated to the communist 'Democratic Army of Greece' for use in the civil war	
5776	O	FI 156	Polish Navy			ex German Air Force; rebuilt by PZL-1 at Mielec; opb SEL MW at Gdansk-Wrzeszcz in 1948/49; donated to the communist 'Democratic Army of Greece' for use in the civil war	
8176	not known	FI 156C-3	Polish KBW			FI 156C-3/Trop.; ex German Air Force; rebuilt by PZL-1 at Mielec; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1949/51	
	SP-ARK	FI 156C-3	Institut Lotnictwa	rgd	22oct51	in dark green c/s with light blue undersides and yellow rudder	
	SP-ARK	FI 156C-3	Legia Lotnicza	trf	1954	never registered with this operator; canx 19mar56 (also reported as 26jan55) as wfu	
P-4	SP-AGN	FI 156C-1	DLC MK	f/f	29apr47	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Departament Lotnictwa Cywilnego Ministerstwa Komunikacji; rgd 28aug47 (also reported as 28jul47)	
	SP-AGN	FI 156C-1	Sluzba Polsce	trf	sep49	Powszechna Organizacja "Sluzba Polsce"; named 'Zjednoczenie' (Unification) 01may49; converted to an ambulance aircraft 03jun49; in white c/s with black nose and Red Crosses	
	SP-AGN	FI 156C-1	Aeroklub Poznanski	trf	21nov49	Centralny Zarzad Lotnictwa Sanitarnego; never registered with this operator; canx 04aug55 as wfu	
	SP-AGN	FI 156C-1	Legia Lotnicza	trf	03mar50	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Departament Lotnictwa Cywilnego Ministerstwa Komunikacji; never registered with this operator	
	SP-AGN	FI 156C-1	CZLS	trf	1951	Powszechna Organizacja "Sluzba Polsce"; used as an ambulance; named 'Dar Mlodziezy' (Gift by the Youth) 01may49; in white c/s with black nose and Red Crosses, with titles	
P-5	SP-AGO	FI 156D	DLC MK	f/f	1947	w/o during the night 03/04jan52 on a flight from Warsaw to Poznan when hit a factory chimney at Szamotuly, crashed and burnt out, both occupants killed; canx 11jan52	
	SP-AGO	FI 156D	Sluzba Polsce	rgd	17sep49	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; received 'ZKR' markings standing for 'Zjednoczenie klasy Robotniczej' (Unification of the Working Class) 15dec48 on occasion of the unification of the PPR and PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war	
	SP-AGO	FI 156D	Legia Lotnicza	trf	01mar50	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; in dark green c/s with light blue undersides; wfu 31aug49	
P-6	no serial	FI 156	Polish KBW			ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; received 'ZKR' markings standing for 'Zjednoczenie klasy Robotniczej' (Unification of the Working Class) 15dec48 on occasion of the unification of the PPR and PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war	
P-8	2	FI 156	Polish KBW			ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; in olive drab c/s with light blue undersides; received 'ZKR' markings standing for 'Zjednoczenie klasy Robotniczej' (Unification of the Working Class) in 1948 (probably 15dec48) on occasion of the unification of the PPR and PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war	
P-10	SP-AMK	FI 156D-1	Aeroklub Slaski	f/f	1948	ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; in dark green c/s with light blue undersides; wfu 31aug49	
	SP-AMK	FI 156D-1	Legia Lotnicza	trf	01mar50	Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s with black nose and Red Crosses; canx 31may59 (also given as 22may59) as wfu	
P-1009	SP-AMK	FI 156D-1	CZLS	trf	unknown	register with c/n P-1009, but P-9 would be much more logical; ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1948/49; also used '1009' (derived from the c/n) as serial; donated to the communist 'Democratic Army of Greece' for use in the civil war	
	---	CCCP-L556	FI 156	AFL/Baltics		opb Latviskaya OAG; w/o 27jul46 on a test flight (after an aileron Flettner tab had been adjusted) from Ventspils when flew a tight upward turn with such a high g-load that part of the leading edge slat came off, the aircraft went out of control and crashed, pilot and both (illegal) passengers killed	
	---	CCCP-N430	FI 156	Polyarnaya Aviats.		ferried from Germany to Moscow in summer 1945; repaired and modified for polar duty by Factory No. 477 at Krasnoyarsk in 1947	
	---	SP-BAS	FI 156D-1	WSK Swidnik	rgd	08jul54	wrong c/n in register (c/n 4463115 of the engine); ex German Air Force; rebuilt by ZSL-3 at Poznan in 1954; in white c/s with black nose
	---	SP-BAS	FI 156D-1	Aeroklub PRL	trf	10jul58	Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s with Red Crosses; canx 03mar61
	---	SP-BAS	FI 156D-1	CZLS	trf	1958	ex D-IXWO; delivered to Moscow via Kaunas; reportedly a gift by Reichsmarschall Hermann Göring to Josef Stalin; underwent trials with the NII VVS
	---	not known	FI 156K	Soviet Air Force	d/d	06oct39	used as a pattern aircraft by Antonov (for the design of the OKA-38 "Aist")
	---	not known	FI 156K	NKAP	d/d	1940	underwent trials with the NII VVS in 1944; in dark green c/s with light blue undersides
	---	not known	FI 156	Soviet Air Force	ph.	1944	used as a courier aircraft by 122 iap 311 iad in Hungary in 1944/45
	---	not known	FI 156	Soviet Air Force			found at the former Luftwaffe base at Sochaczew (Mazovia) jan45; used by the commissar of 812 iap (Major Timofei Pasyonok) as his personal hack
	---	not known	FI 156	not known			ex U2+OB of Stab 1./NAGR 5 of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
	---	not known	FI 156	not known			ex KP+GI of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45
	---	not known	FI 156	Polish Air Force			captured by Armija Krajowa members at Bromberg (now Bydgoszcz) 23jan45 and received Polish markings the next day; opb Dowódtwo 4. MDL at Bydgoszcz from early feb45
15 13 12	CCCP-14340	L-60	AFL/N. Kavkaz-STW	toc	1959	opb 83 LO; struck off charge 20feb63	
15 13 13	CCCP-14341	L-60	AFL/N. Kavkaz-STW	toc	1959	opb 83 LO; struck off charge 20feb63	

## Focke-Achgelis Fa 223 "Drachen" (Avia VR-3) in Soviet and Czechoslovakian service

Three incomplete production aircraft (construction numbers 22300052/S52 to 22300054/S54) of this twin-rotor helicopter were found by Soviet troops in the Weser Flugzeugbau factory at Berlin-Tempelhof on 26 April 1945. They were transported to the Soviet Union and one of them was made airworthy by the LII in late 1946. It was then handed over to the Design Bureau of I.P. Bratukhin.

The type was also built by the Weser Flugzeugfabrik factory at Böhmisches Kamnitz-Rabstein (Ceská Kamenice-Rabútejn) in Bohemia. The Czechoslovakian MoD ordered two Fa 223s in summer 1945 which were completed by Avia Cakovice as Weser Flugzeugfabrik was liquidated in March 1946. Both helicopters flew first in 1948 and received the Czechoslovakian military designation VR-3 (helicopter type 3). Czechoslovakia offered three Fa 223s to Israel in 1948 (together with the Avia S-199s and "Spitfires"), but Israel was not interested.

2230005.	not known	Fa 223	OKB Bratukhina			S5.; made airworthy by the LII in late 1946
Fa 223.1	no reg	Fa 223.1	Avia	f/f	12mar48	from Cakovice; built from existing German Fa 223E assemblies; possibly presented to the military acceptance commission 10may48
	OK-BZX	VR-3.1	Czechoslovak MoI	ph.	23jun48	opb Letectvo Sboru národní bezpečnosti (SNB); in silver c/s with red nose; ferried to the LVÚ (flight-test centre) at Letnany 18jun48; damaged 18feb49 on a flight from České Budejovice to Prague when the transmission failed and the helicopter crash-landed near Hosty u Týna nad Vitavou, both crew escaped; repaired by Avia until 28apr49 and handed back to the SNB 28jul49; arrived with Avia for repair (after an accident) 22jan50; Letectvo SNB was redesignated Letectvo MNB 23may50 and dissolved 23dec50
	V-26	VR-3.1	Czechoslovak AF	trf	early51	under repair with Avia by 12apr51, t/t 117 hours by then; repair (using parts of VR-3.2) completed probably in late 1951; opb LVÚ (flight-test centre) at Letnany; damaged 05mar52 on take-off from Prelouc when banked to the left and came to rest on the nose and the left rotor boom, 1 of the 3 crew slightly injured; not repaired as the type was considered as being outdated
Fa 223.2	no reg	Fa 223.2	Avia	f/f	05jul48	from Cakovice; fuselage built from scratch
	V-25	VR-3.2	Czechoslovak AF	PRG	04sep49	in light grey c/s; ferried to the LVÚ (flight-test centre) at Letnany 01sep48; repair by Avia (probably after an accident) completed 18may50; damaged 01jun50 when the engine failed and the helicopter forced-landed at Letnany, damaging the tail; repaired by 17jun50; dbr 18jun50 during a demonstration flight at Hradec Králové when the transmission failed at a height of 30 metres and the helicopter made a forced landing, suffering substantial damage, all 5 occupants escaped; cannibalised for the repair of VR-3.1 in 1951

## Focke-Wulf Fw 58 "Weihe" in Soviet, Polish, Czechoslovakian and Chinese service

According to the German-Soviet agreement of 11 February 1940, Germany was to supply three of these twin-engined transition trainers and multi-purpose aircraft to the Soviet Union. They were delivered in May 1940 and underwent trials with the NII VVS and the LII. One Hungarian Air Force Fw 58B-2 was captured near Voronezh in February 1943 and one Fw 58C-2 which had defected from Slovakia joined the Soviet Air Force in 1944. Finally, Finland had to hand over "Weihe" NH+OI to the Soviet

Union after the armistice, it was transferred on 16 March 1945. By 1947 the NKAP had two Fw 58s, possibly captured former Luftwaffe aircraft. The last one was written off as late as 1950.

Several Fw 58s were found abandoned on Polish territory in 1945. The one in the best condition was rebuilt by PZL Mielec and entered Polish military service before being transferred to the civil register.

Czechoslovakia had reportedly ordered two Fw 58K-9s in the late 1930, but they were not delivered. The Slovakian airline SLS bought two Fw 58KL-1s with Hirth HM 508D engines and a fuselage modified to house eight instead of the standard six passengers in 1943, and the Slovakian Air Force took delivery of ten Fw 58C-2s in July 1943. Two of them defected to the Soviet Union in August 1944, with one of them continuing to serve in the Czechoslovakian Air Force until 1953.

The Canton (Guangdong) Government ordered a single Fw 58K-3 in 1936. The aircraft was shipped from Germany to China on 16 November 1936, by that time the Canton Air Force had already been taken over by Nanking. There is no further information available, unfortunately.

1197	not known	Fw 58K-3	Chinese Air Force	d/d	1936	shipped from Germany to China 16nov36
2222	no serial	Fw 58C	Polish KBW	mfd	1943	Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); ex German Air Force; rebuilt by PZL Mielec; h/o 1948; opb 9 SEL KBW at Warsaw-Bielany; in olive drab c/s with light blue undersides; still on charge by mar52
SP-ARP		Fw 58C	PZL Mielec	rgd	16jun54	owner in register as "WSK" (for WSK "PZL Mielec"); rebuilt by PZL Mielec as an ambulance aircraft; probably in white c/s with thin black 'lightning-bolt' cheatline, no titles
SP-ARP		Fw 58C	ZLS		photo	transfer to the Ministry of Health is not reflected in the register !; based at Warsaw-Goclaw and maintained by Aeroklub Warszawski; in the same c/s as above, but now with Red Crosses on fuselage and fin; canx 22may59 as a result of an inspection on 04apr59
2754	not known	Fw 58B-2	Soviet Air Force	d/d	may40	ex D-OXWR; on photo with Red Stars and German registration D-OXWR; underwent trials with NII VVS in summer 1940 (63 flights with a t/t of 36 hours 50 minutes)
3100	CCCP-1488 OK-TRE	Fw 58B-2 Fw 58KL-1	NKAP zavod # 22 SLS	rgd f/f	29jan43 19nov36	based at Moscow-Fili built as Fw 58V13; ex D-OTRE 'Rhein'; h/o 18apr43 at Vienna-Aspern; based at Bratislava in 1943 and at Tri Duby in 1944; destroyed by the Germans on the ground at Tri Duby probably aug44
3101	OK-HLM	Fw 58KL-1	SLS	mfd	1936 ?	ex D-OHLM 'Donau'; h/o 18apr43 at Vienna-Aspern; based at Bratislava in 1943 and at Tri Duby in 1944; destroyed by the Germans on the ground at Tri Duby aug44
3547	not known	Fw 58C-2	Soviet Air Force	d/d	may40	ex TR+AS of the German Air Force and D-OXWS; on photo with Red Stars and German registration D-OXWS; underwent trials with NII VVS in summer 1940 (112 flights with a t/t of 32 hours 35 minutes)
3548	not known	Fw 58C-2	Soviet Air Force	d/d	may40	ex TR+AT of the German Air Force and D-OXWT; underwent trials in summer 1940; underwent trials on skis with NII VVS in winter 1941/42 (until mar42 when the fixation point of the undercarriage broke)
---	A	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by CMK Kits as 58459 and by "SlovenŮti letci 1939-1945" as 32, code/former code from Jan Mace, ATM No. 8 2007 - reported as ex A1+AN of the German Air Force, but that Stammkennzeichen was used by at least 5 different He 111s so that the probability that it was used by an Fw 58 is low; opb 2. letka; defected from Ůla in eastern Slovakia to the Soviet Union 31aug44, was intercepted by Soviet La-5 fighters and escorted to Kalinovo
	no code	Fw 58C-2	Soviet Air Force	ph.	1944 ?	actually Czechoslovakian Air Force, opb 1. cs. smŮlená letecká divize; remained its original German camo c/s (probably dark greyish green/medium green with light grey undersides)
	BZ-7	Fw 58C-2	Czechoslovak AF	trf	1945	serial from a Slovakian website, but on drawings without serial, no photo known; type designated as D-58; opb 4. letecká divize; repainted in silver grey c/s; damaged in 1953 when one engine failed and the aircraft made a belly landing, a repair was deemed not economical
---	not known	Fw 58C-2	Slovak Air Force	d/d	jul43	c/n given by "SlovenŮti letci 1939-1945" as 454; opb 2. letka; carried a delegation of the Slovakian National Council from Mokrad' in central Slovakia to the Soviet Union 04aug44, was shot at from the ground while crossing the front-line but was able to land safely at Chortkov; did not enter Soviet service
---	not known	Fw 58B	Soviet Navy			ex NH+OI of Seenotkommando Finland of the German Air Force, FH-1 of the Finnish Air Force and OH-PMS; ferried to Helsinki-Malmi 24nov44 under control of the Allied Control Commission and handed over to the Soviet authorities there 16mar45; opb 4 iap BF

## Focke-Wulf Fw 200 "Condor" in Soviet service

The first "Condor" fell into Soviet hands during the battle of Stalingrad. A former Luftwaffe crew member (albeit not from KG 40) related that his crew was lured with the help of a captured German direction finder to a Soviet-held airfield east of the Stalingrad pocket. It is not clear, though, whether the aircraft in question was c/n 0034 (the known details of the capture of which differ) or another Fw 200. Two Fw 200Cs were converted to Arctic configuration by the Polar Aviation aircraft repair workshops at Leipzig-Schkeuditz in 1946, with the first one being delivered in April. A third Fw 200C was delivered to Polar Aviation and re-engined with ASH-62IR engines in 1948 and then designated MK-200. Neither of the "Condors" served very long in the Soviet Union.

Five Fw 200Kc-1 airliners (with the construction numbers 0011, 0012, 0017, 0018 and 0019) were ordered for the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) in December 1938, but could not be delivered due to the outbreak of the Second World War. The same happened to the four "Condors" for which the Chinese-German airline Eurasia had signed a preliminary contract about July 1939.

0034	no code	Fw 200C-3	Soviet Air Force		photo	Fw 200C-3/U2; ex F8+GW of I./KG 40 of the German Air Force; lost 31jan43 on a supply flight to Stalingrad (the day when the Germans surrendered) when was damaged by ground fire, force-landed at Gumrak and was abandoned; repaired by the Soviets and tested by the NII VVS 23mar/21apr43; retained its German colours (RLM 72 and 73 with undersides in RLM 65), but Red Stars painted on fuselage and wings; some equipment passed on to the Soviet aviation industry for study after the end of the trials; the aircraft ended up in the war booty exhibition in Gorki Park in Moscow which existed in 1943/48, painted again in German markings, l/n 1945; scrapped
0164	CCCP-N401	Fw 200C-4	Polyarnaya Aviats.	mfd	14feb43	ex CH+CE of III./KG 40 of the German Air Force; d/d apr46; opb Moskovskaya agon at Zakharkovo; in orange/blue c/s with 'Polyarnaya Aviatsiya' titles; registration painted on fuselage as 'H-401', prefix on wings only; used to resupply the Arctic expedition "Sever-4" in 1949; possibly converted to an MK-200 with ASH-62IR engines; technical condition assessed 22sep49 and canx 12nov49 as 'for spares'
0199	CCCP-N500	MK-200	Polyarnaya Aviats.	toc	1949	ex Fw 200C-4 D-ACBD and TA+MA of Deutsche Lufthansa; captured by Soviet troops at Berlin-Tempelhof 28/29apr45; modified for Arctic duty and re-engined with ASH-62IR engines by Factory No. 23 at Moscow in 1948; opb Moskovskaya AGON at Zakharkovo; used to resupply the Arctic expedition "Sever-4" in 1949 and "Sever-5" in 1950; damaged 14feb50 during a ground-test of the landing gear at Zakharkovo when fell off the jacks, oil coolers damaged; repaired; dbr 23apr50 on landing at Yakutsk when touched down 150 metres before the landing T, veered to the left and then to the right, the brakes of the left main gear failed, the aircraft veered off the runway to the right into deep snow, the left main gear collapsed and the aircraft came to rest on its left wing, all 8 crew (pilot: F.A. Shatrov) and the sole passenger escaped unhurt; t/t 318 hours 40 minutes (of them 183 hours 23 minutes in the Soviet Union); canx 28jul50
---	CCCP-N400	Fw 200C-3	Polyarnaya Aviats.	d/d	1946	opb Moskovskaya agon at Zakharkovo by 10apr46; in orange/blue c/s with 'Polyarnaya Aviatsiya' titles and Red Stars; dbr 13dec46 on a flight from Igarka to Arkhangelsk when two engines failed and a third also developed problems, the aircraft force-landed on the ice of Baidaratskaya guba bay between Ust'-Kara and Marrasale (N69.333333 E67.499999), all 21 occupants (pilot: Mikhail A. Titov) escaped unhurt and were rescued by 3 Po-2s 16 days later; eventually sank; flew only some 90 hours in the Soviet Union

## HAL "Chetak" (K-1) in Soviet service

The "Chetak" is an Aérospatiale SA316B "Alouette" III built under licence by Hindustan Aeronautics Ltd. at Bangalore. When the C-in-C of the Soviet Navy, Admiral S.G. Gorchkov, visited India in the early 1980s, he also rode in a "Chetak" of the Indian Navy. Gorchkov seems to have liked the agile helicopter, and as the Indians had always complained that the Soviet Union did not buy any Indian weapons while India bought a lot of Soviet ones, he decided to acquire some "Chetaks" for the Soviet Navy. The General Staff was not really in favour of this idea, but Gorchkov made his point. So the Soviet Council of Ministers allowed the import of "Chetaks" in March 1982. Two pilots and six ground-crew members went to Bangalore in April 1984 to be trained on the type. The "Chetak" was commissioned by the Soviet Navy 'in absentia' on 22 February 1984. Eight "Chetaks" arrived by sea in the Black Sea port of Ilyichovsk and were transported to Kacha on the Crimea where they were assembled and test-flown in May/June 1985. For unknown reasons, the "Chetak" received the designation K-1 in Soviet military service. Six of the helicopters were handed over to 859 UTs MA (Naval Aviation Training Centre) at Kacha, one to the Mil OKB and one to the Kamov OKB (the latter one was seen at the flight-test station of Kamov OKB in 1990). The Navy pilots were sceptical of the Indian helicopter, however. And when one of the K-1s crashed on 9 July 1985, the untimely end of the type's service with the Soviet Navy had come: Soon after that accident the remaining five K-1s were transferred to the Feodosiya branch of DOSAAF by a decree of the General Staff. After the break-up of the Soviet Union several "Chetaks" ended up in private hands. One crashed near Krasnogorsk in August 1994 and another one was seen during the "Aviasvit-21" exhibition at Kiev in 2000 (possibly the one which crashed on 8 January 2009).

AH-263	not known 01187	K-1 K-1	Soviet Navy Tropos-Avia	mfd Tus	1983 aug94	c/n also reported as 6735002 type painted on as 'K1'; in white c/s with trim in two shades of blue, photos both with and without titles exist; w/o 31aug94 on a flight from Moscow-Tushino to Vyazma when the main rotor struck the tailboom (as the spacing cables of the rotor had not been tightened properly) while the helicopter was flying at a height of some 100 metres, the helicopter went out of control, crashed in a forest near Voronki village (3 km south of Krasnogorsk, Moscow region) and was completely destroyed, pilot and all 5 passengers killed
---	"92"	K-1	Soviet Navy	Kac	1985	opb 859 UTs MA at Kacha; in white c/s with trim in two shades of blue
---	not known	K-1	Soviet Navy			opb 859 UTs MA at Kacha; w/o 09jul85 on a flight from Kacha with 3 high-ranking naval aviation officers on board when the rotor started to overspeed, the pilot shut the engine down and attempted an auto-rotation landing, unfortunately the General in the left-hand seat inadvertently touched the collective pitch control and the helicopter crashed from a height of some 8-10 metres, all 3 passengers killed and the pilot (Major V. Volkov) seriously injured

## Handley Page "Hampden" in Soviet service

32 "Hampdens" of No. 144 Squadron RAF and No. 455 Squadron RAAF left Sumburgh for the Murmansk region on 4 September 1942, as part of the air cover for the arrival of Allied convoy PQ 18 (Operation "Orator"). Only 23 of them arrived at Afrikanda, Kandalaksha and Mummashy, with the rest being lost to bad weather and German fighters (No. 144 Sqn lost six aircraft and No. 455 Sqn three). Among the "Hampdens" which did not make it to Soviet airfields were P1273 (rear fuselage and tail at Redhill), P1344 (under restoration at Cosford), AE436 (under restoration at East Kirby) and AT138. The 23 surviving "Hampdens" were concentrated at Vayenga-1 airfield (now Severomorsk-1) by 7 September and flew a single mission from there on 14 September. Operation "Orator" ended on 22 September, and it did not seem viable to ferry the aircraft back to Britain. So Coastal Command suggested on 24 September to hand the "Hampdens" over to the Soviet Union. The official request for the aircraft was made by the Soviet Government on 1 October and granted by Churchill five days later. In the meantime three of the torpedo bombers had been destroyed by a German bombing attack on Vayenga-1 (on 29 September). The 20 surviving "Hampdens" (17 of them operational) were handed over 'extra to Protocol' to the Soviet Navy on 12 October 1942, including damaged aircraft used for spares. They were fielded by the newly formed 24 mtap (mine and torpedo aviation regiment) at Vayenga-1 which was redesignated 9 gvardii mtap on 31 May 1943. Transition training of Soviet crews on the type started on 19 October, resulting in two crashed and two damaged aircraft. The British personnel left Russia on 22 October, and the first mission was flown by 24 mtap on 8 November 1942, albeit without success. The "Hampden" of Captain S.I. Trunov (together with a DB-3f) sank two German transports on 18 December, marking the first battle success of the type in Soviet service. Eleven "Hampdens" remained on strength of 24 mtap by 1 February 1943 and only seven by 1 May - twelve aircraft had been lost in combat alone by June 1943. Starting from April 1943, the unit re-equipped with Douglas A-20s. The Soviet "Hampdens" flew their last combat mission eventually on 4 July 1943. One source states that six "Hampdens" flew an attack against German shipping on 20 September 1943, but that seems more than doubtful as by that time the type had been withdrawn from use due to wear and lack of spare parts.

The serial numbers of the delivered aircraft have been taken from the book "Air Arsenal North America" by Phil Butler. The personnel loss list of 24/9 mtap is available under <http://sk16.ru/forum/viewtopic.php?t=1084&p=4165>

[L4038]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n L4038; built by Handley Page at Cricklewood
[P1245]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P1245; built by Handley Page at Cricklewood
[P1287]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P1287; built by Handley Page at Cricklewood
[P2095]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P2095; built by English Electric at Samlesbury
[P2122]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P2122; built by English Electric at Samlesbury
[P2126]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P2126; built by English Electric at Samlesbury
[P4415]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P4415; built by Handley Page at Cricklewood
[P5315]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n P5315; built by Canadian Associated Aircraft at Saint-Hubert; opb 24 mtap at Vayenga-1; dbr 21dec42 on a training flight from Vayenga-1 (its first flight in Soviet service)
[X2976]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X2976; built by English Electric at Samlesbury
[X3022]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3022; built by English Electric at Samlesbury; opb 24 mtap at Vayenga-1; dbr 01nov42 on a training flight from Vayenga-1
[X3053]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3053; built by English Electric at Samlesbury
[X3131]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n X3131; built by English Electric at Samlesbury
[AD743]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD743; built by English Electric at Samlesbury
[AD908]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD908; built by English Electric at Samlesbury
[AD977]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AD977; built by English Electric at Samlesbury
[AE130]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE130; built by English Electric at Samlesbury
[AE156]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE156; built by English Electric at Samlesbury
[AE158]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE158; built by English Electric at Samlesbury
[AE194]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE194; built by English Electric at Samlesbury
[AE231]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE231; built by English Electric at Samlesbury
[AE307]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AE307; built by English Electric at Samlesbury
[AN126]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AN126; built by Canadian Associated Aircraft at Saint-Hubert
[AT145]	not known	Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AT145; built by English Electric at Samlesbury
---	"30" white	Hampden	Soviet Navy	ph.	late 42	"Hampden" TB Mk.I; ex No. 455 Sqn RAAF; opb 2 ae 24 mtap at Vayenga-1; w/o 01jan43 on a combat mission when caught fire and crashed into the sea, all 4 crew (pilot: Captain Andrei Z. Stoyanov) killed
---	"34" white	Hampden	Soviet Navy	photo		"Hampden" TB Mk.I; opb 3 ae 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1, commander: Junior Lieutenant Ivan F. Makrydin; in green/brown camo c/s with black undersides; as Makrydin did not return from a combat mission 01jun43 probably this aircraft was lost that day
---	"37" white	Hampden	Soviet Navy	photo		"Hampden" TB Mk.I; opb 3 ae 24 mtap at Vayenga-1; in green/brown camo c/s with black undersides; w/o 12jan43 on a mission against Kirkenes; when was shot down by German fighters, all 4 crew (commander: 1st Lieutenant Vladimir S. Golubev) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtap at Vayenga-1; w/o 14jan43 on a mission against German shipping off the Norwegian coast when was shot down by anti-aircraft artillery, all 4 crew (commander: Captain Andrei A. Bashtyrkov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtap at Vayenga-1; w/o 29jan43 on a combat mission when was shot down by German anti-aircraft artillery and crashed into the sea, all 4 crew (commander: Captain Sergei I. Trunov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtap at Vayenga-1; w/o 29jan43 on a combat mission when was shot down by German anti-aircraft artillery and crashed into the sea, all 4 crew (commander: 1st Lieutenant Grigori Ya. Malygin) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtap at Vayenga-1; dbr 29jan43 on a combat mission when was damaged by German anti-aircraft artillery, but managed to make a wheels-up landing on Rybachii peninsula, all crew (commander: Captain Anatoli I. Ostrovski) escaped
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtap at Vayenga-1; w/o 10apr43 on return from a mission against German shipping when was shot down by 4 Bf 110s of the German Air Force, all 4 crew (commander: Captain Viktor U. Glushkov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 24 mtap at Vayenga-1; w/o 10apr43 on return from a mission against German shipping when was shot down by 4 Bf 110s of the German Air Force, all 4 crew (commander: Senior Sergeant Nikolai M. Vatagin) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 3 ae 24 mtap at Vayenga-1; w/o 25apr43 on a mission against German shipping in the Båtsfjord when was shot down by anti-aircraft artillery while launching a torpedo against the transport "Leese" (2,624 GRT) off Makkaur, all 4 crew (commander: Captain Vasili N. Kiselyov) killed
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 3 ae 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1; w/o 04jul43 on return from a mission against German shipping near Cape Kibergnes when was shot down by German fighters and crash-landed in the sea, crew (commander: Major Shipilov) rescued
---	not known	Hampden	Soviet Navy			"Hampden" TB Mk.I; opb 3 ae 24 mtap (redesignated 9 mtap 31may43) at Vayenga-1; w/o 04jul43 on return from a mission against German shipping near Cape Kibergnes when was shot down by German fighters and crash-landed in the sea, crew (commander: Junior Lieutenant Anatoli A. Martyanov) rescued

## Hawker "Hurricane" in civil Soviet service

3,360 "Hurricanes" were delivered to the Soviet Union (including 117 aircraft rejected by the Soviets and 399 lost in sunken ships). More than 150 of them continued to serve as unarmed weather reconnaissance aircraft after the war. These aircraft were operated by Gidrometsluzhba, the Hydrological and Meteorological Service which was subordinated to the Ministry of Interior (NKVD) at that time. Four "Hurricanes" were lost in accidents in 1946, two in 1947 and another two in 1948. By 1 October 1947, Gidrometsluzhba had 104 "Hurricanes" on strength, among them 81 operational ones. Their number decreased to 50 by 1 July 1948 and to 48 by 1 January 1949. Mass withdrawal of the type started in early 1949, and a decree forbade their usage after 1 January 1950. By that time, only ten "Hurricanes" were extant in the Gidrometsluzhba inventory, with only five of them being airworthy. They were all cancelled by 1 April 1950, hereby ending the history of the Hawker "Hurricane" in Soviet service.

271	CCCP-M292	Hurricane	Gidrometsluzhba	no	reports	'271' may be part of the RAF serial instead (candidates are AM271, JS271, K2271 and LF271); opb Tashkentski aviatryad; w/o 04dec49 on an atmospheric sounding flight from Tashkent when disappeared, probably the pilot (who had been wounded in the head during WWII) lost consciousness at a height of 9,000 metres and the aircraft crashed; t/t 111 hours; neither wreck nor pilot found
---	CCCP-M309	Hurricane	Gidrometsluzhba	no	reports	opb Kiev detachment; dbr 14feb48 when a piston rod broke and the aircraft force-landed, pilot escaped unhurt
---	CCCP-M324	Hurricane	Gidrometsluzhba	no	reports	equipped with a MN-26 radio compass taken from a P-63 "Kingcobra"
---	707	Hurricane	Gidrometsluzhba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46
---	742	Hurricane	Gidrometsluzhba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46
---	768	Hurricane	Gidrometsluzhba	YKS	24dec46	serial given as such in Soviet document, probably the three digits of the former RAF serial; opb 1 zveno 37 osao YaU GMS (1st flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service); accepted and ferried from Irkutsk to Yakutsk 09/20aug46; was the reserve aircraft of the commander of 37 osao YaU GMS

## Heinkel He 111 in Chinese service

Six of these twin-engined bombers were ordered by the Canton (Guangdong) Government in September 1935. The aircraft were of the first production version, the He 111A-0 (sometimes referred to under the export designation He 111K). They arrived in crates by ship in August 1936, but delivery was delayed by the Nanking take-over of the Canton Air Force. Four aircraft were eventually taken on charge by the Chinese Air Force in late October and two in late November 1936. The He 111s were assigned to the 19th Squadron (chungtui) of the 8th Air Group (tatui) which was based at Nanchang from 29 October 1936. The unit was to deploy to Hangchow (Hangzhou) on 14 August 1937 and flew its first - and last - combat mission in the war against Japan on 25 August (according to another source, in September). Of the three Heinkels which were to attack the Japanese fleet in the vicinity of Shanghai only one returned to its base, while the other two were damaged by Japanese fighters and had to make forced landings. After that disaster the Chinese refrained from flying the He 111s in combat. One more Heinkel was lost during a Japanese air raid on Hangchow airfield on 1 October 1937 when it approached the airfield too early after the raid and was shot down accidentally by a Curtiss "Hawk I" fighter of the Chinese Air Force. The remaining three He 111s were relegated to transport duties with 10th Squadron in late 1937. The last surviving aircraft was taken out of storage at Chengtu (now Chengdu) in December 1943 and flown to Kunming, where the Central Air Transport Corporation (CATC) workshops overhauled and modified it into a transport for ten passengers, fitting it with Wright R-1820 "Cyclone" engines. It crashed on a test flight with new the engines on 25 December 1944.

---	1901	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37
---	1902	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37; in olive drab c/s with light blue undersides; took part in the mission against Japanese ships in the area of Shizilin and Yuncaobin 25aug37, was the sole He 111 which survived that mission; taken out of storage at Chengtu (now Chengdu) dec43 and flown to Kunming, where the CATC workshops overhauled and modified it into a transport for 10 passengers, fitting it with Wright R-1820 "Cyclone" engines
	XT-ATC	He 111A-0	Centr Air Trp Corp	trf	25jun43	'paper' date, see above; fleet number 'Chung 2'; in dark c/s with the white Chinese character 'Chung' (meaning 'Central') on a black disc; used as a transport aircraft; dbr 25dec44 on a test flight with new the engines from Kunming when crashed on take-off
---	1903	He 111A-0	Chinese Air Force	toc	nov36	opb 19th Sqn/8th Air Group at Nanchang from late nov36, probably deployed to Hangchow (Hangzhou) 14aug37; w/o 25aug37 on a mission against Japanese ships in the area of Shizilin and Yuncaobin when was damaged by Japanese fighters after dropping its bombs and made a forced landing at Hongqiao airfield in Shanghai, 2 crew were killed during the aerial combat while the bomber was destroyed on the ground by Japanese fighters shortly after landing
---	1904	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37
---	1905	He 111A-0	Chinese Air Force	toc	oct36	opb 19th Sqn/8th Air Group at Nanchang from 29oct36, probably deployed to Hangchow (Hangzhou) 14aug37; dbr 25aug37 on a mission against Japanese ships in the area of Shizilin and Yuncaobin when was damaged by Japanese fighters after dropping its bombs and made a forced landing at Hangzhou
---	1906	He 111A-0	Chinese Air Force	toc	nov36	opb 19th Sqn/8th Air Group at Nanchang from late nov36, probably deployed to Hangchow (Hangzhou) 14aug37
---	190.	He 111A-0	Chinese Air Force			w/o 01oct37 during a Japanese air raid on Hangchow airfield when approached the airfield too early after the raid and was shot down accidentally by a Curtiss "Hawk I" fighter of the Chinese Air Force, all 6 crew killed

## Japanese aircraft in Soviet service

Soviet Forces captured many Japanese aircraft in Manchuria, on the Kuril Islands and on Sakhalin in August 1945. Most of them there handed over to the Chinese later, but dozens (if not more) were flown by MKKK personnel in groups of nine from Changchun and Mukden (now Shenyang) to Chita between September and November 1945. Some of the captured Japanese aircraft were tested by the NII VVS, as the Mitsubishi Ki-46-III, and only a few were operated by the Soviet Air Force, as the Mitsubishi MC-20/Ki-57, the Tachikawa KKY-2 and the Tachikawa Ki-54, and by Dalstroj NKVD, as the Kawasaki Ki-56 (see under Lockheed L-14). Among those aircraft were probably MC-20-II M-612 and Ki-54hel M-716 which were captured at Mukden resp. Changchung on 19 August 1945.

A certain number of Fokker "Super Universal" single-engine transports of the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) was captured by Soviet troops at the airfields of Mukden and Changchun on 19 August 1945 (among them was M-182 which was captured at Mukden). 13 of these "Super Universals" (most of them were certainly built by Manko or Nakajima, not by Atlantic Aircraft) had to be transferred to Mongolia on Soviet orders and were ferried from Changchun via Öndörkhaan to Ulan-Bator in September 1945.

A photo of a force-landed and wrecked aircraft published in the Soviet magazine "Vokrug Sveta" No. 8/1980 is supposed to show Fw 200 CCCP-N400, but a closer look reveals that the depicted aircraft looks rather like a Nakajima G8N. However, it is very unlikely that one of the four prototypes of this heavy bomber could have been captured by Soviet troops, so the photo is probably a fake.

---	not known	MC-20	Soviet Air Force	ph.	1946	flew to Mukden (now Shenyang), Changchun and Harbin in late 1945; opb 51 tap in the Transbaikal region in 1945/46 (commander: Captain Vsevolod V. Vinitiski); in natural metal c/s with dark nose
---	not known	MC-20	Glavyrbprom	trf	1946	based at Magadan
---	not known	MC-20	Soviet Air Force	no	reports	based at Chita
---	not known	KKY-2	Soviet Air Force	ph.	1946	opb 51 tap in the Transbaikal region by 1946

## Junkers G 24 and R 42 (JuG-1 & PS-5) in Soviet service

One G 24 was tested in the Soviet Union in spring 1925, but this was not followed by orders. Apart from that, one G 24 was used by the secret German flying school and test centre at Lipetsk which was officially part of the Soviet Air Force.

The R 42 was a version of the K 30 (itself based on the G 24) developed specially for the Soviet Union. The airframes were built at Dessau, knocked down and delivered as kits to the Swedish Junkers subsidiary AB Flygindustri at Limhamn near Malmö where they were assembled, equipped with Junkers L 5 engines and test-flown. Then the aircraft flew on to the Soviet Junkers Factory at Moscow-Fili (later Factory No. 22) where they received their armament. This complicated scheme was invented to circumvent Entente sanctions against the German aviation industry. 23 R 42s were delivered to the Soviet Union between 1925 and 1928. They started their service life as bombers with the Soviet Air Force (some of them on floats), where they received the designation JuG-1. Most of them were passed on to Dobrolyot (became VO GVF on 1 November 1930 and Aeroflot on 25 March 1932) and Polyarnaya Aviatsiya after the TB-1 had started to replace the JuG-1 in July 1929. 15 had been converted to PS-5 passenger aircraft with nine seats by the Central Repair Workshops (TsARB) in Moscow by 1932. By October 1935, seven remained in service, mainly in Central Asia, but most of them were scrapped in 1936. The last of them was withdrawn from use in 1939.

835	R-RECL	G 24	Junkers LV Russld.	mfd	1925	Junkers Luftverkehr Russland; built as a G 23; ex D-543; tested in the Soviet Union 11apr25/jun25; rgd 12jun25; became D-543 jun25, M-CADA and EC-ADA; wfu nov40
844	"78"	G 24bi	Soviet Air Force	mfd	1925	built as a G 23; ex S-AAAM, H-NADA and D-878; converted to a G 24 in 1925 and to a G 24bi dec26; officially belonged to DVL as D-878 but was evaluated as an auxiliary bomber by the secret German test centre at Lipetsk as "78" from jul28; in natural metal c/s, no markings carried apart from code; l/n Lipetsk 1929; scrapped in 1931
901	not known CCCP-L82	JuG-1 PS-5	Soviet Air Force Dobrolyot/Ukr.-HRK	mfd trf	sep25 oct30	shipped to Leningrad nov25 in natural metal c/s with black trim; rgd only 28feb31; w/o, scrapped 05apr32
903	"4" CCCP-L741	JuG-1W PS-5	Soviet Navy Dobrolyot	f/f trf	15sep25 summ.31	from Dessau; shipped to Leningrad nov25; opb 62 ae at Leningrad; in dark green c/s; l/n BMA 1928 rgd only 21jan32; canx 04may36
906	"3" (2)	JuG-1W	Soviet Navy	mfd	1925	test registration S-AAAV; shipped to Leningrad nov25; taken on charge nov25; opb 60 ae at Sevastopol from apr26 and by 62 ae at Leningrad from may28; used for float-plane trials and torpedo dropping tests from 16apr26
	CCCP-L990	PS-5W	AFL/East Sib.-IKT	trf	nov32	opb Lenskaya aviagruppa; in natural metal c/s; operated on the route along the Lena river to Yakutsk in 1933; operated in Yakutiya from summer 1934; opened the regular route from Yakutsk to Aldan 19aug34; rgd only 15nov34; l/n Yakutsk 08aug35; canx 28feb39
930	"1" (1)	JuG-1	Soviet Navy	h/o	13mar26	the first JuG-1 with the new square fin; left Sweden mar26; opb 57 ae and later by 62 ae at Leningrad; damaged oct27 during trials of new Soviet skis when these stood up almost vertically on landing rgd only 16aug31; w/o 27jun32 (not 22feb32) on a flight to the Far East when crashed at Nizhnetambovsk test registration S-601; fate unknown
932	CCCP-L718	PS-5	Dobrolyot	trf	oct30	under test trials with NII VVS; opb 62 ae at Leningrad; converted to JuG-1W in 1930
934	not known "3" (1) CCCP-L742	JuG-1 JuG-1 PS-5	Soviet Air Force Soviet Navy Dobrolyot	h/o h/o trf	16jun26 01aug26 summ.31	rgd only 21jan32; crashed 23aug34
935	not known CCCP-L81	JuG-1 JuG-1	Soviet Air Force Dobrolyot	h/o trf	01aug26 oct30	rgd only 28feb31; in document 02jun31; w/o, details unknown
936	not known not known CCCP-L81	JuG-1W PS-5	Soviet Navy Dobrolyot	h/o trf	01aug26 aug30	crashed in Soviet Air Force service, see next line possibly not registered, but only used as a source of spare parts
938	not known CCCP-L743	JuG-1 PS-5	Soviet Navy Dobrolyot	h/o trf	01aug26 summ.31	converted to JuG-1W in 1930 rgd only 21jan32; w/o 13aug33, details unknown
940	"2" ?	JuG-1W	Soviet Navy	h/o	19aug26	or "5"; opb 62 ae at Leningrad; fate unknown
942	"2" CCCP-N17	JuG-1W PS-5W	Soviet Navy Polyarnaya Aviats.	h/o rgd	19aug26 02aug33	opb 62 ae at Leningrad taken over from OSTEKhBYuRO at Leningrad; opb Severo-vostochnaya lyotnaya gruppа

943	CCCP-L1455 not known CCCP-L710 (2) CCCP-L710 (2)	PS-5 JuG-1 PS-5 PS-5	AFL/Central Asia Soviet Air Force Dobrolyot AFL/Far East-KHV	rgd h/o rgd 1933	04oct34 19aug26 15sep32	canx 04may36	
945	not known CCCP-... CCCP-L43 (*) CCCP-L43 (*)	JuG-1 Dobrolyot PS-5 PS-5	Soviet Air Force Dobrolyot Dobrolyot/Ukr.-HRK AFL/Far East-KHV	h/o trf rgd 1933	31aug26 may30 20feb31	possibly canx 07oct33, but restored; in document 20mar34; canx 1935; see c/n 959 personal aircraft of the commander of the Air Force; German turrets replaced by Soviet TO2 turrets aug28	
946	not known CCCP-238 CCCP-L1453 not known	JuG-1 PS-5 PS-5 JuG-1	Soviet Air Force Dobrolyot Aeroflot Soviet Navy	h/o toc rgd h/o	31aug26 1930 27sep34 31aug26	canx 19apr35 underwent trials by NII VVS; German turrets replaced by Soviet Tur-4 turrets jul29; was the first JuG-1 to be converted to the passenger version (may30) c/n not confirmed! c/n confirmed; canx 04may36 opb 57 ae; damaged 11aug27 on landing after a night flight when touched trees, all crew escaped unhurt; repaired in Moscow	
952	CCCP-... CCCP-L84 CCCP-L84 "1" (2) CCCP-L991	PS-5 PS-5 PS-5 JuG-1W PS-5	Dobrolyot Dobrolyot AFL/Far East-KHV Soviet Navy AFL/Central Asia	trf rgd mfd trf	aug30 28feb31 1933 1926 nov32	canx 04aug33 test registration S-AABF; f/f 02feb27; used for demonstrations; h/o 14jan28; opb 62 ae at Leningrad operated a cargo service between Ashkhabad and Kara Kumy in 1933; assembled (probably as a JuG-1W) by the GVF workshops at Irkutsk in 1934 and put in service by AFL/East Siberia-IKT, opb Lenskaya aviagruppa; rgd only 31may34; canx 04may36	
954	not known CCCP-L1456 not known	JuG-1 PS-5 JuG-1	Soviet Air Force Aeroflot Soviet Air Force	h/o rgd h/o	14jan28 01nov34 14jan28	in document mar36 opb 55 ae at Krechevitsy; damaged 04sep29 when the left engine failed on take-off and the aircraft nosed over, repaired the next day	
956	CCCP-L54 (*) not known CCCP-N4 CCCP-N4	PS-5 JuG-1 JuG-1W JuG-1W	Dobrolyot/Ukr.-HRK Soviet Navy Komseverput' Polyarnaya Aviats.	trf h/o rgd rgd	oct30 14jan28 05mar32 22apr33	in natural metal c/s with black trim; rgd only 08may31; in document 16feb35; wfu first test flight from Komendantski aerodrome at Leningrad 24feb28; converted to JuG-1W in 1931 named 'Yuga'; in dark green c/s with light blue undersides, no titles; operated on the Krasnoyarsk-Dudinka route along the river Yenisei for some time opb Severo-vostochnaya lyotnaya gruppa; took part in the Obruchev expedition to Chukotka starting jul33; damaged in an accident and repaired only by feb34; damaged 22nov34 on a flight from Mys Shmidta to Otto Shmidt's camp; canx 05jan35 as damaged and worn out	
957	"6" CCCP-L1454 not known CCCP-L83	JuG-1W PS-5 JuG-1 PS-5	Soviet Navy Aeroflot Soviet Air Force Dobrolyot/Ukr.-HRK	h/o rgd h/o trf	14jan28 27sep34 14jan28 oct30	opb 62 ae at Leningrad canx 04may36	
959	"5" ? CCCP-L710 (1) not known CCCP-X183	JuG-1W PS-5 JuG-1 PS-5	Soviet Navy Dobrolyot Soviet Air Force LTEM	h/o trf h/o rgd	14jan28 oct30 14jan28 27jun38	in natural metal c/s with black trim; rgd only 28feb31; canx 13nov33 or "2"; opb 62 ae at Leningrad rgd only 22jul31; canx before sep32; see c/n 943	
967	967	G 24nao	Yugoslav Air Force	mfd	1928	Leningrad Institute of Experimental Meteorology test registration D-4; d/d oct31	
968	968	G 24nao	Yugoslav Air Force	mfd	1928	test registration D-4; d/d oct31	
---	no code	JuG-1W	Soviet Navy		photo	operated by the Baltic Fleet; named 'Krasny medved' (red bear); was based on the ice-breaker "Krasin" during the rescue operation for the Noble expedition in 1928	

## Junkers Ju 52/3m in Soviet and Chinese service

The first 'Tante Ju' (Auntie Ju) appeared in the Soviet Union as war booty from Spain in early 1937, and two more were requisitioned in occupied Estonia in September 1940. Ten of these tri-mots were ordered in Germany on 18 February 1941, with four of them being delivered in March and April 1941. The other six aircraft were to be modified into engine test-beds for Jumo 211 (one), DB 601 (one), BMW 801 and unspecified 2.000 hp engines (three). The first one (c/n 7205) was ready for delivery in June, but did not reach the Soviet Union because of the German attack on 22 June 1941. All six were diverted to the German Air Force.

The first German war booty Ju 52/3m entered Aeroflot service in October 1942, and a large number of these sturdy transports became available to the Soviet side after the Battle of Stalingrad in early 1943, as many had been abandoned by the Germans. Quite a lot of those 'Iron Annies' were damaged beyond repair, but could still serve as a source of spares. The main Ju 52/3m repair facility was the aviation repair base ARB-405 at Alma-Ata, but ARB-401 at Novosibirsk, ARB-403 at Irkutsk and ARZ-243 at Tashkent participated in the Ju 52/3m programme as well. 15 Ju 52/3ms were on strength of Soviet civil aviation (GVF) by 1 April 1943, and another 15 were earmarked for repair in May 1943. By 25 October, Aeroflot had 31 of these tri-mots, with 23 of them being airworthy. There was always a shortage of spare parts, especially engines and tyres, so many aircraft were grounded at any time. Nevertheless, there were 30 Ju 52/3ms on strength of the GVF by 1 June 1944 and 31 by 1 January 1945. On 12 December 1944, it was decided to transfer all captured Ju 52/3ms to the GVF. In June 1945 it was reported that 37 ex-Luftwaffe aircraft and 102 BMW 132 engines had been rebuilt or repaired by the GVF. Another big influx of aircraft and spare parts came after the German capitulation. So no less than 37 Ju 52/3ms were on Aeroflot strength by 1 October 1945, among them five aircraft requisitioned in Romania. The last Junkers was handed over to Aeroflot in 1946, and the demise of the type in Soviet service began soon after. Already on 28 June 1947, the Main Directorate of Civil Aviation issued an order providing for the phasing-out of the type. 23 remained on strength by 1 December 1947, but their number was reduced to only two by May 1948 and a sole one by 1 June 1948 which was eventually withdrawn from use in 1949.

The second largest operator in the Soviet Union was the Ministry of Aircraft Industry (NKAP) which received its first Ju 52/3m in June 1941. Six were on strength by April 1947 and ten by 1 October. They were phased out starting in 1948, and only five remained by 1 January 1950. These were eventually withdrawn from use during the first quarter of 1951. The Ministry of Interior (NKVD) also operated the Ju 52/3m - two were on strength of the squadron of the Norilsk Metallurgical Combine by April 1947. Only a sole Junkers remained in NKVD service by April 1949, it was withdrawn from use in early 1950. The Fisheries Ministry had one Ju 52/3m by April 1947, and three were operated by the Sevryba Trust at Arkhangelsk in early 1949. Only one of them remained on strength by 1 April. Last not least Polar Aviation collected two Ju 52/3ms (one of them was fitted with floats) in Germany in June/August 1945 and operated them until 1949. The last Soviet Ju 52/3m was withdrawn from use in 1951.

The Sino-German airline Eurasia received a total of 10 Ju 52/3ms between 1935 and 1940. The airline was taken over by the Chinese government on 1 August 1941, following the break in diplomatic relations between China and Germany. Eurasia was made bankrupt on 26 February 1943 and formally liquidated on 1 June 1943. Another Ju 52/3m served with the Chinese Air Force.

2897	CCCP-L39	Ju 52/3m	Aeroflot	f/f	jul40	built by ATG at Leipzig; ex NI+NK of 3./KGrzBV 700 of the German Air Force; damaged by bombs at Pitomnik 24dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 05jul43
2901	CCCP-L32	Ju 52/3m	Aeroflot	f/f	jul40	built by ATG at Leipzig; ex NI+NO of the German Air Force; German records do not contain any information about the loss of this aircraft; probably seized after the Battle of Stalingrad; rgd 31mar43
3092	CCCP-L49	Ju 52/3m	Aeroflot	f/f	jul41	built by ATG at Leipzig; ex KJ+MP of KGrzBV 9 of the German Air Force; damaged 10jan43 when touched the ground near Pitomnik in bad weather (damage reported as 70 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
3244	CCCP-L56	Ju 52/3m	Aeroflot	f/f	15apr42	built by ATG at Leipzig; ex TF+KB of KGrzBV 500 of the German Air Force; damaged 09dec42 when crash-landed at Barsagino due to bad weather (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44
3322	CCCP-1510	Ju 52/3m	NKAP zavod # 26	f/f	oct42	built by ATG at Leipzig; ex PI+BE of KGrzBV 102 of the German Air Force; damaged 11jan43 when crash-landed at Pitomnik-Barsagino (damage reported as 35 %); abandoned by the German troops and repaired by the Soviets; rgd 12may43
3325	CCCP-L40	Ju 52/3m	AFL/West Siberia	f/f	oct42	built by ATG at Leipzig; ex PI+BH of KGrzBV 102 of the German Air Force; damaged 03jan43 when crash-landed at Pitomnik due to bad weather (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 04jun43; w/o 20jul44
4044	not known	Ju 52/3m	Chinese Air Force	d/d	apr35	Ju 52/3mge; ex D-3382 and D-ABAN; used for a propaganda flight from Germany to China, left Germany 29aug34 and arrived at Shanghai 06sep34, then undertook a tour to Canton, Nanking, Peking, Tientsin and Tsingtao; offered for sale to T.V. Soong nov34 but was not sold and remained at Shanghai; sold to the Chinese Government apr35 and used as a VIP transport for Generalissimo Chiang Kai-shek; opb National Government VIP Flight; evacuated to Ichang sep37; carried Chinese Air Force rounds and its previous German registration D-ABAN at the same time for some time (photo-proof)
4068	Eurasia XXII	Ju 52/3m	Eurasia	d/d	mar38	ex D-ABIZ; named 'Chungking'; destroyed by a Japanese air attack at Hong Kong 08dec41
4069	CCCP-L60	Ju 52/3m	Aeroflot	f/f	early35	built at Dessau; ex D-ABIK, was the personal aircraft of Marshall Hermann Göring; later opb KGrzBV 700 of the German Air Force; damaged 11jan43 when touched the ground near Barsagino in bad weather (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44
4072	Eurasia XXIV XT-AGE	Ju 52/3m Ju 52/3m	Eurasia Eurasia	d/d rgd	feb39 1940	ex D-AMIP in natural metal c/s with '24' on the top of the fin; destroyed by Japanese air attacks at Hong Kong 08dec41
4074	Eurasia XXIII	Ju 52/3m	Eurasia	d/d	sep38	Ju 52/3mge; ex D-ASIS; named 'Chiao Tung 1' (Communication 1) feb39; w/o 12mar39 on a flight from Chungking (now Chongqing) to Kunming when crashed into a mountain at Weining (west of Kweichow) in poor visibility
5087	Eurasia XXI	Ju 52/3m	Eurasia	mfd	jun36	ex D-ASEV; d/d may37; w/o 16jul38 when attempted to land in strong cross winds at Hankow and crashed
5104	Eurasia XVII	Ju 52/3m	Eurasia	d/d	oct35	ex D-AGES; named 'Lanchow'; damaged by Japanese bombs at Nanking 17aug37; repaired; again damaged 06sep38 after take-off from Hankow when was chased by 3 Japanese fighters and shot down near Wuchang, the aircraft suffered about 100 bullet holes and made a forced landing on the left bank of the Yangtze river, all 3 crew escaped unhurt; repaired within 6 months; w/o 06may39 when was strafed by Japanese fighters on the ground at Hanchung, caught fire and and burnt out
5192	CCCP-L43 (*)	Ju 52/3m	Aeroflot	f/f	jan35	built at Dessau; opb KGrzBV 700 of the German Air Force; damaged 11jan43 when crashed near Pitomnik due to icing (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44
5294	Eurasia XVIII	Ju 52/3m	Eurasia	d/d	jan36	ex D-AMAK; w/o 01aug37 when developed engine trouble and crashed at Kunming
5329	Eurasia XV	Ju 52/3m	Eurasia	mfd	sep34	ex D-ANYK; arrived at Shanghai 11sep35; named 'Suichow'; damaged 05sep38 while flying over Fukiang near Hong Kong when was fired at by 3 Japanese fighters, received 10 bullet holes in fuselage and wings,

5338	XT-ABE CCCP-L62	Ju 52/3m Ju 52/3m	Eurasia Aeroflot	rgd f/f	1940 19jun35	but all 2 crew and 7 passengers escaped unhurt; damaged again 08apr39 during a Japanese attack on Kunming airport destroyed by Japanese bombing at Kweilin 11dec41 built at Dessau; ex D-AMOO; later opb KGrzbV 500 of the German Air Force; damaged 13dec42 when crash-landed south-east of Pitomnik due to bad weather (damage reported as 40 %); abandoned by the German troops and repaired by the Soviets; rgd 23feb44
5457	CCCP-L61 (1)	Ju 52/3m	Aeroflot	f/f	nov35	built at Dessau; ex D-AKOO; later opb KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 03dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44; named 'lost before jun44, see c/n 5882
5472	Eurasia XIX	Ju 52/3mge	Eurasia	mfd	feb36	ex D-AGEI; d/d jul36; named 'Chengt'u'; damaged 13apr39 on a flight from Hanoi to Kunming when was shot at by 3 Japanese bombers immediately after it crossed the border between Indochina and Yunnan, force-landed on a mountainside at Maupingchen (one mile inside the border), one crew member injured; the aircraft was repaired on-site and an auxiliary airstrip was carved out of the mountain so that the aircraft could take off successfully 15oct39; Eurasia was declared bankrupt 26feb43 and formally liquidated 01jun43
5502	XT-ATA Eurasia XX	Ju 52/3m Ju 52/3m	Centr Air Trp Corp Eurasia	trf mfd	03mar43 apr36	fleet number 'Chung 5'; in natural metal c/s with black engines; rgd may43; w/o in 1945 ex D-ALUE; d/d mar37; severely damaged 22jan38 when was bombed by the Japanese at Chou Chia Kow (340 km north of Hankow); sent by railway to Hong Kong for repair; was out of service for more than a year; destroyed by Japanese fighters on the ground at Chengtu (now Chengdu) 30dec40
5882	CCCP-L61 (2)	Ju 52/3m	Aeroflot	f/f	sep37	built at Dessau; ex 4U-NL of KGrzbV 106 of the German Air Force; later opb KGrzbV 700 of the German Air Force; damaged 30dec42 when touched the ground near Pitomnik in bad weather (damage reported as 50 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; see c/n 5457
6014	Eurasia XXV	Ju 52/3m	Eurasia	mfd	aug38	ex D-ASFD; d/d 15oct40; dbr 26oct40 on its delivery flight to China when was attacked by 3 Japanese fighters, force-landed in a rice field near Kunming, was strafed on the ground and caught fire
6053	CCCP-L46	Ju 52/3m	AFL/Tajikistan	f/f	sep38	built at Bernburg; opb KGrzbV 172 of the German Air Force; reportedly destroyed by German troops at Pitomnik 17jan43 (damage reported as 100 %); repaired by the Soviets; rgd 07jun44; w/o 14jan45
6445	? CCCP-L35	Ju 52/3m	AFL/Turkmenistan	f/f	may39	built at Bernburg; c/n from Soviet register, but according to German records that aircraft was opb KGrzbV 101 in the Mediterranean theatre and lost at Malames (Crete) may41 (damage reported as 100 %), so is the c/n given in the Soviet register correct ?; rgd 31mar43; used for trials of modified air filters; w/o 06sep46
6486	CCCP-L37	Ju 52/3m	AFL/Moscow	f/f	01jun39	built at Bernburg; opb KGrzbV 50 of the German Air Force; damaged 26dec42 when was hit by anti-aircraft artillery near Pitomnik (damage reported as 30 %); abandoned by the German troops and repaired by the Soviets; rgd 05jul43; w/o 24oct43 on a flight from Ufa to Chelyabinsk when crashed near Asha train station and burnt out, crew (pilot: P.M. Nikitin) killed
6538	CCCP-L51	Ju 52/3m	Aeroflot	f/f	jul39	built at Bernburg; opb KGrzbV 1 of the German Air Force; damaged 01jan43 while taxiing at Pitomnik (damage reported as 15 %); abandoned by the German troops and repaired by the Soviets; rgd 14feb44
6613	ES-AUL	Ju 52/3m	AGO	f/f	04sep39	built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-AWXA; ferried Dessau-Königsberg-Reval 05oct39; AGO was nationalised by the Soviet authorities 26sep40 rgd 20feb41; trf to eon Moskovskogo aeroporta jul41 ?; trf to the Directorate of the Moscow-Irkutsk route 20sep41; trf to AFL/West Siberia-Novosibirsk-Severnoy 1943, opb 4 TO; in cargo/para-dropping configuration by then; based at Tisul (Kemerovo region) in summer and autumn 1946/47 for supply flights to Semyonovka
6633	ES-AGO	Ju 52/3m	AGO	f/f	05oct39	built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-AWXB; ferried Dessau-Königsberg-Reval 20oct39; AGO was nationalised by the Soviet authorities 26sep40 rgd 20feb41; trf to eon Moskovskogo aeroporta jul41 ?; trf to the Directorate of the Moscow-Irkutsk route 20sep41; equipped with skis (developed by NII GVF) oct43
6717	CCCP-L63	Ju 52/3m	Aeroflot	f/f	nov39	built at Bernburg; opb KGrzbV 900 of the German Air Force; lost 31jan43 when went missing in the Stalingrad area due to unknown reasons; repaired by the Soviets; rgd 13jun44
7082	CCCP-L55	Ju 52/3m	Aeroflot	f/f	12dec40	built at Bernburg; probably ex DD+ZA of 4./KGrzbV 900 of the German Air Force; damaged 30dec42 while parked on the ground at Pitomnik when was hit by a landing He 111 (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44
7118	not known	Ju 52/3m	not known	d/d	mar41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVB; tested by either NII VVS or NII GVF
7119	CCCP-I505	Ju 52/3m	NKAP LII	mfd	feb41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVC; accepted by a Soviet commission at Dessau 12mar41; h/o in Moscow 26mar41; tested by either NII VVS or NII GVF; rgd 07may43
7120	CCCP-I354	Ju 52/3m	NKAP zavod # 26	f/f	09feb41	built at Bernburg; probably a modified Ju 52/3mg7e; ferry registration D-AXVD; ferried for modifications to Dessau 13feb41 and reflown 07mar41; ferried Bernburg-Königsberg 21mar41, Königsberg-Bialystok 22mar41 and Bialystok-Moscow (via Minsk and Smolensk) 25mar41; h/o in Moscow 26mar41; rgd 13jun41; tested by either NII VVS or NII GVF; in dark green c/s, carried Red Stars; w/o jun44 when crashed on a flight from Ufa to Gorki (now Nizhni Novgorod)
7180	CCCP-I350	Ju 52/3m	NKAP zavod # 153	mfd	apr41	built at Bernburg; probably a modified Ju 52/3mg7e, 'civil transport version'; h/o 25apr41; ferried to Moscow may41; tested by either NII VVS or NII GVF; rgd 29mar43
7189	CCCP-L45	Ju 52/3m	Aeroflot	f/f	may41	built at Bernburg; ex KC+RM of Flugschule C11 of the German Air Force; later opb TG 4 of the German Air Force; reportedly destroyed by German troops at Pitomnik 29dec42 (damage reported as 100 %); repaired by the Soviets; rgd 05jul43
7335	CCCP-L54 (*)	Ju 52/3m	AFL/East Siberia	f/f	oct41	built at Bernburg; ex BV+OJ of 1./KüFlGr 706 of the German Air Force; later opb KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 05dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44; dbr 03feb49 on a flight from Chita to Krasnoyarsk when encountered a snow shower and crash-landed on the slope of a mountain, both crew (pilot: A.F. Bazanov) escaped unhurt
7341	CCCP-L27	Ju 52/3m	AFL/Moscow-Irkutsk	f/f	oct41	built at Bernburg; ex BV+OP of KGrzbV 800 of the German Air Force; lost 31mar42 when went missing in the Korovyse selo/Pyeski (?) area due to unknown reasons; repaired by the Soviets; in cargo/para-dropping configuration; rgd 21oct42; trf to the Directorate of the Moscow-Irkutsk route oct42; trf to AFL/West Siberia-Novosibirsk-Severnoy 1943, opb 4 TO; damaged 06jan44 on a flight from Khanty-Mansisk to Salekhard when could not land at Salekhard airfield because of fog but ran out of fuel and force-landed in the tundra some 30 km from Salekhard, running into bushes, landing gear, cabin fuel and all 3 propellers damaged, all occupants escaped without injuries; repaired on-site within 15 days; w/o in late apr46 on a flight from Kazan to Moscow when one engine caught fire and a second one failed shortly afterwards, the aircraft force-landed in a wooded area near Kazan, no casualties but all crew and many passengers injured
7512	CCCP-L57	Ju 52/3m	AFL/Yakutiya	mfd	may42	probably a Ju 52/3mg7e or Ju 52/3mg8e; ex DP+EK of KGrzbV 700 of the German Air Force; damaged by bombs in the Stalingrad area 08dec42 (damage reported as 60 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; opb 14 TO; trf to AFL/Krasnoyarsk jun46
7568	CCCP-L59	Ju 52/3m	Aeroflot	f/f	aug42	built at Bernburg; ex DG+KR of 3./KGrzbV 700 of the German Air Force; damaged by bombs at Pitomnik 24dec42 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 30mar44; in cargo configuration; in dark green c/s with light blue undersides, small titles; f/n Ufa 1945
7586	CCCP-L33	Ju 52/3m	Aeroflot	f/f	aug42	built at Bernburg; ex NB+GJ of Transportstaffel VIII. Fliegerkorps of the German Air Force; abandoned at Pitomnik 15jan43 after having suffered an engine failure (damage reported as 15 %); repaired by the Soviets; rgd 31mar43
7598	CCCP-L48	Ju 52/3m	Aeroflot	f/f	sep42	built at Bernburg; ex NB+GV of KGrzbV 700 of the German Air Force; damaged by bombs at Gumrak 20jan43 (damage reported as 100 %); abandoned by the German troops and repaired by the Soviets; rgd 16feb44
7658	CCCP-I511	Ju 52/3m	NKAP zavod # 26	f/f	oct42	or nov42; built at Bernburg; ex GG+FF of KGrzbV 172 of the German Air Force; damaged 30dec42 while taxiing at Pitomnik (damage reported as 80 %); abandoned by the German troops and repaired by the Soviets; rgd 12may43; based at Tyumen; w/o 07feb49 on a cargo flight from Verkhnyaya Salda to Ufa when encountered a snow flurry and all 3 engines failed as they got clogged by snow, the aircraft crash-landed in the taiga 14 km north of Mezenka (Beloyarsk district of the Sverdlovsk region), 1 of the 5 crew (pilot N.D. Svimpul) killed and all survivors injured; t/t 3,325 hours
500163	CCCP-N380	Ju 52/3m	Polyarnaya Aviats.	mfd	43	Ju 52/3mg8e; built by ATG at Leipzig; ex DJ+RE of the German Air Force; toc in summer 1945; modified with cockpit heating and cold-weather engine cowlings by Factory No. 477 at Krasnoyarsk; repaired dec45 with parts from a Ju 52/3m from the war booty exhibition in Gorki Park in Moscow; opb Yeniseiskaya aviagruppa; trf to GUGVF 15dec45 (on the basis of a decree issued 04sep45), but probably returned to Polyarnaya Aviatsiya; damaged by a fire at Igarka 02jan47; wfu in early 1949
05210021	CCCP-L42	Ju 52/3m	AFL/Yakutiya	rgd	14feb44	built by Amiot in France; must be a Ju 52/3mg10e; ex NI+MT of KGrzbV 500 of the German Air Force; damaged by bombs at Pitomnik 06dec42 (damage reported as 35 %); abandoned by the German troops and repaired by the Soviets; opb 14 TO; trf to AFL/Krasnoyarsk jun46
---	CCCP-L26	Ju 52/3m	Aeroflot	no	reports	in cargo/para-dropping configuration; possibly trf to the Directorate of the Moscow-Irkutsk route oct42; trf to AFL/West Siberia-Novosibirsk-Severnoy 1943, opb 4 TO
---	CCCP-L28	Ju 52/3m	AFL/West Sib.-Ovn	trf	1943	in cargo/para-dropping configuration; opb 4 TO
---	CCCP-L30	Ju 52/3m	AFL/Yakutiya	rgd	16feb43	c/n given in Soviet register as '801250', but that is the number of the drawing of some part; probably captured after the Battle of Stalingrad; opb 14 TO; in documents 01apr44
---	CCCP-L31	Ju 52/3m	Aeroflot	rgd	16feb43	c/n given in Soviet register as '808999', but that is the number of the drawing of some part; probably captured after the Battle of Stalingrad
---	CCCP-L34	Ju 52/3m	Aeroflot	rgd	16feb43	c/n given in Soviet register as '809899', but that is the number of the drawing of some part; probably captured after the Battle of Stalingrad
---	CCCP-L58	Ju 52/3m	Aeroflot	rgd	13jun44	c/n given in Soviet documents as '58'; converted to a regular passenger transport in 1943 (as one of a few Ju 52s only)
---	CCCP-L64	Ju 52/3m	AFL/Turkmenistan	ASB	1947	Ju 52/3mg4e; in cargo configuration; in dark green c/s with light blue undersides, small titles; was used to transport sulphur from mines in Central Asia
---	CCCP-L68	Ju 52/3m	AFL/Turkmenistan	no	reports	equipped with air filters developed by NII GVF jun45
---	not known	Ju 52/3m	AFL/Turkmenistan	dbr	15mar45	when one engine failed in-flight and the aircraft force-landed (pilot: Borovoi)
---	not known	Ju 52/3m	AFL/West Sib.-Ovn	trf	1943	either CCCP-L26 or L28 (pilot: Sedov); re-engined with 2 M-62IR engines instead of 3 BMW 132 engines by ARB-405 at Alma-Ata in 1946; w/o on the ferry flight from Alma-Ata to Novosibirsk when encountered a thunderstorm in the mountains and crashed near Taldy-Kurgan, all 4 crew killed

---	no code	Ju 52/3m	Soviet Air Force	photo	Ju 52/3mg3e, in auxiliary bomber configuration with dorsal gun turret and two windows only; had been opb the Spanish Nationalist Air Force during the Spanish Civil War; probably the aircraft which was flown to Republican-held Alcalá de Henares by defecting Nationalist pilot Ananías Sanjuán from 1a Escuadrilla 10nov36; transported to the Soviet Union jan37 and test-flown by NII VVS under the designation DB-29 mar/may37 (70 flights with t/t 32 hours 45 minutes, according to other sources 193 flights until 1938); in natural metal c/s, no markings apart from Red Stars on fuselage and wings; disassembled and studied by Factory No. 156 in Moscow after completion of the tests
---	"51" yellow ?	Ju 52/3m	Soviet Air Force	photo	in dark green c/s with light blue undersides
---	not known	Ju 52/3m	Soviet Air Force	mfd apr39	Ju 52/3mg7e; in cargo configuration; captured after the Battle of Stalingrad; one plate shows part number '35202.52/36' and another one by Weser Flugzeugbau 'Instands.Art: R, Bef.Ber.: 7056/41, Abnahme: 11.41'; might be ex DS+AE c/n 2841 of KGrzbV 700 of the German Air Force which went missing 20feb42 while on a supply flight to Demyansk, but this is just speculation based on the Weser Flugzeugbau repair date nov41; dbr around 1948 when had to force-land on a mountain ridge near Chita; wreck found only some 50 years later; remains transported to Novosibirsk-Yevsino in 2004, seen may05/jun09

## Junkers Ju 86 in Chinese service

The Chinese Air Force placed an order for 20 Ju 86K twin-engined bombers in November 1937. They were to be delivered secretly through the Hapro firm before August 1938, but all military deliveries to China were halted in May 1938 due to Japanese pressure, and the aircraft were finally seized by the German government in September 1938 and delivered to the German Air Force.

The semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) operated probably 13 examples of the ten-seat passenger version Ju 86Z-2. The first one was transferred to the airline by the Japanese Navy Air Force which had evaluated the aircraft for some time after its delivery in August 1937. Twelve more arrived by ship at the port of Dairen on 7 September 1938, were transported by train to Mukden (now Shenyang) and assembled inside the Aviation Arsenal hangar at Mukden East airfield. Revenue flights started on 1 January 1939. When MKKK ran out of BMW 132Dc spare engines in January 1943, three Ju 86Z-2s received Mitsubishi "Kinsei" engines (the modification work was assigned to Manpi). It is not clear whether any Ju 86Z-2 of MKKK survived until the Soviet occupation of Manchuria in August 1945. At least no Ju 86Z-2 is visible on the photos of the airfields at Mukden and Changchun which were taken in August 1945.

---	M-211	Ju 86Z-2	MKKK	trf	1938 ?	version not confirmed; delivered to the Japanese Navy Air Force aug37 and trf to MKKK probably in 1938; named 'Horyu' (phoenix dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-212	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-213	Ju 86Z-2	MKKK	d/d	07sep38	photo exists; dbr 05sep40 on a flight to Canton when made an emergency landing at the Kwantai race course near Fanling (Hong Kong) and caught fire, all 3 crew injured; the wreck was shipped to Dairen aboard the cargo steamer "Heiyo Maru" and later scrapped
---	M-214	Ju 86Z-2	MKKK	d/d	07sep38	severely damaged late jan39 on landing at Mukden when crashed into the brick wall of the main workshop while taxiing and flipped over; the repair took more than one year; received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-215	Ju 86Z-2	MKKK	d/d	07sep38	photo exists
---	M-216	Ju 86Z-2	MKKK	d/d	07sep38	
---	M-217	Ju 86Z-2	MKKK	d/d	07sep38	
---	M-218	Ju 86Z-2	MKKK	d/d	07sep38	
---	M-219	Ju 86Z-2	MKKK	d/d	07sep38	
---	M-220	Ju 86Z-2	MKKK	d/d	07sep38	named 'Ginryu' (silver dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-221	Ju 86Z-2	MKKK	d/d	07sep38	
---	M-222	Ju 86Z-2	MKKK	d/d	07sep38	named 'Shoryu' (ascending dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; seen as such Mukden oct42
---	M-223	Ju 86Z-2	MKKK	d/d	07sep38	named 'Koryu' (yellow dragon); photo exists
---	M-2..	Ju 86Z-2	MKKK			w/o sep44 on a flight to Tokyo when both engines failed while the aircraft approached the Japanese coast and the aircraft ditched close to the shore, all 3 crew (pilot: Sugiyama) and all passengers managed to swim to the shore

## Junkers Ju 160 in Chinese service

One of these BMW 132 powered passenger monoplanes was used by the Chinese-German airline Eurasia. Two aircraft of the type, Ju 160A-0 c/n 4205 and Ju 160D-0 c/n 4248, were transferred by the Japanese Army Air Force to the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) in 1938, but never entered regular service due to their unsatisfactory take-off and landing performance and did not receive Manchukuoan registrations.

4215	Eurasia XVI	Ju 160A	Eurasia	d/d	aug35	ex D-UUVUX; toc 03oct35; severely damaged 25dec35 when crashed at Shanghai; shipped to Germany for repair and became D-UUVUX again; probably trf to the German Air Force in 1941
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## Junkers Ju 290 (Letov L-290 "Orel") in Czechoslovakian service

Major assemblies of the Ju 290 four-engined transport and reconnaissance aircraft were manufactured by the Letov factory at Prague-Ruzyně during WWII, although final assembly of the type remained in Germany. After the end of the war, several of those assemblies were left at the Ruzyně factory. So it was decided to complete one Ju 290 as a 40/48 seat airliner, which was given the designation Letov L-290 "Orel" (eagle). It underwent trials, but did not find favour with either the state airline CSA or the Czechoslovakian military. So the L-290 was abandoned in 1947 after only 43 flying hours, although it was not actually scrapped until 1956.

11 0212	no reg	L-290	Letov	f/f	01aug46	c/n also given as 290/0212; rebuild of an unfinished Ju 290A-8 with parts from a Ju 290B; in light greenish grey c/s, no markings apart from a Czechoslovakian flag on the fin; wfu in 1947 with t/t 43 hours; scrapped in 1956
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## Junkers Ju 352 (Letov D-352) in Soviet and Czechoslovakian service

The Soviet Air Force used one heavily modified Ju 352 as an engine test-bed. And one Ju 352A-1 was restored to airworthiness by the Letov factory at Prague-Ruzyně in 1945. It received the Czechoslovakian military designation D-352.

---	no code	Ju 352V ?	Soviet Air Force	photo		engine test-bed; possibly Ju 352V-0 which had been converted from Ju252V-1/1 (the fuselage has got typical Ju 252 windows and is shorter before the wing than a Ju 352 fuselage, the tail is from a Ju 352, the main gear is a Ju 252 twin-wheel instead of the single strut main gear used on the Ju 352, the engines look more like the Jumo 211 as used on the Ju 252 than the Bramo 323R-2 as used on the Ju352A); a Jumo 222 (also reported as a Jumo 213E) and later Soviet engines were fitted on No. 2 position; probably in dark green c/s with light blue undersides; photo in winter 1945/46
---	no code	Ju 352A-1	Soviet Air Force	PRG	22aug45	actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs smíšené letecké divize; captured at PRG and first flown by Czechoslovakian pilots 09may45; overhauled by Letov jun45/jul45 and painted in light grey c/s with blue cheatline and trim, Red Stars on fin and wings and a small Czechoslovakian roundel behind the cockpit; received these temporary Soviet markings for a flight to Moscow-Vnukovo 22aug45 to deliver a "Tatra" limousine to Joseph Stalin as a gift of the Czechoslovakian government; toured several European countries afterwards
	OK-JUE	Ju 352A-1	not known	no	reports	reportedly later received Czechoslovakian markings (possibly also military ones); registration from "War Prizes" by Phil Butler



## **Lockheed L-10 "Electra", L-14 "Super Electra" & Kawasaki Ki-56 in Soviet service**

The Soviet Union bought two "Electras" in 1937 while two more were captured in Poland in 1939. In addition, a former Polish "Super Electra" was captured in Estonia in 1940. There is a report that an aircraft similar to an "Electra" was abandoned in the taiga near Verkhoyansk and was still seen there decades later. Unfortunately, nothing more is known about that.

Kawasaki produced the "Super Electra" under licence and derived a military transport version in 1940, the Ki-56 (Type 1 Freight Transport). This aircraft was powered by two Mitsubishi Ha-25 radial engines and could be distinguished by the large freight-loading door on the left-hand side. 121 were built between 1941 and 1943, and at least two of them were captured by Soviet troops in 1945 and pressed into service with the Soviet Ministry of the Interior (MVD).

1035	not known	L-10A-2	not known	d/d	nov37	ex NC14948; purchased from R.W. Norton of Texas by Amtorg nov37; way-bill dated 20nov37; was probably examined by the Soviet aviation industry; underwent trials with the NII GVF in 26/29jun39
	CCCP-L3451	L-10A-2	AFL/Moscow	rgd	19jul39	opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet) by 01jan40; flew 81 hours in 1939 and 88 hours in 1940
	CCCP-L3451	L-10A-2	GVF/Azerbaijan	trf	unknown	
	CCCP-L3451	L-10A-2	GVF/Moscow	trf	02mar42	damaged on landing at Stalingrad 11apr42 and on take-off from Astrakhan 21apr42; under repair by Aviarem baza No. 401 at Novosibirsk by 01dec43; canx 1944
1065	USSR-N214	L-10E	Polyarnaya Aviats.		photo	Latin N in registration ('USSR' on fuselage and 'N-214' on rudder); ex NR16059 "Daily Express"; purchased by Amtorg from B. Smith 11oct37, export licence issued 15oct37, way-bill dated only 16nov37; in natural metal c/s, no titles; ferried from Winnipeg to Edmonton (Canada) 11nov37, took part in the search for the Bolkhovitinov DB-A URSS-N209 (which had disappeared during a flight across the North Pole to the USA 13aug37) 15dec37/mar38, piloted by Herbert Cannon and Sir Hubert Wilkins; shipped in dismantled state to Moscow where it arrived jun38
	CCCP-N214	L-10E	Polyarnaya Aviats.	rgd	17jun38	in natural metal c/s, no titles; opb MAGON; reflowed 04aug38; damaged on landing at Krasnoyarsk in bad visibility 17aug38 when the left main gear broke; repaired by KARZ until feb39; landing gear damaged on landing at Usta-Pura (Taimyr) 31mar39, but repaired on site; severely damaged 22may39 on a flight from Arkhangelsk to Moscow when overshoot on landing at Severnoye Tushino, touched down 460 metres behind the landing T and struck a ditch, damaging landing gear, propellers, lower fuselage and empennage but all 4 crew escaped unhurt; trf to Aeroflot as spare parts 15apr40
1089	not known	L-10A	not known	no	reports	ex SP-BGJ of LOT; abandoned at Kolomyja and captured there by Soviet troops 17sep39; either this aircraft or c/n 1090 was still in the charge of the Kiev Military District as war booty by 01may40 and ordered by a government commission to be trf to the GVF; possibly opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet)
1090	not known	L-10A	not known	no	reports	ex SP-BGK of LOT; damaged at Horodenka 12sep39 and captured there by Soviet troops 17sep39; either this aircraft or c/n 1089 was still in the charge of the Kiev Military District as war booty by 01may40 and ordered by a government commission to be trf to the GVF; possibly opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet)
1495	no serial	L-14H	Estonian Air Force	mfd	may39	ex SP-BPN of LOT; escaped to Estonia sep39 and interned there; impressed by the Estonian Air Force, received full markings but no serial; captured by Soviet troops at Jägala jun40; reportedly crashed on a positioning flight to Riga aug40, killing all occupants, but see below
	CCCP-L3453	L-14H	AFL/Baltics	toc	29may41	c/n not confirmed (given in Soviet register as '12811', the c/ns of the P&W engines were 3128 and 3129); rgd 30may41
	CCCP-L3453	L-14H	AFL/Moscow	trf	unknown	opb Eskadriya osobogo naznacheniya GU GVF (Special Duty Squadron of the Main Directorate of the Civil Air Fleet); w/o 18dec41 on a test flight from Moscow-Khodynka when the left engine failed, the aircraft stalled in a tight left turn at a height of some 90-100 metres, entered a flat spin and crashed in a park near the Air Force Academy not far from the airport, pilot injured and both passengers killed; canx 24mar42
---	"6"	Ki-56	MVD - Dalstroj		photo	captured by Soviet troops in 1945 without any documents so that c/n, t/t etc. remain unknown; in Soviet documents as a Lockheed 14 "Super Electra", but photos clearly show the distinctive cargo door of the Ki-56 on the left-hand side; in Soviet Air Force c/s with non-standard Red Stars; the right engine was changed at Susuman (then Khabarovsk region, now Magadan region) early dec46, but the aircraft was not test-flown after that; w/o 07dec46 on its first flight after the engine change, a flight to deliver a mine rescue team and its equipment (oxygen cylinders) to Zyryanka, the left (sic) engine lost power during the take-off run and stopped completely when the aircraft climbed through 100-150 metres, the pilot tried to return to the airfield in a right turn, giving the right engine full power immediately and thus causing it to choke, the aircraft lost speed during the tight turn, stalled, crashed near Berelyokh (10 km from the airfield) and exploded, all 4 crew and 3 passengers killed
---	"514"	Ki-56	MVD - Dalstroj		photo	captured by Soviet troops in 1945 without any documents so that c/n, t/t etc. remain unknown; in Soviet documents as a Lockheed 14 "Super Electra", but photos show the distinctive cargo door of the Ki-56 on the left-hand side; the aircraft was probably not officially registered as it was in the documents as just 514 and not CCCP-X514; in Soviet Air Force c/s with Red Stars painted over the Japanese Hinomarus; w/o 28mar46 on take-off from Zyryanka for a cargo flight to Seimchan, being overloaded (1,125 kg of cargo and 1,400 kg of fuel) and covered with white frost, the right main wheel touched an unevenness on the surface of the airstrip immediately after take-off, causing the aircraft to bank left, when the pilot tried to counteract the aircraft banked right and the right wing and wheel touched the ground, causing the aircraft to crash, 1 of the 4 crew members killed and the other 3 slightly injured

## **Lockheed PV-1 "Ventura" in Soviet service**

A number of US Navy "Venturas" force-landed in the Soviet Far East in 1944/45 after attacking Japanese targets on the Kuril Islands and were impounded in accordance with the neutrality treaty between the Soviet Union and Japan. Some of these aircraft were repaired and impressed by the Soviet Air Force where the type became known as the B-34 (a slightly mistaken identification). By December 1944, eight "Venturas" were located on airfields on Kamchatka where 128 sad VVS DVFr (128 composite aviation division of the Air Force of the Far Eastern Front) was based. Four of them were fully airworthy, three were undergoing repairs and one was considered a write-off. By the end of WWII, the number of "Venturas" which had made (successful) forced landings on Kamchatka had risen to eleven. Seven PV-1s (five of them being airworthy) were taken on charge of 128 sad, one machine was the personal liaison aircraft of the division commander, LTC M.A. Yeryomin, and the other six served with 903 bap. 128 sad logged 62 "Ventura" missions in January/February 1945 and used the type operationally during the brief Soviet-Japanese campaign in August 1945. After the end of the hostilities, the "Venturas" quickly disappeared from the division's inventory, probably due to a lack of spares. Only one aircraft remained on strength by October 1945, the fate of the others is unclear. One PV-1 underwent state acceptance trials with NII VVS at Chkalovskaya as late as autumn 1947, the reason for that is unknown. Another "Ventura" was used by a fishery reconnaissance flight at Yuzhno-Sakhalinsk in 1947/49. Unfortunately, only one of the Soviet "Venturas" has been positively identified so far.

6324	? no code	PV-1	Soviet Air Force	ph.	27oct47	US Navy BuNo 49508; c/n was also given as 6474 but if BuNo 49508 is correct c/n 6324 must be the correct one; originally opb VB-136; force-landed at PKC 28aug44 (date also reported as 30aug44) after having been hit by Japanese fighters during an attack on the Kuril Islands; underwent state acceptance trials with NII VVS at Chkalovskaya in autumn 1947
6441	not known	PV-1	Soviet Air Force	no	reports	US Navy BuNo 49625; originally opb VB-138, FAW-4; force-landed at PKC 13aug44 after an attack on the Kuril Islands; entry into Soviet service not confirmed

## **Messerschmitt Bf 108 "Taifun" in Soviet and Chinese service**

Five Bf 108Ds were to be supplied to the Soviet Union according to an agreement signed on 26 November 1940, but eventually only two were delivered. They were handed over in Germany in March 1941 and were tested by the NII VVS and the LII NKAP, respectively. Only one of them eventually received a civil registration. It is probable that some German Bf 108s were captured by Soviet troops during WWII, and one Bf 108B with a Japanese hinomaru but without registration or serial (possibly a former MKKK aircraft) was captured by Soviet troops at Changchun airfield in Manchuria on 19 August 1945. One of the Soviet Bf 108s remained in service with the NKAP/MAP after the war and was eventually struck off charge in 1950.

At least 15 Bf 108Bs were delivered to the semi-military Manchukuo airline Manshu Koku Kabushiki Kaisha (Manchuria Aviation Company, in short MKKK) in 1937/38. Five of them had probably been ordered by the South Manchurian Railway Company (Mantetsu) initially and were passed on to MKKK as Mantetsu did not have the resources to operate the aircraft on their own. At least one (Manchukuoan or Japanese) Bf 108 survived in Manchuria until August 1945 and was captured at Changchun by Soviet troops.

2290	not known	Bf 108D	NKAP LII	h/o	mar41	underwent trials with the LII NKAP
	CCCP-I349	Bf 108D	NKAP LII	rgd	29mar43	used as a liaison aircraft
---	not known	Bf 108D	soviet Air Force	h/o	mar41	underwent trials with the NII VVS; later used by the NII VVS as a liaison aircraft; still on charge in 1942
---	M-51	Bf 108B	MKKK			based at Harbin; t/t 159 hours by 20jun38
---	M-52	Bf 108B	MKKK			based at Harbin; t/t 197 hours by 20jun38

---	M-53	Bf 108B	MKKK	t/t 21 hours by 20jun38 (undergoing maintenance by that date)
---	M-54	Bf 108B	MKKK	based at Harbin; t/t 110 hours by 20jun38
---	M-55	Bf 108B	MKKK	based at Mukden; t/t 90 hours by 20jun38; photo exists
---	M-56	Bf 108B	MKKK	based at Mukden; t/t 70 hours by 20jun38
---	M-57	Bf 108B	MKKK	based at Harbin; t/t 29 hours by 20jun38
---	M-58	Bf 108B	MKKK	based at Changchun; t/t 90 hours by 20jun38; photo exists
---	M-59	Bf 108B	MKKK	based at Mukden; t/t 27 hours by 20jun38
---	M-60	Bf 108B	MKKK	based at Changchun; t/t 42 hours by 20jun38
---	M-61	Bf 108B	MKKK	based at Mukden; t/t 10 hours by 20jun38
---	M-62	Bf 108B	MKKK	based at Mukden; t/t 8 hours by 20jun38
---	M-63	Bf 108B	MKKK	
---	M-64	Bf 108B	MKKK	
---	M-65	Bf 108B	MKKK	
---	M-..	Bf 108B	MKKK	

--- not known Bf 108B Manchukuoan AF

--- M-.. Bf 108B MKKK

received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; photo as such exists probably lost 28nov38 on a flight from Changchun to Hailar when the occupants lost orientation while flying over clouds, the aircraft ran out of fuel and made an emergency landing in a valley between two mountains north of Butha (Inner Mongolia), the pilot and both passengers (Kwangtung Army officers) escaped unhurt and walked two days before coming across a hunter who was able to assist them probably an MKKK aircraft on temporary loan to the Manchukuoan Air Force; opf 1st Hikotai; w/o 11feb40 while taking part in the fly-past of the parade at Changchun to commemorate the 2,600th anniversary of Japanese Emperor Jimmu's accession to the throne when the engine flamed out (as the pilot had forgotten to switch the fuel tanks) while the aircraft was flying at a height of some 300 metres south of Datong Avenue, the aircraft crash-landed at the proposed site for an imperial palace on one side of Datong Avenue and broke up, pilot and all 3 passengers slightly injured dbr 09jun41 on the leg from Hunchun to the Dongnin area (close to the border with the Soviet Union) of a flight from Changchun to the Dongnin area when strayed into Soviet territory, was attacked and hit by a Soviet Air Force fighter over a Soviet airfield in the Khabarovsk area and crash-landed, the pilot was killed and the flight engineer as well as both passengers (Kwangtung Army officers) were captured by Soviet troops and held for some days

## North American B-25 "Mitchell" in civil Soviet service

A total of 870 B-25s of all versions was despatched to the USSR under the Lend-Lease programme (out of 914 allocated). Of them, 861 reached their destination. They were supplemented by a certain number of B-25s that had been interned after having made forced landings in the Far East. Some of the Soviet B-25s continued their service in civil aviation after the end of the war. They were used e.g. as photo survey aircraft, and as many as 8 B-25s were used by the Hydrological and Meteorological Service (Gidrometsluzhba) by June 1947.

108-34873	CCCP-A370	B-25J-5-NC	AFL/Northern-RVH	RVH	late40s	USAAF s/n 43-27860; converted to a photo survey aircraft; in dark c/s with light undersides, small titles on nose
---	CCCP-I850	B-25	NKAP	no	reports	used as a cargo aircraft
---	CCCP-M178...	B-25	MAP zavod # 39	no	reports	w/o 28sep46 on the leg from Irkutsk to Krasnoyarsk of a cargo flight from Irkutsk to Ufa when the crew lost orientation while flying in clouds without radio contact to any airfield and deviated from the prescribed flight path to the north by 150 km, the aircraft ran out of fuel, crash-landed in the taiga 9 km from Chermanchet (Shitkino district of the Irkutsk region) and broke up, 4 of the 5 crew killed while the 5th one and the sole passenger were slightly injured; t/t 86 hours 30 minutes; wreck found only 03oct46
---	CCCP-L1169	B-25D	GVF	UCT	1955	in olive drab c/s, probably no titles; used for geological research at Ukhta in 1955
---	CCCP-M178 ?	B-25	Gidrometsluzhba	YKS	24dec46	opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the Yakutian Directorate of the Hydrological and Meteorological Service)
---	CCCP-M178	B-25	GUGK	trf	14sep48	probably the same aircraft as above; converted to a photo survey aircraft; opb ao YaAGP GUGK (aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
---	CCCP-M345	B-25	Gidrometsluzhba		jun47	
---	CCCP-N336	B-25	Polyarnaya Aviats.	trf	1944	
---	not known	B-25	NKVD - Dalstroj	trf	jan45	
---	CCCP-N366	B-25	Polyarnaya Aviats.	no	reports	opb MAGON; under maintenance by 10may45
---	CCCP-X717	B-25	MMP - Dalstroj	no	reports	
---	CCCP-N445	B-25	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa at Zakharkovo; damaged 17sep47 on landing at the soaked runway at Odemskaya Kultbaza; flew ice-reconnaissance missions in 1948; wfu in the first half of 1950

## Savoia-Marchetti S.55 in Soviet service

This two-engined double-hulled flying boat became famous by the transatlantic flights of Marshall Italo Balbo. The Soviet Union ordered five aircraft of the version S.55P which had, however, many features of the more modern S.55X, as the more powerful "Asso" 750 engines. Engine cowlings were added on Soviet demand to adapt the aircraft for operations in cold climate. The first aircraft of the batch of five completed flight tests on 16 March 1933, and four of them were shipped to Odessa in spring 1933 while the fifth one was ferried by air. Four S.55Ps served with the Far Eastern Directorate of Aeroflot for some years, being employed on the summertime Khabarovsk-Sakhalin service from 1934 onwards. Four of the five flying boats were lost in accidents, among them the one which was to be used by Polar Aviation, but crashed already on its ferry flight from Sevastopol to the Arctic. The c/n of this Polar Aviation aircraft is still a problem. In the accident report as found by Russian aviation researcher Mikhail Orlov it is given as 10526, but according to the Italian publication "Aeroplani SIAI 1915-1935" by Giorgio Bignozzi and Roberto Gentilli (Firenze 1982) that c/n was I-OLAO of Società Aerea Mediterranea and later Ala Littoria (registered on 7 January 1931 and destroyed in August 1936). According to the same publication, c/n 10531 was the fifth aircraft delivered to the Soviet Union.

10526 ?	CCCP-N11	S.55P	Polyarnaya Aviats.	toc	05jun33	c/n given in the Soviet accident report as 10526, but according to "Aeroplani SIAI 1915-1935" that c/n was I-OLAO (rgd 07jan31 and destroyed aug36) and c/n 10531 was delivered to the Soviet Union; ex I-AABV; delivered by ship via Odessa to Sevastopol may33; never entered into the Soviet register; opb Severo-vostochnaya lyotnaya gruppa; registration not painted on, marked just 'URSS' for the ferry flight; ferried from Sevastopol to ostrov Vrangelya starting 11jul33; w/o 12jul33 on the leg from Yeisk to Volsk of its delivery flight, while the aircraft was flying low over the river Volga near Voskresensk (20 km south of Volsk) it suddenly pitched over and crashed into the river (possibly due to a local atmospheric phenomenon), 2 of the 4 crew (commander: Benedikt L. Bukhholts/Buchholz) and the sole passenger killed and the 2 survivors seriously injured; t/t 12 hours and 15 cycles
10527	CCCP-L995	S.55P	AFL/Far East-KHV	rgd	15jun34	ex I-AABT; delivered by ship via Odessa to Khabarovsk in 1933, but assembled only in spring 1934; opb 13 TAO at Khabarovsk Harbour; required repair by apr37, but this could not be achieved; canx 17oct38 as worn out
10528	CCCP-L996	S.55P	AFL/Far East-KHV	rgd	15jun34	ex I-AABS; delivered by ship via Odessa to Khabarovsk in 1933, but assembled only in spring 1934; opb 13 TAO at Khabarovsk Harbour; dbr 21jun36 (captain: I.P. Mazuruk); canx 27sep36
10529	CCCP-L997	S.55P	AFL/Far East-KHV	rgd	15jun34	ex I-AABT; delivered by ship via Odessa to Khabarovsk in 1933, but assembled only by 14may34 (as the first of the S.55s); opb 13 TAO at Khabarovsk Harbour; dbr 12sep34 on the leg from Olga bay to Tirkha of a flight from Olga bay to Vladivostok when the right hull hit a floating tree during the landing run and the flying boat broke up, 2 of the 9 passengers killed while the crew survived
10530	URSS	S.55P	no titles	photo		ex I-AABU; with red rudders; ferried from Sesto Calende via Brindisi, Athens and Istanbul to Odessa 08/10jul33 and on to Sevastopol 14jul33
	CCCP-L840	S.55P	AFL/Far East-KHV	rgd	15jul33	underwent check trials with NII GVF at Sevastopol; ferried in 13 legs from Sevastopol to Vladivostok 28jul33/early aug33; made a proving flight from Vladivostok over Sakhalin to Petropavlovsk-Kamchatski 26sep/16oct33; stored in a shed at Khabarovsk Harbour during winter 1933/34; opb 13 TAO at Khabarovsk Harbour; w/o 26jun35 on a flight from Aleksandrovsk-na-Sakhaline to Khabarovsk when crashed at mys Lazareva cape on the Tatar Strait in fog, all 3 crew and 9 passengers survived but were later shot by hunters; wreck found again aug85

## Savoia-Marchetti SM.79 "Sparviero" in Soviet service

Six Yugoslav examples of this Italian three-engined medium bomber tried to escape to the Soviet Union during the German invasion of Yugoslavia in April 1941. Only four managed to reach the Soviet Union, with two of them landing at Beltsy on 15 April and continuing to Odessa. Three of these SM.79Ks were briefly used by the Soviet Air Force in 1941. They were taken on charge after the German invasion of the Soviet Union (none was on the inventory yet by 20 June 1941) and used as night bombers by 5 sbap 21 sad from August 1941. The aircraft were modified in September so that they could be armed with Soviet bombs.

## Short "Stirling" in Soviet service

One Short "Stirling" B Mk.III was delivered to the Soviet Union via Lend-Lease. The aircraft arrived at 119 MU at Shaibah (a unit primarily involved with aircraft for the USSR) on 2 March 1945 to be prepared for delivery to the Soviet Air Force. After Soviet markings had been applied the aircraft was checked, modified and then flown by Flight Lieutenant J. Weber to Meherabad airfield near Teheran for handing over on 25 March, but the Russians insisted it was flown to their air base at Qaleh Morgeh. There it suffered various snags: During taxiing tests the tail wheel was damaged and later (while stationary) the port main tyre burst and the blast blew out the wing bomb doors. Repairs were still being carried out on 30 April, but eventually the "Stirling" was accepted by the Russians on 5 May 1945.

[LK615]	no code	Stirling	Soviet Air Force	mfd	jul44	"Stirling" B Mk.III; built by Austin Motors at Longbridge, no c/n allocated; ex RAF s/n LK615; arrived at Qaleh Morgeh (Iran) 25mar45 for transfer to Soviet representatives (already with Soviet markings), but was rejected because of various defects; repaired at Habbaniya (Iraq) until 30apr45 and finally accepted at Qaleh Morgeh 05may45; evaluated by LII NKAP at Kratovo in summer 1945, but did not arise any enthusiasm; in dark earth/dark green camo c/s with black undersides, all British markings painted out
	CCCP-N415 (*)	Stirling	Polyarnaya Aviats.	trf	1946	opb Moskovskaya aviagruppa at Zakharkovo from spring 1946; used for familiarisation flights may46 (2 hours 40 minutes); was to be adapted for use in the Arctic by Factory No. 477 at Krasnoyarsk in 1947, but this did not happen (the type was not apt for use as a transport because of its aft centre-of-gravity position); considered non-airworthy from apr47; canx between 10jul47 and 20aug47; rumours say the hulk is still existing and shall be recovered

## Siebel Si 204, Aero C-3 & SNCAC NC.701 "Martinet" in Soviet and Polish service

Several Si 204s were converted to Arctic configuration by the Polar Aviation aircraft repair workshops at Leipzig-Schkeuditz in 1946/47. Nine were on charge by 1 April 1947 and twelve by 1948. They were withdrawn in 1948 after several accidents had occurred. Nine of the Polar Siebels were transferred to the Hydrological and Meteorological Service (Gidrometsluzhba) where they received registrations in the range from CCCP-M351 to CCCP-M360. They were based at Moscow, Leningrad, Alma-Ata and other cities. Five of them remained on charge by April 1950, with four of them being withdrawn from use by the summer of that year. The withdrawal date of the last Gidrometsluzhba Si 204 is not known. Aeroflot also used several Siebels.

After the end of WWII, the production of the Si 204 continued in Czechoslovakia and France. Aero at Vodochody had built the type under licence from March 1943 to January 1945 and continued production of the Si 204D after the war as the Aero C-3, C-103 and D-44, with 179 aircraft built until 1949. Some of them were delivered to the Soviet Union, where they were referred to just as Siebels.

SNCAC at Bourges had built the type between April 1942 and August 1944 and resumed production in 1946 as the NC.701 (Si 204D) and NC.702 (Si 204A) "Martinet". Six NC.701s were delivered to the Polish airline LOT in 1947 and briefly used as photo-survey machines before being passed on to the Polish Air Force. Documents dated 1 January 1950 listed all in Air Force service.

5121	CCCP-N409	Si 204D-0	Polyarnaya Aviats.			built by Siebel Flugzeugwerke at Halle; opb Igarskaya aviagruppa; w/o 16mar47 on take-off from Dudinka when lost speed and crashed, pilot (V.L. Brekhov) killed; canx 10jul47
251563	CCCP-N408	Si 204D-1	Polyarnaya Aviats.			ex BN+SB of the German Air Force; opb Chukotskaya aviagruppa; w/o 02apr47 on landing at Chokurdakh with only one engine working when the pilot (Vyaltsev) did not cope with the situation, the aircraft veered off the runway and crashed into the embankment of the river Indigirka; canx 10jul47
251571	CCCP-N376	Si 204D	Polyarnaya Aviats.	CYX	1946	in dark green c/s with light blue undersides, 'Aviaarktika' titles; registration painted on fuselage as 'H-376', prefix on wings only; ferried to Moscow in summer 1945; h/o to Chukotskaya aviagruppa 02may46; ferried to Moscow for modifications sep46; flew 127 hours in 1946
322119	CCCP-N370	Si 204D-1	Polyarnaya Aviats.	no	reports	built by Aero at Prague-Vysocany; ex BU+PH of the German Air Force; opb Chukotskaya aviagruppa jul45/sep46; ferried to Moscow for modifications sep46
---	CCCP-F274	Si 204D	Selkhozaviosomka	trf	1947	ex Polyarnaya Aviatsiya; based at Orsha; wfu probably in 1951
---	CCCP-L540	Si 204D	AFL/Tajikistan	no	reports	opb 8 TAO; w/o 30oct47 on a flight from Stalinabad to Tashkent when the pilot tried to overfly the Turkistan ridge although it was covered in clouds, at the end of a gorge the aircraft entered the clouds and crashed at a height of 4,050 metres into the steep southern slope of the Turkistan ridge (N39.533333 E69.299999) north of the mouth of the Kolla-Khona river near Pastigov, all 4 crew and 7 passengers killed; the wreck was discovered by local residents in early nov47, but they did not inform any authorities about their find, looted the wreck and tried to destroy it, the fact was discovered by chance in 1949 only and the accident investigation commission arrived 10sep49, not much of the wreckage and no bodies were left by then
---	CCCP-M351	Si 204D	Gidrometsluzhba	trf	03jun48	ex Polyarnaya Aviatsiya
---	CCCP-M352 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M353 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M354 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M355 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M356 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M357 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M358 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M359 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-M360 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
---	CCCP-N371	Si 204D	Polyarnaya Aviats.	no	reports	opb Chukotskaya aviagruppa; under maintenance by 10jul45; arrived at Kresty Kolymskiye from Moscow aug45; in document 10apr46 at Kresty Kolymskiye, operational
---	CCCP-N372	Si 204D	Polyarnaya Aviats.	no	reports	opb Yeniseiskaya aviagruppa from mid-1945
---	CCCP-N379	Si 204D	Polyarnaya Aviats.	no	reports	ferried to Moscow in summer 1945; opb Chukotskaya aviagruppa; dbr 01jul46 on the leg from Zyryanka to Chokurdakh of a positioning flight from Moscow to Kresty Kolymskiye when at first the left and later also the right engine failed, the aircraft force-landed on a foreland of the river Fedotikha (Yakutiya) and ended up in the river, all 3 crew (pilot: F.K. Kukanov) and the sole passenger escaped unhurt; as the aircraft could not be evacuated from the river it was abandoned; canx 15nov46
---	CCCP-N398	Si 204D	Polyarnaya Aviats.	IAA	1947	in natural metal c/s with red cheatline and trim; registration painted on fuselage as 'H-398', prefix on wings only
---	CCCP-N414	Si 204D	Polyarnaya Aviats.			opb Moskovskaya aviagruppa; dbr may47 when one engine failed and the other one developed problems, the aircraft crash-landed in the Tula region
---	CCCP-N415 (*)	Si 204D	Polyarnaya Aviats.	toc	aug47	trf to Gidrometsluzhba 03jun48
---	"20" black	Si 204D	Soviet Air Force	ph.	1945	actually an Aero C-103, with tall fin; actually Czechoslovakian Air Force, opb Cvicná a dopravní skupina 1. cs. smíšené letecké divize; in all-cream c/s
---	"21" yellow	Si 204D	Soviet Air Force	ph.	1945	underwent trials with the NII VVS in 1945; in dark green c/s with light blue undersides
---	not known	Si 204D	AFL/Armenia	dbr	mar47	when one engine failed on finals and the aircraft crashed into a barn, all 3 crew (pilot: Simonyants) injured
185	SP-LFA	NC.701	LOT	rgd	13may47	ex F-BDLB; canx 15may48
227	SP-LFB	NC.701	LOT	rgd	04jun47	ex F-BDLE; canx 05may48
228	SP-LFC	NC.701	LOT	rgd	25jun47	ex F-BDLJ; canx 05may48
230	SP-LFD	NC.701	LOT	rgd	04jun47	ex F-BDLK; canx 05may48
231	SP-LFE	NC.701	LOT	rgd	11sep47	ex F-BDLL; canx 04may48
232	SP-LFF	NC.701	LOT	rgd	24sep47	ex F-BDLM; canx 15may48

## Sikorsky S-58 & H-34 "Seahorse" in Soviet service

When Soviet leader Nikita Khrushchov visited the USA in September 1959, he also rode in a "Marine One" HUS-1Z helicopter (the military VIP version of the S-58, which was re-designated VH-34D in 1962) with President Eisenhower. Khrushchov, who had not trusted helicopters before, did enjoy that flight. Eisenhower said something like "So why don't you order a few of these?", and surprisingly, Khrushchov said "Yes". The military as well as Sikorsky Aircraft were not at all enthusiastic about Eisenhower's offer, but it was too late - the President could not back out. The Soviet Council of Ministers ordered the Ministry of Foreign Trade on 18 November 1959 to buy two S-58 helicopters in VIP configuration (similar to the HUS-1Z) and two Vertol V-44 utility helicopters, and the contract for these four was signed in March 1960. The "Seahorses" were accepted by a Soviet delegation at the Stratford factory in December 1960. They were sent by sea together with the Vertols and arrived in Moscow in January/February 1961. The helicopters were handed over to the Ministry of Aviation Industry (MAP), assembled and exhibited on the premises of Factory No. 22 at Kazan and later relocated to the LII at Zhukovskii where they were exhibited as well at first. Of course, the Soviet Union did not use the S-58s to transport Khrushchov, but to study state-of-the-art US technology. The VIP interior was removed, and one S-58 was used for flight tests by the LII at Zhukovskii (along with one V-44), while the other one (and the second V-44) ended up with the Mil Design Bureau at Factory No. 329. The flight test campaign by the LII consisted of three stages: The first one until 31 August 1961 (handling evaluation of the helicopter and autopilot tests), the second one until 30 November (checking the flight performance of the helicopter and establishing the tensions in the system of the main rotor) and the third one until 30 December (studying the flutter of the main rotor blades and establishing the dynamic stability). Sadly, none of the S-58s tested in the Soviet Union survived to this day.

58-1241	L-27491	S-58	MAP LII Zhukovski	d/d	early61	with large window in the cabin door; ex '5' and N74162; no titles; during test flights at Stratford in all-grey (?) c/s with both US and Soviet registration on; later with only the Soviet registration on and with a cheatline, Soviet flag on fin
	I-274FI	S-58	Sikorsky		photo	painted up in these fake markings (with a US flag on the fin) probably for a movie, registration with Latin letters; was preserved in the Soviet Air Force museum at Monino, slowly decayed and was eventually scrapped
58-1242	L-27492	S-58	MAP MVZ im. Milya	d/d	early61	with small window in the cabin door; ex '6'; no titles; during test flights at Stratford in Sikorsky company colours; later with a cheatline, Soviet flag on fin; trf to the Moscow Aviation Institute (MAI) as an instructional airframe and disassembled there, some parts still exist there
---	not known	UH-34D	Soviet Air Force	no	reports	originally opb the US Marine Corps, captured in Vietnam and sent to the Soviet Union by the government of North Vietnam in 1965; underwent trials with the NII VVS at Chkalovski; later studied by Mil OKB and eventually scrapped

## SNCASE SE.161 "Languedoc" in Polish service

One of these four-engined transports was presented at Warsaw on 21 March 1947, and LOT ordered five SE.161/1 "Languedoc" B-2 in May 1947. They were delivered very quickly, but were found to suffer from unreliable engines, various other technical problems and a bad safety record. After the forced landing of SP-LDA due to multiple engine failure on 31 May 1948 the other three "Languedocs" were grounded by LOT and the fifth one did not even enter service. SNCASE offered to replace the unreliable Gnome-Rhône 14N68/14N69 engines by Pratt&Whitney R-1830 engines, but LOT was not interested. All Polish "Languedocs" remained on the ground and were eventually cancelled on 20 December 1950. Sadly, some LOT officials responsible for the type were accused of sabotage by the Polish authorities and sentenced to death. But actually, the type was to blame for the problems, not these LOT officials...

15	SP-LDD	SE.161/1	LOT	no	reports	ex F-BATO (ntu); no CoFR issued so cannot have been used; no photo known so probably not even delivered
18	SP-LDC	SE.161/1	LOT	rgd	23oct47	ex F-BATR (ntu); photo exists; canx 20dec50; scrapped
21	SP-LDA	SE.161/1	LOT	rgd	16jul47	took part in the Polish Aviation Day display at Bydgoszcz 07sep47; damaged on a flight from Warsaw to Paris 31may48 when 3 engines failed in-flight and the aircraft force-landed wheels-up near Reims (France), all occupants escaped unhurt; repaired and returned to Poland, but did not re-enter service; canx 20dec50; photo of the stored hulk exists; scrapped
22	SP-LDB	SE.161/1	LOT	rgd	24jul47	photo exists; grounded after the accident of SP-LDA 31may48; canx 20dec50; scrapped
44	SP-LDE	SE.161/1	LOT	rgd	15oct47	photo exists; grounded after the accident of SP-LDA 31may48; canx 20dec50; scrapped