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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 1943, 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at Bezenchuk in 1944 which also received three "Albemarles" were still charge of the school by 9 May 1945, but were withdrawn from use in autumn that year. Two more "Albemarles" were reported! 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
	CCCP-L406	Albemarle	GVF/Moscow-VKO	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1503]	not known	Albemarle	Soviet Air Force	-		"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)
[P1562]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1562
	CCCP-L408	Albemarle	GVF/Moscow-VKO	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1567]	not known	Albemarle	Soviet Air Force	d/d	03mar43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1567; left Scotland for Moscow-Vnukovo 03mar43 as the first
						"Albemarle" to be delivered
	CCCP-L400	Albemarle	GVF/Moscow-VKO	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1590]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1590
	CCCP-L401	Albemarle	GVF/Moscow-VKO	rgd	05may43	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 P1595
	CCCP-L409	Albemarle	GVF/Moscow-VKO	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1636]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1636
	CCCP-L402	Albemarle	GVF/Moscow-VKO	rgd	05may43	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 P1637
	CCCP-L407	Albemarle	GVF/Moscow-VKO	rgd	05may43	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
[P1638]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1638
	CCCP-L410	Albemarle	GVF/Moscow-VKO	rgd	06may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1640]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1640
	CCCP-L403	Albemarle	GVF/Moscow-VKO	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
[P1642]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1642
	CCCP-L404	Albemarle	GVF/Moscow-VKO	rgd	05may43	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
[P1645]	not known	Albemarle	Soviet Air Force	d/d	27apr43	"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
[P1647]	not known	Albemarle	Soviet Air Force	d/d	m/apr43	"Albemarle" ST Mk.I Srs.III; ex RAF s/n P1647
	CCCP-L405	Albemarle	GVF/Moscow-VKO	rgd	05may43	opb 3 tap 1 atd GVF (redesignated 10 tad in 1944)
	not known	Albemarle	GVF/Moscow-VKO			opb 3 tap 1 atd GVF; crashed into a lake near Sverdlovsk
	not known	Albemarle	GVF/Moscow-VKO			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 Air Force			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 Divison; in natural metal c/s; captured by Soviet troops jun40
	not known	Anson	Soviet Air Force	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 dismounted 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'.

probably in 1946 when overshot the runway, breaking the landing gear and damaging the nose; scrapped	[LL884] [NF985]	"01" white "02" white	Lancaster Lancaster	Soviet Navy Soviet Navy	no	photo reports	"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 (N64.38333 E41.3333) 121.28p44; 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 trao 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 otrap VVS SF in 1946; trf as a ground instructional airframe to the Aviation Engineering College at Riga in summer 1946 "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 otrap 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
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# 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; I/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	Britannia Britannia	Cubana Cubana	d/d	1959	"Britannia" 318
	OK-MBB CU-T671	Britannia Britannia	CSA Cubana	rgd ret	03oct63 05jan69	seconded from Cubana; in basic Cubana c/s; canx 06jan69 I/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

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 Zaklady Lotnicze Mielec' titles; used as a liaison aircraft by the factory; wfu due to glue problems and canx 22jun55

## 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 5367 5739 5750 5751 5765	SP-LEJ SP-LEC SP-LEG SP-LED SP-LEE SP-LEM SP-GLC	UC-78 UC-78 UC-78 UC-78 UC-78 UC-78 UC-78 UC-78	LOT LOT LOT LOT LOT LOT Inst. Lotnictwa	rgd rgd rgd rgd rgd	11nov47 10aug47 30sep47 19aug47 01sep47 25nov52	USAAF s/n 43-7662; wfu probably in late 1949; canx 15may50; scrapped USAAF s/n 43-7847; wfu probably in late 1949; canx 18may50; scrapped USAAF s/n 43-31801; wfu probably in late 1949; canx 14may50; scrapped USAAF s/n 43-31812; wfu probably in late 1949; canx 07jul50; scrapped USAAF s/n 43-31813; wfu probably in late 1949; canx 15may50; scrapped USAAF s/n 43-31813; wfu probably in late 1949; canx 15may50; scrapped USAAF s/n 43-31827; no CofR issued wfu 30aug62 and stored; canx 02oct67; preserved in Muzeum Lotnictwa Polskiego (N50.076997
5795 5885 6011 6016 6035	SP-LEK SP-LEF SP-LEH SP-LEB SP-LEA	UC-78 UC-78 UC-78 UC-78 UC-78 UC-78	LOT LOT LOT LOT LOT	rgd rgd rgd rgd rgd	12nov47 30sep47 30sep47 24jul47 30jul47	E19.992261) at Kraków from 04jul68, l/n dec12 USAAF s/n 43-31857; wfu probably in late 1949; canx 07may50; scrapped USAAF s/n 43-31947; wfu probably in late 1949; canx 03jun50; scrapped USAAF s/n 43-32073; wfu probably in late 1949; canx 06jul50; scrapped USAAF s/n 43-32078; wfu probably in late 1949; canx 15may50; scrapped USAAF s/n 43-32078; wfu probably in late 1949; canx 15may50; scrapped USAAF s/n 43-32077; w/o 13sep47; canx 20sep47; scrapped
	SP-LEL SP-LEN SP-LEO	UC-78 UC-78 UC-78	LOT LOT LOT			no CofR issued; painted up; scrapped no CofR issued; painted up; scrapped 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-Ruzyne 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 So	viet Air Force			USAAF s/n 40-2355; originally opb 28th BG of the USAAF; force-landed at Yelizovo 12sep43 after being
316	111820	B-24D-CO Sov	viet Air Force	trf	31mar43	damaged during an attack on Japan USAAF 5;v141-11820; 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; tr 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 GV	F/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 Sov	viet 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 sparse
2054	240977	B-24D120CO Sov	viet 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 (redesionated 203 an 15dec45) at Balbasovo
5001	441065	B-24J195CO Sov	viet 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; 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 Flisht 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 Cze	echoslovak 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-Ruzyne 25jul45 to explore the airport before the airlift from the UK commenced; dbr 20aug45 on landing at Prague-Ruzyne when overran the runway, damaging its landing gear and left wing; struck off charge 21jun47
645	EV985/PP-Z	B-24J-15CF Cze	echoslovak 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-Ruzyne 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 Cze	echoslovak AF	trf	jul45	"Liberator" GR Mk.VI; USAAF s/n 44-10364; ex No. 311 Sqn RAF; named 'UrÜula'; 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 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-

252628 B-24H-15FO Soviet Air Force USA 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
1394 ? / Teu	B-2411-20FO Soviet All Force	North Sea 05auq44 !; force-landed at Yemilchino (30 km west of Korosten) 14auq44; obb 25 ad d
		(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;
2107 255542	B 2411 Sol O Soviet Air Force	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)
2027 200712		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 5dec45) 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 Kecskemét (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 Kecskemét (Hungary)
2242 44222		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
4283 449428	B-24L-5-FO Soviet Air Force	21feb45; probably opb 25 ap dd (redesignated 203 ap 15dec45) at Balbasovo USAAF s/n 44-49428; originally opb 461st BG, 765th BS of the USAAF; force-landed at Pécs (Hungary)
4263 449428	B-24L-3-FO Soviet Air Force	USAAF 5/II 44-45426, Originally Opp 401st BG, 70511 BS of the USAAF 5/II recentition at Pecs (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:
4319 449404	B-24E-3-10 Soviet All Force	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 Kecskemét (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 Györ (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
5292 450437	B 24M 1 EQ. Coviet Air Force	possibly destroyed by the ensuing fire USAAF s/n 44-50437; originally opb 484th BG of the USAAF; force-landed at Kecskemét (Hungary)
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" & PBY "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 Reykjavík to the Kola peninsula between 25 May and 27 July 1944. The first four PBN-1s Inded of the Northern Piet and was terried from Elizabeth City via Gander and Reykjavik to the Kola perinistia between 25 May and 27 July 1944. The inst 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 PBY-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 PBY-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 PBY-5As cannot be confirmed in any way and seem to be unfounded (a photo of a PBY-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 orbap; Baltic Fleet: 15 orae, 16 orae, 17 orae, 29 orae, 49 ae and 69 omrap; Black Sea Fleet: The approximation of the Soviet Navy were developed of the Soviet Rouge after WWIII. Will Nine Soviet Navy Reputed to the owner of the Soviet Rouge and robap; 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".

Aviation received at least 1.5 "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 PBY-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.

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 PBY-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 Grebnoi port harbour of Leningrad jun38
	CCCP CCCP-N243	Model 28-1 Model 28-1	Polyarnaya Aviats. Polyarnaya Aviats.	ph. rgd	05jul38 17jun38	'L-2' on fin painted over, but still visible; ferried to Khimki 05jul38; I/n 23jul38, see rgd date below 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 Polyamay Aviatsiya); w/o 27jul42 (date confirmed by Soviet documents) when was destroyed by shellfire from the German submarine U601 while being anchored off Malyye 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

	no code	Model 28-2	Soviet Navy		photo	re-assembled by Factory No. 31 at Taganrog; equipped with a nose turret, machine-guns and bomb racks, served as a benchmark for the GST version; no markings apart from Red Stars on the wing top surface and ULSER CCCPL on the wing lower surface.
[02795]	02795 CCCP-N340	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	d/d ph.	jun44 1947	'USSR CCCP' on the wing lower surface US Navy BuNo 02795 opb MAGON from 24jan51; flew ice-reconnaissance missions 25aug/21sep44, 19jun/02oct45, 17jul/05oct46 and 01jun/22jul47
	CCCP-N340	KM-1	Polyarnaya Aviats.		photo	registration painted on as 'H-340'; with small radar; in US Navy c/s, no titles
[02797] [02798]	02797 02798	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02797 US Navy BuNo 02798
[02800]	02800 CCCP-N339	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats	mfd	05aug43	US Navy BuNo 02800; d/d jun44 opb MAGON; flew ice-reconnaissance missions 20jul/05oct44 and returned to Moscow 13oct44; flew ice-
						reconnaissance missions 02/03aug45 and 05/06sep45
	CCCP-N339	KM-2	Polyarnaya Aviats.			trf from Moskovskaya aviagruppa to Chukotskaya aviagruppa 30nov50; canx 05apr57 as amortisation period expired
[02806]	02806	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02806; opb 1 mrae 44 sap VVS BVF; w/o 29oct44 on the leg from from Naryan-Mar to Lakhta of a positioning flight from Novaya Zemlya to Arkhangelsk when the crew (commander: 2LT Ivan Vetrov) cut the route short, encountered heavy fog in the Timanski kryazh area near Severodvinsk and descended in order to establish visual contact with the ground, but the aircraft collided with a hill-top 2 km south-west of Lodka hill, 6 of the 7 crew killed, the injured survivor walked 12 days through the tundra until he reached a settlement; wreck with clearly visible number '02806' extant at the crash site by sep11
[02809]	02809	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02809
[02810] [02811]	02810 02811	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02810 US Navy BuNo 02811
[02812] [02813]	02812 02813	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02812 US Navy BuNo 02813
[]	CCCP-N422 CCCP-N422	PBN-1 KM-2	Polyarnaya Aviats. Polyarnaya Aviats.	-, -	<b>,</b>	flew ice-reconnaissance missions 01jul/24aug46 and 17jun/02sep47 opb Igarskaya aviagruppa from 24jan51; flew ice-reconnaissance missions 19aug/08sep51
[02814]	02814	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02814
[02815] [02816]	02815 02816	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02815 US Navy BuNo 02816
[02817]	02817 CCCP-N488	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	mfd trf	23nov43 1948 ?	US Navý BuNo 02817; d/d jun44 flew ice-reconnaissance missions 28jun/14sep48; trf to MAGON 28jan49
	CCCP-N488	KM-2	Polyarnaya Aviats.	no	reports	To know the recombination of 20 and 2
[02818] [02819]	02818 02819	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02818 US Navy BuNo 02819
[02820]	02820	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02820
[02822] [02823]	02822 02823	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02822 US Navy BuNo 02823
[02824] [02825]	02824 02825	PBN-1 PBN-1	Soviet Navy Soviet Navy	d/d d/d	jun44 jun44	US Navy BuNo 02824 US Navy BuNo 02825
[02826]	02826	PBN-1	Soviet Navy	d/d	jun44	US Navy BuNo 02826; ferried by 65 apspn GU VVS; left Elizabeth City 25may44; w/o 18jun44 (not
						17jun44) on the leg from Reykjavík to Guba Gryaznaya of its delivery flight when the crew lost their bearings in adverse weather and the aircraft crashed in fog into Andotten cliff on Sørøya Island in occupied
[02827]	02827	PBN-1	Soviet Navy	d/d	jun44	Norway, all 6 crew (commander: Colonel Viktor N. Vasilyev) killed US Navy BuNo 02827
[02828]	02828	PBN-1	Soviet Navy	mfd	30may44	US Navy BuNo 02828; d/d jun44
	CCCP-N487 CCCP-N487	PBN-1 KM-2	Polyarnaya Aviats. Polyarnaya Aviats.	trf	25mar48	trf to MAGON 28jan49; flew ice-reconnaissance missions 06jul/06sep49 opb Igarskaya aviagruppa from 24jan51; opb Chukotskaya aviagruppa 01jul/19sep52; canx 05apr57 as
[02829]	02829	PBN-1	Soviet Navy			amortisation period expired US Navy BuNo 02829
[02830]	02830	PBN-1	Soviet Navy			US Navy BuNo 02830
[02831] [02832]	02831 02832	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02831 US Navy BuNo 02832
[02833] [02834]	02833 02834	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02833 US Navy BuNo 02834
[02835] [02836]	02835 02836	PBN-1 PBN-1	Soviet Navý Soviet Navy			US Navý BuNo 02835 US Navy BuNo 02836
[02837]	02837	PBN-1	Soviet Navy			US Navy BuNo 02837
[02841] [02842]	02841 02842	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02841 US Navy BuNo 02842
[02843] [02844]	02843 02844	PBN-1 PBN-1	Soviet Navý Soviet Navy			US Navý BuNo 02843 US Navy BuNo 02844
[02845]	02845	PBN-1	Soviet Navy			US Navy BuNo 02845
[02846] [02847]	02846 02847	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02846 US Navy BuNo 02847
	CCCP-N338	PBN-1	Polyarnaya Aviats.			opb MAGON from 24jan51; flew ice-reconnaissance missions 08jul/23sep44, 29jun/04sep45 and 11/25aug46 (returned to Moscow 26aug46); modified by Factory No. 447 to, see next line
	CCCP-N338	KM-2	Polyarnaya Aviats.	ph.	sep48	the first KM-2; without radar; registration painted on as 'H-338'; in dark green c/s with light grey undersides, no titles; underwent factory trials jun48/jul48 and state acceptance trials on Lake Kish near
[02040]	02040	DDN 1	Couriet Nova			Riga 04sep/09oct48; flew ice-reconnaissance missions 15aug/12sep49, 23jul/05sep50 and 14aug/10sep53
[02848] [02849]	02848 02849	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02848 US Navy BuNo 02849
[02850] [02852]	02850 02852	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02850 US Navy BuNo 02852
[02853] [02854]	02853 02854	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02853 US Navy BuNo 02854
[02855]	02855	PBN-1	Soviet Navy			US Navy BuNo 02855
[02856] [02857]	02856 02857	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02856 US Navy BuNo 02857
[02858] [02859]	02858 02859	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02858 US Navy BuNo 02859
[02860]	02860	PBN-1	Soviet Navy			US Navý BuNo 02860 US Navy BuNo 02861
[02861]	02861 CCCP-N482	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	trf	25mar48	flew ice-reconnaissance missions 05/15sep48; trf to MAGON 28jan49; flew ice-reconnaissance missions
	CCCP-N482	KM-2	Polyarnaya Aviats.			14aug/16sep49 probably converted in 1950/51; opb Chukotskaya aviagruppa from 24jan51; flew ice-reconnaissance
						missions 23aug/22sep52 and 27jun/13aug53; trf from Chukotskaya aviagruppa to MAGON 31jul54; canx 05apr57 as amortisation period expired
[02862] [02863]	02862	PBN-1 PBN-1	Soviet Navy			US Navy BuNo 02863
[02864]	02863 02864	PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02864
[02865] [02866]	02865 02866	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02865 US Navy BuNo 02866
[02867] [02868]	02867 02868	PBN-1 PBN-1	Soviet Navý Soviet Navy			US Navy BuNo 02867 US Navy BuNo 02868; ferried from Elizabeth City to NAS Kodiak, AK 10/17aug44 and handed over there
[02869]	02869	PBN-1	Soviet Navy			US Navy BuNo 02869
[02870]	"11" white	PBN-1	Soviet Navy	ph.	aug44	US Navy BuNo 02870; without radar; opb 16 omrap VVS TOF at Sukhodol; in US Navy c/s; f/n NAS Kodiak, AK aug44; w/o 01aug45 on a training flight when encountered heavy fog near Shamora bay and crashed at
						a height of 200-300 metres into the slope of hill 405 metres near Shamora airfield (N43.198475 E132.062591), 5 of the 7 crew (commander: 2LT G.P. Aparinov) killed and 1 injured; not much of the
[02071]	02021		Soviet News			wreckage left by 2008
[02871] [02872]	02871 02872	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02871 US Navy BuNo 02872
[02873] [02874]	02873 02874	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02873 US Navy BuNo 02874
[02875] [02876]	02875 02876	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02875 US Navy BuNo 02876
[02876]	CCCP-N481	PBN-1	Polyarnaya Aviats.	mfd	26jun44	US Navy BuNo 02877; ferried from the US by I.P. Mazuruk's team in 1944
	CCCP-N481	KM-2	Polyarnaya Aviats.			registration painted on as 'H-481'; without radar; trf from MAGON to Chukotskaya aviagruppa 30nov50; opb MAGON from 24jan51; in dark green c/s with light grey undersides, no titles; flew ice-reconnaissance
						missions 20jul/21sep48, 18jul/21sep49, 11jul/21aug50 and 15aug/20sep53; canx 05apr57 as amortisation period expired
[02878]	02878	PBN-1	Soviet Navy			US Navy BuNo 02878
[02879] [02880]	02879 02880	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02879 US Navy BuNo 02880
[02881] [02882]	02881 02882	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02881 US Navy BuNo 02882
[02883]	02883	PBN-1 PBN-1	Soviet Navy			US Navý BuNo 02883
[02884] [02885]	02884 02885	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02884 US Navy BuNo 02885; ferried from Elizabeth City to NAS Kodiak, AK 23/28aug44 and handed over there

[02886] [02887]	02886 02887 CCCP-N483	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Polyarnaya Aviats.	trf	25mar48	US Navy BuNo 02886 US Navy BuNo 02887 trf to MAGON 03jun48; flew ice-reconnaissance missions 19jul48/20sep48, 15aug49/29sep49 and
	CCCP-N483	KM-2	Polyarnaya Aviats.		photo	23jun50/28jul50; photo exists at bukhta Rodzhersa (Wrangel island); in grey c/s with red belly; registration painted on as 'H-483'; opb
[02888]	02888	PBN-1	Soviet Navy			MAGON from 24jan51; flew ice-reconnaissance missions 23aug52/24sep52 and 15jul53/05sep53 US Navy BuNo 02888 US New DNx 02080
[02889] [02890] [02891]	02889 02890 02891	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 02889 US Navy BuNo 02890 US Navy BuNo 02891
[02891] [02892]	02891 02892 CCCP-N485	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Polyarnaya Aviats.			US Navy Bulko 02892 IEw ice-reconnaissance missions 13jun/31aug48
	CCCP-N485	KM-2	Polyarnaya Aviats.	ph.	1953	in grey c/s with red belly; opb MAGON from 24jan51; flew ice-reconnaissance missions 01jul/30aug50, 12jun/02oct51, 27aug/15sep52 and 25jul/22aug53
[02893] [02894]	02893 02894	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02893 US Navy BuNo 02894
[02895] [02896]	02895 02896	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02895 US Navy BuNo 02896
[02897]	02897 CCCP-N484	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	mfd	22jun44	US Navy BuNo 02897
	CCCP-N484	KM-2	Polyarnaya Aviats.		photo	registration painted on as 'H-484'; without radar; opb MAGON from 24jan51; in dark green c/s with light blue undersides; flew ice-reconnaissance missions 30jul/05sep48, 26jul/05sep49, 16aug/27sep50 and 21iul/05sep14. neurofile constant and paint and pain
[02898]	02898 CCCP-N342	PBN-1 PBN-1	Soviet Navy			31jul/25aug51; canx 05apr57 as amortisation period expired US Navy BuNo 02898 or MACON from 2 dispE1; flow ice recomplicance missions 20iul/25aar45, 20iul/14aar46 and 02/15iul47.
[02899]	CCCP-N342 CCCP-N342 02899	PBN-1 KM-2 PBN-1	Polyarnaya Aviats. Polyarnaya Aviats. Soviet Navy	mfd	photo 19oct44	opb MAGON from 24jan51; flew ice-reconnaissance missions 29jul/25sep45, 20jul/14sep46 and 02/15jul47 flew ice-reconnaissance missions 25aug49 and 30/31aug52 US Navy BuNo 02899
[02033]	CCCP-N341	PBN-1	Polyarnaya Aviats.	inid	19900111	opb MAGON; flew ice-reconnaissance missions 18/22aug45, 02jul/18sep46, 24jun/22sep47, 07jul/23sep49 and 18jul/24aug51; trf to Chukotskaya aviagruppa 07jul49 (still as a PBN-1)
	CCCP-N341	KM-2	Polyarnaya Aviats.			opb MAGON from 24jan51; flew ice-reconnaissance missions 17/24aug53; canx 05apr57 as amortisation period expired
[02900]	02900 CCCP-N489	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	trf	25mar48	US Navy BuNo 02900 flew ice-reconnaissance missions 14/23aug48; trf to MAGON 28jan49; flew ice-reconnaissance missions
[02001]	CCCP-N489	KM-2	Polyarnaya Aviats.			03jul/22sep49, 18jul/19sep51 and 23/29aug52 opb MAGON from 24jan51; flew ice-reconnaissance missions 17/30aug53
[02901]	02901 CCCP-N343	PBN-1 PBN-1	Soviet Navy Polyarnaya Aviats.	ph.	1947	US Navy BuNo 02901 at Provideniya; registration painted on as 'H-343'; without radar; in US Navy c/s, no titles; flew ice- reconnaissance missions 02jul/11sep45, 05jul/11sep46 and 03jul47; opb Igarskaya aviagruppa from
[02902]	02902	PBN-1	Soviet Navy			24jan51 US Navy BuNo 02902
[]	CCCP-N344	PBN-1	Polyarnaya Aviats.		photo	registration painted on as 'H-344'; carried Red Stars; opb MAGON from 05dec44; flew ice-reconnaissance missions 27jun/14sep46; modified at Krasnoyarsk jun47; flew ice-reconnaissance missions
						01aug/21sep47; modified at Krasnoyarsk sep48; flew ice-reconnaissance missions 04jul/29sep49; trf to Chukotskaya aviagruppa 07jul49 (still as a PBN-1)
	CCCP-N344	KM-2	Polyarnaya Aviats.		photo	without Red Stars now; in document 01jan51; opb MAGON from 24jan51; flew ice-reconnaissance missions 09jul/26aug51, 27aug/21sep52 and 19jun/13aug53; trf from MAGON to Chukotskaya aviagruppa 31jul54;
[02903] [02904]	02903 02904	PBN-1 PBN-1	Soviet Navy Soviet Navy			trf from Kresty Kolymskogo AO to Moskovski OAO 10jun55 US Navy BuNo 02903 US Navy BuNo 02904; ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco,
[02904]	02904	PBN-1 PBN-1	Soviet Navy			Tunisia and Egypt to Habbaniya (Iraq) 09dec44/09jan45 US Navy BuNo 02905
[02906] [02907]	02906 02907	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02906 US Navy BuNo 02907
[02908] [02909]	02908 02909	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02908 US Navy BuNo 02909
[02910]	02910	PBN-1	Soviet Navy	mfd	22nov44	US Navy BuNo 02910; opb 289 oplap VVS TOF; w/o 05oct50 on a training flight, practising firing at a towed target at night when the crew probably lost spatial orientation and the aircraft crashed into Ussuriski
[02911]	02911	PBN-1	Soviet Navy			zaliv bay 10 km west of cape mys Sysoyeva, all 7 crew killed US Navy BuNo 02911
[02912] [02913]	02912 02913	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02912 US Navy BuNo 02913
[02914] [02915]	02914 02915	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02914 US Navy BuNo 02915; w/o in the late hours of 11jan45 during the leg from Elizabeth City to San Juan (Nucle Bic) of its deliver, flight via the cauther when the Caudian rile late his harden aboth
						(Puerto Rico) of its delivery flight via the southern route when the Canadian pilot lost his bearings shortly after take-off (when he switched from flying by sight to using instruments once he flew past the flares on the river), felt he was rising too quickly and turned downwind, plummeting into the Pasqotank River, 5 of
[02916]	02916	PBN-1	Soviet Navy			the 9 crew (4 Soviets and 1 Canadian) killed while the pilot survived US Navy BuNo (22916
[02917] [02918]	02917 02918	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02917 US Navy BuNo 02918
[02919] [02920]	02919 02920	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navý BuNo 02919 US Navy BuNo 02920
[02921] [02922]	02921 02922	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02921 US Navy BuNo 02922
[02923] [02924]	02923 02924	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02923 US Navy BuNo 02924
[02925] [02926]	02925 02926	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02925 US Navy BuNo 02926
[02927]	02927	PBN-1	Soviet Navy			US Navy BuNo 02927; ferried from Elizabeth City via Puerto Rico, Trinidad, Brazil, Gambia, Morocco, Sicily and Egypt to Habbaniya (Iraq) 01feb45/03mar45
[02928] [02929]	02928 02929	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02928 US Navy BuNo 02929
[02930] [02931] [02932]	02930 02931 02932	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 02930 US Navy BuNo 02931 US Navy BuNo 02932
[02932] [02933] [02934]	02932 02933 02934	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 02933 US Navy BuNo 02934
[02934] [02935] [02936]	02935 02935 02936	PBN-1 PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 02935 US Navy BuNo 02935 US Navy BuNo 02936
[02937] [02938]	02937 02938	PBN-1 PBN-1	Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 02937 US Navy BuNo 02937
[02939] [02940]	02939 02940	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02939 US Navy BuNo 02940
[02941] [02942]	02941 02942	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navý BuNo 02941 US Navy BuNo 02942
[02943] [02944]	02943 02944	PBN-1 PBN-1	Soviet Navy Soviet Navy			US Navy BuNo 02943 US Navy BuNo 02944
	CCCP-N486 CCCP-N486	PBN-1 KM-2	Polyarnaya Aviats. Polyarnaya Aviats.	ph.	1950	opb MAGON from 24jan51; in dark green c/s with light blue undersides and white stripes on fin; flew ice-
[02945]	02945 CCCP-N419	PBN-1 PBN-1	Soviet Navy	mfd	13mar45	reconnaissance missions 18aug/05oct49, 01jul/07sep50, 10jul/09sep51, 27/28aug52 and 15jul/03sep53 US Navy BuNo 02945 flew ice-reconnaissance missions 19jun/21sep46, 28jun/04oct47, 03aug/20sep50 and 24jun/22sep51
	CCCP-N419 CCCP-N419	KM-2	Polyarnaya Aviats. Polyarnaya Aviats.		photo	in dark grey c/s with light grey undersides and red belly; opb MAGON from 24jan725ep51 aviagruppa 01jul/19sep52; trf from Chukotskaya aviagruppa to MAGON 31jul54; struck off charge 05apr57
[02946]	02946	PBN-1	Soviet Navy			as amortisation period expired US Navy BuNo 02946; several PBY specialists are of the opinion that this was in fact the aircraft which was
			·			damaged by fire on the production line 31dec44 and was replaced in the batch for the Soviet Navy by BuNo 02802 which was re-numbered BuNo 02946 to make the Soviet side think that they got a 'new' aircraft
2020 2022	46656 46658	PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46656; ferried via Alaska to the Far East US Navy BuNo 46658; ferried via Alaska to the Far East
2033 2034	46669 46670	PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46669; ferried via Alaska to the Far East US Navy BuNo 46670; ferried via Alaska to the Far East
2035 2038	46671 46674	PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46671; ferried via Alaska to the Far East US Navy BuNo 46674; ferried via Alaska to the Far East
2039 2040	46675 46676	PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46675; ferried via Alaska to the Far East US Navy BuNo 46676; ferried via Alaska to the Far East
2041 2042	46677 46678 46600	PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46677; ferried via Alaska to the Far East US Navy BuNo 46678; ferried via Alaska to the Far East US Navy BuNo 46600; ferried via Conder, Boukavić and Brechvick, left Elizabeth City 23/up45
2054 2055 2056	46690 46691 46602	PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46690; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 23jun45 US Navy BuNo 46691; ferried via Alaska to the Far East
2056 2057 2058	46692 46693 46694	PBY-6A PBY-6A PBY-6A	Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 46692; ferried via Alaska to the Far East US Navy BuNo 46693; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 23jun45 US Navy BuNo 46694; ferried via Alaska to the Far East
2058 2059 2060	46695 46696	PBY-6A PBY-6A PBY-6A	Soviet Navy Soviet Navy Soviet Navy			US Navy Bullo 46694; ferried via Alaska to the Far East US Navy Bullo 46695; ferried via Alaska to the Far East US Navy Bullo 46696; ferried via Alaska to the Far East
2000			Source Mary			

2061 2062 2063 2099 2090 2091 2092 2093 2094 2095 2096 2097 2098 2119 2120 2121	46697 46698 46724 64018 64019 64020 64021 64022 64023 64023 64024 64025 64025 64026 64027 64048 64049 64050	PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A	Soviet Navy Soviet Navy			US Navy BuNo 46697; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 23jun45 US Navy BuNo 46698; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 23jun45 US Navy BuNo 46724; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 23jun45 US Navy BuNo 64019; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64019; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64020; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64021; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64022; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 18jul45 US Navy BuNo 64022; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64022; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64022; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64024; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64025; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64025; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64027; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64027; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64027; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 64027; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 01jul45 US Navy BuNo 640404; left Elizabeth City 22aug45 according to one source but was still there 06sep45 according to another source US Navy BuNo 64049; left Elizabeth City 22aug45
2122	64051 CCCP-N381	PBY-6A PBY-6A	Soviet Navy Polyarnaya Aviats.	ph.	1946	US Navy BuNo 64051; left Elizabeth City Z6aug45 at Khimki; with AN/APS-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, Reykjavík and Prestwick, left Elizabeth City 31aug45 and passed through Gander 06sep45 and through Reykjavík 15sep45
2144 2145 2146 2147 2148 2149 2150	64073 64074 64075 64076 64077 64078 64079	PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A	Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy			US Navy BuNo 64073; left Elizabeth City 24aug45 US Navy BuNo 64074; left Elizabeth City 24aug45 US Navy BuNo 64075; left Elizabeth City 24aug45 US Navy BuNo 64076; left Elizabeth City 25aug45 US Navy BuNo 64077; left Elizabeth City 25aug45 US Navy BuNo 64078; left Elizabeth City 26aug45 US Navy BuNo 64078; ferried via Gander, Reykjavík and Prestwick, left Elizabeth City 31aug45 and passed
2151 2152 2153 2154 2156	64080 64081 64082 "1" white "14" white	PBY-6A PBY-6A PBY-6A PBY-6A PBY-6A	Soviet Navy Soviet Navy Soviet Navy Soviet Navy Soviet Navy		photo photo	through Gander 06sep45 US Navy BuNo 64080; left Elizabeth City 24aug45 US Navy BuNo 64081; left Elizabeth City 06oct45 (or rather 06sep45 ?) US Navy BuNo 64082; left Elizabeth City 06oct45 (or rather 06sep45 ?) US Navy BuNo 64083; with large radar; in US Navy c/s; left Elizabeth City 06oct45 (or rather 06sep45 ?) US Navy BuNo 64085; ferried via Gander, Reykjavik and Prestwick, left Elizabeth City 31aug45 and passed
2157 CV588	64086 XT-147	PBY-6A PBV-1A	Soviet Navy CNAC	trf	1949	through Gander 06sep45 (but might still have been at Elizabeth City ready for departure 06sep45) US Navy BuNo 64086; left Elizabeth City 06oct45 (or rather 06sep45 ?) 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
	CCCP-L786 CCCP-L787	PBN-1 PBN-1	Aeroflot AFL/West Siberia	no	photo reports	by a typhoon at HKG in 1949 and possibly scrapped sometimes reported in error as CCCP-L736; not on pre-1944 register; carried also code "1" white 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 alightened at Turukhansk on the first planing step instead of the third one although the waves were 50-60 cm high, the aicraft 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 CCCP-M202	PBN-1 PBN-1	Aeroflot Gidrometsluzhba	ph.	photo 1947	not on pre-1944 register; in dark c/s 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 CCCP-N429	PBN-1 PBN ?	Polyarnaya Aviats. Polyarnaya Aviats.	trf	1946	not on pre-1944 register; took part in an Arctic expedition aug46
	"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 Hägersten 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	بر ا	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	بر ا	photo	with large rader in UC Next of
	"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 "30" white	PBN-1	Soviet Navy	ph.	aug44	opb 48 mrap VVS TOF; in US Navy c/s
		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	
	"89"	PBN-1	Soviet Navy		photo	colour of code probably red
	"91" white ?	PBN-1	Soviet Navy	ph.	1948	opb Yeisk Flying School; in US Navy c/s
	not known	PBN-1	Soviet Navy	no	reports	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 Povorotny 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 Vasili 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 gidrosamolycot transportny (transports 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 aggrevated 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-Rħône 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 Fleed 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 Fleed seven GSTs (forming 4 ae 118 mrap). 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 mrap, 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 accomodate up to 20-24 passengers and was operated by Polar Aviation (which received at least six aircraft) as well as by 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.

The construction number is a bit of a problem. Obviously it consisted of a product or factory code and a sequential number, but only one full c/n is known.

#### 27 GST built by built by Factory No. 31 at Taganrog from 1938 to 1940

K-1	? not known	GST	NKAP	f/f	03jun38	assembled by Factory No. 31 at Taganrog may38 from Model 28-2 sub-assemblies manufactured by
	CCCP-N275	MP-7	Polyarnaya Aviats.	rgd	01jul39	Consolidated at San Diego; no Consolidated c/n issued, given c/n as such in a Polar Aviation document 24jan51; with Wright R-1820-G3 "Cyclone" engines; underwent trials 03nov/20dec38 opb Moskovskaya aviagruppa from 09may40; in light grey c/s with black belly, small 'Aviaarktika' titles on nose; left Zakharkovo for the Arctic 04jul39; flew an ice-reconnaissance mission from Bulun 22jun41; flew to Seattle over Siberia and Alaska together with another MP-7 with a group of some 40 military specialists, headed by General Mikhail Gromov, for the purpose of selecting weapons to be delivered to the Soviet Union under Lend-Lease, landed at NAS Sand Point (Lake Washington) 04sep41; flew ice-reconnaissance missions 05jul/30sep42 and 03jun/05oct43; landed on the ice of Tiksi bay 13oct43; assigned to ice-reconnaissance missions (e.g. from Igarka and Dikson) 28jun/18jul44 and 10aug/09sep44; rescued 25 survivors from the torpedoed Soviet steamer "Mariya Raskova" 18aug44 and 14 more 23/24aug44; trf to Chukotskaya aviagruppa 27apr45; flew ice-reconnaissance missions 1948; canx 1948
	not known	GST	not known			assembled by Factory No. 31 at Taganrog from Model 28-2 sub-assemblies manufactured by Consolidated at San Diego in 1938; no Consolidated c/n issued; with Wright R-1820-G3 "Cyclone" engines
023 10	CCCP-L3454	MP-7	AFL/East Siberia	rgd	23aug40	MP-7 2M-621R; fitted out as a passenger transport with 20 seats by the Trkutsk ARM (repair shop); in dark green c/s with light grey undersides, no titles; entered service oct40; trf from 11 Gidrootryad VSU GVF to Yakutskaya aviagruppa VSU GVF 01jun41, arrived at Yakutsk and toc 15jun41 with t/t 187 hours; struck off charee 22mav44
	CCCP-N337	MP-7	Polyarnaya Aviats.	trf	1944	sometimes reported in error as CCCP-N332; trf to Igarskaya aviagruppa 27apr45; flew ice-reconnaissance
023 17	CCCP-N307	MP-7	Polyarnaya Aviats.	rgd	09jul40	missions 17jul/14sep44 and 12/14aug50; opb Igarskaya aviagruppa from 24jan51 MP-7 2M-62IR; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 19/21jun41 and 06jul/05sep42; assigned to ice-reconnaissance missions .1aug/23sep43
023 18	CCCP-N308	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-62IR; already in a document 11may40; initially opb MAGON; registration painted on as 'CCCPH308' at one time and as 'H-308' at another time; in light grey c/s with black belly, small 'Aviaarktika' titles on the nose and GUSMP logo on the fin; opb 2-ya aviagruppa VVS Severnogo Flota from 09jul41; flew ice-reconnaissance missions 02jul42/22aug42, 04jul43/14sep43 and 30jun44/06aug44; stored by 10may45; still flew ice-reconnaissance missions in 1948; opb MAGON from 24jan51; still on charce by 01ian52
023 19	CCCP-N309	MP-7	Polyarnaya Aviats.	rgd	09jul40	MP-7 2M-621R; registration painted on as 'CCCPH309'; in light grey c/s with black belly, small 'Aviaarktika' titles on nose and GUSMP logo on fin; initially opb Moskovskaya aviagruppa; damaged 18sep40 when was ripped off the mooring buoy by a storm and drifted onto another aircraft; flew ice-reconnaissance missions 19jun/24sep41, 15jul/22sep42 and 04/16jul43; trf to Yeniseiskaya aviagruppa 27apr45; trf to GUGVF 15dec45 (on the basis of a decree issued 04sep45)
TsARB-1	CCCP-N325	MP-7	Polyarnaya Aviats.	rgd	28oct43	TsARB means Tsentralnaya aviatsionnaya remontnaya baza (central aviation repair workshop), so this may be an aircraft which underwent a major repair by the workshop and was issued a new c/n; c/n given in a Polar Aviation document 24jan51 as K-1, but see CCCP-N275; assigned to ice-reconnaissance missions 24jul/14oct43 and at Ust'-Taimyr 03jul/26sep44 and then returned via Dikson to Krasnoyarsk; trf to Igarskaya aviagruppa 27apr45; flew ice-reconnaissance missions in 1948
	not known HK850	GST GST	Soviet Navy Royal Air Force			flown by a defector from Sevastopol to Morphou Bay on Cyprus 22nov41 impressed for service in the Middle East but remained unused at Aboukir (Egypt) until blown ashore in a gale 23feb43
	"3" red "6" black	GST GST	Soviet Navy Soviet Navy	ph.	drawing aug41	opb 4 ae 118 mrap VVS SF at Gryaznaya bay opb 4 ae 118 mrap VVS SF at Gryaznaya bay (commander: 1LT L.I. Yolkin); in light grey c/s with black belly, rudder probably white
	"14" black	GST	Soviet Navy		drawing	
	"27" not known	GST GST	Soviet Navy Soviet Navy			assigned to ice-reconnaissance missions 10/19jul43 (commander: Syrokvash) w/o 27oct40 during acceptance trials when started to bank to the left after lift-off, entered a dive at a
	not known	GST	Soviet Navy			height of some 25-30 metres, impacted the water and broke up, 1 crew killed and 1 injured; t/t 42 minutes opb 4 ae 118 mrap VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 German Bf 109s on take-off and shot down, crashed into a hill at Tyuva and burnt
	not known	GST	Soviet Navy			out, CPT V.I. Boiko killed while CPT Alyonov survived; wreckage still existing in the mid-1990s opb 4 ae 118 mrap VVS SF at Gryaznaya bay; w/o 29jun41 on a bombing mission against Petsamo when was intercepted by 6 German Bf 109s on take-off and damaged, the left engine caught fire and the aicraft made a forced landing at Kolski zaliv bay behind Salny island and had to be abandoned, 1LT V.A. Merkulov
	not known	GST	Soviet Navy			and SSGT Bogatyrenko survived opb 4 ae 118 mrap VVS SF at Gryaznaya bay; w/o 11jul41 when was shot down during an attack against German opcificing page 7 Zapadaya lites (commander: N Talalikhin)
	not known	GST	Soviet Navy			German positions near Zapadnaya Litsa (commander: N. Talalikhin) opb 4 ae 118 mrap VVS SF at Gryaznaya bay; dbr probably in summer 1941 while dropping a reconnaissance group behind enemy lines when hit an obstacle while alightening on lake Odezhyavr at night and damaged its hull, as the crew (commander: V.N. Vasilyev) were not able to repair the leak they blew the aircraft up and crossed the frontline by foot on their way back to their unit
	not known	MP-7	not known			sank on on the river Lena 13aug43

#### Curtiss C-46 "Commando" in Chinese and Soviet service

This section is still 'under construction', unfortunately.

This section is still 'under construction', unfortunately. The Soviet Union requested the supply of 120 C-46s under the 4th Lend-Lease Protocol, but this request was rejected. Eventually, a single aicraft was delivered for evaluation in spring 1945. China received 23 C-46s under Lend-Lease in 1945 (twelve C-46Es, c/ns 2933-2935 and 2937-2945, were earmarked for delievery to China in 1945, but remained in the USA), and dozens more were delivered after the end of WWII. They were used by the Chinese Air Force as well as by the three airlines China National Aviation Corporation (CNAC), Central Air Transport Corporation (CATC) and CNRRA Air Transport/Civil Air Transport (CAT). Most of the Chinese C-46s ended up with the Kuomintang on Taiwan, but a considerable number fell into the hands of the Kunchangtang and continued service on the mainland for some decades. Those aircraft which served only on Taiwan have not been included into this survey. The 'Taiwanese history' of the included aircraft has not been covered either. The given manufacture dates for the C-46s are in fact the dates when the aircraft were officially handed over to the USAAF. The # in the longer construction numbers stands for CU.

25/CK1	346954	C-46A-1-CK Chinese Air Force	mfd	11mar44	USAAF s/n 43-46954; d/d 15apr46, not under Lend-Lease; wfu 1947
43/CK20	346972	C-46A-1-CK Chinese Air Force	mfd	29jul44	USAAF s/n 43-46972; d/d 15apr46, not under Lend-Lease; wfu 1948
60/CK37	346989	C-46A-5-CK Chinese Air Force	mfd	10sep44	USAAF s/n 43-46989; d/d 15apr46, not under Lend-Lease; wfu 1948
65/CK42	346994	C-46A-5-CK Chinese Air Force	mfd	21sep44	USAAF s/n 43-46994; d/d 15apr46, not under Lend-Lease; wfu 1948
72/CK49	347001	C-46A-5-CK Chinese Air Force	mfd	30sep44	USAAF s/n 43-47001; d/d 15apr46, not under Lend-Lease; wfu 1948
78/CK55	347007	C-46A-5-CK Chinese Air Force	mfd	07oct44	USAAF s/n 43-47007; d/d 15apr46, not under Lend-Lease; wfu 1948
90/CK67	347019	C-46A-5-CK Chinese Air Force	mfd	22oct44	USAAF s/n 43-47019; d/d 15apr46, not under Lend-Lease; wfu 1948
95/CK72	347024	C-46A-5-CK Chinese Air Force	mfd	31oct44	USAAF s/n 43-47024; d/d 15apr46, not under Lend-Lease; wfu 1948
102/CK79	347031	C-46A-5-CK Chinese Air Force	mfd	29oct44	USAAF s/n 43-47031; d/d 15apr46, not under Lend-Lease; wfu 1948
103/CK80	347032	C-46A-5-CK Chinese Air Force	mfd	30oct44	USAAF s/n 43-47032; d/d 15apr46, not under Lend-Lease; wfu 1948
106/CK83	347035	C-46A-55CK Chinese Air Force	mfd	08nov44	USAAF s/n 43-47035; d/d 15apr46, not under Lend-Lease; wfu 1948
138/CK115	347067	C-46A-55CK Chinese Air Force	mfd	02dec44	USAAF s/n 43-47067; d/d 15apr46, not under Lend-Lease; wfu 1947
159/CK136	347088	C-46A-55CK Chinese Air Force	mfd	17dec44	USAAF s/n 43-47088; d/d 15apr46, not under Lend-Lease; wfu 1947
195/CK172	347124	C-46A-55CK Chinese Air Force	mfd	13jan45	USAAF s/n 43-47124; d/d 15apr46, not under Lend-Lease; wfu 1947
202/CK179	347131	C-46A-55CK Chinese Air Force	mfd	16jan45	USAAF s/n 43-47131; d/d 15apr46, not under Lend-Lease; wfu 1948
212/CK189	347141	C-46A-55CK Chinese Air Force	mfd	25jan45	USAAF s/n 43-47141; d/d 15apr46, not under Lend-Lease; wfu 1947
235/CK212	347164	C-46A-55CK Chinese Air Force	mfd	01feb45	USAAF s/n 43-47164; d/d 15apr46, not under Lend-Lease; wfu 1947
238/CK215	347167	C-46A-55CK Chinese Air Force	mfd	31jan45	USAAF s/n 43-47167; d/d 15apr46, not under Lend-Lease; wfu 1947
239/CK216	347168	C-46A-55CK Chinese Air Force	mfd	30jan45	USAAF s/n 43-47168; d/d 15apr46, not under Lend-Lease; wfu 1947
240/CK217	347169	C-46A-55CK Chinese Air Force	mfd	31jan45	USAAF s/n 43-47169; d/d 15apr46, not under Lend-Lease; wfu 1947
241/CK218	347170	C-46A-55CK Chinese Air Force	mfd	31jan45	USAAF s/n 43-47170; d/d 15apr46, not under Lend-Lease; wfu 1947
269/CK246	347198	C-46A-55CK Chinese Air Force	mfd	19feb45	USAAF s/n 43-47198; d/d 15apr46, not under Lend-Lease; wfu 1947
274/CK251	347203	C-46A-60CK Chinese Air Force	mfd	19feb45	USAAF s/n 43-47203; d/d 15apr46, not under Lend-Lease; wfu 1947
280/CK257	347209	C-46A-60CK Chinese Air Force	mfd	26feb45	USAAF s/n 43-47209; d/d 15apr46, not under Lend-Lease; wfu 1947 and stored; trf to Japanese Air Force
					16jan55; became 91-1142; wfu 25mar74
287/CK264	347216	C-46A-60CK Chinese Air Force	mfd	28feb45	USAAF s/n 43-47216; d/d 15apr46, not under Lend-Lease; wfu 1947
292/CK269	347221	C-46A-60CK Chinese Air Force	mfd	28feb45	USAAF s/n 43-47221; d/d 15apr46, not under Lend-Lease; wfu 1947
293/CK270	347222	C-46A-60CK Chinese Air Force	mfd	03mar45	USAAF s/n 43-47222; d/d 15apr46, not under Lend-Lease; wfu 1947 and stored; trf to Japanese Air Force
					in 1959; became 91-1143; wfu 11mar78; preserved in the Tokorozawa Aviation Museum (N35.798441
					E139.472201) at Koku Koen, Tokyo, I/n feb02
296/CK273	347225	C-46A-60CK Chinese Air Force	mfd	05mar45	USAAF s/n 43-47225; d/d 15apr46, not under Lend-Lease; trf to Taiwanese Air Force 1949; trf to Japanese
					Air Force 23dec59; became 91-1144; wfu 21jan63; was preserved in the Hijri Museum (N36.488001
					E138.069971) at Omi Town, only the nose remained by aug09
298/CK275	347227	C-46A-60CK Chinese Air Force	mfd	13mar45	USAAF s/n 43-47227; d/d 15apr46, not under Lend-Lease; wfu 1947
300/CK277	347229	C-46A-60CK Chinese Air Force	mfd	05mar45	USAAF s/n 43-47229; d/d 15apr46, not under Lend-Lease; wfu 1947
310/CK287	347239	C-46A-60CK Chinese Air Force			USAAF s/n 43-47239; d/d 15apr46, not under Lend-Lease; wfu 1947

314/CK291	347243	C-46A-60CK Chinese Air Force			USAAF s/n 43-47243; d/d 15apr46, not under Lend-Lease; wfu 1948
324/CK301 326/CK303	347253 347255	C-46A-60CK Chinese Air Force C-46A-60CK Chinese Air Force			USAAF s/n 43-47253; d/d apr45, under Lend-Lease; wfu 1947 USAAF s/n 43-47255; d/d apr45, under Lend-Lease; wfu 1947
328/CK305 330/CK307	347257	C-46A-60CK Chinese Air Force			USAAF s/n 43-47257; d/d apr45, under Lend-Lease; wfu 1947
342/CK307	347259 347271	C-46A-60CK Chinese Air Force C-46A-60CK Soviet Air Force			USAAF s/n 43-47259; d/d apr45, under Lend-Lease; wfu 1947 USAAF s/n 43-47271; modified with R-2800-75 engines by the Louisville factory; in olive drab c/s with light
					grey undersides; ferried from Fairbanks to Moscow via ALSIB 28apr45/15may45; underwent trials with the
					NII VVS in summer 1945; used by the Soviet Aeronautical Commission inspecting aircraft and rocket factories and research institutions in Eastern Germany in 1946, undertook several flights to Berlin and
					Ribnitz-Damgarten mar46/apr46 (carried e.g. Ar 234 parts from Ribnitz-Damgarten to the Soviet Union);
350/CK327	347279	C-46A-60CK Chinese Air Force			possibly wfu 1946 USAAF s/n 43-47279; d/d apr45, under Lend-Lease; wfu 1947
367/CK344	347296	C-46A-60CK Chinese Air Force			USAAF s/n 43-47296; d/d apr45, under Lend-Lease; wfu 1947
369/CK346	347298 XT	C-46A-60CK Chinese Air Force C-46A-60CK CNAC	trf	1947	USAAF s/n 43-47298; d/d apr45, under Lend-Lease canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
				10.0	19dec49; became N8365C 19dec49, N2053A, CF-IQQ, N4631S, N295BC, N1295B, PJ-CLE, N65307 and
371/CK348	347300	C-46A-60CK Chinese Air Force			HK-1856; dbr 30jan94 USAAF s/n 43-47300; d/d apr45, under Lend-Lease; wfu 1947
373/CK350	347302	C-46A-60CK Chinese Air Force			USAAF s/n 43-47302; d/d may45, under Lend-Lease; wfu 1947
375/CK352	347304	C-46A-60CK Chinese Air Force			USAAF s/n 43-47304; d/d may45, under Lend-Lease; wfu 1947
379/CK356 387/CK364	347308 347316	C-46A-60CS Chinese Air Force C-46A-60CK Chinese Air Force			USAAF s/n 43-47308; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 43-47316; d/d may45, under Lend-Lease
	XT-120	C-46A-60CK CNAC	trf	1947	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
399/CK376	347328	C-46A-60CK Chinese Air Force			19dec49; became N8367C 19dec49, N4894V, XA-MER, YV-C-LBR, YV-C-TGD and YV-143C; wfu 1977 USAAF s/n 43-47328; d/d 15apr46, not under Lend-Lease; trf to Taiwanese Air Force 1949; trf to Japanese
					Air Force 05feb60; became 91-1145; wfu 1973; preserved as gate-guard at Iruma (N35.838971
401/CK378	347330	C-46A-60CK Chinese Air Force			E139.394971), I/n feb02 USAAF s/n 43-47330; d/d 15apr46, not under Lend-Lease; wfu 1948 and stored; trf to Japanese Air Force
					1960; became 91-1146; preserved at Iruma, l/n jul95
409/CK386 410/CK387	347338 XT	C-46A-60CK Chinese Air Force C-46A-60CK CNAC			USAAF s/n 43-47338; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 43-47339; d/d 15may46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
410/0830/	AT	C-40A-00CK CHAC			partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8376C 19dec49 (on paper);
411/0/200	VT	C 46A 60CK CNAC			wfu dec49
411/CK388 413/CK390	XT 347342	C-46A-60CK CNAC C-46A-60CK Chinese Air Force			USAAF s/n 43-47340; d/d 15may46, not under Lend-Lease; wfu 1948 USAAF s/n 43-47342; d/d may45, under Lend-Lease; wfu 1947
415/CK392	not known	C-46A-60CK China			USAAF s/n 43-47344; d/d may45, under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49
					and sold on to Civil Air Transport Inc. 19dec49; became N8377C 19dec49, N90619, YV-C-AMR and YV-16C; wfu 1976
416/CK393	347345	C-46A-60CK Chinese Air Force			USAAF s/n 43-47345; d/d 15apr46, not under Lend-Lease; sold to the Chennault&Willauer partnership
417/CK394	347346	C-46A-60CK Chinese Air Force			12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8371C 19dec49 and N2024A; wfu 1959 USAAF s/n 43-47346; d/d jun45, under Lend-Lease; wfu 1947
419/CK396	347348	C-46A-60CK Chinese Air Force			USAAF s/n 43-47348; d/d may45, under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49
					and sold on to Civil Air Transport Inc. 19dec49; became N8363C 19dec49, N1381N, LV-PMA and LV-GGL;
421/CK398	347350	C-46A-60CK Chinese Air Force			wfu 1971 USAAF s/n 43-47350; d/d jun45, under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49
					and sold on to Civil Air Transport Inc. 19dec49; became N8364C 19dec49, N8361C, N1382N and N611Z;
					wfu mar86; preserved in fake markings as '39611' in the National Museum of Naval Aviation (N30.349661 W87.303524) at Pensacola, I/n mar06
423/CK400	347352	C-46A-60CK Chinese Air Force			USAAF s/n 43-47352; d/d may45, under Lend-Lease; wfu 1947
425/CK402	347354	C-46A-60CK Chinese Air Force			USAAF s/n 43-47354; d/d jun45, under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8373C 19dec49 and N1379N; wfu 1956
427/CK404	347356	C-46A-60CK Chinese Air Force			USAAF s/n 43-47356; d/d jun45, under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49
					and sold on to Civil Air Transport Inc. 19dec49; became N8372C (but see c/n 22236/CU2345) 19dec49, B-
429/CK406	347358	C-46A-60CK Chinese Air Force			848 and B-910; wfu 22jan74 USAAF s/n 43-47358; d/d jun45, under Lend-Lease; sold to the Chennault&Willauer partnership 12dec49
124 (2)(122	2.17260				and sold on to Civil Air Transport Inc. 19dec49; became N8368C 19dec49; wfu 1953
431/CK408 448/CK426	347360 XT	C-46A-60CK Chinese Air Force C-46A-60CK CNAC			USAAF s/n 43-47360; d/d jun45, under Lend-Lease; wfu 1947 USAAF s/n 43-47378; d/d 16apr46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
					partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8366C 19dec49, N1378N
449/CK427	XT-522	C-46A-60CK Centr Air Trp Corp			and CF-IHQ; w/o 25mar60 USAAF s/n 43-47379; d/d 1946, not under Lend-Lease; in natural metal c/s; photo at CAN in early 1949;
					canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
451/CK429	XT	C-46A-60CK CNAC			19dec49; became N8323C 19dec49, N2050A, N1385N, XA-MEH and N11805; wfu 1973 USAAF s/n 43-47381; d/d 15apr46, not under Lend-Lease; wfu 1949
454/CK432	347384	C-46A-60CK Chinese Air Force			USAAF s/n 43-47384; d/d 15apr46, not under Lend-Lease; wfu 1947
456/CK434 460/CK438	347386 XT	C-46A-60CK Chinese Air Force C-46A-60CK CNAC			USAAF s/n 43-47386; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 43-47390; d/d 15apr46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
400/ CK450		C-40A-00CK CNAC			partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8375C 19dec49; wfu 1953
22215/#2324	XT-802	C-46D-20CU Civil Air Transp.			USAAF s/n 44-78392; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHA may47; canx
					13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8406C 05jan50, B-846, VT-DRH, B-924 and XW-PEJ; wfu 20jul71; scrapped 08feb74
22218/#2327	XT-804	C-46D-20CU Civil Air Transp.			USAAF s/n 44-78395; d/d 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
					partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8407C 05jan50; trf to Japanese Air Force 13auq55; became 51-1120; wfu apr73
					USAAF s/n 44-78405; d/d 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
22228/#2337	XT-806	C-46D-20CU Civil Air Transp.			
22228/#2337	XT-806	C-46D-20CU Civil Air Transp.			partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8408C 05jan50, B-858 and XW-PEL w/o 02jun71
22228/#2337 22232/#2341	XT-806 XT-808	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp.			XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49;
					XW-PFL; W/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49;
					XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49;
22232/#2341	XT-808	C-46D-20CU Civil Air Transp.			XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49;
22232/#2341	XT-808	C-46D-20CU Civil Air Transp.			XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49;
22232/#2341 22236/#2345 22251/#2360 22253/#2362	XT-808 XT-810 478428 478430	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363	XT-808 XT-810 478428 478430 478431	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PPL; Wo 02jun71 USAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 15apr46, ont under Lend-Lease; wfu 1948
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367	XT-808 XT-810 478428 478430 478431 478432 478435	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; w/o 02jun71 USAAF s/n 44-78430; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78431; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78431; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2369	XT-808 XT-810 478428 478430 478431 478431 478435 478435 478437	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PPE; W/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78438; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78438; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2362 22260/#2369 22260/#2369 22262/#2371 22263/#2372	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478439 478440	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵo 02jun71 USARF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USARF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78432; d/d 13ajn46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 13ajn46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2364 22262/#2371 22263/#2372 22264/#2373	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478437 478440 478441	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; W/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2362 22260/#2369 22260/#2369 22262/#2371 22263/#2372	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478439 478440	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Wo 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; uSAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2369 22262/#2371 22263/#2372 22264/#2373 22265/#2374	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478443 478441 XT	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Centr Air Trp Corp			W-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2364 22262/#2371 22263/#2372 22264/#2373	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478437 478440 478441	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Wo 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; uSAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2367 22262/#2371 22264/#2373 22264/#2373 22266/#2375 22269/#2378 22271/#2380	XT-808 XT-810 478428 478430 478430 478432 478432 478435 478435 478439 478440 478441 XT 478443 478446 478448	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵo 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-7843; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N837C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; ufu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; ufu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; ufu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; ufu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; ufu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; ufu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2379 22262/#2371 22263/#2373 22265/#2374 22266/#2375 22266/#2375	XT-808 XT-810 478428 478430 478431 478432 478432 478437 478437 478439 478441 XT 478441 XT	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; W/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78438; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1947
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2379 2262/#2371 22263/#2372 22264/#2373 22265/#2374 22265/#2375 22269/#2378 22271/#2380 22272/#2381	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478435 478440 478440 478441 XT 478443 478446 478448 478448 478449 478450 478450 478451	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not un
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2379 22262/#2373 22265/#2374 22266/#2375 22266/#2375 22266/#2378 22272/#2381 22272/#2381	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478443 478440 478441 XT 478443 478443 478446 478448 478449 478450	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵo 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N837C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not unde
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2379 2262/#2371 22263/#2372 22264/#2373 22265/#2374 22265/#2375 22269/#2378 22271/#2380 22272/#2381	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478435 478440 478440 478441 XT 478443 478446 478448 478448 478449 478450 478450 478451	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78452; d/d 15apr46, not un
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2379 2262/#2371 22263/#2372 22264/#2373 22265/#2374 22265/#2375 22269/#2378 22271/#2380 22272/#2381	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478435 478440 478440 478441 XT 478443 478446 478448 478448 478449 478450 478450 478451	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵo 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 15apr46, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N837C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not unde
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22260/#2367 22260/#2373 22263/#2373 22265/#2374 22266/#2375 22269/#2378 22272/#2381 22272/#2381 22274/#2383 22345/#2454	XT-808 XT-810 478428 478430 478431 478432 478435 478443 478443 478441 XT 478443 478446 478446 478446 478446 4784450 478450 478451 XT-812	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78438; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wf
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2373 22263/#2372 22264/#2373 22264/#2373 22266/#2375 22269/#2378 22271/#2380 22272/#2383 22274/#2383 22345/#2454	XT-808 XT-810 478428 478430 478431 478432 478435 478443 478443 478441 XT 478443 478446 478446 478446 478446 4784450 478450 478451 XT-812	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵo 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78438; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22260/#2367 22260/#2373 22263/#2373 22265/#2374 22266/#2375 22269/#2378 22272/#2381 22272/#2381 22274/#2383 22345/#2454	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478435 478443 478440 478441 XT 478443 478446 478446 478446 478446 478446 4784450 478450 478450 478451 XT-812	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8370C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78438; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78452; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78452; d/d 1948, not under Lend-Lease; ufu 1947 USAAF s/n 44-78452; d/d 1948, not under Lend-Lease; ufu 1947 USAAF s/n 44-7852; d/d 1948, not under Lend-Lease; anx 13nov49; db
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2372 2266/#2373 22266/#2373 22266/#2373 22266/#2373 22266/#2375 22269/#2378 22271/#2380 22272/#2381 22273/#2381 22273/#2381 22273/#2456 22347/#2456 22351/#2460	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478440 478441 XT 478443 478446 478444 478449 478450 478451 XT-812 XT-814 XT-816	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp.			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wf
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22260/#2367 22260/#2373 22265/#2373 22264/#2373 22264/#2373 22266/#2375 22269/#2378 22271/#2380 22272/#2383 22274/#2383 22345/#2454	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478435 478443 478440 478441 XT 478443 478446 478446 478446 478446 478446 4784450 478450 478450 478451 XT-812	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Chinese Air Force			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78521; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78523; d/d 1948, not under Lend-Lease; unaturantex
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2362 22254/#2363 22259/#2371 22263/#2371 22263/#2373 22264/#2373 22264/#2373 22264/#2373 22264/#2373 22264/#2373 22264/#2373 22271/#2381 22273/#2383 22345/#2454 22347/#2456 22351/#2460	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478449 478441 XT 478441 XT 478443 478446 478446 478449 478449 478451 XT-812 XT-814 XT-816 XT-818	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp.			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78432; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78526; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78526; d/d 1948, not under Lend-Lease; una 13nov49; dbr 05dec49 during a forced landing on Leizhou peninsula, a
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2372 2266/#2373 22266/#2373 22266/#2373 22266/#2373 22266/#2375 22269/#2378 22271/#2380 22272/#2381 22273/#2381 22273/#2381 22273/#2456 22347/#2456 22351/#2460	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478440 478441 XT 478443 478446 478444 478449 478450 478451 XT-812 XT-814 XT-816	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp.			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78521; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78523; d/d 1948, not under Lend-Lease; unaturantex
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2362 22254/#2363 22259/#2371 22263/#2371 22263/#2373 22264/#2373 22264/#2373 22264/#2373 22264/#2373 22264/#2373 22264/#2373 22271/#2381 22273/#2383 22345/#2454 22347/#2456 22351/#2460	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478449 478441 XT 478441 XT 478443 478446 478446 478449 478449 478451 XT-812 XT-814 XT-816 XT-818	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp.			<ul> <li>XW-PFL; Ŵ/o 02jun71</li> <li>USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&amp;Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76</li> <li>USAAF s/n 44-78413, d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&amp;Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8370C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72</li> <li>USAAF s/n 44-78430; d/d 13an46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78430; d/d 13an46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78431; d/d 15apr46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948</li> <li>USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78452; d/d 19apr46, not under Lend-Lease; wfu 1947</li> <li>USAAF s/n 44-78451; d/d 15apr</li></ul>
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2374 22260/#2373 22266/#2373 22266/#2373 22266/#2373 22266/#2378 22273/#2383 22273/#2383 22273/#2383 22273/#2383 22273/#2454 22345/#2454	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478440 478441 XT 478443 4784441 XT 478444 478449 478450 478451 XT-812 XT-814 XT-816 XT-818 XT-818	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp.			XW-PFL; Ŵ/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78428; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; uf 1947 USAAF s/n 44-78524; d/d 1948, not under Lend-Lease; in attramership 12dec49 and sold on to Civil Air Transport Inc. 19dec49;
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2374 22260/#2373 22266/#2373 22266/#2373 22266/#2373 22266/#2378 22273/#2383 22273/#2383 22273/#2383 22273/#2383 22273/#2454 22345/#2454	XT-808 XT-810 478428 478430 478431 478432 478435 478437 478439 478440 478441 XT 478443 4784441 XT 478444 478449 478450 478450 478451 XT-812 XT-814 XT-816 XT-818 XT-818	C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Chinese Air Force C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp. C-46D-20CU Civil Air Transp.			XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78430; d/d 15jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78430; d/d 15jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78524; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78524; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78524; d/d 1948, not under Lend-Lease; na 13nov49; b/to 05dec49 during a forced landing on Leizhou peninsula, a
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2371 22263/#2373 22265/#2374 22266/#2373 22266/#2373 22265/#2374 22266/#2375 22269/#2378 22271/#2381 22274/#2383 22345/#2454 22347/#2456 22351/#2460 22353/#2462 22354/#2463 22355/#2464	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478437 478439 478441 XT-30 478441 XT-30 478441 XT-30 478441 XT-814 XT-812 XT-814 XT-816 XT-818 XT-820 XT-822	<ul> <li>C-46D-20CU Civil Air Transp.</li> <li>C-46D-20CU Civil Air Transp.</li> <li>C-46D-20CU Chinese Air Force</li> <li>C-46D-20CU Civil Air Transp.</li> </ul>			XW-PFL; w/o 02jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8407C (0th N8410C, but see c/n 427/CK404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78432; d/d 13par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 13par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78441; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15par46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78448; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78449; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78445; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78451; d/d 15par46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78524; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78524; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78524; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78528; d/d 1948, not under Lend-Lease; wfu 1947 USAAF
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 22260/#2371 22263/#2373 22265/#2374 22266/#2373 22266/#2373 22265/#2374 22266/#2375 22269/#2378 22271/#2381 22274/#2383 22345/#2454 22347/#2456 22351/#2460 22353/#2462 22354/#2463 22355/#2464	XT-808 XT-810 478428 478430 478431 478432 478435 478435 478437 478439 478441 XT-30 478441 XT-30 478441 XT-30 478441 XT-814 XT-812 XT-814 XT-816 XT-818 XT-820 XT-822	<ul> <li>C-46D-20CU Civil Air Transp.</li> <li>C-46D-20CU Civil Air Transp.</li> <li>C-46D-20CU Chinese Air Force</li> <li>C-46D-20CU Civil Air Transp.</li> </ul>			XW-PFL; Ŵ/0 O2JUN71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C 05jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427/Ct404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78431; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78433; d/d 13jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78433; d/d 13japr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78433; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78435; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78439; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 1448, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; mfu 194
22232/#2341 22236/#2345 22251/#2360 22253/#2362 22254/#2363 22255/#2364 22258/#2367 2260/#2373 22263/#2373 22265/#2374 22266/#2375 22269/#2378 22271/#2381 22271/#2381 22274/#2381 22274/#2381 22274/#2456 22351/#2460 22351/#2460 22355/#2464 22355/#2468	XT-808 XT-810 478428 478430 478431 478432 478435 478443 478443 478441 XT-814 478446 478446 478446 478446 478446 478446 478446 4784450 478450 478450 478451 XT-814 XT-814 XT-816 XT-818 XT-818 XT-820 XT-822 XT-824	<ul> <li>C-46D-20CU Civil Air Transp.</li> <li>C-46D-20CU Civil Air Transp.</li> <li>C-46D-20CU Chinese Air Force</li> <li>C-46D-20CU Civil Air Transp.</li> </ul>			XW-PFL; Ŵ/0 O2jun71 USAAF s/n 44-78409; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n SHE 1948; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8409C O5jan50, B-870, B-914, XW-EAA and XW-PBV; dbr 24mar76 USAAF s/n 44-78413; d/d 1948, not under Lend-Lease; in natural metal c/s; f/n PEK oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8372C (not N8410C, but see c/n 427(K404) 19dec49, B-860 and B-912; wfu 26jan72 USAAF s/n 44-78431; d/d 13apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 13apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78432; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78437; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78440; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78442; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78443; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78450; d/d 15apr46, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; wfu 1947 USAAF s/n 44-78522; d/d 1948, not under Lend-Lease; canx 13nov49; dbr 05dec49 during a forced landing on Leizhou peninsula, all crew escaped unhurt but were captured by Communist forces and all but one perished in captivity;

USAAF s/n 43-47243; d/d 15apr46, not under Lend-Lease; wfu 1948

314/CK291 347243

C-46A-60CK Chinese Air Force

22363/#2472	XT-828	C-46D-20CU Civil Air Transp.				USAAF s/n 44-78540; d/d 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8416C 05jan50, B-842,
22366/#2475	XT-830	C-46D-20CU Civil Air Transp.				N9874F and CP-974; w/o 06may84 USAAF s/n 44-78543; d/d 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8417C OSjan50, B-866, HP-
22370/#2479	XT	C-46F-1-CU Civil Air Transp.				314, N8417C, N9279L and TEC-6051 USAAF s/n 44-78547; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8405C
22379/#2488	XT	C-46F-1-CU CNAC				05jan50 and B-154 USAAF s/n 44-78556; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8388C
22409/#2518	XT	C-46F-1-CU Centr Air Trp Corp				19dec49, XT-7 and B-130; w/o 23nov60 USAAF s/n 44-78586; d/d 15mar46, not under Lend-Lease; canx 13nov49; became VR-HFA in 1949 and
22410/#2519	XT	C-46F-1-CU Centr Air Trp Corp				N9995F; w/o 18mar56 USAAF s/n 44-78587; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the
22415/#2524	хт	C-46F-1-CU Centr Air Trp Corp				Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8316C 19dec49 and N4871V; w/o before 1970 USAAF s/n 44-78592; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8314C
22417/#2526	XT-5	C-46F-1-CU Centr Air Trp Corp				CheminaluceWindler Dartiersing 120eC49 and Sold on to CVM Air Transport Inc. 190eC49; became No314C 19dec49 and N4873V; w/o OBaug75 USAAF s/n 44-78594; d/d 28feb46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8306C 19dec49, N4872V,
22418/#2527	478595 XT	C-46F-1-CU Chinese Air Force C-46F-1-CU Centr Air Trp Corp	t	trf	1948 ?	CF-ILJ and N30046; w/o 06jan67 USAAF s/n 44-78595; d/d 15apr46, not under Lend-Lease canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
22419/#2528	XT	C-46F-1-CU Centr Air Trp Corp				19dec49; became N8318C 19dec49, N4869V, N94591, CF-JNO, N5536A, OB-ZAB-607 and OB-R-607 USAAF s/n 44-78596; d/d 15may46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8310C 19dec49, N4861V
22421/#2530 22422/#2531	478598 XT	C-46F-1-CU Chinese Air Force C-46F-1-CU Centr Air Trp Corp				and CF-HEI; w/o 09aug61 USAAF s/n 44-78598; d/d 31jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78599; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8307C
22423/#2532	XT	C-46F-1-CU Centr Air Trp Corp				USAAF s/n 44-78600; d/d probably 1948, not of the term in harborn the process, became house USAAF s/n 44-78600; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8317C
22424/#2533 22428/#2537	478601 XT	C-46F-1-CU Chinese Air Force C-46F-1-CU CNAC				19dec49 and N4862V USAAF s/n 44-78601; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78605; d/d 15may46, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
22435/#2544	478612	C-46F-1-CU Chinese Air Force				partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8374C 19dec49, N4863V, N617Z, N600SE, CP-1308, N600SE and CP-1319 USARF <i>S</i> /n 44-78612; d/d 15apr46, not under Lend-Lease
	XT	C-46F-1-CU Centr Air Trp Corp	t	trf	1948 ?	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8312C 19dec49, N4876V, OB-ZAC-648 and N4976V
22436/#2545	ХТ	C-46F-1-CU Centr Air Trp Corp				USAAF s/n 44-78613; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8313C 19dec49, N4874V, OB-ZAD-649, N4974V, CP-1025 and HK-3468; w/o 19sep92
22442/#2551	XT	C-46F-1-CU Centr Air Trp Corp				USAAF s/n 44-78619; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8309C 19dec49 and N4877V
22443/#2552 22444/#2553	478620 478621	C-46F-1-CU Chinese Air Force C-46F-1-CU Chinese Air Force				USAAF s/n 44-78620; d/d 15jan46, not under Lend-Lease; wfu 1948 USAAF s/n 44-78621; d/d 31jan46, not under Lend-Lease; wfu 1948
22445/#2554	XT	C-46F-1-CU Centr Air Trp Corp				USAAF s/n 44-78622; d/d probably 1948, not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8308C 19dec49, N4878V, CF-CZN and N3914; w/o 02apr69
22447/#2556	XT ?	C-46F-1-CU CNAC ?				USAAF s/n 44-78624; d/d aug45, under Lend-Lease; wfu 1947
22449	XT	C-46F-1-CU CNAC				reported as being XT-522 by "Flieger-Revue Extra" No. 25, but see c/n 449/CK427; USAAF s/n 44-78626; d/d aug45, under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and
22450	478627	C-46F-1-CU Chinese Air Force				sold on to Civil Air Transport Inc. 19dec49; became N8370C 19dec49 USAAF 5/n 44-78627; was to be delivered auq45, under Lend-Lease; photo in full markings exists; damaged 12aug45 on the ferry flight to China while landing at Mallard Field at Dakar (Senegal); repaired,
22451	XT	C-46F-1-CU CNAC				but dbr 10sep45 at Cairo (Egypt) USAAF s/n 44-78628; d/d aug45, under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8369C 19dec49, XT-850, B-
22453	XT-526	C-46F-1-CU Centr Air Trp Corp				850, XT-524, HP-316, 857 (CIA), N74811, N777AF, NI8AC and N23AC USAAF s/n 44-78630; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8311C 19dec49, N4879V,
22455	XT	C-46F-1-CU Centr Air Trp Corp				CU-T558, N94593, CF-C2M, N802FA and C-GIXZ USAAF s/n 44-78632; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8315C 19dec49, N4870V
22459	XT	C-46F-1-CU CNAC				and N6015E; hulk at Ypsilanti, MI USARF 5/n 44-78636; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8389C 19dec49, N619Z and
22461	XT	C-46F-1-CU Civil Air Transp.				N602SE; scrapped USAAF s/n 44-78638; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8401C 05jan50 and B-146
22465	XT	C-46F-1-CU CNAC				USAAF s/n 44-78642; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
22500	XT	C-46F-1-CU CNAC				partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8390C 19dec49 and B-136 USAAF s/n 44-78677; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
22508	XT	C-46F-1-CU CNAC				partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8391C 19dec49 and B-138 USAAF s/n 44-78685; delivered not under Lend-Lease; canx 13nov49; sold to the Chennaut&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8392C 19dec49, N618Z and
22510	XT	C-46F-1-CU Civil Air Transp.				N605SE; scrapped USAAF s/n 44-78687; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
22526	XT	C-46F-1-CU Civil Air Transp.				partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8402C 05jan50 and B-148 USAAF s/n 44-78; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer
26949	261074	C-46A-40CU Chinese Air Force				partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8403C 05jan50 and B-150 USAAF s/n 42-61074; d/d 15apr46, not under Lend-Lease; wfu 1948
27009 27013	207322 207326	C-46A-40CU Chinese Air Force C-46A-40CU Chinese Air Force				USAAF s/n 42-107322; d/d 03mar46, not under Lend-Lease; wfu 1948 USAAF s/n 42-107326; d/d 15apr46, not under Lend-Lease
27025 27027	207338 207340	C-46A-40CU Chinese Air Force C-46A-40CU Chinese Air Force				USAAF s/n 42-107338; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 42-107340; d/d 15apr46, not under Lend-Lease; wfu 1948
27030 27032	207343 207345	C-46A-40CU Chinese Air Force C-46A-40CU Chinese Air Force				USAAF s/n 42-107343; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 42-107345; d/d 15apr46, not under Lend-Lease; tr to Taiwanese Air Force; became XA-NUD
						may61 and N11806
27039 27040	207352 207353	C-46A-40CU Chinese Air Force C-46A-40CU Chinese Air Force				USAAF s/n 42-107352; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 42-107353; d/d 15apr46, not under Lend-Lease; wfu 1948
27043	207356 207358	C-46A-40CU Chinese Air Force C-46A-40CU Chinese Air Force				USAAF s/n 42-107356; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 42-107358; d/d 15apr46, not under Lend-Lease; wfu 1948
27045 27053	207366	C-46A-40CU Chinese Air Force				USAAF s/n 42-107366; d/d 15apr46, not under Lend-Lease; trf to Taiwanese Air Force 1949; trf to
27056	207369	C-46A-40CU Chinese Air Force				Japanese Air Force 15may61; became 91-1141; preserved at Gifu AB (N35.392986 E136.849751) USAAF s/n 42-107369; d/d 15apr46, not under Lend-Lease; wfu 1948
27059 27060	207372 207373	C-46A-40CU Chinese Air Force C-46A-40CU Chinese Air Force				USAAF s/n 42-107372; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 42-107373; d/d 15apr46, not under Lend-Lease; wfu 1948
30196	XT-164	C-46A-45CU CNAC				USAAF s/n; ex NC50263; bought 15oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8383C 19dec49
30222	XT-170	C-46A-45CU CNAC				USAAF s/n; ex NC50316; bought 18nov48; canx 13nov49; sold to the Chennault&Willauer partnership
30369	XT-172	C-46A-45CU CNAC				12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8386C 19dec49 USAAF s/n; ex NC51384; bought 23dec48; 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
30377	XT-166	C-46A-45CU CNAC				Transport Inc. 19dec49; became N8387C 19dec49 (on paper) USAAF s/n; av NC51385; bought 28oct48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8384C 19dec49
30380	XT-168	C-46A-45CU CNAC				USAAF s/n; ex NC51386; bought 18nov48; canx 13nov49; sold to the Chennault&Willauer partnership
30466	XT	C-46A-50CU CNAC				12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8385C 19dec49 USAAF 5/n 42-96804; delivered not under Lend-Lease; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became reportedly N8394C 19dec49
30491	201036	C-46D-5-CU Chinese Air Force				(but N8394C to N8399C were not allocated to CAT), N3944C, XB-HUE and HK-331; w/o 29dec51 USAAF s/n 42-101036; d/d 15apr46, not under Lend-Lease
30561 30570	201106 201115	C-46A-50CU Chinese Air Force C-46A-50CU Chinese Air Force				USAAF s/n 42-101106; d/d 15apr46, not under Lend-Lease USAAF s/n 42-101115; d/d 31mar46, not under Lend-Lease; trf to Japanese Air Force; became 91-1139
30626	201171	C-46A-50CU Chinese Air Force				USAAF s/n 42-101171; d/d 15apr46, not under Lend-Lease
30630 30637	201175 201182	C-46A-50CU Chinese Air Force C-46A-50CU Chinese Air Force				USAAF s/n 42-101175; d/d 25apr46, not under Lend-Lease USAAF s/n 42-101182; d/d 15apr46, not under Lend-Lease;
30642	201182	C-46A-50CU Chinese Air Force				USAAF s/n 42-101182; d/d 15apr46, not under Lend-Lease

30643 30655 30657 30669 30677 30681	201188 201200 201202 201214 201222 201226	C-46A-50CU C-46D-5-CU C-46D-5-CU C-46D-5-CU	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	
32950	XT-155	C-46D-10CU	CNAC	
32954 32960	XT-162 XT-160	C-46D-10CU C-46D-10CU		
33261	477865	C-46D-10CU	Chinese Air Force	
33263 33291	477867 477895	C-46D-15CU	Chinese Air Force Chinese Air Force	
33305 33310	477909 477914		Chinese Air Force Chinese Air Force	
33312 33313	477916 477917		Chinese Air Force Chinese Air Force	
33318 33319	477922 477923	C-46D-15CU	Chinese Air Force Chinese Air Force	
33371	XT-154	C-46D-15CU	CNAC	
33372	XT-156	C-46D-15CU	CNAC	
33595	ХТ ХТ		Centr Air Trp Corp	
33641	XT		Centr Air Trp Corp	
33674	XT CA15	C-46D-15CU C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA16 CA17	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA18 CA19	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA20 CA21	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA22 CA23	C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA23 CA24 CA27	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	
	CA27 CA37 CA40	C-46 C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	
	CA40 CA44 CA45	C-46 C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	
	CA46	C-46 C-46	Centr Air Trp Corp	
	CA49 CA51	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA52 CA53	C-46 C-46 C-46 C-46 C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp Centr Air Trp Corp	
	CA55 CA58	C-46 C-46	Centra All Trp Corp	
	CA60 CA61	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA63 CA64	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	CA65 XT-44	C-46 C-46	Centr Air Trp Corp Civil Air Transp.	
	XT-114	C-46	CNAC	r/r
	XT-116	C-46	CNAC	r/r
	XT-118	C-46	CNAC	r/r
	XT-122	C-46	CNAC	r/r
	XT-124 XT-130	C-46 C-46	CNAC CNAC	r/r r/r
	XT-136	C-46	CNAC	r/r
	XT-140 XT-142	C-46 C-46	CNAC	r/r r/r
	XT-142	C-46	CNAC	r/r
	XT-148	C-46	CNAC	r/r
	XT-158 XT-500	C-46 C-46	CNAC Centr Air Trp Corp	r/r r/r
	XT-502	C-46	Centr Air Trp Corp	
	XT-504 XT-506	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	r/r r/r
	XT-508	C-46	Centr Air Trp Corp	
	XT-510 XT-512	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	XT-514	C-46	Centr Air Trp Corp	
	XT-516	C-46	Centr Air Trp Corp	
	XT-518	C-46	Centr Air Trp Corp	
	XT-520 XT-524	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	XT-528	C-46	Centr Air Trp Corp	
	XT-530	C-46	Centr Air Trp Corp	
	XT-532 XT-534	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	XT-534 XT-536	C-46 C-46	Centr Air Trp Corp	
	XT-538	C-46	Centr Air Trp Corp	
	XT-540 XT-542	C-46 C-46	Centr Air Trp Corp Centr Air Trp Corp	
	XT-542	C-46	Centr Air Trp Corp	
	XT-546	C-46	Centr Air Trp Corp	
	XT-832 XT-836	C-46 C-46	Civil Air Transp. Civil Air Transp.	

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201188

C-46A-50CU Chinese Air Force

USAAF s/n 42-101188; d/d 15apr46, not under Lend-Lease USAAF s/n 42-101202; d/d 15apr46, not under Lend-Lease USAAF s/n 42-10122; d/d 15apr46, not under Lend-Lease 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 USAAF s/n ...; ex NC5168; bought 15ep48; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8382C 19dec49 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 USAAF s/n 44-77865; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-77895; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-7799; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-77916; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-77916; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-77916; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-77922; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-7792; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-7792; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-7792; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-7792; d/d 15apr46, not under Lend-Lease; wfu 1948 USAAF s/n 44-7792; ex NC51820; bought 26jul48; defected from Hong Kong to Tientsin in Communist China 09nov49; scanx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8378C 19dec49 (on paper) USAAF s/n 44-77975; ex NC51929 (not NC51820); trf 26jul48 ; bearent N8320C 19dec49; became N8379C 19dec49, B-854, VT-DR USAAF 5/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 1948 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 19dec49 1948 1948 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 1948 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 probably cany 13pov49 1948 1948 anx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 1948 19dec49 1948 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 10doc/0 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 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) 1948 1948 canx 13nov49; 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sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 probably canx 13nov49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 probably canx 13nov49 at Quingdao; in dark grey c/s; probably canx 13nov49 at CAN; in dark grey c/s; probably canx 13nov49 nhoto nhoto

USAAF s/n 42-101188; d/d 15apr46, not under Lend-Lease

 XT-840 XT-844 XT-846 XT-850 XT-854 XT-864 XT-45/145	C-46 C-46 C-46 C-46 C-46 C-46 C-46	Civil Air Transp. Civil Air Transp. Civil Air Transp. Civil Air Transp. Civil Air Transp. Civil Air Transp. Civil Air Transp. CNAC		photo	probably canx 13nov49 probably canx 13nov49 probably canx 13nov49 probably canx 13nov49 probably canx 13nov49 probably canx 13nov49 in natural metal c/s, registration and serial on fin; w/o 28jan47 on a flight from Hankow to Chungking (now
 XT-T51/121	C-46	CNAC		photo	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 Tiermmun (some 90 miles south of Hankow), all 3 crew and 22 of the 23 passengers killed (only a four-year old boy survived) 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
 103 104	C-46 C-46	Civ Avn Adm China Civ Avn Adm China	rgd rgd	nov49 nov49	Mountains west of Tsingtao, all 5 crew and 38 passengers killed ex "Chongqing 1"; canx 1957; trf to Chinese Air Force was this really a C-46 ? - there is photo-proof of C-47 '104'; ex "Shanghai 1"; canx 1957; trf to Chinese Air Force
    105 106 107 108 109 112 113 113 113	C-46 C-46 C-46 C-46 C-46 C-46 C-46 C-46	Civ Avn Adm China Civ Avn Adm China CNAC Civ Avn Adm China CNAC	rgd rgd rgd rgd rgd d/d rgd d/d	nov49 nov49 nov49 nov49 nov49 nov49 dec44 nov49 dec44	ex "Shanghai 4"; canx 1957; trf to Chinese Air Force ex "Wuhan 1"; canx 1957; trf to Chinese Air Force ex "Shanghai 3"; canx 1957; trf to Chinese Air Force ex "Tianjin"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force ex "Shanghai 7"; canx 1957; trf to Chinese Air Force ex "Shanghai 10"; canx 1957; trf to Chinese Air Force ex "Shanghai 10"; canx 1957; trf to Chinese Air Force ex "Guangzhou"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force ex "Guangzhou"; opb CAAC Cargo; canx 1957; trf to Chinese Air Force
 114 115 (1)	C-46 C-46	Civ Avn Adm China CNAC	rgd d/d	nov49 1945	was aborted, but the aircraft overran the runway and ended up in a rice paddy, all crew escaped unhurt; repaired ex "Shanghai 5"; canx 1957; trf to Chinese Air Force 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
   115 (2) 116 116 117 118 118	C-46 C-46 C-46 C-46A C-46 C-46	Civ Avn Adm China CNAC Civ Avn Adm China CNAC CNAC Civ Avn Adm China	rgd d/d rgd d/d d/d rgd	nov49 1945 nov49 1945 1945 nov49	(one source gives 29 occupants killed and 7 survivors) ex "Shanghai 9"; canx 1957; trf to Chinese Air Force in natural metal c/s ex "Shanghai 2"; canx 1957; trf to Chinese Air Force in natural metal c/s; f/n HKG 1945 damaged 09aug45, details unknown; repaired ex "Shanghai 6"; canx 1957; trf to Chinese Air Force
   119 119 120 121 122	C-46 C-46 C-46 C-46 C-46 C-46	CNAC Civ Avn Adm China CNAC CNAC CNAC	d/d rgd d/d d/d d/d	1945 nov49 1945 1945 1945	ex "Shanghai 8"; canx 1957; trf to Chinese Air Force
    123 124 125 126 127	C-46 C-46 C-46 C-46 C-46	CNAC CNAC CNAC CNAC CNAC CNAC	d/d d/d d/d d/d d/d	1945 1945 1945 1945 1945	
 128 129 130 131 132	C-46 C-46 C-46 C-46 C-46	CNAC CNAC CNAC CNAC CNAC CNAC	d/d d/d d/d d/d	1945 1945 1945 1945 1945	
 133 134 135 213 543	C-46 C-46 C-46 C-46 C-46	CNAC CNAC CNAC Civ Avn Adm China Civil Air Transp.	d/d d/d no	1945 1945 1945 reports photo	crashed 20nov52 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, I/n sep15
 36045 ? 36047 ?	C-46 C-46	Chinese Air Force Chinese Air Force	Dts Dts	28nov91 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), I/n sep15 in white c/s with light grey undersides, code faded (impossible to read); preserved in the China Aviation
 not known	C-46	CNAC			Museum (N40.184208 E116.360531) at Shahezhen AFB (Changping), I/n sep15 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
 no serial	C-46	Chinese Air Force	ph.	16aug07	other injured 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
 no serial	C-46	Chinese Air Force	ph.	16aug07	E112.883101), seen aug07 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 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 èiauliai; 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 èiauliai; 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

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42 ? CCCP-X662
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Do 24T MVD

1945

trf

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; I/n IAA 1947

CCCP-N473 Do 24T Polyarnaya Aviats. trf late 47

opb Moskovskaya aviagruppa; stored as 'requiring repair' at Zakharkovo until autumn 1948; in a document 13sep48 with this registration, as under modification in Moscow; received Soviet engines; damaged 19oct48 while being hauled from water to land when the hull floor was pierced at two points; repaired but reportedly wfu in first half of 1950 - but there is a Do 24 in a pilot's flight log as late as 1952

## 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 Councel 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).

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7551	CCCP-F372	A-20C AFL/Ukraine	rqd	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-L1123	A-20G-25DO AFL/Ukraine	rgd	unknown	USAAF s/n 43-9150; opb OVS No. 4; canx 1955
14882	CCCP-L1130	A-20G-20DO AFL/Ukraine		unknown	USAAF s/n 43-9506; opb OVS No. 4; canx 1955
			rgd		
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 Gidrometsluzhba	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 Cartoarabhy)
21176	321529	A-20G-40DO Gidrometsluzhba	rqd	unknown	USAAF s/n 43-21529; opb 37 osao YaU GMS (37th independent composite aviation detachment of the
21170	521529	A-20G-40D0 Giul Ometsiu2hba	igu	UTIKITOWIT	SAAK S/IN 45-21525, optio 57 osao GMS (57th Independent Composite aviation detaclimiter 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 Gidrometsluzhba	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
21/05			.90		(aviation detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography); CofA valid until 31de47; 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 eatury 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	rqd	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
			.9-		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 'Aerosyomka 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 armment (to replace CCCP-F222) by 05auq47
	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
	CCCP-X578	A-20G-1-DO Minrybprom	rgd	unknown	had to return from aerial survey party No. 2 to Yakutsk 28jul48 Ministery 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-serialled 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 Zracnog 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 millenium. 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
1318	SP-ASJ	DC-2-115D	LOT	mfd	26oct34	by a Japanese air attack at Hong Kong 08dec41 assembled by Fokker (3); ex PH-AKF and D-ABEQ; d/d feb37; w/o 25nov37 (or 23nov37) on a flight from
1369	24	DC-2-118B	CNAC	mfd	19mar35	Salonika to Sofia when crashed near Lazd Ricie (?) in the Rodopi mountains (Bulgaria), all occupants killed 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);
1377	SP-ASK	DC-2-115F	LOT	d/d	jul35	destroyed by a Japanese air attack at Hong Kong 08dec41 assembled by Fokker (27); rgd 02aug35; in natural metal c/s; canx 05sep39; evacuated to Riga sep39; no
	no code	DC-2-115F	Soviet Air Force		1940/41	local marks if any are known; taken over by the Soviets when they occupied Lativia jun40 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
1378	SP-ASL	DC-2-115F	LOT	d/d	03aug35	substantiated build of the source with rote to some time, besubyed on the ground at Nga spine by Germain fighters jund1 or juld1 (photo of the wreck exists) 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
	YR-GAD	DC-2-115F	LARES	rgd	25oct41	In Romania as property of the Romanian government 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
1413	CCCP-I145	DC-2-152	NKAP	rgd	03oct35	when Romania changed sides in the war) c/n in register as '174'; ex NC14949; bought via Amtorg aug35; tested and studied by TsAGI and aircraft
	URSS-M25	DC-2-152	AFL/International	rgd	31mar36	industry c/n in register as '174'; opb eon at Moscow-Khodynka; in natural metal c/s; started scheduled services
	URSS-D25	DC-2-152	Deruluft	r/r	1937	06may36 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-Khodynka; 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 DD-3 (Finnish Air Force); wfu 1951; the fuselage was preserved in the Finnish Aviation Museum at Helsinki-Vantaa from aug86 (//n Jan08) and was later used for the restoration of DD-1 which is
1564	OK-AIZ	DC-2-211	CLS	mfd	24jun37	preserved in a shopping centre at Tuulonen assembled by Fokker (38); carried test registration PH-ALZ; not taken up by Wöstwag of Urga (Mongolia); rgd 05oct37; d/d 29nov37; canx 19dec37 as sold abroad; was probably shipped to Republican Spain by
1565	OK-AID	DC-2-215	CLS	mfd	12jul37	sea, with the ship being sunk by Nationalist forces in late 1937 or early 1938 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
1567	31	DC-2-221	CNAC	mfd	18may37	suffered engine problems and made a forced landing near Plötzig (Western Prussia) 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
1568	32/XT-OBF	DC-2-221	CNAC	mfd	30may37	of the 14 passengers killed 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 'Kweilin'; alloted also registration XT-OBF (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 wing; 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 sy 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
1581	OK-AIA	DC-2-115K	CLS	mfd	24feb36	occupants (4 crew and 10 passengers) were killed by the strafing Japanese fighters and 2 injured assembled by Fokker (30); rgd 12mar36; d/d 24mar36; i/s 20apr36; dbr the same day on its first scheduled flickturker date filture (latehander date) and the same fighter and the same date of the same fighter and the same date of th
1582	OK-AIB	DC-2-115K	CLS	mfd	04mar36	scheduled flight when force-landed at Elburg (Netherlands); canx 17sep36 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-OBF	DC-2-190	CNAC	mfd	29jul36	ex NC16048 (canx 25apr39); bought mar39; d/d 15may39, named 'Kangting'; alloted also registration XT- OBF (or XT-DBF ?) for flights to Burma (there is a photo of a DC-2 with the registration XT-OBF 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 eskadrilya 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 ian37: later opb the National Government VIP Flight
	36 not known	DC-2-193 DC-2-193	CNAC Chinese Air Force	Isd	1936 ?	named 'Kwangtung'; returned to the Chinese Air Force in winter 1939 w/o 11aug41 while being parked at Chengtu (now Chengdu) when was attacked and destroyed by 4 Mitsubishi AGMs 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
1973	OK-AIH	DC-3-220	CLS	mfd	19aug37	12aug53), N1788B and N490; exported to the Philippines OGaug64 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
1974	not known	DC-3G2-227	Soviet Air Force ?	mfd	26aug37	29oct40 when crashed on take-off from THF, 2 crew killed and 1 injured bought for the non-existing Mongolian Transport Co. aug37; delivered via Fokker, probably assembled at
1980	YU-ABM	DC-3-194C	JAT	mfd	27aug37	Cherbourg: carried test registration 'F-2' 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
1986	YR-PAF	DC-3-227	LARES	d/d	09sep37	31mar42 delivered via Fokker; toc 20sep37; first CofA issued 26nov37; named 'Tot m'as duce'; t/t 614 hours 27 minutes and 573 cycles by 01aug40; severely damaged 19jun41 on take-off from Bucharest en route to
	YR-PAF YR-PAF	DC-3-227 DC-3-227	TARS DGFAC	no trf	reports 25apr53	Sofia; repaired last CofA lissued 24mar53 Directorate of Civil Aviation; various vital components like engines, undercarriage, some instruments etc.
	YR-PAF	DC-3-227	TAROM	no	reports	were replaced by Soviet-made components 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
1987	not known	DC-3G2-227	' Soviet Air Force ?	d/d	20sep37	Baneasa; canx 30nov64 as scrapped bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, probably assembled at
1988	not known		Soviet Air Force ?	d/d	20sep37	Cherbourg; carried test registration 'F-2' bought for the non-existing Mongolian Transport Co. sep37; delivered via Fokker, probably assembled at
1995	OK-XDM (2)	DC-3-229	CSA	mfd	oct37	Cherbourg; carried test registration 'F-2' ex NC18119, N403D and N1431R; 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
2023	OK-AIE	DC-3-220A	CLS	mfd	21jan38	main office complex (NS0.106881 E14.273877) of CSA at PRG from 20sep03, I/n jun11; see c/n 19539 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;
2031	URSS-M136	DC-3-196A	AFL/International	d/d	19may38	destroyed by Allied bombing in 1943 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 efficiency (Merging and State in 1909)
	URSS-M	DC-3-196A	Hamiata	rgd	1940	Chinese airline Hamiata in 1939 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
	URSS-B (1)	DC-3-196A	AFL/International	rgd	05apr39	Kiev and Tbilisi routes in 1938/39 entered service 03may39; f/n THF 09jan40, inaugurating the MOW-THF service; used on the MOW-BMA
2033	not known		Soviet Air Force ?	d/d	25may38	route jul40; opb 1 eskadrilya MAGON GVF by 19jul41; canx aug41; see c/n 2035 bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test
2034	not known	DC-3-196		no	reports	registration 'F-2'; probably opb aeon VVS delivered to the Soviet Union without engines as a pattern aircraft; bought via X.Cello may38, arrived
2035	URSS-B (2)	DC-3-196	AFL/International	rgd	06mar43	aug38; may have become PS-84 c/n 841 URSS-M138 (see there) reportedly delivered without engines as a pattern aircraft; bought via XCello may38, arrived aug38; this
2042	not known		Soviet Air Force ?	d/d	01jun38	one may have been the one which was assembled and reported ready 07nov38; see c/n 2032 bought via Northeast 02mar38; delivered via Fokker, probably assembled at Cherbourg; carried test
2043	URSS-M137		AFL/International	d/d	03jun38	registration 'F-2'; probably opb aeon VVS 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 Tihwa (now Urumqi) 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
2047	URSS-C	DC-3-196A	AFL/International	d/d	30aug38	on the MOW-BMA route jan41; I/n BMA 21jun41; struck off charge 10may45 as worn out 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 ouf of a signal pistol incinerated the cockpit, the aircraft made an emergency landing near Vesterø island in Oslofjorden and sank, all 3 crew and 6 of the 17 passengers
2096	MT-16	DC-3-260	Mongolian Govmt.	d/d	17jan39	killed bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; in natural metal c/s, no markings apart
	CCCP-L3403	DC-3-260	GVF/Soviet AF c/s	rgd	29jun39	from registration; featured in the Soviet movie "Muzhestvo" (Courage) shot in 1939 in natural metal c/s with a Red Star in the registration instead of the dash, prefix confirmed; featured in
	URSS-D	DC-3-260	AFL/International	rgd	03jan40	the Soviet movie "Budni" (Everyday Life) shot in 1940 impressed by the Soviet Air Force during the 'Winter War' against Finland in 1939/40, conducted eight
2097	MT-17	DC-3-260	Mongolian Govmt.	d/d	20jan39	leaflet dropping flight over Finland; opb 1 eskadrilya MAGON GVF by 19jul41 bought via Far East Fur Trading, Mongolia; opb Soviet Air Force
	URSS-L3402 URSS-G	DC-3-260	Aeroflot AFL/International	rgd rgd	25jun39 03jan40	used on the MOW-BMA route jul40; opb 1 eskadrilya MAGON GVF by 19jul41
2098	MT-18	DC-3-260	Mongolian Govmt.	d/d	27jan39	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
	URSS-K	DC-3-260	AFL/International	rgd	09mar40	badge on the fin; photo exists used on the MOW-BMA route jul40; opb 1 eskadrilya MAGON GVF by 19jul41; canx aug41
2099 2100	MT-19 MT-20	DC-3-260 DC-3-260	Mongolian Govmt. Mongolian Govmt.	d/d d/d	11feb39 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
2101	MT-21	DC-3-260	Mongolian Govmt.	d/d	22feb39	code and an unknown badge on the fin; photo exists bought via Far East Fur Trading, Mongolia; opb Soviet Air Force; modified into an ambulance aircraft by
2112	not known	DC-3-196B	history unknown	d/d	01mar39	Factory No. 84 in 1939 bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test
2113	not known	DC-3-196B	Soviet Air Force	d/d	24mar39	registration 'F-6' bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test
2114	URSS-L3407	DC-3-196B	AFL/International	d/d	26mar39	registration 'F-6' c/n confirmed (not 2117); bought via Northeast 16dec38; delivered via Fokker, probably assembled at
	CCCP-L3407	DC-3-196B	GVF/Soviet AF c/s		photo	Cherbourg; carried test registration 'F-6'; rgd 20jan40 in natural metal c/s, with a Red Star in the registration instead of the dash; used in the 'Winter War'
2115	not known	DC-3-196B	Soviet Air Force	d/d	28mar39	against Finland in 1939/40; canx 03apr41, but obviously restored; struck off charge 01jun49 as worn out bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test
2116	not known	DC-3-196B	history unknown	d/d	29mar39	registration 'F-6' bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test
2117	not known	DC-3-196B	history unknown	d/d	07apr39	registration 'F-6' bought via Northeast 16dec38; delivered via Fokker, probably assembled at Cherbourg; carried test
2130	XT-5	DC-3A-269	Centr Air Trp Corp	mfd	jun39	registration 'F-6' ex NC21715 (canx 20may48); sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air
2135	41	DC-3-228B	CNAC	d/d	09aug39	Transport Inc. 19dec49; became N8340C 19dec49 (canx 22jul53), N1789B, XB-GUI and XA-RAM export CofA issued 12jul39; arrived in Hong Kong on board of a Norwegian ship 11sep39; test-flown at Kai There are also been as the set of th
						Tak nov39; named 'Chiating'; damaged during a Japanese attack on Nanhsiung 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
	XT-BTA	DC-3-228B		r/r	01may43	a rainstorm tie-up not confirmed (may have been XT-BTB)
	XT-91 XT-1	DC-3-228B DC-3-228B		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.
2148	46	DC-3-294A	CNAC	mfd	20feb40	19dec49; became N8360C 19dec49 (canx 26mar53); scrapped at Hong Kong probably in 1953 delivered via Fokker; was bought by Air France, but not delivered; sold to CNAC nov40; d/d dec40; toc ind11 participant [Error]] (ca) [var] to can a characterized a cana characterized by caring a 1011, the right wing was destroyed
						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 caudh fire and the propeller could not be feathered, the crew opted for a forced landing on a sandbar in
						the Yangtze river near Klangtsing, 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	savaged, but lie hver swept taway 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
2184	XT-5	DC-34-2698	Centr Air Trp Corp	mfd	jan40	(Paraguayan Air Force), w/o 1964 when crashed at Encarnación ex NC25609 (canx 08apr49); d/d 1948; canx 13nov49; sold to the Chennault&Willauer partnership
2104		20 JA 207D		mu	Jun 70	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 Calcultta 23nov41, being the first aircraft to fly over the hump
	XT-BTB XT-92	DC-3-268C DC-3-268C	CNAC CNAC	r/r r/r	01may43 jan47	tie-up not confirmed (may have been XT-BTA) passenger version; in fleet list 27feb48
	XT-1		CNAC	r/r	1948	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
4214	CA11	C-47-DL	Centr Air Trp Corp	mfd	23feb42	China 09nov49) USAAF s/n 41-7735; sold ex Karachi 12mar46; w/o 14dec46 on a flight from Peking to Shanghai when
4246	CA10	C-47-DL	Centr Air Trp Corp	mfd	18mar42	crashed in Changxing County (Zhejiang) due to bad weather, 6 occupants killed USAAF s/n 41-7759; sold 02mar46; remark 'not use the grounding'
4472 4483	118410 ? CA1	C-47-DL C-47-DL	Chinese Air Force Centr Air Trp Corp	mfd mfd	28jun42 14jul42	USAAF s/n 41-18410; diverted 29jun43 USAAF s/n 41-18421; sold 21dec45
4541	XT-T23 71225	C-47-DL	Centr Air Trp Corp Yugoslav Air Force	r/r mfd	jan47 22jul42	canx 13nov49; fate unknown USAAF s/n 41-38592; ex NC22429, RX-87, HP-87, N10420, TI-1021, '38592' (French Air Force) and F-
4573	136	C-47-DL	CNAC	mfd	30jul42	BRGF; d/d 1971 ? USAAF s/n 41-18481; declared as 'condition salvage' by the USAAF 15may45
	XT-56 XT-129	C-47-DL C-47-DL	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 N8356C 19dec49 (on paper); probably later opb SKOGA and CAAC
4587 4592	118495 ? 118500 ?	C-47-DL C-47-DL	Chinese Air Force Chinese Air Force	mfd mfd	09aug42 10aug42	USAAF s/n 41-18495; diverted 04jul43 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,
4665	"540"	C-47-DL	Soviet Air Force	mfd	28aug42	ferried to MRS 26mar60; became '118516' (French Air Force), F-SDKQ, F-BTDK and TT-LAH 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)

Number         Number         Number         Number         Number         Number         Number           407         107         107.12	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
Here         Autor	4669	"544"	C-47-DL	Soviet Air Force	mfd	02sep42	
Hart Barley C. 2006Faste At Proc.100Easte At Proc.100Easte At Proc.100Easte At Proc.100Easte At Proc.100Easte At Proc.100					mfd		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 USAAF 5/n 41-18545; probably delivered 'on Ioan' and returned to the USAAF; ferried by tao KVT oct42 or
227 $2472$	4671	"546"	C-47-DL	Soviet Air Force	mfd	30aug42	from 04jan43; return date unknown; toc by 10th Air Force in India 04mar43; w/o 19apr43 on a flight from Kunming to Sookkerating
Holisophi Constructure Line words at 11457 and 12000.         Holisophi Constructure Line words at 11457 and 12000.           4071         Yuff         Caluba Social at rever         Holisophi Constructure Line words at 11457 and 12000.           4073         Yuff         Caluba Social at rever         Holisophi Constructure Line words at 11457 and 12000.           4073         Yuff         Caluba Social at rever         Holisophi Constructure Line words at 11457 and 12000.           4074         Yuff         Caluba Social at rever         Holisophi Constructure Line words at 11457 and 12000.           4077         Yuff         Caluba Social at rever         Holisophi Constructure Line words at 11457 and 12000.         Holisophi Constru	4672	"547"	C-47-DI	Soviet Air Force		-	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
4437         544°         C. 47.01 <i>Evel AP Proc. end</i> 30ap2           457         547         C. 47.01 <i>Evel AP Proc. end</i> 30ap2           457         547         C. 47.01 <i>Evel AP Proc. end</i> 30ap2           457         552*         C. 47.01 <i>Evel AP Proc. end</i> 30ap2           458         60         C. 47.01 <i>Evel AP Proc. end</i> 30ap2           458         60         C. 47.01 <i>Evel AP Proc. end</i> 30ap2           458         60         C. 47.01 <i>Evel AP Proc. end</i> 30ap2 <i>end end end</i> <	4072	547	C I DE	Soviet All Force	init	5000g-12	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
4627         "56"         C.4.7.0         Seek AF Free         and         Mage           4677         "55"         C.4.7.0         Seek AF Free         mel         Mage	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
4477         "32"         C 47-DL         Sould AF Fores         mt         11acy2         Class 2         Clas 2         Class 2         Clas	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; too by 10th Air Force in India 08apr43; w/o 27nov43 when crashed at Sambhar near Jajuur
448169C 47 0.DACnetC backnetC backnetC backnetC backNetC backNet <td>4677</td> <td>"552"</td> <td>C-47-DL</td> <td>Soviet Air Force</td> <td>mfd</td> <td>31aug42</td> <td>ÚSAAF 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</td>	4677	"552"	C-47-DL	Soviet Air Force	mfd	31aug42	ÚSAAF 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
4986         11550-7         C-2-30         Change of Free Sum         Constrained Processing Sum	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 ecountered 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 Tail/now Dali (N25.649631 E100.091721), all 3 crew killed, this was the first fatal
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$							USAAF s/n 41-18569; diverted 28jun43
Tr.B.         C.47.DL         C.WC         mtm         mtm         product of the second						·	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
47/6not knownC-47-ULShout Ar Forcemini1006pc2USAA $f_{0}$ , 13-15601, and 14 planer do , and the Land-Lase account late in 1945; A 12 DCS2478not knownC-47-DLSoute Ar Forcemp2004p3477not knownC-47-DLSoute Ar Forcemp478not knownC-47-DLSoute Ar Forcemp477CCCP-3051C-47-DLSoute Ar Forcemp4781CCCP-3051C-47-DLSoute Ar Forcemp4781CCCP-3051C-47-DLSoute Ar Forcemp4781CCCP-3051C-47-DLNoVD - Destroolmp4781CCCP-3051C-47-DLNoVD - Destroolmp4782CCCP-3051C-47-DLSoute Ar Forcemp4783CCCP-3051C-47-DLSoute Ar Forcemp4784CCCP-3050C-47-DLSoute Ar Forcemp4783CCCP-3050C-47-DLWorkmp4784C-53-DOCNACmp2004p34785C-53-DOCNACmp2004p34785C-53-DOCNACmp2004p34785C-53-DOCNACmp2004p34787C-53-DOCNACmp2004p34783C-53-DOCNACmp2004p34793C-53-DOCNACmp2004p34793C-53-DOCNACmp2004p34793C-53-DOCNACmp2004p44794C-53-DOCNAC <t< td=""><td>4730</td><td></td><td></td><td></td><td>mfd</td><td></td><td>metal c/s with two thin blue cheatlines; photo at Shanghai</td></t<>	4730				mfd		metal c/s with two thin blue cheatlines; photo at Shanghai
UNSS-RC-47-DLHarmanmplPhane3310000C-47-DLSoviet Ar Forcemf10000C-47-DLSoviet Ar Forcemf10000C-47-DL<	4765						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
4770         not known         C-47-DL         Soviet Air Force         mfd         1942           4771         CCCP-X361         C-47-DL         NKVD - Datorol         mfd         20047           4781         CA2         C-47-DL         Soviet Air Force         mfd         20047           4781         CA2         C-47-DL         Soviet Air Force         mfd         20047           4781         CA2         C-47-DL         Soviet Air Force         mfd         20047           4782         C-47-DL         Soviet Air Force         mfd         30047         USAM fini 11-12602; inflating delivered in hear for lease account later in 1943; delivered in hear for lease account later in 1943; delivered in hear for lease account later in 1943; delivered in hear for lease account later in 1943; delivered in hear for lease account later in 1943; delivered in hear for lease account later in 1943; delivered in hear for lease account later in 1943; delivered in hear for hear for manual in the state in	4768						
4771         CCCP-X161         C-47-DL         NKVD - Determ         mid         121221           4781         CA2         C-47-DL         Cert Part Jin Cop         mid         field for Kraupyark du Berns Zager3           4781         CA2         C-47-DL         Cert Part Jin To Cop         mid         field for Kraupyark du Berns Zager3           4782         not nom         C-47-DL         Soviet Air Force         mid         field for Kraupyark du Berns Zager3           4882         C41-DL         Soviet Air Force         mid         300242           4893         49         C-53-DO         CHAC         mid         300242           4893         49         C-53-DO         CHAC         mid         329,422           4875         C-53-DO         CHAC         mid         329,422         C-53-DO         CHAC         mid           4875         49         C-53-DO         CHAC         mid         329,422         C-53-DO         CHAC         mid           4875         C-53-DO         CHAC         mid         300242         Jinerd         100042         CHAC         100042         100042         100042         100042         100042         100042         100042         100042         100042 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>diverted jan43 or feb43 but probably delivered already in autumn 1942 USAAF s/n 41-18609; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943;</td>							diverted jan43 or feb43 but probably delivered already in autumn 1942 USAAF s/n 41-18609; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943;
4781CA2C 47 0LCentr Ar Trp Copmfd250042Ulstart Sin 143320042Ulstart Sin 143320042Ulstart Sin 143320042Ulstart Sin 143320042Ulstart Sin 143320042Ulstart Sin 143320042 <td>4771</td> <td>CCCP-X361</td> <td>C-47-DL</td> <td>NKVD - Dalstroi</td> <td>mfd</td> <td>21oct42</td> <td>and left for Krasnoyarsk via Kirensk 26apr43 USAAF s/n 41-18610; rgd 18mar43; initially delivered 'on loan', but transferred to the Lend-Lease account</td>	4771	CCCP-X361	C-47-DL	NKVD - Dalstroi	mfd	21oct42	and left for Krasnoyarsk via Kirensk 26apr43 USAAF s/n 41-18610; rgd 18mar43; initially delivered 'on loan', but transferred to the Lend-Lease account
4799         not known         C-47-0L         Soviet Air Force         mfd         300-c44         Mainter, to casualities         Mainter air to table and the mining for Air 200 and the for Air 200 and Air	4781	CA2	C-47-DL	Centr Air Trp Corp	mfd	25oct42	Soviet civil register
482         CC2P-1829         C-47-DL C-53-DO         GVF DMAC         mpd 2364-F in 2364-F in 23							failure, no casualties
<ul> <li>Lease: y/v 11aug13 on a flight from Linkes of, holderson gives the date 12g-Pd42, officially diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes of, holderson gives the date 12g-Pd42, officially diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 25mar42, under Lead-Lease (v) 11aug13 on a flight from Linkes) the flight diverted 12ar47.</li> <li>50 CAS-20 CALC mid 09fHzd USAF (v) 11aug13 on a flight from Linkes) the flight diverted 12ar47.</li> <li>51 C-53-D0 CIAC mid 20fHzd (v) 11aug13 on a flight from Linkes) the flight diverted 12ar47.</li> <li>51 C-53-D0 CIAC mid 20fHzd (v) 11aug13 on a flight from Linkes) the flight diverted 12ar47.</li> <li>53 C-53-D0 CIAC mid 27fHzd (v) 11aug13 on a flight from Linkes) the flight diverted 12ar47.</li> <li>54 C-53-D0 CIAC mid 27fHzd (v) 11aug13 on a flight from Linkes) the flight diverted flight diverted flight diverted 12ar47.</li> <li>56 C-53-D0 CIAC mid 27fHzd (v) 11aug13 on a flight from Linkes) the flight diverted flight divert</li></ul>	4052						
4853     49     C-53-D0     CMAC     mfd     28jan/2     USAA <i>f</i> in 41-20083; ferried from Maximity Coll Jimed 2 and a fight from Kanning to Dingin (Asam) where inclustered at the line Lines, exist of the Simple Coll Jimed 2 and a fight from Kanning to Dingin (Asam) where inclustered at the bars had come loose), all 3 cree killed in the constrained at the bars had come loose), all 3 cree killed in the constrained at the bars had come loose), all 3 cree killed in the constrained at the constrained at the come of the constrained at the constrain	4852	48	C-53-DO	CNAC	mfa	28jan42	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
<ul> <li>4899 CAC2, C-S3-D0 Centr AIT TP Comp XT-74 C-S3-D0 Centr AIT TP Comp ZT-74 C-S3-D0 Centr AIT TP Comp ZT-74 Unincomm</li> <li>4891 S0 C-S3-D0 CHAC mrfd</li> <li>4897 S1 C-S3-D0 CHAC mrfd</li> <li>4897 S1 C-S3-D0 CHAC mrfd</li> <li>4898 S7 C-S3-D0 CHAC mrfd</li> <li>4894 Zhan Zhang Z</li></ul>	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
4871       50       C53-D0       CNAC       mfd       99fet42       L98AF s/n 41-2013; diverted 12gar42, possibly under Lend-Lease (Andersson gives the date 10gar42); photo in natural metal (s (Ladee) (ganz L2gap5); gans) (J L2gap4); gans)         4879       51       C-53-D0       CNAC       mfd       29fet42       L98AF s/n 41-2010; diverted 12gar42, possibly under Lend-Lease (Andersson gives the date 10gar42); moto in attrain metal (s (Ladee) (ganz L2gap4); gans)         4879       51       C-53-D0       CNAC       mfd       20fet42       L98AF s/n 41-2010; diverted 12gar42, possibly under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, possibly under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, possibly under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, under Lend-Lease (Andersson gives the date 10gar42); w/o 10gar42, un	4859						
XT-90 XT-141       C-53-DD       CNAC       r/r       jpassager version; in fact list 27feb38         4879       51       C-53-DD       CNAC       r/r       jpassager version; in fact list 27feb38         4879       51       C-53-DD       CNAC       mfd       20feb32       USAAF s/n 41-20109; diversion; in fact list 27feb38         4881       56       C-53-DD       CNAC       mfd       20feb32       USAAF s/n 41-20109; diversion jpassager version; jpassager version jpassager version jpassager version jpassager version; jpassager version jpassager version jpassager version; jpassager version jpassager version; jpassager version jpassager version; jpassager v							19dec49; became N8337C 19dec49 (canx 12aug53) and N1793B
XT-141C-53-DDCNACr/r1948487951C-53-DDCNACmfd20feb42Lissex1): canx 13nov49: impounded at Hong Kong nov49; beam M352C 13ded43 (canx 2)nos1). N264 and h3901; the 28,0187488156C-53-DDCNACmfd20feb42Lissex1, interpart, ressity indicinging the constraint on whoth resonance (Andersson gives the date 10msy42); to bacros were switched of as bapanese bombers were approaching and the aircraft ran out of fuel after 11 hours 25 minutes, so the crew balled out, 1 of the 3 lingter on landing488156C-53-DDCNACmfd27feb42USAAF s/n 41-20113; diverted 109,0n42, under Lend-Lesse (Andersson gives the date 07msy42); web 30nov44 on a flight from Ding Assam) to Kuming when both endresson gives the date 10msy42); distributes, so the crew ball diverson gives the date 10msy42); distributes, so the crew ball so the so and the some and th	4871						photo in natural metal c/s (taken just after WWII)
4879       51       C-53-D0       CNAC       mfd       20feb/2       USAAF s/n 41-2010; gi werted 12may42, possibly under Lend-Lease (Andersson gives the date 10may42); w/p 24ma44 on a flight from Dinjan (Assam) to Kunning, the craw lost orientation when the radio become were switched of as Japanese bombers were approaching and the aircraft ran aut of fuel after 11.         4881       56       C-53-D0       CNAC       mfd       27feb/2       USAAF s/n 41-2011; diverted OSund2, under Lend-Lease (Andersson gives the date 19apr42); w/p 24ma44 on a flight from Dinjan (Assam) to Kunning when both engines lost power and quit (apparently due to water in the fuel), the aircraft transhout constal in the Maga Hill (NZZ,249999         4883       57       C-53-D0       CNAC       mfd       27feb/2       USAAF s/n 41-20113; diverted 12jun42, under Lend-Lease (Andersson gives the date 19apr42); w/p 30nov44 on a flight from Dinjan (Assam) to scan of the pilots thought that the other one trees and the aircraft turn, bung Assam) when took off with the control locks in place, failed to be come airborne and overran the runway, both wings were sheard of finiside of the engines by 2 trees and the aircraft turn, bung holp liots injunes Assam) when took off with the control locks in place, failed to be come airborne and overran the runway, both wings were sheard off inside of the engines by 2 trees and the aircraft turn, bung holp liots injunes to All stress and the aircraft turn, bung holp liots injunes to All stress and the aircraft turn, bung holp liots injunes to a flight from Kunning to Dinjune (Assam) as and to function of the aircraft turn, bung holp liots injunes to a flight from Kunning to Dinjune (Assam) as a flight from Kunning to Dinjune (Assam) as a flight from Kunning to Dinjune							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
4881       56       C-53-D0       CNAC       mfd       27feb42       USAAF s/n 41-2011; diverted 05jun42, under Lend-Lease (Andersson gives the date 07may42); w/o 300n/44 on a flight from Dinjan (Assam) to Kuming when both engines to power and uik (apparently due to water in the fuel), the aircraft crashed into Digboi moutain in the Naga Hills (N2Z-249999 E96.016667) and burn to ui, all 3 crew killed; wreck fuel on only 04dec44         4883       57       C-53-D0       CNAC       mfd       27feb42       USAAF s/n 41-2013; diverted 12jun42, under Lend-Lease (Andersson gives the date 19apr42); dbr 17feb44 when crashed in take-off from Dinjan (Assam) as each of the pitots thought that the other one was flying the aircraft, it got out of control lefore they thed to cornect the error and ploghed into the tress at the end of the runway, all 5 crew wases (Andersson gives the date 25may42); w/o 100c42 during training at Balijan (a small dirt strip near Dinjan, Assam) when took off with the control locks in place, failed to become airbome and oweran the runway, both wings were shared of finside of the engines by 2 trees and the aircraft burnt, both pilots injured (another report stated that the aircraft tremained intact)         4904       53       C-53-D0       CNAC       mfd       03apr42       USAAF s/n 41-2013; diverted 25may42, under Lend-Lease (Andersson gives the date 25may42); probably initially opb the Chinese Air Force; w/o 11mar43       an fight from Numity Dinjan (Assam) and an fight from Numity Dinjan (Assam) an fight form 2013, seen oct00/2014, while the dat 12/62/81 and 30 fight from 400 Karde Sond	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
4883       57       C-53-D0       CNAC       mfd       27feb42       USAAF s/n 41-20113; diverted 12jun42, under Lend-Lease (Andersson gives the date 19gpr42); dbr erw sas flying are baily and ther nurway, ill so tu of control before they tried to correct the error and ploughed into the tree as the end of the nurway, ill so tu of control before they tried to correct the error and ploughed into the tree as the end of the nurway, ill so tu of control before they tried to correct the error and ploughed into the tree as the end of the nurway, ill so tu of control before they tried to correct the error and ploughed into the tree as the end of the nurway, ill so tu of control before they tried to correct the error and ploughed into the tree as the end of the nurway, ill so the date 26may42); w/or under Lend-Lease (Andersson gives the date 26may42); w/or	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
4902       52       C-53-D0       CNAC       mfd       30mar42       USARF s/n 41-20132; diverted 19may42, under Lend-Lease (Andersson gives the date 26may42); w/o         4904       53       C-53-D0       CNAC       mfd       03apr42       USAFF s/n 41-20132; diverted 15may42, under Lend-Lease (Andersson gives the date 26may42); w/o         4904       53       C-53-D0       CNAC       mfd       03apr42       USAFF s/n 41-20132; diverted 15may42, under Lend-Lease (Andersson gives the date 26may42); w/o         4904       53       C-53-D0       CNAC       mfd       03apr42       USAFF s/n 41-20132; diverted 15may42, under Lend-Lease (Andersson gives the date 26may42); w/o         4927       54       (1)       C-53-D0       CNAC       mfd       may42; ''       USAFF s/n 41-20132; diverted 15may42, under Lend-Lease (Andersson gives the date 26may42); see c/n         4927       54       (1)       C-53-D0       CNAC       mfd       may42; ''       USAFF s/n 42-6475; diverted 25may42, under Lend-Lease (Andersson gives the date 26may42); see c/n         4927       54       (1)       C-53-D0       CNAC       mfd       may42; ''       USAFF s/n 42-6475; diverted 25may42, under Lend-Lease (Andersson gives the date 26may42); see c/n         4927       54       (1)       C-53-D0       CNAC       mfd       may42; ''       USAFF s/n 42-6477; diverted 25may4	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 fiying the aircraft, it got out of control before they tried to correct the error and ploughed into the
490453C-53-D0CNACmfd03apr42USAAF s/n 41-20134; diverted 25may42; under Lend-Lease (Andersson gives the date 26may42); probably initially ob the Chinese Air Force; wo 11mar43 on a flight from Kunming to Dinjan (Assam) carrying tungsten when was caught by a down-draft and crash-landed at N26.899999 F98.409999 on Kao 1 Kung Shan Ridge south of Hpinwa (now Pianma) Pass on the Chinese-Waynamz 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 Nujiagn Tuofeng Aerial Line Memorial Hail (N26.013961 E96.627781) at Hanna from 2007, seen oct08/2014, while the right wing was displayed at the Wailmart in Kunming in the late 1990s and is in a private collection now USAAF s/n 42-6175 (diverted 25may42, under Lend-Lease (Andersson gives the date 26may42); see c/n 9069 passenger version; in fleet list 27feb48 passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx 13n0v49; soid to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8361C 19dec49 (on paper); the canx 07act65 was just a tidying-up exercise; probably later op SKOGA and CAAC492955 XT-55C-53-D0CNACr/r inf419stref of 50may42USAAF s/n 42-6502; diverted 29iun42, under Lend-Lease (Andersson gives the date 05jun42) passenger version; reportedly destroyed may45, but still infeet list 27feb48495226500 ?C-53-D0CNACr/r inf419stref destroyed may42, under Lend-Lease; was used to test the Shingkiang-India line short/nr dire distery495326501 ?C-53-D0CNACr/r inf419stref destroyed may42, under Lend-Lease; was call at diving-up exerci	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 Balijan (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
492754(1)C-53-D0CNACmfdmay42 ?USAAF s/n 42-6475; diverted 28may42, under Lend-Lease (Andersson gives the date 26may42); see c/n 9069 passenger version; in fleet list 27feb48 passenger version; in fleet list 27feb48 version; reportedly destroyed may45, but still in fleet list 27feb48 version; reportedly destroyed may45, but still in fleet list 27feb48 ustar op 52600 ?C-53-D0CNAC CNAC CNACmfd05may42 passenger version; reportedly destroyed may45, but still in fleet list 27feb48 ustar op 52600 ?C-53-D0CNAC CNACmfd05may42 passenger version; reportedly destroyed may45, but still in fleet list 27feb48 ustar op 52600 ?492955C-53-D0CNACr/rjan47 passenger version; reportedly destroyed may45, but still in fleet list 27feb48 ustar op 52600 ?495226500 ?C-53-D0Chinese Air Forcemfd18jun42USAAF s/n 42-6477; diverted 29jun42, under Lend-Lease (Andersson gives the date 05jun42) diverted 31mar43 but probably delivered in loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered in loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered in loan', but transferred to the Lend-Lease account later in 1943;	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 Nujiang Tuofeng Aerial Line Memorial Hall (N26.013961 E98.627761) at Pianma from 2007, seen oct08/2014, while the right wing was displayed at the Walmart in
XT-45 XT-121C-53-D0CNAC CNACr/rjan47 jan47passenger 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 SXOGA and CAAC492955 XT-55C-53-D0CNAC CNACmfd05may42 r/rUSAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42) passenger version; reportedly destroyed may45, but still in fleet list 27feb48492955 XT-55C-53-D0CNAC Chinese Air Forcemfd05may42 15jun42USAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42) passenger version; reportedly destroyed may45, but still in fleet list 27feb48495226501 ? C-53-D0C-53-D0Chinese Air Forcemfd15jun42 15jun42USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease (diverted 21)un42, under Lend-Lease USAAF s/n 41-18639; initially delivered ion loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered ion loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered ion loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered ion loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered ion loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probably delivered ion loan', but transferred to the Lend-Lease account later in 1943; diverted 31mar43 but probabl	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
492955C-53-D0CNACmfd05may42USAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42)495226500 ?C-53-D0CNACr/rjan47passenger version; reportedly destroyed may45, but still in fleet list 27feb48495226500 ?C-53-D0Chinese Air Forcemfd15jun42USAAF s/n 42-6500; diverted 29jun42, under Lend-Lease; was used to test the Shingkiang-India line495326501 ?C-53-D0Chinese Air Forcemfd18jun42USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease6000not knownC-47-DLSoviet Air Forcemfd18jun42USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease6001118640C-47-DLGVFrgd10nov4310nov43USAAF s/n 41-18660; 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 VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr436002not knownC-47-DLGVFrgd24sep436002not knownC-47-DLGVFrgd24sep436002not knownC-47-DLGVFrgd24sep436002not knownC-47-DLGVFrgd24sep436002not knownC-47-DLGVFrgd24sep436002not knownC-47-DLGVFrgd24sep436002not knownC-47-DLSoviet Air Forcergd24sep436002not knownC-47-DLSovie							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.
4953       26501 ?       C-53-DO       Chinese Air Force       mfd       18jun42       USAF s/n 42-6501; diverted 15jul42, under Lend-Lease         6000       not known       C-47-DL       Soviet Air Force       mfd       18jun42       USAF s/n 42-6501; diverted 15jul42, under Lend-Lease         6001       118640       C-47-DL       GVF       rgd       10nov43         6001       118640       C-47-DL       Soviet Air Force       mfd       31oct42       USAF s/n 41-18640; initially delivered iready in autumn 1942         6001       118640       C-47-DL       Soviet Air Force       mfd       31oct42       USAF s/n 41-18640; initially delivered iready in autumn 1942; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43         6002       not known       C-47-DL       GVF       rgd       24sep43         6002       not known       C-47-DL       Soviet Air Force       mfd       30oct42       USAF s/n 41-18661; initially delivered iready in autumn 1942; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43         6002       not known       C-47-DL       Soviet Air Force       mfd       30oct42       USAF s/n 41-18661; initially delivered iready in loan', but transferred to the Lend-Lease account later in 1943;		XT-55	C-53-DO	CNAC	r/r	jan47	later opb SKOGA and CAAC USAAF s/n 42-6477; diverted 04jun42, under Lend-Lease (Andersson gives the date 05jun42) passenger version; reportedly destroyed may45, but still in fleet list 27feb48
CCCP-L809       C-47-DL       GVF       rgd       10nov43         6001       118640       C-47-DL       Soviet Air Force       mfd       310ct43         VEX.PLAND       C-47-DL       GVF       rgd       24sep43         6002       not known       C-47-DL       Soviet Air Force       mfd       30octt2       USAAF s/n 41-18641; initially delivered already in autumn 1942; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) from 05apr43         6002       not known       C-47-DL       Soviet Air Force       mfd       30oct42       USAAF s/n 41-18641; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943;	4953	26501 ?	C-53-DO	Chinese Air Force	mfd	18jun42	shorty after delivery USAAF s/n 42-6501; diverted 15jul42, under Lend-Lease
6001     118640     C-47-DL     Soviet Air Force     mfd     31oct42     USAAF s/n 41-18640; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; diverted 'an loan', but transferred to the Lend-Lease account later in 1943; divered 'an loan', but	6000						
6002 not known C-47-DL Soviet Air Force mfd 30oct42 USAAF s/n 41-18641; initially delivered 'on loan', but transferred to the Lend-Lease account later in 1943;	6001	118640	C-47-DL	Soviet Air Force	mfd	31oct42	diverted 31mar43 but probably delivered already in autumn 1942; opb ate pri KVT VVS (transport
	6002						

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
6035	64	C-47-DL	CNAC	mfd	12nov42	just west of the city, all 3 crew killed USAAF s/n 41-38652; diverted 06jan43, under Lend-Lease (Andersson gives the date 04jan43); returned
6037	65	C-47-DL	CNAC	mfd	23nov42	to the USAAF probably soon after, to Tata 21dec45 USAAF s/n 41-38654; diverted 10jan43, under Lend-Lease (Andersson gives the date 08jan43); returned
6038	138655 ?	C-47-DL	Chinese Air Force	mfd	16nov42	to the USAAF already 19jan43; dbr 13mar45 when crashed on landing at Shwebo (Burma) USAAF s/n 41-38655; diverted 20dec42, under Lend-Lease
6133 6150	CA9 66	C-47-DL C-47-DL	Centr Air Trp Corp CNAC	mfd mfd	14dec42 22dec42	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
6151	67	C-47-DL	CNAC	mfd	18dec42	Tata 21dec45, fate unknown 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
6221	68	C-47-DL	CNAC	mfd	24jan43	19dec49 (canx 26jan53), N75097 and 959 (Chilean Air Force); w/o 07mar74 USAAF s/n 41-38762; diverted 04mar43, under Lend-Lease (Andersson gives the date 27feb43); photo
	XT-88	C-47-DL	CNAC	r/r	jan47	dec45 in natural metal c/s with probably blue trim and full titles passenger version; in fleet list 27feb48
6222	69	C-47-DL	CNAC	mfd	12jan43	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 C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 26jan43	USAAF s/n 42-5643; diverted 15feb43
6232	CCCP-L908 25644	C-47-DL C-47-DL	GVF	rgd mfd	01jun44	USAAF s/n 42-5644; diverted 12feb43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air
			Soviet Air Force		18jan43	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 khrebet mountain range at dusk, crashed into a hill on the northern side of the Ushkanyi khrebet range (50 km from Egvekinot) 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	CCCP-L806 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	25feb44 18jan43	USAAF s/n 42-5647; diverted 15feb43; h/o at Yakutsk 29mar43
6236	CCCP-L818 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 21jan43	USAAF s/n 42-5648; diverted 16mar43
6237	CCCP-L826 25649	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 20jan43	USAAF s/n given on Soviet register in error as 42-25648 USAAF s/n 42-5649; diverted 20feb43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air
6245	CCCP-L807 25657	C-47-DL C-47-DL	GVF Chinese Air Force	rgd mfd	27apr44 27jan43	Route) from 05apr43 USAAF s/n 42-5555; ex RAF s/n FD781 (returned to the USAAF); diverted 10sep45, probably under Lend-
7313	CA4	C-53-DO	Centr Air Trp Corp	mfd	29jun42	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)
7267	XT-T21 XT-5 SP-LCA	C-53-DO C-53-DO C-47-DL	Centr Air Trp Corp Centr Air Trp Corp LOT	r/r r/r	jan47 unknown 26ian42	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 USANE (d 12 F672; cod 14 Enzyde) cod to Enzy 05 F610; became FB, AED, 00 AED, 00 AED
7367				mfd	26jan43	USAAF s/n 42-5673; rgd 16may46; sold to Iran 28jul58; canx 05feb59; became EP-AED, 90-AED, 97-P23 and 97-PIF
7406 7407	59	C-53-DO C-53-DO	CNAC	mfd mfd	14aug42 16aug42	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 USAAF s/n 42-15890; diverted 18sep42, under Lend-Lease (Andersson gives the date 29aug42); w/o
,,	50	0.55.20	Civic	iniu	1000942	Orapr43 on a flight from Dinjan (Assam) to Kunning when experienced heave the base busy to, we 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 Kambait), the aircraft hit the very top of the mountain, caught fire and burnt out, 4 of the 6 crew (among
9016 9017	CCCP-I500 232791	C-47-DL C-47-DL	NKAP Soviet Air Force	mfd mfd	03feb43 31jan43	them all 3 cockpit crew) killed and both survivors seriously injured 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	CCCP-L814 not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	26jan44 30jan43	USAAF s/n 42-32792; diverted 17mar43
9019	not known CCCP-L815	C-47-DL	Soviet Air Force	mfd	31jan43	USAAF s/n 42-32793; diverted 23mar43
9020	not known	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	12oct43 31jan43	USAAF s/n 42-32794; diverted 01apr43
9021	CCCP-L819 232795	C-47-DL C-47-DL	GVF Soviet Air Force	rgd mfd	24sep43 02feb43	USAAF s/n 42-32795; diverted 29mar43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air
	CCCP-L816	C-47-DL	GVF	rgd	05nov43	Route) from 05apr43
9022	not known CCCP-L821	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	30jan43 24sep43	USAAF s/n 42-32796; diverted 17mar43
9023 9024	not known not known	C-47-DL C-47-DL	Soviet Air Force GVF/Soviet AF c/s	mfd mfd	31jan43 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 E missions 06/20act42
	CCCP-N329	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	and 5 missions 06/290ct43 initially opb Moskovskaya aviagruppa; flew some 30 ice-reconnaissance missions 12mar/03nov44; trf to Igarskaya aviagruppa 01apr45; canx 1945
9025	232799	C-47-DL	Soviet Air Force	mfd	30jan43	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
9110	72	C-47-DL	CNAC	mfd	02mar43	controls) 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
9112	not known	C-47-DL	Soviet Air Force	mfd	22feb43	crashed at N26.883333 E97.633333, all 3 crew killed USAAF s/n 42-32886; diverted 18mar43 (via Fairbanks)
9113 9114	not known not known	C-47-DL C-47-DL	Soviet Air Force Soviet Air Force	mfd mfd	22feb43 22feb43	USAAF s/n 42-32887; diverted 15mar43 USAAF s/n 42-32888; diverted 12mar43
9115	not known CCCP-L832	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	23feb43 16oct43	USAAF s/n 42-32889; diverted 15mar43
9116	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

9118	not known	C-47-DL	GVF/Soviet AF c/s	mfd	24feb43	USAAF s/n 42-32892; diverted 12mar43; opb 7 pap 1 pad GVF; seconded to Polyamaya Aviatsiya for ice-
	CCCP-N328	C-47-DL	Polyarnaya Aviats.	rgd	13nov43	reconnaissance 16apr43 (pilot: S.I. Antyushev) in olive drab c/s; initially opb Moskovskaya aviagruppa; flew ice-reconnaissance missions over the Kara Sea 22oct43/10nov43 and from Amderma 30jun44/24jul44 and then returned via Arkhangelsk to Moscow; trf to Chukotskaya aviagruppa 01apr45; trf to Yeniseiskaya aviagruppa sep45; trf to GUGVF 15dec45 (on
	CCCP-L1204	C-47	AFL/Krasnoyarsk	rgd	unknown	the basis of a decree issued 04sep45) opb 26 TAO by 1947; dbr 22apr47 on a flight from Kosisty to Khatanga when the left engine failed and the aircraft made a forced landing in the tundra 180 km north-west of Volochanka on the Taimyr peninsula some 1.5 hours later, all 5 crew and 28 passengers survived the accident, but the captain and 8 other persons left the site 26apr47 to seek help and were never seen again (the body of the captain was found some 120 km south-west of the accident site oct53), the remaining 24 occupants were rescued 11may47; hulk with damaged nose extant by may15, s/n readable very well but registration faded, seems to read 'H-
9119	not known CCCP-L843	C-47-DL C-47-DL	Soviet Air Force GVF	mfd rgd	25feb43 30jan44	328' USAAF s/n 42-32893; diverted 12mar43 opb 1 ae 2 atp 1 atd; w/o 31may44 on a supply flight for the partisan group of V.Z. Korzh in the Starobinsk district (now Soligorsk district) of the Minsk region of Belarus, while attempting to land at the provisional "Korzh" airstrip in a wood south of Khorzotov village at night the aircraft overflew the strip, hit
9120 9121 9151	not known not known OK-XDN	C-47-DL C-47-DL C-47A-DL	Soviet Air Force Soviet Air Force CSA	mfd mfd mfd	25feb43 26feb43 02mar43	trees south of it (near Novy Dvor village) and crashed, all 6 crew and the sole passenger killed USAAF s/n 42-32894; diverted 21mar43 USAAF s/n 42-32895; diverted 28mar43 USAAF s/n 42-32925; d/d 17sep47; i/s 13may48; the data about the use in Czechoslovakia are from CSA, but as 42-32925 is reported to have been shot down by friendly fire in North Africa 11jul43 a later transfer to Czechowskie in the use in the sole of the
9157	OK-WDR	C-47A-DL	CSA	mfd	04mar43	to Czechoslovakia is not very likely USAAF s/n 42-32931; d/d 22aug46; i/s 06may48; fleet No. '18'; wfu 30nov58; last flight 11mar60; sold to
9165	SP-LCG (1)	C-47A-1-DL	LOT	mfd	06mar43	France in 1960, ferried to Paris 01jun60; became F-TESW, '32931' (French Air Force) and TT-EAB USAAF s/n 42-23303; d/d 25apr47 (or 30apr47); rgd 24jul47; w/o 15nov51 when crashed near Lodz
9199	OK-VDS		Min. Dopravy	mfd	11mar43	(Poland), but see Li-2P SP-LKA (same date, same place !); canx 29nov51 Ministry of Transport (PD); USAAF s/n 42-23337; d/d 08oct46; i/s 09oct46
	D-04 3337	C-47A-1-DL	Czechoslovak AF Czechoslovak AF	trf r/r	1950 jun57	wfu 23may60; fate unknown
9257 9264	11 OK-WDW	C-47A-5-DL C-47A-5-DL	Polish Air Force CSA	mfd mfd	22mar43 24mar43	USAAF s/n 42-23395; d/d 25apr46; opb SPL; canx 27apr55; fate unknown USAAF s/n 42-23402; d/d 27aug46; l/s 16jul47; fleet No. '24'; wfu 11dec58; last flight 26apr60; ferried to Paris 28may60; became '23402' (French Air Force), F-TEBJ, F-WSGQ, N18257, CF-ECY and C-FECY; dbr 25sep75 at Lac Guyer, QC
9275 9291	D 74	C-47A-5-DL C-47A-5-DL	Czechoslovak AF CNAC	mfd mfd	26mar43 27mar43	USARF s/n 42-23413; d/d 25may46; i/s 12jun46; fate unknown USARF s/n 42-23413; d/d 25may46; i/s 12jun46; fate unknown USARF s/n 42-23429; diverted 29may43, under Lend-Lease; toc 25jun43; w/o 06jan45 on a flight from China to Dinjan (Assam) when encountered adverse weather after passing Yunnanyi and crashed in the
9292	not known	C-47A-5-DL	Chinese Government	mfd	27mar43	Patkai Mountains, all 3 crew killed USAAF s/n 42-23430; diverted 06jun43, under Lend-Lease; opb the Commission on Aviation Affairs; w/o
9293	not known		Soviet Air Force	mfd	29mar43	29oct43 on a flight from Dinjan (Assam) to Kunming USAAF s/n 42-23431; diverted 28apr43
9294 9295	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	28mar43 27mar43	USAAF s/n 42-23432; diverted 28apr43 USAAF s/n 42-23433; diverted 21apr43; opb 8 tap 1 pad; w/o 09jun43 shortly after take-off from
						Magadan (13 km airfield) when started to descend rapidly after having reached an altitude of around 300 metres and crashed into the left bank of the river Dukcha, 2 of the 3 crew and 4 of the 5 passengers killed, the trimmer of the horizontal stabiliser had been connected the wrong way during the repair by the PARM- 1 field workshops at Magadan before that flight
9296 9297	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	27mar43 27mar43	USAAF s/n 42-23434; diverted 29apr43 USAAF s/n 42-23435; diverted 23apr43
9298	223436		Soviet Air Force	mfd	27mar43	USAAF s/n 42-23436; diverted 28apr43; opb ate pri KVT VVS (transport squadron of the Krasnoyarsk Air Route) already from 05apr43 !
9299 9300	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	29mar43 30mar43	USAAF s/n 42-23437; diverted 28apr43 USAAF s/n 42-23438; diverted 29apr43
9301 9302	not known not known	C-47A-5-DL	Soviet Air Force Soviet Air Force	mfd mfd	30mar43 30mar43	USAAF s/n 42-23439; diverted 29apr43 USAAF s/n 42-23440; diverted apr43 or may43
9327 9334	7301 YU-ACD	C-47A-5-DL C-47A-5-DL	Yugoslav Air Force JAT	mfd mfd	02apr43 05apr43	USAAF s/n 42-23465; condemned 27apr45; d/d 1945; w/o when crashed near Ljubovija, details unknown USAAF s/n 42-23472; ex ZS-AVO and XY-ACU; d/d 30aug50; rgd 31aug50; wfu 29feb68; became 4W-ABI 23jun69; w/o 16sep71 on a flight from Belgrade when suffered from icing and crashed at Rajince near
9338 9342	D OK-WDG	C-47A-5-DL C-47A-5-DL	Czechoslovak AF CSA	mfd mfd	06apr43 06apr43	PreUevo (Yugoslavia), all 2 crew and 3 passengers killed USAPF s/n 42-23476; d/d 31may46; jis 12jun46; withdrawn by the Avia factory USAPF s/n 42-23480; d/d 02dec46; jis 17jun47; fleet No. '27'; wfu 12jun58; last flight 01apr60; sold to France in 1960, ferried to Paris 25may60; became '23480' (French Air Force), F-SCDC, F-RAIM, F-YFLY, F- YCLB, NL6896 (ntu), N7777, N9SAC (ntu) and N23BA; destroyed
9357	CCCP-N417	R4D-5	Polyarnaya Aviats.	mfd	08apr43	USAÅF s/n 42-23495; ex BuNo 12417 of the US Navy; had been used in Operation "Skijump II" out of Point Barrow (Alaska); damaged 27mar52 during taxiing for take-off on drifting ice at N82.56667 W145.3333 (790 miles due north of Point Barrow) when the left-hand ski landing gear hit a soft snow ridge and collapsed, causing additional damage to the left engine; abandoned because of the difficulties and cost of a repair and struck off charge 08apr52; discovered by the Soviets near the Pole of Relative Inaccessibility (10 km from the drifting polar station SP-4) 06jun54; repaired with parts from Soviet Air Force C-47 '89-13' with 'zero hours' left (was despatched to the site to be canhibalised and was burnt after funct control of the new registration); arrived at Moscow 29jun54; registration painted on as 'CCCP H417'; in unchanged US Navy c/s (white with red tail and partially undersides of wings), later with an additional 'lightning-bolt' cheatline; dbr 12oct54 on landing at the drifting polar station SP-3 at dusk in poor visibility when the landing gear struck a hummocked ice ridge and the aircraft belly-landed; the fuselage was used as a suan until the evacuation of SP-3 20apr55; eventually sank
9367	OK-WCS OK-WAB	C-47A-5-DL C-47A-5-DL		mfd r/r	12apr43 1948	USAAF s/n 42-23505; d/d 06aug46; i/s 18sep46 fleet No. '34'; w/o 26jul50 when a fire broke out on board after take-off from KoUice, the aircraft made an emergency landing in a field and the fuselage burnt out
9369	OK-WBC OK-WBC OK-WBX ?	C-47A-5-DL C-47A-5-DL C-47A-5-DL	CSA	mfd trf rgd	12apr43 1948 mar60 ?	USAAF 5;/, 12-23507; owned by Bat'a a.s.; d/d 27aug46; i/s 18sep46 wfu 05apr60 ferried to Paris 21may60; became '23507' (French Air Force), F-SCOA, F-SDKF ?, F-SCIH, 9U-BAB and 9U-
9371	OK-VAV		Min. Dopravy	mfd	13apr43	BRZ Ministry of Transport; USAAF s/n 42-23509; d/d 06sep46; i/s 14sep46
	D-05 3509 OK-WBZ	C-47A-5-DL	Czechoslovak AF Czechoslovak AF	trf r/r	02dec50 1957 28mar60 ?	last flight 25mar60 ferried to Marseille 29mar60; became '23509' (French Air Force), F-RAJN, F-RAJR, F-TEFK, F-WSGY,
9373	OK-WDH	C-47A-5-DL		mfd	13apr43	N18262 and C-GWIR USAAF s/n 42-23511; d/d 02dec46; i/s 28apr47; fleet No. '28'; fate unknown
9385	OK-WDZ	C-47A-5-DL	CSA	mfd	20apr43	USAAF s/n 42-23523; d/d 27aug46; i/s 23apr47; fleet No. '30'; w/o 18jan56 when crashed near Levoca (Slovakia), 22 occupants killed
9416	75	C-47A-25DL	CNAC	mfd	22apr43	USAAF s/n 42-23554; diverted 25jun43, under Lend-Lease (Andersson gives the date 27may43); damaged 17jan44 when caught fire while on the ground at Kunming and the left engine burnt out; repaired; w/o 20feb44 on a flight from Dinjan (Assam) to Kunming when turned into a dead end valley while flying at low height over a pass north of the Tengchung-Paoshan road, entered a small cloud, encountered turbulent air
9417	76	C-47A-25DL	CNAC	mfd	21apr43	and crashed into a mountain, both pilots killed, wreck found only 7 months later USAAF s/n 42-23555; diverted 04jul43, under Lend-Lease (Andersson gives the date 05jul43); fate
9423	not known		Soviet Air Force	mfd	22apr43	unknown USAAF s/n 42-23561; diverted 17may43
9424	not known	C-47A-25DL	Soviet Air Force	mfd	22apr43	USAAF s/n 42-23562; diverted 14may43; trf to TO Upr. VTKU 05aug43; damaged 06jan44 on landing at Yakutsk in fog when veered off the runway centreline while flaring out and approached the apron of the Yakutian aviation group, the right wing hit P-5 CCCP-N65 (which was dbr) and suffered substantial damage; trf to 8 tap 1 pad 21oct44 (while still being under repair); repair completed may45 (by ARM No.
9425	not known CCCP-L831		Soviet Air Force	mfd	22apr43 16oct43	52 at Yakutsk) USAAF s/n 42-23563; diverted 18may43
9426	"831"		GVF/Soviet AF c/s	rgd Ksv mfd	27aug44	opb 101 apdd
	not known CCCP-L891	C-47A-25DL		rgd	23apr43 10may44 24apr42	USAAF s/n 42-23564; diverted 07may43
9427	not known CCCP-L835	C-47A-25DL		mfd rgd	24apr43 29oct43	USAAF s/n 42-23565; diverted 07may43
9428 9429	not known not known pot known	C-47A-25DL	Soviet Air Force Soviet Air Force	mfd mfd	26apr43 24apr43 24apr43	USAAF s/n 42-23566; diverted 15may43 USAAF s/n 42-23567; diverted 22may43
9430 9431	not known not known	C-47A-25DL	Soviet Air Force	mfd mfd	24apr43 24apr43	USAAF s/n 42-23568; diverted 22may43 USAAF s/n 42-23569; diverted 22may43
9432	CCCP-L838 not known		Soviet Air Force	rgd mfd	04dec43 24apr43	USAAF s/n 42-23570; diverted may43
9433 9434	not known not known	C-47A-25DL	Soviet Air Force Soviet Air Force	mfd mfd	27apr43 27apr43	USAAF s/n 42-23571; diverted may43 USAAF s/n 42-23572; diverted 18may43
9435 9436	not known not known	C-47A-25DL	Soviet Air Force	mfd mfd	26apr43 26apr43	USAAF s/n 42-23573; diverted 14may43 USAAF s/n 42-23574; diverted may43
9437	CCCP-L825 not known		Soviet Air Force	rgd mfd	24sep43 26apr43	USAAF s/n 42-23575; diverted 14may43
9438 9439	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	26apr43 26apr43	USAAF s/n 42-23576; diverted may43 USAAF s/n 42-23577; diverted 17may43

9440	not known	C-47A-25DL Soviet Air Force	mfd	26apr43	USAAF s/n 42-23578; diverted 18may43
9441	CCCP-L822 not known	C-47A-25DL GVF C-47A-25DL Soviet Air Force	rgd mfd	24sep43 27apr43	USAAF s/n 42-23579; diverted 20may43
9464	CCCP-L823 OK-WDA	C-47A-25DL GVF C-47A-30DL CSA	rgd	24sep43 01may43	USAAF s/n 42-23602; d/d 14mar46; rgd 25may46; i/s 27may46 - the first C-47 in CSA service; fleet No.
9404	UK-WDA	C-47A-SUDE CSA	mfd	UIIIIdy45	'01'; first scheduled flight 27may46 (PRG-AMS); opened the PRG-BRS-LON route 08aug46; last scheduled
					flight 28nov58 (PRG-WAW); canx 24feb60 ?; sold to France in 1960; ferried to Marseille 22mar60; became '223602' (French Air Force), F-SEYK, F-WSGT and N118254
9488	YU-ABH	C-47A-30DL JAT	mfd	05may43	USAAF s/n 42-23626; ex RAF s/n FD870; d/d 1945 ?
	7305 YU-ABH	C-47A-30DL Yugoslav Air Force C-47A-30DL JAT	trf trf	1945 ? 04jul48	w/o 25aug62 when made a forced landing on Mount Prenj near Mostar, shortly after the emergency
9501	OK-WDI	C-47A-30DL CSA	mfd	10may43	evacuation a fire erupted and destroyed the aircraft, all 4 crew and 28 passengers escaped USAAF s/n 42-23639; d/d 11jul46; i/s 17nov46; fleet No. '09'; wfu 31oct59; last flight 24feb60; ferried to
5501			inid	20110/10	Paris 28may60; became '23639' (French Air Force), F-RAJD (or F-RAGC), F-RAJM ?,F-BRGG, F-BTDF,
9503	OK-WDB	C-47A-30DL CSA	mfd	10may43	N87605 (ntu), F-BRGQ and ET-AGH (the right wing went to ET-AGI) USAAF s/n 42-23641; d/d 14mar46; rgd 04jul46; fleet No. '02'; w/o 25jan47 while being parked at
				, .	London-Croydon when was hit by out-of-control C-47A-85-DL VP-YFD (mispainted as VP-YFE) and burnt
9596	77	C-47A-30DL CNAC	mfd	29may43	out; canx only 29feb60 (clean-up of register) USAAF s/n 42-23734; diverted 15jul43, under Lend-Lease (Andersson gives the date 03jul43); w/o
					06jan45 on a flight from Kunming to Tengchung when had to divert to Dinjan (Assam) due to poor weather at Tengchung, encountered severe icing and turbulence with 100 mph wind from south-west and crashed
					at a height of 12,034 feet into a slope WNW of Ziadum (at N27.658111 E96.973333), all 4 crew killed; the
9597	78	C-47A-30DL CNAC	mfd	25may43	wreck was found only in 2003 USAAF s/n 42-23735; diverted 15jul43, under Lend-Lease (Andersson gives the date 01jul43); damaged
					26oct43 on landing at one of the ATC airports in the Assam Valley (India) at dawn in heavy rain when had
					to go around as the gear was not down, on the second approach the reflection of the River (which ran adjacent to the runway) made the pilot mistake the runway lights on the Bramaputra river for the runway
					so that he touched down in the river, no casualties; the aircraft was recovered from the river and repaired, it survived WWII but its fate is not known
9598	not known	C-47A-30DL Soviet Air Force	mfd	26may43	USAAF s/n 42-23736; diverted 03jun43; trf to 8 TAO Upr. VTKU 07jan44
9599	CCCP-L914 not known	C-47A-30DL GVF C-47A-30DL Soviet Air Force	rgd mfd	22jun44 27may43	USAAF s/n 42-23737; diverted 05jun43; arrived at Uelkal 06jun43
9600	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23738; diverted 04jun43; arrived at Uelkal 10jun43
9601	not known CCCP-L827	C-47A-30DL Soviet Air Force C-47A-30DL GVF	mfd rgd	26may43 06sep43	USAAF s/n 42-23739; diverted 05jun43; arrived at Markovo 05jun43 f/n PRG 04aug45 (reported with the USAAF s/n, not with the registration)
9602	not known	C-47A-30DL Soviet Air Force	mfd	26may43	USAAF s/n 42-23740; diverted 07jun43; arrived at Uelkal 12jun43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU 07jan44); opb 8 tap 1 pad by dec44; t/t 1,756 hours by 29dec44; made a
					forced landing on a flight from Yakutsk to Oimyakon 24jan45 due to engine problems
9603	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23741; diverted 04jun43; arrived at Uelkal 10jun43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 1,785 hours by 29dec44
9604	not known	C-47A-30DL Soviet Air Force	mfd	29may43	USAAF s/n 42-23742; diverted 12jun43
9605	CCCP-L839 not known	C-47A-30DL GVF C-47A-30DL Soviet Air Force	rgd mfd	06dec43 27may43	USAAF s/n 42-23743; diverted 04jun43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU
5000			inita	27110,15	07jan44); damaged 31jul43 when the cockpit emergency hatch tore off on take-off and the aircraft had to
9606	not known	C-47A-30DL Soviet Air Force	mfd	27may43	make a forced landing; opb 8 tap 1 pad by dec44; t/t 1,839 hours by 29dec44 USAAF s/n 42-23744; diverted 04jun43; arrived at Uelkal 14jun43
9607 9608	not known not known	C-47A-30DL Soviet Air Force C-47A-30DL Soviet Air Force	mfd mfd	02jun43 27may43	USAAF s/n 42-23745; diverted 04jun43; arrived at Uelkal 10jun43 USAAF s/n 42-23746; diverted 09jun43; arrived at Uelkal 14jun43
9609	not known	C-47A-30DL Soviet Air Force	mfd	27may43	USAAF s/n 42-23747; diverted 17jun43
9610 9611	not known not known	C-47A-30DL Soviet Air Force C-47A-30DL Soviet Air Force	mfd mfd	27may43 28may43	USAAF s/n 42-23748; diverted 07jun43 USAAF s/n 42-23749; diverted 29jun43; arrived at Markovo 18jun43
9612	not known	C-47A-30DL Soviet Air Force	mfd	28may43	USAAF s/n 42-23750; diverted 04jun43; arrived at Uelkal 13jun43
9613	CCCP-L824 not known	C-47A-30DL GVF C-47A-30DL Soviet Air Force	rgd mfd	24sep43 29may43	USAAF s/n 42-23751; diverted 09jun43; arrived at Uelkal 14jun43
	CCCP-L978	TS-62 AFL/Ukraine	rgd	unknown	opb 87 ATO; canx 1955
9614	not known	C-47A-30DL Soviet Air Force	mfd	28may43	USAAF s/n 42-23752; diverted 10jun43; trf to TAO Upr. VTKU 05aug43; trf to 8 tap 1 pad 21oct44; t/t 1,426 hours by 29dec44
9615	not known not known	C-47A-30DL GVF/Yakutiya C-47A-30DL Soviet Air Force	trf mfd	1946 28may43	opb 14 TO USAAF s/n 42-23753; diverted 10jun43
	CCCP-L837	C-47A-30DL GVF	rgd	20nov43	
9760	79	C-47A-35DL CNAC	mfd	24jun43	USAAF s/n 42-23898; diverted 05jul43, under Lend-Lease; toc 12aug43; w/o 18dec43 on a flight from Dinjan (Assam) to Suifu when did not make contact on the first approach in poor visibility (as the radio
					station had been relocated 3 days before), went around, flew into a cliff (150 feet from the top) and
9761	80	C-47A-35DL CNAC	mfd	24jun43	exploded (10 minutes after the crash of '83'), all 3 crew killed USAAF s/n 42-23899; diverted 05jul43, possibly under Lend-Lease; toc 13aug43; dbr 04nov44 on a flight
				-	from Kunming to Dinjan (Assam) at night when the captain committed a mistake in handling the fuel system (he had both engines on one fuel tank and forgot about it) so that both engines quit on the base
					leg of the approach and the aircraft came down in a rice paddy, all 3 crew escaped unhurt
9798	OK-WDU OK-WHA	C-47A-35DL CSA C-47A-35DL SVZÚ	mfd	01jul43 late50s	USAAF s/n 42-23936; d/d 25nov46; i/s 05sep47; fleet No. '29' in natural metal c/s with thin cheatline, no titles but SVZÚ badge on nose; last flight 28mar60
	OK-WZB	C-47A-35DL Omnipol ?		1010505	ferried to Paris 27dec60; became '23936' (French Navy), F-YGGC, F-GEOM, G-OFON (ntu) and G-DAKK;
9801	SP-LCJ	C-47A-35DL LOT	mfd	01jul43	stored at Lelystad (Netherlands) from sep06 USAAF s/n 42-23939; d/d 21apr47; rgd 24feb48; canx 28dec56 as wfu
9802	OK-WCN	C-47A-35DL CSA	mfd	01jul43	USAAF s/n 42-23940; d/d 14jan47; i/s 27jul47; fleet No. '26'
	OK-WAX	C-47A-35DL CSA	r/r	1949	hijacked to Munich, stored about 9 months in the open before returned to CSA; wfu 17sep58; last flight 26feb60; ferried to Paris 30may60; became '223940' (French Air Force), F-SCDM and TT-LAJ
9837 9838	not known not known	C-47A-40DL Soviet Air Force C-47A-40DL Soviet Air Force	mfd mfd	09jul43 09jul43	USAAF s/n 42-23975; diverted 12jul43 USAAF s/n 42-23976; diverted 13jul43; trf to 8 TAO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk;
5050	HOC KHOWH	C THA TOPE Soviet All Toree	mid	05jui+5	damaged 30sep44 on landing at Yakutsk when the left wing hit a car; opb TO Upr. VTKU by 06dec44; was
9839	not known	C-47A-40DL Soviet Air Force	mfd	12jul43	for maintenance at Fairbanks, AK 29dec44 USAAF s/n 42-23977; diverted 12jul43; trf to TO Upr. VTKU 05aug43 (redesignated 8 TAO Upr. VTKU
				-	07jan44); opb 8 tap 1 pad by dec44; t/t 1,625 hours by 29dec44
9840 9841	not known not known	C-47A-40DL Soviet Air Force C-47A-40DL Soviet Air Force	mfd mfd	09jul43 12jul43	USAAF s/n 42-23978; diverted 13jul43 USAAF s/n 42-23979; diverted 14jul43
9842 9843	not known not known	C-47A-40DL Soviet Air Force C-47A-40DL Soviet Air Force	mfd mfd	09jul43 08jul43	USAAF s/n 42-23980; diverted 13jul43 USAAF s/n 42-23981; diverted 10jul43
9844	not known	C-47A-40DL Soviet Air Force	mfd	12jul43	USAAF s/n 42-23982; diverted 13jul43
9845 9846	not known not known	C-47A-40DL Soviet Air Force C-47A-40DL Soviet Air Force	mfd mfd	09jul43 10jul43	USAAF s/n 42-23983; diverted 13jul43 USAAF s/n 42-23984; diverted 12jul43
9847	not known	C-47A-40DL Soviet Air Force	mfd	13jul43	USAAF s/n 42-23985; diverted 13jul43
9848	not known	C-47A-40DL Soviet Air Force	mfd	09jul43	USAAF s/n 42-23986; diverted 13jul43; opb 8 tap; w/o in the morning of 26nov43 (according to Moscow time still 25nov43) on a flight from Uelkal to Seimchan when a short circuit in the wiring in the cockpit
					caused a fire, the crew was unable to extinguish it and the smoke frustrated proper navigation, the aircraft crashed in the Ushkanyi mountains 50-60 km west of Uelkal (Chukotka), all 3 crew and the sole passenger
					killed; wreck found only 29nov43
9849 9850	not known not known	C-47A-40DL Soviet Air Force C-47A-40DL Soviet Air Force	mfd mfd	10jul43 09jul43	USAAF s/n 42-23987; diverted 13jul43 USAAF s/n 42-23988; diverted 13jul43
9851	not known	C-47A-40DL Soviet Air Force	mfd	12jul43	USAAF s/n 42-23989; diverted 13jul43
9852	not known CCCP-L836	C-47A-40DL Soviet Air Force C-47A-40DL GVF	mfd rgd	10jul43 13nov43	USAAF s/n 42-23990; diverted 13jul43
9853	not known	C-47A-40DL Soviet Air Force	mfd	12jul43	USAAF s/n 42-23991; diverted 13jul43
9854	not known CCCP-L892	C-47A-40DL Soviet Air Force C-47A-40DL GVF	mfd rgd	12jul43 15may44	USAAF s/n 42-23992; diverted 12jul43; trf to 8 TAO Upr. VTKU 07jan44
9898	7	C-47A-40DL Polish KBW	mfd	20jul43	USAAF s/n 42-24036; diverted 23may46; d/d 1946; Korpus Bezpieczenstwa Wewnetrznego (Internal Security Corps); opb 9 SELL KBW at Warsaw-Bielany in 1946/48; in two-tone camo c/s with white code;
	on 1 · · ·	0.474.400/			fate unknown
9903	SP-LCC (1)	C-47A-40DL LOT	mfd	19jul43	USAAF s/n 42-24041; rgd 14jun46; w/o 28mar50 when crashed in Poland, details unknown; canx 29mar50; see c/n 13348
9915	OK-VAJ	C-47A-40DL Min. Dopravy	mfd	21jul43	Ministry of Transport; USAAF s/n 42-24053; d/d 23nov46; i/s 26nov46
	D 4053	C-47A-40DL Czechoslovak AF C-47A-40DL Czechoslovak AF	trf r/r	1950 jun57	
9931	OK-WZC OK-WDJ	C-47A-40DL Omnipol ? C-47A-40DL CSA	wfu mfd	21apr60 29jul43	ferried to Paris 21may60 USAAF s/n 42-24069; d/d 15jun46; i/s 24mar48; fleet No. '10'; wfu 07aug58; last flight 03mar60; ferried
1000					to Paris 01jun60; became '24069' (French Air Force) 24may60 and F-BRGA (ntu)
9938	71234	C-47A-40DL Yugoslav Air Force C-47A-40DL LOT	d/d mfd	1971 26jul43	USAAF s/n 42-24076; d/d 12mar46; rgd 13dec46; in olive drab c/s with light grey undersides, with 'LOT'
	SP-LCF			-,	titles; wfu 12jan59; canx 05feb59; sold to Iran 15nov59; became EP-AEG, 90-AEG, 9Q-AEG and possibly
	SP-LCF				
9955	SP-LCF 81	C-47A-45DL CNAC	mfd	03aug43	9T-P24 USAAF s/n 42-24093; delivered under Lend-Lease, via Miami; toc 04sep43; w/o 15jun45 on a flight from
		C-47A-45DL CNAC	mfd	03aug43	97-P24 USAAF s/n 42-24093; delivered under Lend-Lease, via Miami; toc 04sep43; w/o 15jun45 on a flight from Yunnanyi to Suifu when crashed somewhere in the mountains, all 3 crew killed; the wreck was never
		C-47A-45DL CNAC	mfd	03aug43	9T-P24 USAAF s/n 42-24093; delivered under Lend-Lease, via Miami; toc D4sep43; w/o 15jun45 on a flight from Yunnanyi to Suifu when crashed somewhere in the mountains, all 3 crew killed; the wreck was never found; according to another source w/o 20sep46 on a flight from Xichang to Kunming when collided with Lou Z/Lochi Mountain near the village of Histin (30 km from Xichang to Kunming und and 28
		C-47A-45DL CNAC C-47A-45DL CNAC	mfd	03aug43 03aug43	9T-P24 USAAF s/n 42-24093; delivered under Lend-Lease, via Miami; toc 04sep43; w/o 15jun45 on a flight from Yunnanyi to Suifu when crashed somewhere in the mountains, all 3 crew killed; the wreck was never found; according to another source w/o 20sep46 on a flight from Xichang to Kunming when collided with
9955	81			-	9T-P24 USAAF s/n 42-24093; delivered under Lend-Lease, via Miami; toc 04sep43; w/o 15jun45 on a flight from Yunnanyi to Suifu when crashed somewhere in the mountains, all 3 crew killed; the wreck was never found; according to another source w/o 20sep46 on a flight from Xichang to Kunming when collided with Lou Zi/Lochi Mountain near the village of Hsichi (30 km from Xichang) in poor visibility, all 3 crew and 28 passengers killed; wreck found only 09oct46

					that the arrow sould not get beginning as any undia station, the simulficance with second part of Dision and
					that the crew could not get bearings on any radio station, the aircraft apparently passed east of Dinjan and flew into the Himalayas where it crashed into a 22,000-foot mountain in Tibet, both pilots and all 10 passengers (CNAC mechanics) killed
9962	OK-WDV	C-47A-45DL CSA	mfd	29jul43	USAAF s/n 42-24100; diverted 17sep46; i/s 28feb47; fleet No. '23'; dbr 05aug50 on landing at KoÜice when hit a railway embankment, all occupants escaped unhurt
9996	OK-WCO OK-WAK	C-47A-45DL CSA C-47A-50DL CSA	mfd r/r	04aug43 1950	USAAF s/n 42-24134; d/d 02dec46; i/s 09sep47 (09dec47 ?); fleet No. '31' wfu 01jul58; fate unknown
10002 10003	not known not known	C-47A-50DL Soviet Air Force C-47A-50DL Soviet Air Force	mfd mfd	05aug43 07aug43	USAAF s/n 42-24140 USAAF s/n 42-24141
10004	not known	C-47A-50DL Soviet Air Force	mfd	06aug43	USAAF s/n 42-24142; trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap 1 pad by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,912 hours by then
10005	not known	C-47A-50DL Soviet Air Force	mfd	06aug43	USAAF s/n 42-24143; trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,297 hours by then
10006 10007	not known CCCP-L828	C-47A-50DL Soviet Air Force C-47A-50DL GVF	mfd mfd	05aug43 05aug43	USAAF s/n 42-24144 USAAF s/n 42-24145; rgd 24sep43
10008 10009	not known not known	C-47A-50DL Soviet Air Force C-47A-50DL Soviet Air Force	mfd mfd	11aug43 05aug43	USAAF s/n 42-24146 USAAF s/n 42-24147
10010 10011	not known not known	C-47A-50DL Soviet Air Force C-47A-50DL Soviet Air Force	mfd mfd	06aug43 05aug43	USAAF s/n 42-24148 USAAF s/n 42-24149; trf to 8 TAO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk; opb 8 tap 1 pad by
	not known	C-47A-50DL GVF/Yakutiya	trf	1946	dec44; t/t 1,686 hours by 29dec44 opb 14 TO
10012 10013	not known not known	C-47A-50DL Soviet Air Force C-47A-50DL Soviet Air Force	mfd mfd	05aug43 09aug43	USAAF s/n 42-24150 USAAF s/n 42-24151; trf to 8 TAO Upr. VTKU 07jan44, opb 2 pap 1 pad at Uelkal; opb 8 tap 1 pad by
10014	not known	C-47A-50DL GVF/Yakutiya	trf	1946	dec44; t/t 1,485 hours by 29dec44 opb 14 TO; detached to the Moscow-Yakutsk route 01may46
10014 10015 10016	not known not known	C-47A-50DL Soviet Air Force C-47A-50DL Soviet Air Force C-47A-50DL Soviet Air Force	mfd mfd	06aug43 07aug43 06aug43	USAAF s/n 42-24152 USAAF s/n 42-24153 USAAF s/n 42-24154
10010	not known SP-LCB (1)	C-47A-50DL Soviet Air Force	mfd mfd	11aug43	USAF s/n 42-24134 USAF s/n 42-24182; diverted to Poland 11apr46; rgd 10jul46; dbr 10jun47 on landing at Stockholm (Sweden); canx 24may48; see c/n 12704
10158	84	C-47A-50DL CNAC	mfd	04sep43	USAAF s/n 42-24296; diverted 12sep43, under Lend-Lease; toc 05oct43; w/o 16oct43 on take-off from Kunning when the right engine lost power and caught fire shortly after lift-off, the aircraft made a belly
10159	83	C-47A-50DL CNAC	mfd	04sep43	landing and burnt out, both pilots escaped with minor burns and bruises USAAF s/n 42-24297; diverted 12sep43, under Lend-Lease; delivered via Miami; toc 03oct43; w/o
					18dec43 on a flight from Dinjan (Assam) to Suifu when did not make contact on the first approach in poor visibility (as the radio station had been relocated 3 days before), went around, flew into a cliff (150 feet
10229	CA7	C-47A-60DL Centr Air Trp Corp	mfd	11sep43	from the top) and exploded, all 3 crew killed (10 minutes later exactly the same happened to '79') USAAF s/n 42-24367; diverted 05jan46; remark 'not use demolition'
11746	71237	DC-3A Yugoslav Air Force	mfd	28jun43	USAAF s/n 42-68819; built as C-53D-DO; ex SE-APG, F-BEIS, '68819' (French Air Force), F-SCDJ and F- BRGI; d/d late 1972; opb 111. ppa at Zagreb (evidence for feb/oct75)
	YU-ABW	DC-3A OCZS	rgd	02aug79	Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; sold nov79; became N8071Z, 9Q- CYI and '6875' (South African Air Force); converted to a C-47-65TP; still active by nov03; stored at
11813	D	C-47A-DK Czechoslovak AF	mfd	09jun43	Ysterplaat (South Africa) USAAF s/n 42-92055; d/d 25may46; i/s 12jun46; fate unknown USAAF s/n 42-92055; d/d 25may46; i/s 12jun46; fate unknown
11854	OK-WDS	C-47A-1-DK CSA	mfd	24jul43	USAAF s/n 42-92092; diverted 06aug46; i/s 10dec47 (or 10dec48); fleet No. '19'; w/o 12jan54 on a flight from Prague to Ostrava when barely climbed after take-off, hit the chimney of the Zadák factory and power-lines at Hostivice, crashed and caught fire, all 4 crew and 9 passengers killed
11866	not known	C-47A-1-DK Soviet Air Force	mfd	24aug43	USAF s/n 42-92103; diverted 19apr44; trf to 8 TAO Upr. VTKU 07jan44, opb 5 pap 1 pad at Kirensk; opb 8 tap 1 pad by dec44; t/t 1,266 hours by 29dec44
11879	not known CCCP-L888	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd rgd	aug43 10may44	USAAF s/n 42-92114; diverted 17aug43
11881 11884	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	aug43 16aug43	USAAF s/n 42-92116; diverted 17aug43 USAAF s/n 42-92119; diverted 17aug43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t
11885	CCCP-L834	C-47A-1-DK GVF	mfd	16auq43	1,205 hours by 29dec44 USAAF s/n 42-92120; diverted 17aug43; rgd 28oct43
11886	not known	C-47A-1-DK Soviet Air Force	mfd	19aug43	USAAF s/n 42-92121; trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; damaged apr44 on a flight from Kirensk to Yakutsk when encountered severe turbulence, lost 7,000 feet and suffered some
11887	not known	C-47A-1-DK Soviet Air Force	mfd	20aug43	damage to the wings, some of the 26 occupants (4 pap personnel) slightly injured USAAF s/n 42-92122
11889 11890	CCCP-L841 CCCP-L833 not known	C-47A-1-DK GVF C-47A-1-DK GVF	rgd mfd mfd	20dec43 19aug43 19aug43	USAAF s/n 42-92123; rgd 16oct43 USAAF s/n 42-92124; trf to 8 TAO Upr. VTKU 07jan44, opb 5 pap 1 pad at Kirensk; opb 8 tap 1 pad by
11891	not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd	24aug43	dec44; t/t 929 hours by 29dec44 USAAF s/n 42-92125
11892	CCCP-L851 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	07mar44 21aug43	USAAF s/n 42-92126; opb 8 tap 1 pad by dec44; t/t 1,154 hours by 29dec44
11893	not known not known	C-47A-1-DK GVF/Yakutiya C-47A-1-DK Soviet Air Force	trf mfd	1946 25aug43	opb 14 TO USAAF s/n 42-92127
11894	CCCP-L840 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	11dec43 27aug43	USAAF s/n 42-92128
11895	not known CCCP-L842	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd rgd	27aug43 22dec43	USAAF s/n 42-92129
11896	not known	C-47A-1-DK Soviet Air Force	mfd	03sep43	USAAF s/n 42-92130; trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; opb 8 tap 1 pad by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,246 hours by then
11897 11899	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	28aug43 11sep43	USAAF s/n 42-92131 USAAF s/n 42-92132
11900	CCCP-L875 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	08apr44 10sep43	USAAF s/n 42-92133
11901	not known CCCP-L907	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd rgd	19sep43 31may44	USAAF s/n 42-92134
11902 11921	not known XT-825	C-47A-1-DK Soviet Air Force C-47A-1-DK Civil Air Transp.	mfd mfd	18sep43 16sep43	USAAF s/n 42-92135 tie-up not confirmed; USAAF s/n 42-92152; ex RAF s/n FL560, G-AIT and VR-HDP; probably canx
11929	not known	C-47A-1-DK Soviet Air Force	mfd	27sep43	13nov49; sold to Civil Air Transport Inc. at Taiwan jan51 USAAF s/n 42-92159; trf to 8 TAO Upr. VTKU 07jan44, opb 4 pap 1 pad at Yakutsk; damaged 15feb44 on a flight from Kirensk to Yakutsk at night when a wrong air pressure was fed into the altimeter and the
11930	not known	C-47A-1-DK Soviet Air Force	mfd	25sep43	aircraft crash-landed 1.5 km from Yakutsk airport, all 21 occupants (4 pap personnel) probably survived USAAF s/n 42-92160
11934	CCCP-L859 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	18mar44 27sep43	USAAF s/n 42-92164
11935	not known CCCP-L860	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd rgd	26sep43 18mar44	USAAF s/n 42-92165
11936	not known	C-47A-1-DK Soviet Air Force	mfd	26sep43	USAAF s/n 42-92166; trf to 8 TAO Upr. VTKU 07jan44, opb 3 pap 1 pad at Seimchan; opb 8 tap 1 pad by dec44; t/t 936 hours by 29dec44 USAAF cd 0.021c7
11937 11939	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	27sep43 27sep43	USAAF s/n 42-92167 USAAF s/n 42-92168
11940	CCCP-L846 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	09feb44 25sep43	USAAF s/n 42-92169
11941 11942	not known CCCP-L852 not known	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF/West SibOvn C-47A-1-DK Soviet Air Force	mfd rgd mfd	30sep43 07mar44 30sep43	USAAF s/n 42-92170 opb 4 TO; left Novosibirsk in early 1946 for conversion to a passenger aircraft and did not return USAAF s/n 42-92171; diverted 02oct43
11943	not known	C-47A-1-DK Soviet Air Force	mfd	30sep43	USAF s/n 42-92172; diverted 020003; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 945 hours by 29dec44
11944	not known CCCP-L868	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd rgd	30sep43 08apr44	USAAF s/n 42-92173; diverted 03nov43
11945	CCCP-L868 not known	C-47A-1-DK Aeroflot C-47A-1-DK Soviet Air Force	VKO mfd	1948 28sep43	in dark green ? c/s USAAF s/n 42-92174; diverted 09nov43
11946 11947	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	06oct43 28sep43	USAAF s/n 42-92175; diverted 08nov43 USAAF s/n 42-92175; diverted nov43; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 1,256 hours by then
11949	not known not known	C-47A-1-DK GVF/Yakutiya C-47A-1-DK Soviet Air Force	trf mfd	1946 04oct43	opb 14 TO USAAF s/n 42-92177; diverted 08nov43
11950	not known CCCP-L864	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd rgd	02oct43 27mar44	USAAF s/n 42-92178; diverted 07nov43
11951 11952	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	07oct43 09oct43	USAAF s/n 42-92179; diverted nov43 USAAF s/n 42-92180; diverted 09nov43
11953 11954	CCCP-L848 not known not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	rgd mfd mfd	11feb44 04oct43 07oct43	USAAF s/n 42-92181; diverted 14nov43 USAAF s/n 42-92182; diverted 11nov43
11954 11955	not known not known CCCP-L899	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd mfd rgd	07oct43 04oct43 23may44	USAAF s/n 42-92182; diverted 11nov43 USAAF s/n 42-92183; diverted nov43
11956 11957	not known not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	07oct43 07oct43	USAAF s/n 42-92184; diverted nov43 USAAF s/n 42-92185; diverted nov43; opb 8 tap 1 pad by dec44; was for maintenance at Fairbanks, AK
					29dec44, t/t 1,331 hours by then

11050	not known	C-47A-1-DK GVF/Yakutiya	trf	1946	converted to a passenger aircraft; opb 14 TO; detached to the Moscow-Yakutsk route 01may46; was possibly at Zyryanka by 23sep46 (the order of the Yakutian directorate says 42-92155, but that one was not delivered to the Soviet Union); under overhaul by 01jan47
11959 11960	not known not known no code	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF/Yakutiya C-47A-1-DK Soviet Air Force	mfd trf mfd	07oct43 1946 09oct43	USAAF s/n 42-92186; diverted nov43 opb 14 TO USAAF s/n 42-92187; diverted nov43; staff aircraft of General Yevgeni F. Loginov, CO of 2 gv. korpus ADD; in olive drab c/s with light grey undersides, with large red flag (with '2 gvardeiski Bryanski' titles) on
11961	not known	C-47A-1-DK Soviet Air Force	mfd	09oct43	fin USAAF s/n 42-92188; diverted nov43
11962	not known not known	C-47A-1-DK GVF/Yakutiya C-47A-1-DK Soviet Air Force	trf mfd	1946 11oct43	opb 14 TO USAAF s/n 42-92189; diverted nov43
11963	CCCP-L856 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	14mar44 09oct43	USAAF s/n 42-92190; diverted nov43
11964	not known	C-47A-1-DK Soviet Air Force	mfd	11oct43	USAAF s/n 42-92191; diverted 12nov43; trf to 8 TAO Upr. VTKU 07jan44; opb 8 tap 1 pad by dec44; t/t 1,129 hours by 29dec44
11965	not known not known	C-47A-1-DK GVF/Yakutiya C-47A-1-DK Soviet Air Force	trf mfd	1946 09oct43	opb 14 TO USAAF s/n 42-92192; diverted 03nov43
11966	292192 not known	C-47A-1-DK GVF/Yakutiya C-47A-1-DK Soviet Air Force	no mfd	reports 12oct43	opb 14 TAO; engines exchanged at ARB-401 may45; transported flight crews from Yakutsk to Moscow sep45 for examination by the central qualification commission; ferried to ARB-401 08oct45; underwent rework by 01jan47 USAAF s/n 42-92193; diverted 11nov43
11969	not known CCCP-L874	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd	11oct43 08apr44	USAAF s/n 42-92195; diverted intoves USAAF s/n 42-92195; diverted nov43
12030	CCCP-L858	C-47A-1-DK GVF	rgd mfd	02nov43	USAAF s/n 42-92250; diverted 16dec43; rgd 14mar44; in camo c/s; seen Poreba (southern Poland) 25apr45
12031 12032	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	02nov43 06nov43	USAAF s/n 42-92251; diverted 12dec43 USAAF s/n 42-92252; diverted 19dec43
12033 12034	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	04nov43 06nov43	USAAF s/n 42-92253; diverted 14dec43 USAAF s/n 42-92254; diverted 23dec43
12046 12117	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	06nov43 29nov43	USAAF s/n 42-92265; diverted 17dec43; opb 8 tap by dec44; t/t 1,216 hours by 29dec44 USAAF s/n 42-92329; diverted 04jan44
	CCCP-L889	C-47A-1-DK GVF	rgd	10may44	
12118 12119	not known CCCP-L857	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd mfd	30nov43 30nov43	USAAF s/n 42-108827; diverted 02jan44 USAAF s/n 42-92330; diverted 02jan44; rgd 14mar44
12120 12121	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	30nov43 04dec43	USAAF s/n 42-92331; diverted 24dec43 USAAF s/n 42-92332; diverted 30dec43
12122	not known	C-47A-1-DK Soviet Air Force	mfd	29nov43	USAAF s/n 42-92333; diverted 30dec43; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 917 hours by then
12123 12124	CCCP-L845 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	mfd mfd	29nov43 02dec43	USAAF s/n 42-92334; diverted 26jan44; rgd 09feb44 USAAF s/n 42-92335; diverted 26jan44
12125 12126	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK Soviet Air Force	mfd mfd	01dec43 03dec43	USAAF s/n 42-92336; diverted 24jan44 USAAF s/n 42-92337; diverted 05jan44
12120	"026"	C-47A-1-DK Soviet Air Force	mfd	08dec43	USAAF s/n 42-92338; diverted USJan44; in olive drab c/s with light grey undersides, colour of code probably yellow; f/n Paris-Orly 1945; see rgd date below
12128	CCCP-L890 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	rgd mfd	10may44 30nov43	USAAF s/n 42-108828; diverted 30dec43; opb 8 tap 1 pad by 06dec44; t/t 927 hours by 29dec44
12129 12130	CCCP-L877 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	mfd mfd	07dec43 06dec43	USAAF s/n 42-92339; diverted 05jan44; rgd 10apr44 USAAF s/n 42-92340; diverted 04jan44
12131	not known not known	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF/Yakutiya	mfd trf	04dec43 1946	USAAF s/n 42-92341; diverted 04jan44 opb 14 TO
12132	not known	C-47A-1-DK Soviet Air Force	mfd	04dec43	USAAF s/n 42-92342; diverted 02jan44
12133 12134	CCCP-L847 not known	C-47A-1-DK GVF C-47A-1-DK Soviet Air Force	mfd mfd	02dec43 04dec43	USAAF s/n 42-92343; diverted 05jan44; rgd 10feb44 USAAF s/n 42-92344; diverted 05jan44
12135 12136	not known CCCP-L862	C-47A-1-DK Soviet Air Force C-47A-1-DK GVF	mfd mfd	04dec43 09dec43	USAAF s/n 42-92345; diverted 13jan44 USAAF s/n 42-92346; diverted 17jan44; rgd 25mar44; mfd given in accident report as 17may44 !
	CCCP-L862	TS-62 AFL/East Siberia	no	reports	opb 11 ATO; w/o 17apr50 on the leg from Kirensk to Olyokminsk of a flight from Irkutsk to Yakutsk when the left engine caught fire, the crew made an emergency descent, but the fire reached the cabin via the heating system and the left engine broke off at an altitude of 2,000 metres, the crew managed to make a forced landing in the taiga 29 km south-west of Vitim (N59.333333 E112.116667), but the fire in the cabin continued to spread and 10 of the 16 passengers (among them 4 women and 3 children) did not manage to leave the cabin and were killed while the other 6 passengers and all 4 crew (all men) survived with minor injuries; t/t 3,68 hours; the survivors were evacuated from the crash site 20/21apr50
12176	OK-WDC	C-47A-1-DK CSA	mfd	05jan44	USAAF s/n 42-92382; RAF s/n FZ621 ntu; d/d 29mar46; i/s 23sep46; fleet No. '03'; dbr 04dec48 on landing at Amsterdam in bad weather when touched down off the runway, no casualties
12210	YU-ACA	C-47A-1-DK JAT	mfd	31dec43	USAAF s/n 42-92412; ex RAF s/n F2651; rgd 02may47; became 4W-ABW jan74 and ET-AHP; w/o 24aug82 when crashed on take-off at Makele
12224	CCCP-L876	C-47A-5-DK GVF	mfd	04jan44	USAAF s/n 42-92425; diverted 18jan44; rgd 08apr44
12225	CCCP-L854	C-47A-5-DK AFL/Moscow	mfd	07jan44	USAAF s/n 42-92426; diverted 31jan44; rgd 07mar44; opb 15 ATO; w/o 31jan46 on a positioning flight from Bykovo to Vnukovo when the left engine failed 15 minutes into the flight and the propeller could not be feathered, the crew decided to make an emergency landing at Sukovo airfield (now the Solntsevo district of Moscow) but had to go around as the landing gear had not been locked down after lowering, during the initial climb the right engine overheated (as it was on automatic depletion mode) and failed as well, the aircraft entered a spin and crashed into a forest, 3 of the 5 crew killed and the other 2 seriously injured
12226 12227	not known not known	C-47A-5-DK Soviet Air Force C-47A-5-DK Soviet Air Force	mfd mfd	05jan44 08jan44	USAAF s/n 42-92427; diverted 30jan44 USAAF s/n 42-92428; diverted 01feb44
12229 12230	not known CCCP-L844	C-47A-5-DK Soviet Air Force C-47A-5-DK GVF	mfd mfd	06jan44 03jan44	USAAF s/n 42-92429; diverted 01feb44 USAAF s/n 42-92430; diverted 18jan44; rgd 03feb44
12231 12232	CCCP-L863 not known	C-47A-5-DK GVF C-47A-5-DK Soviet Air Force	mfd mfd	11jan44 22jan44	USAAF s/n 42-92431; diverted 09feb44; rgd 27mar44 USAAF s/n 42-92432; diverted 14feb44
12233	not known	C-47A-5-DK Soviet Air Force	mfd	05jan44	USAAF s/n 42-92433; diverted 09feb44
12234 12235	not known not known	C-47A-5-DK Soviet Air Force C-47A-5-DK Soviet Air Force	mfd mfd	18jan44 05jan44	USAAF s/n 42-92434; diverted 10feb44 USAAF s/n 42-92435; diverted 19jan44
12236 12237	not known CCCP-L849	C-47A-5-DK Soviet Air Force C-47A-5-DK GVF	mfd mfd	17jan44 jan44	USAAF s/n 42-92436; diverted 09feb44 USAAF s/n 42-92437; diverted 09feb44; rgd 06mar44
12239 12240	not known not known	C-47A-5-DK Soviet Air Force C-47A-5-DK Soviet Air Force	mfd mfd	17jan44 05jan44	USAAF s/n 42-92438; diverted 18feb44 USAAF s/n 42-92439; diverted 04feb44
12241	not known not known	C-47A-5-DK Soviet Air Force C-47A-5-DK GVF/Yakutiya	mfd trf	15jan44 1946	USAAF s/n 42-92440; diverted 05feb44 opb 14 TO
12242 12243	not known CCCP-L871	C-47A-5-DK Soviet Air Force C-47A-5-DK GVF	mfd mfd	19jan44 22jan44	USAAF s/n 42-92441; diverted 11feb44 USAAF s/n 42-92442; diverted 07feb44; rgd 08apr44
	"871"	C-47A-5-DK GVF/Soviet AF c/s	no	reports	
12244 12245	not known not known	C-47A-5-DK Soviet Air Force C-47A-5-DK Soviet Air Force	mfd mfd	15jan44 19jan44	USAAF s/n 42-92443; diverted 04feb44 USAAF s/n 42-92444; diverted 24feb44
12366 12381	YU-ABA YU-ABE	C-47A-5-DK JAT C-47A-5-DK JAT	mfd mfd	31jan44 24jan44	USAAF s/n 42-92553; ex RAF s/n KG357; d/d 10jun47; wfu 10jun70 USAAF s/n 42-92566; ex RAF s/n KG372; rgd 30aug47; dbr 08jun51 on a flight from Frankfurt to Munich when a fire broke out on board and the aircraft made an emergency landing at Wittelsbach (Germany), all 3 crew and 8 passengers escaped
12390 12391	CCCP-L850 not known	C-47A-10DK GVF C-47A-10DK Soviet Air Force	mfd mfd	01feb44 01feb44	USAAF s/n 42-92574; diverted 22feb44; rgd 06mar44 USAAF s/n 42-92575; diverted 18feb44
12392	not known	C-47A-10DK Soviet Air Force	mfd	01feb44 05feb44	USAAF s/n 42-92576; diverted 27feb44
12394 12395	CCCP-L873 not known	C-47A-10DK GVF C-47A-10DK Soviet Air Force	mfd mfd	07feb44	USAAF s/n 42-92578; diverted 08mar44; rgd 08apr44 USAAF s/n 42-92579; diverted 27feb44 USAAF s/n 42-92579; diverted 27feb44
12396 12397	not known not known	C-47A-10DK Soviet Air Force C-47A-10DK Soviet Air Force	mfd mfd	01feb44 01feb44	USAAF s/n 42-92580; diverted 27feb44 USAAF s/n 42-92581; diverted 24feb44
12398 12399	CCCP-L865 CCCP-L855	C-47A-10DK GVF C-47A-10DK GVF	mfd mfd	04feb44 01feb44	USAAF s/n 42-108855; diverted 11mar44; rgd 03apr44 USAAF s/n 42-92582; diverted 24feb44; rgd 07mar44
12400	CCCP-L861 CCCP-L861	C-47A-10DK GVF TS-62 AFL/Moscow	mfd no	01feb44 reports	USAAF s/n 42-92583; diverted 22feb44; rgd 18mar44 opb 27 ATO; w/o 23dec48 on a positioning flight from VKO to BKA in bad visibility when collided 5.8 km south-east of VKO with II-12 CCCP-L1731 which had changed its destination without informing ATC, the TS-62 lost its tail, entered a dive and crashed in a wood near Valuyevo, all 4 crew and 4 passengers (a reserve crew) killed; Vf 3,164 hours
12401	not known	C-47A-10DK Soviet Air Force	mfd	02feb44	USAAF s/n 42-92584; diverted 22feb44
12402	CCCP-L867 "867" white	C-47A-10DK GVF C-47A-10DK GVF/Soviet AF c/s	mfd	01feb44 photo	USAAF s/n 42-92585; diverted 24feb44; rgd 04apr44 modified with a Soviet MV gun turret (later removed); in camo c/s with a guards badge on the nose; opb 10 gatd GVF (alias military unit 40430); reportedly opb 1 oiap/GC3 "Normandie-Niémen" in 1944 (but not on charge by 25may44)
12403 12404	not known not known	C-47A-10DK Soviet Air Force C-47A-10DK Soviet Air Force	mfd mfd	04feb44 01feb44	USAAF s/n 42-92586; diverted 03mar44 USAAF s/n 42-92587; diverted 03mar44
12405 12406	CCCP-L872 not known	C-47A-10DK GVF C-47A-10DK Soviet Air Force	mfd mfd	01feb44 02feb44	USAAF s/n 42-92588; diverted 27feb44; rgd 08apr44 USAAF s/n 42-92589; diverted 24feb44
12400	CCCP-L879 CCCP-L879	C-47A-10DK Aeroflot TS-62 Aeroflot	mfd	04feb44 photo	USAAF 5/n 42-92590; diverted 03mar44; rgd 19apr44 in dark green ? c/s; shown in the "Krylya Rossii" chronicle
12408	not known	C-47A-10DK Soviet Air Force	mfd	02feb44	USAAF s/n 42-108856; diverted 10mar44

12409	not known	C-47A-10DK Soviet Air Force	mfd	02feb44	USAAF s/n 42-92591; diverted 18feb44; opb 8 tap by dec44; was for maintenance at Fairbanks, AK 29dec44, t/t 668 hours by then
12410	not known CCCP-L853	C-47A-10DK GVF/Yakutiya C-47A-10DK GVF	trf mfd	1946 01feb44	opb 14 TO USAAF s/n 42-92592; diverted 24feb44; rgd 07mar44
12531	5	C-47A-10DK Polish Air Force	mfd	13feb44	USAAF s/n 42-92701; d/d 12apr46; opb SPL; reported to have carried code '9' at the same time or later; canx 13sep51; fate unknown
12549	OK-WDK	C-47A-10DK CSA	mfd	16feb44	USAAF s/n 42-92717; d/d 11jul46; i/s 04mar47; fleet No. '11'; w/o 12dec54 on a flight transporting matrices at night when crashed near Bratislava, all 4 crew killed
12599	"10" white	C-47A-15DK Soviet Air Force	mfd	23feb44	USAAF s/n 42-92762; diverted 12mar44; opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in summer/autumn 1944 (pilot: Pavel Mikhailov); in light grey of with elive des his (A Bari summer 1044); socied access of a bit like pin up at the particular sector.
					c/s with olive drab fin; f/n Bari summer 1944; received nose-art (a bird-like pin-up girl painted by an artist from New York City) during heavy maintenance with the USAAF at Bari 01may45, but it was removed soon; reportedly still in service with Aeroflot in the 1950s
12600 12601	CCCP-L869 CCCP-L866	C-47A-15DK GVF C-47A-15DK GVF	mfd mfd	23feb44 23feb44	USAAF s/n 42-92764; diverted 10mar44; rgd 08apr44 USAAF s/n 42-92764; diverted 10mar44; rgd 04apr44
12602	CCCP-L883 USSR-883	C-47A-15DK GVF C-47A-15DK GVF	mfd no	23feb44 reports	USAF s/n 42-92765; diverted 13mar44; rgd 03may44 in document jun45
12603 12604	not known not known	C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force	mfd	24feb44 24feb44	USAAF s/n 42-92766; diverted 23mar44 USAAF s/n 42-92767; diverted 16mar44
12605 12605	not known not known	C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force	mfd mfd	24feb44 24feb44	USAAF s/n 42-92768; diverted 18mar44 USAAF s/n 42-92769; diverted 18mar44
12607 12608	not known not known	C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force	mfd mfd	24feb44 24feb44	USAAF s/n 42-92770; diverted 15mar44 USAAF s/n 42-108876; diverted 16mar44
12617	D-19	C-47A-15DK Czechoslovak AF	mfd	26feb44	USAAF s/n 42-92779; d/d 31may46; i/s 17jun46; in olive drab c/s; f/n MAN aug47; l/n MAN 09may51; fate unknown
12698 12699	not known not known	C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force	mfd mfd	07mar44 07mar44	USAAF s/n 42-108885; diverted 22mar44 USAAF s/n 42-92852; diverted 21mar44
12700 12701	not known not known	C-47A-15DK Soviet Air Force C-47A-15DK Soviet Air Force	mfd mfd	07mar44 07mar44	USAAF s/n 42-92853; diverted 30mar44 USAAF s/n 42-92854; diverted 20apr44
12702 12703	not known CCCP-L884	C-47A-15DK Soviet Air Force C-47A-15DK GVF	mfd mfd	08mar44 07mar44	USAAF s/n 42-92855; diverted 05apr44 USAAF s/n 42-92856; diverted 28mar44; rgd 03may44
12704	not known 04	C-47A-15DK Soviet Air Force C-47A-15DK Polish Air Force	mfd trf	07mar44 19jul44	USAAF s/n 42-92857; diverted 30mar44 opb SET (independent transport flight) PKWN from 01aug44; later opb SPL (in document 03sep49)
	SP-LCB (2)	C-47A-15DK LOT		15sep46 ?	rgd 14oct57 (or 14oct58 ?); canx 05feb59; sold 12nov59; became OY-AIC, '92857' (French Air Force) and F-BRGM; see c/n 10044
	71241 YU-ABU	C-47A-15DK Yugoslav Air Force C-47A-15DK OCZS	trf rgd	late 72 02aug79	opb 111. ppa at Zagreb (evidence for aug74/jul75) Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; sold 05nov79; became N8071X,
12705	not known	C-47A-15DK Soviet Air Force	mfd	08mar44	TN-ADS and '6887' (South African Air Force); converted to a C-47-65TP 01aug95; displayed at Ysterplaat USAAF s/n 42-92858; diverted 30mar44 USAAF s/n 42-92858; diverted 30mar44
12706 12707	not known CCCP-L870 OK-WCP	C-47A-15DK Soviet Air Force C-47A-15DK GVF C-47A-15DK CSA	mfd mfd	08mar44 08mar44	USAAF s/n 42-92859; diverted 06apr44 USAAF s/n 42-92860; diverted 28mar44; rgd 08apr44 USAAF (d. 1. 2027); dc. 1. 2017; dc
12721	OK-WAP	C-47A-15DK CSA	mfd r/r	10mar44 1949	USAAF s/n 42-92872; d/d 14jan47; i/s 26jun47; fleet No. '32' wfu 18mar58; last flight 17feb60; ferried to Paris 25may60; became '92872' (French Air Force); scrapped oct69
12725	OK-WDY	C-47A-15DK CSA	mfd	10mar44	USAAF s/n 42-92876; d/d 22aug46; i/s 11dec47; fleet No. '25'; w/o 27feb50 on a flight from Ostrava to Prague when crashed upside down on a snow-covered slope of Petrovy kameny mountain (1,446 metres)
12730	OK-WDL	C-47A-15DK CSA	mfd	11mar44	usback usba
12,00	71245	C-47A-15DK Yugoslav Air Force	d/d	1971 ?	to Marseille 29mar60; became '92880' (French Air Force) and F-BRGK (ntu) wfu and preserved at Batajnica AB in the 1970s; sat dismantled at Vidikovac scrapyard later, I/n aug08
12774	6 SP-LCG (2)	C-47A-15DK Polish Air Force C-47A-15DK LOT	mfd rgd	16mar44 08jan59	USAAF s/n 42-92920; d/d 25apr46; opb SPL; in olive drab c/s with light grey undersides, white code canx 05feb59; sold to Iran; became EP-AEH
12796 12797	not known CCCP-L878	C-47A-20DK Soviet Air Force C-47A-20DK GVF	mfd mfd	21mar44 21mar44	USAAF s/n 42-92940; diverted 08apr44 USAAF s/n 42-92941; diverted 08apr44; rgd 17apr44
12799 12800	not known not known	C-47A-20DK Soviet Air Force C-47A-20DK Soviet Air Force	mfd mfd	20mar44 20mar44	USAAF s/n 42-92942; diverted 07apr44 USAAF s/n 42-92943; diverted 09apr44
12801	292944	C-47A-20DK Soviet Air Force	mfd	20mar44	USAAF s/n 42-92944; dbr 27mar44 on its delivery flight (by 91 FyS) when crashed at Buckley Field, Denver, CO
12802 12803	CCCP-L880 not known	C-47A-20DK GVF C-47A-20DK Soviet Air Force	mfd mfd	20mar44 20mar44	USAAF s/n 42-92945; diverted 18apr44; rgd 25apr44 USAAF s/n 42-92946; diverted 06apr44
12804 12805	not known not known	C-47A-20DK Soviet Air Force C-47A-20DK Soviet Air Force	mfd mfd	20mar44 20mar44	USAAF s/n 42-92947; diverted 06apr44 USAAF s/n 42-92948; diverted 14apr44
12806 12823	not known YU-ABJ	C-47A-20DK Soviet Air Force C-47A-20DK JAT	mfd mfd	20mar44 26mar44	USAAF s/n 42-92949; diverted 08apr44 USAAF s/n 42-92964; ex RAF s/n KG501; d/d 1945 ?
	7306 YU-ABJ	C-47A-20DK Yugoslav Air Force C-47A-20DK JAT	trf trf	1945 ? 15dec48	wfu 1968 and used as a ground instructional airframe at Belgrade-Surcin; became 4W-ABR 27jan70; w/o
12830	71288	C-47A-20DK Yugoslav Air Force	mfd	24mar44	13dec73 when crashed at Taiz USAAF s/n 42-92970; ex N57779, N5108, N51080, N622NU and N62DN; d/d 1976; used as calibration aircraft; sold feb91; became TC-ALI; preserved in the Rahmi M. Koc Museum (N41.041824 E28.948414) at
12870	D	C-47A-20DK Czechoslovak AF	mfd	27mar44	the Golden Horn in Istambul USAAF s/n 42-93006; d/d 11jun45 ?; fate unknown
12881 12882	not known not known	C-47A-20DK Soviet Air Force C-47A-20DK Soviet Air Force	mfd mfd	02apr44 02apr44	USAAF s/n 42-93016; diverted 16apr44 USAAF s/n 42-93017; diverted 16apr44
12883 12884	CCCP-L896 CCCP-L882	C-47A-20DK GVF C-47A-20DK GVF	mfd mfd	20mar44 30mar44	USAAF s/n 42-93019; diverted 16apr44; rgd 17may44 USAAF s/n 42-93019; diverted 16apr44; rgd 30apr44
12885 12886	not known not known	C-47A-20DK Soviet Air Force C-47A-20DK Soviet Air Force	mfd mfd	31mar44 29mar44	USAAF s/n 42-93020; diverted 13apr44 USAAF s/n 42-93021; diverted 14apr44
12887 12888	not known not known	C-47A-20DK Soviet Air Force C-47A-20DK Soviet Air Force	mfd mfd	30mar44 30mar44	USAAF s/n 42-93022; diverted 10apr44 USAAF s/n 42-108904; diverted 14apr44
12889 12890	not known CCCP-L901	C-47A-20DK Soviet Air Force C-47A-20DK GVF	mfd mfd	30mar44 29mar44	USAAF s/n 42-93023; diverted 14apr44 USAAF s/n 42-93024; diverted 16apr44; rgd 25may44
12894	OK-WDN	C-47A-20DL CSA	mfd	29mar44	USAAF s/n 42-93028; d/d 15jun46; i/s 14apr47; fleet No. '14'; w/o 21dec48 on a flight from Rome to Athens when lost its orientation due to the cloudy weather and made circles over Kalamata (south-western
					Peloponnesos) instead of Athens, when the pilot fired a flare this was treated as a threat as military operations were going on in that area so the aircraft was fired upon from the ground and crashed in the
12948	D-17	C-47A-20DK Czechoslovak AF	mfd	05apr44	Taigetos mountains near Pilos, all 5 crew and 19 passengers killed USARF s/n 42-108910; d/d 25may46; i/s 17jun46; VIP aircraft; in natural metal c/s with blue 'lightning-
	D-03	C-47A-20DK Czechoslovak AF	r/r	1951	bolt' cheatline opb Idp; W/o 25sep51 on take-off from Brno when a propeller came off and the aircraft crashed between Pablica pad Suthanau and Bilavica u Brno (M40 266890 E16 664092) all 5 craw killed
12974	OK-WCT	C-47A-20DK CSA	mfd	10apr44	Babice nad Svitavou and Bilovice u Brna (N49.266889 E16.664083), all 5 crew killed USAAF s/n 42-93100; d/d 14jan47; i/s 05aug47; OK-WCT is also quoted as c/n 12611, while c/n 12974 is also quoted as OK-XDY
12993 12994	not known CCCP-L885	C-47A-20DK Soviet Air Force C-47A-20DK GVF	mfd mfd	12apr44 11apr44	aiso quoteo as OK-XDY USAAF s/n 42-93117; diverted 21apr44 USAAF s/n 42-93118; diverted 27apr44; rgd 06may44
12994 12995 12996	not known CCCP-L881	C-47A-20DK GVF C-47A-20DK Soviet Air Force C-47A-20DK GVF	mfd	12apr44 12apr44 11apr44	USAAF s/n 42-93119; diverted 22apr44; rgd 20nrd944 USAAF s/n 42-93119; diverted 22apr44 USAAF s/n 42-93120; diverted 22apr44; rgd 27apr44
12997	"881" CCCP-L886	C-47A-20DK GVF/Soviet AF c/s C-47A-20DK GVF	no mfd	reports 14apr44	modified with a gun turret USAAF s/n 42-93121; diverted 02may44; rgd 08may44
12998	CCCP-L897 "897" white	C-47A-20DK Soviet Air Force C-47A-20DK GVF/Soviet AF c/s	mfd	12apr44 photo	USAAF s/n 42-108915; diverted 10may44; rgd 19may44
12999 13000	not known CCCP-L887	C-47A-20DK Soviet Air Force C-47A-20DK GVF	mfd mfd	13apr44 12apr44	USAAF s/n 42-93122; diverted 25apr44 USAAF s/n 42-93123; diverted 26apr44; rgd 08may44
13001 13002	CCCP-L902 CCCP-L898	C-47A-20DK GVF C-47A-20DK AFL/International	mfd mfd	12apr44 12apr44	USAAF s/n 42-93124; diverted 28apr44; rgd 25may44; in document 30nov44 as '902' USAAF s/n 42-93125; diverted 11may44; rgd 23may44; opb OAG MVS; made an emergency landing at
13014	YU-ACC	C-47A-20DK JAT	mfd	14apr44	Kiev 11dec48 USAAF s/n 42-93136; ex RAF s/n KG531, ZS-BCY; bought 30aug50; d/d 26apr51; w/o 24oct51 (or
	0005				22oct51) on a flight from Belgrade to Skopje when crashed near Skopje and burnt out, 12 occupants killed; t/t in Yugoslav service 662.46 hours
13089 13090	CCCP-L903 CCCP-L904	C-47A-20DK GVF C-47A-20DK GVF	mfd mfd	23apr44 23apr44	USAAF s/n 42-93203; diverted 03may44; rgd 26may44 USAAF s/n 42-93204; diverted 05may44; rgd 26may44 USAAF s/n 42-93204; diverted 05may44; rgd 26may44
13091 13092	CCCP-L905 not known	C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s	mfd mfd	23apr44 23apr44	USAAF s/n 42-93205; diverted 03may44; rgd 25may44 USAAF s/n 42-93206; diverted 03may44; opb 8 tap by dec44; was for maintenance at Fairbanks, AK
13093	293206 CCCP-L911	C-47A-1-DK GVF/Yakutiya C-47A-20DK GVF	no mfd	reports	29dec44, t/t 686 hours by then opb 14 TAO; w/o at an unknown date when suffered an accident and burnt out; canx 17aug46 USAAF s/n 42-93207; diverted 06may44; rgd 16jun44
13093 13094 13095	CCCP-L911 CCCP-L906 not known	C-47A-20DK GVF C-47A-20DK GVF C-47A-20DK Soviet Air Force	mfd mfd mfd	23apr44 24apr44 23apr44	USAAF s/n 42-93207; diverted U6may44; rgd 10jun44 USAAF s/n 42-93208; diverted 06may44; rgd 01jun44 USAAF s/n 42-93209; diverted 05may44
13095	CCCP-L893 USSR-893	C-47A-20DK Soviet Air Force C-47A-20DK GVF C-47A-20DK GVF	mfd	23apr44 23apr44 reports	USAAF S/II 42-93210; diverted 05Indy44 USAAF S/II 42-93210; diverted 09may44; rgd 15may44 in document 06nov44
13097	CCCP-L894 "894" white	C-47A-20DK GVF C-47A-20DK GVF/Soviet AF c/s	mfd Utt	24apr44 20sep44	USAAF s/n 42-93211; diverted 03may44; rgd 15may44 opb ote GVF; in olive drab c/s with light grey undersides
13098 13144	not known 8	C-47A-20DK Soviet Air Force C-47A-20DK Polish Air Force	mfd mfd	25apr44 28apr44	USAAF s/n 42-93253; d/verted 06may44 USAAF s/n 42-93253; d/verted 06may44
13146	9 no serial	C-47A-20DK Polish Air Force C-47A-20DK Polish Air Force	mfd	28apr44 photo	USAAF s/n 42-93255; d/d may46; opb SPL; dbr at Bydgoszcz in 1949 in natural metal c/s

13186	CA8 XT-T10	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	mfd	03may44	USAAF s/n 42-93291; diverted to China Air TSP 05jan46
	XT-110 XT-5	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	r/r r/r	jan47 unknown	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
12211	not known	C 474 3EDK Caviat Air Farms	mfd	05	was just a tidying-up exercise
13211 13212	not known not known	C-47A-25DK Soviet Air Force C-47A-25DK Soviet Air Force	mfd mfd	05may44 06may44	USAAF s/n 42-93313; diverted 18may44 USAAF s/n 42-93314; diverted 30may44
13213 13214	not known not known	C-47A-25DK Soviet Air Force C-47A-25DK Soviet Air Force	mfd mfd	06may44 06may44	USAAF s/n 42-93315; diverted 24may44 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 opb MAGON GVF; operated in Yugoslavia in 1944/45
13216	CCCP-L910	C-47A-25DK GVF	mfd	06may44	USAAF s/n 42-93318; diverted 18may44; rgd 14jun44
13217	not known 10	C-47A-25DK Soviet Air Force C-47A-25DK Polish Air Force	mfd trf	09may44 25jul44	USAAF s/n 42-93319; diverted 21may44 opb SPL; still active by 01jul52; fate unknown
13218 13219	not known not known	C-47A-25DK Soviet Air Force C-47A-25DK Soviet Air Force	mfd mfd	may44 08may44	USAAF s/n 42-108937; diverted 17may44 USAAF s/n 42-93320; diverted 30may44
13220 13236	not known CA6	C-47A-25DK Soviet Air Force C-47A-25DK Centr Air Trp Corp	mfd 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 13250	293342 ? 293348 ?	C-47A-25DK Chinese Air Force C-47A-25DK Chinese Air Force	mfd mfd	08may44 08may44	USAAF s/n 42-93342; diverted 10sep45 USAAF s/n 42-93348; diverted 16sep45, probably under Lend-Lease
13254	YU-ABC 7303	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force	mfd trf	10may44 1945 ?	USAAF s/n 42-93352; d/d 1945 ?
	YU-ABC	C-47A-25DK JAT	trf	12aug47	w/o 21sep50 on a flight from Belgrade to Zagreb when crashed on landing in fog, all 4 crew and 6 of the 7
13264	293361 ?	C-47A-25DK Chinese Air Force	mfd	11may44	passengers killed USAAF s/n 42-93361; diverted 09dec45
13267 13274	not known not known	C-47A-25DK Chinese Air Lines C-47A-25DK Chinese Air Lines	mfd mfd	11may44 11may44	USAAF s/n 42-93364; diverted 08may46 USAAF s/n 42-93370; diverted 09may46
13282 13289	293377 ? not known	C-47A-25DK Chinese Air Force C-47A-25DK Chinese Air Lines	mfd mfd	11may44 12may44	USAAF s/n 42-93377; diverted 16sep45, probably under Lend-Lease 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	C-47A-25DK Centr Air Trp Corp C-47A-25DK Centr Air Trp Corp	mfd r/r	12may44 jan47	USAAF s/n 42-93390; excluded 01aug46 damaged at Jinan (Shandong) 13dec47 due to pilot error; repaired
	XT-5	C-47A-25DK Centr Air Trp Corp	r/r	unknown	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 Aeronáutico y del Espacio (S33.486678 W70.697922) at Santiago-Los Cerillos (Chile), I/n nov00
13311	YU-ABD	C-47A-25DK JAT		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	CCCP-L913 not known	TS-62 Aeroflot C-47A-25DK Soviet Air Force	no mfd	reports 18may44	USAAF s/n 42-93436; diverted 02jun44
13348	CCCP-L909	C-47A-25DK GVF	mfd	may44	USAAF s/n 42-108950; diverted 03jun44; rgd 08jun44
	3 SP-LCC (2)	C-47A-25DK Polish Air Force C-47A-25DK LOT	trf rgd	25apr46 06mar58	opb SPL; personal aircraft of Marshal Michal Rola-Zymierski sold to Iran 07jan59; canx 05feb59; became EP-AEE, 90-AEE, 9Q-AEE, 9Q-CKA and 9T-PKL (last one not
13349	not known	C-47A-25DK Soviet Air Force	mfd	18may44	confirmed); see c/n 9903 USAAF s/n 42-93437; diverted 05jul44
13350	2 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
13330	CCCF-L915	C-47A-23DK GVF	iniu	101112944	Prussia, now Chernyakhovsk); w/o 04mar45 on a positioning flight from Wormditt (now Orneta) 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 Perevalovo, 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; diverted 03jun44; f/n PRG 1945
13352 13353	not known CCCP-L912	C-47A-25DK Soviet Air Force C-47A-25DK GVF	mfd mfd	20may44 20may44	USAAF s/n 42-93440; diverted 02jun44 USAAF s/n 42-93441; diverted 01jun44; rgd 19jun44
13354 13355	not known not known	C-47A-25DK Soviet Air Force C-47A-25DK Soviet Air Force	mfd mfd	20may44 20may44	USAAF s/n 42-93442; diverted 30may44 USAAF s/n 42-93443; diverted 30may44
13367	YU-ACB 7304	C-47A-25DK JAT C-47A-25DK Yugoslav Air Force	mfd trf	20may44 1945 ?	USAAF s/n 42-93454; ex RAF s/n KG608; d/d 1945 ?
	YU-ACB	C-47A-25DK JAT	trf	01apr50	w/o 20feb65 on a training flight when crashed into the Sava River near Belgrade, all 5 crew killed; t/t in
13399	XT-823	C-47A-25DK Civil Air Transp.	mfd	24may43	JAT service 9916.48 hours USAAF s/n 42-93482; sold 23sep46; possibly canx 13nov49; trf to Civil Air Transport Inc. at Taiwan;
13406	293489 ?	C-47A-25DK Chinese Air Force	mfd	01jun44	became B-823, N6634C, CF-MCC and N14636 USAAF s/n 42-93489; diverted 16sep45, probably under Lend-Lease
13410	CA5	C-47A-25DK Centr Air Trp Corp	mfd	25may44	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
13548	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	to Paris 28may60; became '13438' (French Air Force), F-SKDK and 5V-MAC USAAF s/n 42-108970; RAF s/n KG681 ntu; diverted 26jun44
13550 13552	not known not known	C-47A-25DK Soviet Air Force C-47A-25DK Soviet Air Force	mfd mfd	09jun44 09jun44	USAAF s/n 42-93618; RAF s/n KG683 ntu; diverted 23jun44 USAAF s/n 42-93620; RAF s/n KG685 ntu; diverted 23jun44
15552	1	C-47A-25DK Polish Air Force	trf	25jul44	opb SPL; personal aircraft of president Boleslaw Bierut
13553	SP-LCH (2) no code	C-47A-25DK LOT C-47A-25DK Soviet Air Force	rgd mfd	29jan59 09jun44	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
13554	not known	C-47A-25DK Soviet Air Force	mfd	09jun44	delivery flight USAAF s/n 42-93622; RAF s/n KG687 ntu; diverted 23jun44
13575	not known OK-VDZ	C-47A-25DK Soviet Air Force	mfd	15jun44 20jun44	USAAF s/n 42-93641 (struck off charge 29aug46); RAF s/n KG708 ntu; diverted 03jul44 Ministry of Transport (PD); USAAF s/n 42-93712; d/d 14jan47
13654	D	C-47A-25DK Min. Dopravy C-47A-25DK Czechoslovak AF	mfd trf	1950	
	3654 71229	C-47A-25DK Czechoslovak AF C-47A-25DK Yugoslav Air Force	r/r d/d	jun57 1971	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 Chongging)
13693	293747 ?	C-47A-25DK Chinese Air Force C-47A-25DK Chinese Air Force	mfd	23jun44	USAAF s/n 42-93747; diverted 16sep45, probably under Lend-Lease
13694 13695	293748 ? 293749 ?	C-47A-25DK Chinese Air Force	mfd mfd	23jun44 23jun44	USAAF s/n 42-93748; diverted 10sep45, probably under Lend-Lease USAAF s/n 42-93749; diverted 16sep45, probably under Lend-Lease
13704 13710	not known not known	C-47A-25DK China C-47A-25DK China	mfd mfd	24jun44 24jun44	USAAF s/n 42-93757; diverted to 'ADO' 19nov45 USAAF s/n 42-93762; Foreign Liquidation Commission 20aug47
13711 13713	293763 ? YU-ABB	C-47A-25DK Chinese Air Force C-47A-25DK JAT	mfd mfd	24jun44 25jun44	USAAF s/n 42-93765; d/d 1945 ?
15/15	7302	C-47A-25DK Yugoslav Air Force	trf	1945 ?	
	YU-ABB	C-47A-25DK JAT	trf	04mar47	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
18901	86	C-47A-65DL CNAC	mfd	29oct43	horizontal stabiliser had been connected the wrong way USAAF s/n 42-100438; diverted 06nov43, under Lend-Lease; delivered via Miami; toc 17nov43; damaged
10501			inid	2500015	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
	XT-86	C-47A-65DL CNAC	r/r	jan47	passenger version; in fleet list 27feb48
	XT-1	C-47A-65DL CNAC	r/r	1948	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-
18902	85	C-47A-65DL CNAC	mfd	13oct43	up exercise 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 18912	2100446 ? not known	C-47A-65DL Chinese Air Force C-47A-65DL Chinese Air Lines	mfd mfd	09oct43 15oct43	USAAF s/n 42-100446; diverted 10sep45 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
10005	01/11/20	0.474.6551		<b>C</b> 1	20.142	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		Czechoslovak AF Czechoslovak AF	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,
19061	88	C-47A-65DL		mfd	11nov43	N87604, F-BTDJ, ET-ÁGI and C9-STE USAAF s/n 42-100598; delivered under Lend-Lease; h/o at Karachi 13dec43; toc 14dec43; damaged 10jan44 on landing at Suifu 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
19062	87	C-47A-65DL	CNAC	mfd	12nov43	at a height of some 11,000 feet into a mountain near Kiaokie (N27.916667 E102.78333), all 3 crew killed USAF 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 C-47A-65DL		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
19102	OK-WDD	C-47A-70DL	CSA	mfd	18nov43	was just a tidying-up exercise USAAF s/n 42-100639; d/d 29mar46; i/s 29aug46; fleet No. '04', dbr 24dec46 on a flight from Prague to
19256	XT-817	C-47A-70DL	Civil Air Transp.	mfd	11dec43	Paris when had to make an emergency landing, all 5 crew and 10 passengers escaped USAAF s/n 42-100793; Foreign Liquidation Commission 14jul47; leased from Trans-Asiatic Airlines; canx
19258	XT-815	C-47A-70DL	Civil Air Transp.	mfd	13dec43	13nov49; became B-817 16jan51 and XU-AAE; this c/n is also reported as XT-819 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
19286	OK-WDP	C-47A-70DL	CSA	mfd	20dec43	reported as XT-817 USAAF s/n 42-100823; d/d 02jul46; i/s 05nov47; fleet No. '16'; wfu 26feb60; last flight 26feb60; ferried to
19287 ?	12	C-47A-70DL	Polish Air Force	mfd	17dec43	Paris 30may60; became '100823' (French Air Force), F-SCDB, F-UJGU, F-WSGV, N18265 (ntu) and N15MA USAAF s/n 42-100824; d/d 1946; opb OSL Deblin in 1951/53; according to the Air-Britain DC-3 book, this
19289	SP-LCE	C-47A-70DL	LOT	mfd	17dec43	c/n crashed at Risstissen (Germany) 15may45 while on USAAF service ! (repaired ?) USAAF s/n 42-100826; d/d 29sep46 ?; rgd 01oct46; wfu 22apr58 ?; canx 05feb59; became EP-AEF; w/o
19313	89	C-47A-75DL		mfd	24dec43	17mar67 when crashed at Bandar Abbas (Iran) USAAF s/n 42-100850; diverted 06mar44, under Lend-Lease; delivered via Miami; the toc date 21jan44
	XT-48	C-47A-75DL		r/r	jan47	must be wrong passenger version; in fleet list 27feb48
	XT-111	C-47A-75DL		r/r	1948	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 Shingbwiyang), all 3 crew killed
19329	OK-WDQ	C-47A-75DL	CSA	mfd	24dec43	USAĀF s/n 42-100866; possibly mis-painted OK-WSQ before delivery; d/d 09aug46; i/s 20nov46; fleet No. '17'
	D-28 0866		Czechoslovak AF Czechoslovak AF	trf r/r	31dec50 jun57	wfu 21apr60; fate unknown
19343	OK-WAA	C-47A-75DL		mfd	29dec43	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)
19419	71273 OK-WDE	C-47A-75DL C-47A-75DL	Yugoslav Air Force CSA	d/d mfd	1971 ? 10jan44	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-RAIV
19439	71281 OK-WAT	C-47A-75DL C-47A-75DL	Yugoslav Air Force 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		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 C-47A-75DL		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
19453	91 (1)	C-47A-75DL	CNAC	mfd	20jan44	19dec49 (canx 26feb53) and N4883V; sold to the Cuban Government 22jul53 USAAF s/n 42-100990; diverted 06mar44, under Lend-Lease; delivered via Miami; w/o 07mar44 on take- off from Camagüey (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 19499	D SP-LCD	C-47A-75DL C-47A-80DL	Czechoslovak AF LOT	mfd mfd	24jan44 22jan44	USAAF s/n 42-101030; d/d 03jul46; fate unknown 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		Czechoslovak AF 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 Czechoslovak AF	ret r/r	30apr51 jun57	wfu 14oct60; became '15059' (French Navy), F-YGGA, F-YFGR, F-YDPK, N97BF and 5R-MMG
19535	OK-XDG	C-47A-80DL		mfd	28jan44	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 Ruzyne due to bad weather, ran out of fuel after 4 missed approaches and force-landed in a field near Dobrovíz, 2 of the 5 crew injured while the other 3 and all 13 passengers escaped unhurt
19538	OK-XBC OK-XBC	C-47A-80DL C-47A-80DL		mfd trf	01feb44 1948	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-
19539	OK-XDM (1)	C-47A-80DL	CSA	mfd	29jan44	RAUI, F-TEBK, F-WSGO and N18260 (ntu) USAAF s/n 43-15073; d/d 12jul46; i/s 15feb48 (or 15feb47 ?); fleet No. '02'; underwent trials with the
	71248	C-47A-80DL	Yugoslav Air Force	d/d	11apr73 ?	VZLÜ in 1953; wfu 28jun58; last flight 20feb60; ferried to Marseillle 26mar60; becamev'15073' (French Air Force), F-TEBE, F-RAUK ? and F-BTDF; see c/n 1995 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'/9Y-D' of the USAAF
19580	D-23 not known		Czechoslovak AF Polish Air Force	mfd d/d	04feb44 08jun49	USAAF s/n 43-15114; d/d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides opb SPL
10507	D-23		Czechoslovak AF	ret	unknown 05feb44	underwent trials with the SVZÚ in 1956 USAAF s/n 43-15121; d/d 01jun46 (or 01jul46); i/s 28mar47; fleet No. '08'; fate unknown
19587 19620	OK-XDH 92	C-47A-80DL C-47A-80DL		mfd mfd	09feb44	USAAF s/n 43-15121; d/d u1juli46 (d/ 01juli46); d/s 20ili477 ineet No. 06 ; had ultikilowin 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
	XT-85 XT-1	C-47A-80DL C-47A-80DL		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 N8349C 19dec49 (on paper); remained in China and the canx 07oct65 was just a
19621	93	C-47A-80DL	CNAC	mfd	09feb44	tidying-up exercise 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
19718 19803	D 94	C-47A-80DL C-47A-80DL	Czechoslovak AF CNAC	mfd mfd	26feb44 15mar44	USAAF s/n 43-15252; d/d 03jul46; fate unknown USAAF s/n 43-15252; d/d 03jul46; fate unknown USAAF s/n 43-15253; 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
19804 19838	95 315372 ?	C-47A-80DL C-47A-80DI	CNAC Chinese Air Force	mfd mfd	15mar44 15mar44	USAAF s/n 43-15338; diverted 02apr44, under Lend-Lease; toc 05may44; fate unknown 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 19929	315462 ? no serial	C-47A-85DL C-47A-85DL	Chinese Air Force CNAC	mfd mfd	31may44 31mar44	USAAF s/n 43-15462; diverted 24may44, under Lend-Lease USAAF s/n 43-15463; diverted 14may44, under Lend-Lease; w/o 14may44 on its delivery flight from Miami
19932	XT-543	C-47A-85DL	Lutheran World Fed	mfd	28mar44	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
	XT-811 (2)	C-47A-85DL	Lutheran World Fed	rgd	nov49	aircraft, in CATC markings; named '5t 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 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 O8dec49 (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

						Springweiler in lieu of pay 13feb50; became VR-HEX 26apr50 (canx 14dec50, backdated to 18nov50), operating in full CAT markings; became B-809 dec50; sold to Civil Air Transport Inc. 18jan55; sold to Vietnamese Air Transport (a front company of the CIA) 09jun61; w/o 01jul61 when was shot down over
						the Ninh Binh province of North Vietnam (the tail surface is exhibited in the Air Defence Museum at Hanoi); see c/n 18947
20090 20091	315624 ? 96	C-47A-85DL C-47A-85DL	Chinese Air Force	mfd mfd	28apr44 26apr44	USAAF s/n 43-15624; h/o 27may44 USAAF s/n 43-15625; diverted 29may44, possibly under Lend-Lease; toc 13jun44; damaged 18mar45 on
20091	50	C-47A-03DL	CIAC	mu	2080144	landing at Kunming when the right main landing gear collapsed, the right propeller touched the ground, broke away from the engine and sliced through the cockpit, both pilots escaped unhurt; possibly repaired
201.00	C150	C 474 00DI	Careta Ala Tan Cara		20	as also reported as w/o 30nov45 on a flight from Kunming to Tinjiang
20160	CA50 XT-T36	C-47A-90DL	Centr Air Trp Corp Centr Air Trp Corp	mfd r/r	28apr44 jan47	USAAF s/n 43-15694; excluded 01aug46
	XT-5	C-47A-90DL	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8328C 19dec49 (canx 12aug53), N1797B, ETA-101 (Argentinian Army), MR-1T, MG-
20161	not known	C-47A-90DL	Chinese Air Lines	mfd	28apr44	1T, T-17 and TC-17 (both Argentinian Air Force); w/o 10may70 USAAF s/n 43-15695; diverted 15feb46
20162 20250	not known 315784 ?	C-47A-90DL C-47A-90DL	China Chinese Air Force	mfd mfd	28apr44 09may44	USAAF s/n 43-15696; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15784; diverted 09dec45
20252	98	C-47A-90DL		mfd	16may44	USAAF s/n 43-15786; diverted 18jun44, under Lend-Lease; toc 03jul44; damaged 16nov44 on take-off from Yunnanyi when the radio operator (flying as co-pilot) retracted the landing gear before the aircraft
20252	07	C 474 00DI	CNAC	mefed	10	became airborne; repaired; fate unknown
20253	97	C-47A-90DL	CNAC	mfd	18may44	USAAF s/n 43-15787; diverted 11jun44, under Lend-Lease; toc 21jun44; w/o 31aug44 on a flight from Yunnanyi to Dinjan (Assam) when both engines quit while the aircraft was flying over the Hukawng Valley
						in Burma, as poor weather made a forced landing at Shimbuwang impossible, the captain put the aircraft on autopilot and ordered the crew to bail out, but he was the only crew member to survive (he landed near
						the Ledo Road) while the other 2 crew members opened their parachutes too early and crashed with the aircraft
20256	not known	C-47A-90DL	China ?	mfd	12may44	USAAF s/n 43-15790; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
20257	315791 ?		Chinese Air Force	mfd	12may44	USAAF s/n 43-15791; diverted 09dec45
20260 20288	not known not known	C-47A-90DL	Chinese Air Lines Chinese Air Lines	mfd mfd	10may44 14may44	USAAF s/n 43-15794; diverted 31jan46; became 15794 and 7273 of the Taiwanese Air Force USAAF s/n 43-15822; diverted 15feb46
20292 20294	not known 315828 ?		Chinese Air Lines Chinese Air Force	mfd mfd	14may44 15may44	USAAF s/n 43-15826; diverted 28feb46 USAAF s/n 43-15828; Foreign Liquidation Commission 20aug47
20306 20309	not known not known	C-47A-90DL C-47A-90DL		mfd mfd	15may44 29may44	USAAF s/n 43-15840; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15843; sold 04dec45
20310 20314	not known 15848	C-47A-90DL		mfd mfd	18may44 19may44	USAAF s/n 43-15844; diverted 15feb46 USAAF s/n 43-15844; diverted 09dec45; became 15848 and 7252 of the Taiwanese Air Force
20320	315854 ?	C-47A-90DL	Chinese Air Force	mfd	24may44	USAAF s/n 43-15854; diverted 19dec45
20321 20323	not known 15857	C-47A-90DL	Chinese Air Lines Chinese Air Force	mfd mfd	20may44 19may44	USAAF s/n 43-15855; diverted 15feb46 USAAF s/n 43-15857; diverted 19nov45; became 15857 and 7243 of the Taiwanese Air Force
20324 20325	315858 ? not known		Chinese Air Force Chinese Air Lines	mfd mfd	may44 24may44	USAAF s/n 43-15858; diverted 09dec45 USAAF s/n 43-15859; diverted 25feb46
20326 20328	not known not known	C-47A-90DL	Chinese Air Lines Chinese Air Lines	mfd mfd	20may44 20may44	USAAF s/n 43-15860; diverted 25feb46 USAAF s/n 43-15862; diverted 15feb46; became XW-TAF; dbr at VTE 24may76
20332	315866 ?	C-47A-90DL	Chinese Air Force	mfd	20may44	USAAF s/n 43-15866; diverted 19nov45
20334 20335	not known 315869 ?		Chinese Air Force	mfd mfd	20may44 23may44	USAAF s/n 43-15868; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15869; diverted 19nov45
20337 20342	not known not known	C-47A-90DL C-47A-90DL	Chinese Air Lines China	mfd mfd	20may44 23may44	USAAF s/n 43-15871; diverted 28feb46 USAAF s/n 43-15876; Foreign Liquidation Commission 20aug47
20344 20345	not known not known	C-47A-90DL C-47A-90DL	Chinese Air Lines	mfd mfd	23may44 23may44	USAAF s/n 43-15878; diverted 28sep45 USAAF s/n 43-15879; Foreign Liquidation Commission 20aug47
20346	XT-5		Centr Air Trp Corp	mfd	23may44	USAAF s/n 43-15880; excluded 01aug46; canx 13nov49; sold to the Chennault&Willauer partnership
						12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8327C 19dec49 (canx 22jul53) and N1796B; went to the Colombian Air Force in 1954; w/o 07jan67
20356 20360	not known not known	C-47A-90DL C-47B-1-DL		mfd mfd	24may44 26may44	USAAF s/n 43-15890; sold 04dec45 version correct; USAAF s/n 43-15894; Foreign Liquidation Commission 20aug47
20369 20373	315903 ? 315907 ?		Chinese Air Force Chinese Air Force	mfd mfd	26may44 26may44	USAAF s/n 43-15903; diverted 09dec45 USAAF s/n 43-15907; diverted 09dec45
20375 20376	315909 ? 315910 ?	C-47A-90DL	Chinese Air Force Chinese Air Force	mfd mfd	26may44 30may44	USAAF s/n 43-15909; diverted 28sep45 USAAF s/n 43-15910; diverted 28sep45 ?
20384	315918 ?	C-47A-90DL	Chinese Air Force	mfd	27may44	USAAF s/n 43-15918; diverted 09dec45
20387	CA47 XT-T34	C-47A-90DL	Centr Air Trp Corp Centr Air Trp Corp	mfd r/r	27may44 jan47	USAAF s/n 43-15921 fate unknown; possibly impounded at Hong Kong nov49
20388	CA3	C-47A-90DL	Centr Air Trp Corp	mfd	27may44	USAAF s/n 43-15922; arrived at Chungking (now Chongqing) 16dec44; Andersson gives the date 21dec44, but the aircraft was with 1 CCS mar45/may45 according to Gradidge; sold 21dec45 (?) ex Karachi
	XT-T24 XT-5		Centr Air Trp Corp Centr Air Trp Corp	r/r r/r	jan47 unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
						10d-40, hereine NO224C 10d-40 (see 12-seE2) N120ED ETA 102 (Asserbicing Asser) ME 2T MC 2T
						19dec49; became N8324C 19dec49 (canx 12aug53), N1795B, ETA-103 (Argentinian Army), ME-3T, MG-3T, T-18 and TC-18 (both Argentinian Air Force): w/o nov81
20389	315923 ?		Chinese Air Force	mfd	27may44 29may44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45
20390	15924	C-47A-90DL	Chinese Air Force	mfd	29may44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00
20390 20391 20392	15924 not known 315926 ?	C-47A-90DL C-47A-90DL C-47A-90DL	Chinese Air Force China Chinese Air Force	mfd mfd mfd	29may44 29may44 27may44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted O9dec45
20390 20391	15924 not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL	Chinese Air Force China	mfd mfd	29may44 29may44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47
20390 20391 20392 20394	15924 not known 315926 ? 315928 ?	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL	Chinese Air Force China Chinese Air Force Chinese Air Force	mfd mfd mfd mfd	29may44 29may44 27may44 27may44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15928; diverted 09dec45 USAAF s/n 43-16926; diverted 09dec45 USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MIG-15bis; flown to
20390 20391 20392 20394	15924 not known 315926 ? 315928 ?	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL	Chinese Air Force China Chinese Air Force Chinese Air Force	mfd mfd mfd mfd	29may44 29may44 27may44 27may44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15926; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the
20390 20391 20392 20394	15924 not known 315926 ? 315928 ? 026	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL	Chinese Air Force China Chinese Air Force Chinese Air Force Hungarian AF	mfd mfd mfd mfd mfd	29may44 29may44 27may44 27may44 09jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden maneuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the
20390 20391 20392 20394	15924 not known 315926 ? 315928 ? 026	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62	Chinese Air Force China Chinese Air Force Chinese Air Force Hungarian AF	mfd mfd mfd mfd mfd	29may44 29may44 27may44 27may44 09jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16926; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MIG-15bis; flown to Székesfehérár; impressed by the Hungarian Air Force in Ital 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese
20390 20391 20392 20394 20492	15924 not known 315926 ? 315928 ? 026 HA-TSA	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV	mfd mfd mfd mfd mfd	29may44 29may44 27may44 27may44 09jun44 1956	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15928; diverted 09dec45 USAAF s/n 43-15928; diverted 09dec45 USAAF s/n 43-16926; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed
20390 20391 20392 20394 20492 20635 20635 20637 20638	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ?	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Lines Chinese Air Force	mfd mfd mfd mfd trf mfd mfd	29may44 29may44 27may44 27may44 09jun44 1956 28jun44 28jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15923; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16926; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45
20390 20391 20392 20394 20492 20635 20635 20637 20638 20643	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ? not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	mfd mfd mfd mfd trf mfd mfd mfd mfd	29may44 27may44 27may44 09jun44 1956 28jun44 28jun44 28jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16177; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing)
20390 20391 20392 20394 20492 20635 20635 20637 20638 20643 20645 20652	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ?	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	mfd mfd mfd mfd trf trf mfd mfd mfd mfd mfd	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 30jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15023; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Szekesfehérvár; impressed by the Hungarian Air Force in Inte 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16172; foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing) USAAF s/n 43-16179; Foreign Liquidation Commission 20aug47 USAAF s/n 43-16179; foreign Liquidation Commission 20aug47
20390 20391 20392 20394 20492 20635 20635 20637 20638 20643 20645	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ? not known not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chines Air Chines Chinese Air Force	mfd mfd mfd mfd trf mfd mfd mfd mfd	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15923; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-1626; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16177; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing) USAAF s/n 43-16179; Foreign Liquidation Commission 20aug47
20390 20391 20392 20394 20492 20492 20635 20635 20633 20643 20643 20652 20653 20655	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316189 ? not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Force	mfd mfd mfd mfd trf mfd mfd mfd mfd mfd mfd mfd mfd mfd mf	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 29jun44 30jun44 30jun44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15023; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in Iate 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseaing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16179; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongding) USAAF s/n 43-16179; Foreign Liquidation Commission 20aug47 USAAF s/n 43-16187; diverted 90aec45 USAAF s/n 43-16187; diverted 90aec45 USAAF s/n 43-16189; diverted 90aec45
20390 20391 20392 20394 20492 20492 20635 20635 20637 20638 20643 20643 20655 20655 20655 20655 20656 20656 20656 20656 20656	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316187 ? 316189 ? not known not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Lines Chinese Air Lines	mfd mfd mfd mfd trf mfd mfd mfd mfd mfd mfd mfd mfd mfd mf	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15023; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in Inte 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvers and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16173; diverted 16geb46 USAAF s/n 43-16173; diverted 19dec45 USAAF s/n 43-16173; diverted 19dec45 USAAF s/n 43-16173; diverted 19dec45 USAAF s/n 43-16187; diverted 19feb46 USAAF s/n 43-16187; diverted 19feb46 USAAF s/n 43-16193; diverted 19feb46 USAAF s/n 43-16193; diverted 19feb46 USAAF s/n 43-16193; diverted 19feb46 USAAF s/n 43-16193; diverted 19feb46 USAAF s/n 43-16197; diverted 15feb46 USAAF s/n 43-16197; diverted 15feb46
20390 20391 20392 20394 20492 20635 20635 20637 20637 20637 20645 20653 20655 20655 20655 20655	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316189 ? not known not known not known x1-TS01	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL TS-62 C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Lines Chinese Air Lines Chinese Air Lines Chinese Air Lines Chinese Air Lines Chinese Air Lines	mfd mfd mfd mfd trf mfd mfd mfd mfd mfd mfd mfd mfd mfd mf	29may44 27may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 20jun44 03jul44 03jul44 01jul44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15925; Foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Sovieti Air Force MiG-15bis; flown to Szekesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16177; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongging) USAAF s/n 43-16179; foreign Liquidation Commission 20aug47 USAAF s/n 43-16179; diverted 16feb46 USAAF s/n 43-16179; diverted 16feb46 USAAF s/n 43-16179; diverted feb46 USAAF s/n 43-16179; diverted 16feb46 USAAF s/n 43-16186; diverted 09dec45 USAAF s/n 43-16179; diverted 16feb46 USAAF s/n 43-16179; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16197; diverted 15feb46 USAAF s/n 43-16197; diverted 15feb46; USAAF s/n 43-16197; diverted 15feb46 USAAF s/n 43-16197; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF
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20390 20391 20392 20394 20492 20492 20635 20635 20633 20643 20643 20652 20653 20655 20656 20659 20663 20681	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316189 ? not known not known XT-T501 XT-801 not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-10L C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Corce Chinese Air Force Chinese Air Force Chinese Air Corce Chinese Air	mfd mfd mfd mfd trf mfd mfd mfd mfd mfd mfd mfd mfd mfd mf	29may44 27may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44 03jul44 28may48 10jul44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16926; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-62IR engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16179; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongding) USAAF s/n 43-16186; diverted 09dec45 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16197; diverted 15feb46; USAAF s/n 43-16197; diverted 15feb46; USAAF s/n 43-16197; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16197; diverted 15feb46; USAAF s/n 43-16197; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16197; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16235; diverted to the UNRRA 04jan47; named 'Tientsin' aug47; registration probably not applied until oct47 named 'Tientsin'; in natural metal c/s with blue trim; canx 13nov49; sold to the Chennault&Williauer partnership 12dec49 and sold o
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20390 20391 20392 20394 20492 20492 20635 20635 20637 20638 20643 20643 20655 20655 20656 20656 20659 20659 20668 20681 20699 20700 207001 20701 20705	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316189 ? not known xT-TS01 XT-801 not known not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Lines Chinese Air Chinese Chinese Air Chinese Chinese Air Chinese Chinese Air Chinese Chinese Air Lines Chinese Air Lines Chi	mfd mfd mfd mfd trf mfd mfd mfd mfd mfd mfd mfd mfd mfd mf	29may44 27may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44 03jul44 28may48 10jul44 12jul44 12jul44 28may48	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15924; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16177; foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongqing) USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16189; diverted 01may46 USAAF s/n 43-16183; diverted 01may46 USAAF s/n 43-16125; diverted 01may46 USAAF s/n 43-16125; diverted 01may46 USAAF s/n 43-16215; diverted 15feb46 USAAF s/n 43-16215; diverted 15feb46 USAAF s/n 43-1623; diverted 15feb46 USAAF s/n 43-1623; diverted 15feb46 USAAF s/n 43-1623; diverted 02 core 16197 of the Taiwanese Air Force USAAF s/n 43-1623; diverted 16feb46 USAAF s/n 43-1623; diverted 02 core 16197 of the Taiwanese Air Force USAAF s/n 43-1623; diverted 04 udg44, under Lend-Lease; serial may have been '100' USAAF s/n 43-16235; diverted 04aug44, under Lend-Lease; serial may have be
20390 20391 20392 20394 20492 20492 20635 20635 20637 20638 20643 20643 20655 20655 20655 20656 20659 20659 20669 20681	15924 not known 315926 ? 315928 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316189 ? not known not known XT-TS01 XT-801 not known not known not known not known not known not known not known not known not known not known	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-10L C-47B-1-DL	Chinese Air Force Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Ines Chinese Air Ines Chinese Air Transp. Civil Air Transp. Civil Air Transp. Civil Air Transp. Civil Air Transp.	mfd mfd mfd mfd trf mfd mfd mfd mfd mfd mfd mfd mfd mfd mf	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44 03jul44 28may48 10jul44 22jul44 22jul44 22jul44 22gul44 12jul44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF 5/n 43-15923; diverted 28sep45 USAAF s/n 43-15926; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MiG-15bis; flown to Székesfheirvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-621R engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbiddem manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (now Chongging) USAAF s/n 43-16187; diverted 09dec45 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16197; diverted 15feb46 USAAF s/n 43-16215; diverted 04aug44, under Lend-Lease; serial may have been '105' USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; to 05sep44; serial may have been '99'; returned to the USAAF (10 CCS); w/n 13may45 when crashed at Ledo (China) USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; to 05sep44; serial may have been '100' USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; to 05sep44; serial
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20390 20391 20392 20394 20492 20635 20635 20637 20638 20643 20643 20643 20655 20656 20656 20656 20656 20656 20659 20665 20681 20699 20700 20701 20702 20705 20728 20740 20728	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316187 ? 316189 ? not known not known XT-T501 XT-801 Not known not known xT-T502 XT-805 316262 ? D-26 6274 10.	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-1-DL	Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Ines Chinese Air Lines Chinese Air Lines Chinese Air Ines Chinese Air Transp. Civil Air Transp. CNAC ? CNAC ? CNAC ? CNRRA Air Transp. Civil Air Transp. Civil Air Transp.	mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	29may44 27may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44 03jul44 28may48 10jul44 10jul44 22may48 10jul44 12jul44 22may48 14jul44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15924; diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (N25.064467 E121.559721), seen aug00 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15928; diverted 09dec45 USAAF s/n 43-16128; negines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16169; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-16171; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16189; diverted 01may46 USAAF s/n 43-16189; diverted 01may46 USAAF s/n 43-16189; diverted 01may46 USAAF s/n 43-16189; diverted 15feb46 USAAF s/n 43-16189; diverted 15feb46 USAAF s/n 43-16189; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16189; diverted 15feb46 USAAF s/n 43-16133; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16133; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-1623; diverted 04aug44, under Lend-Lease; toc 05sep44; serial may have been '105' USAAF s/n 43-16233; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16233; diverted 18aug44, under Lend-Lease; toc 04nov44; serial may have been '105' USAAF s/n 43-16232; diverted 04aug44, under Lend-Lease; toc 0
20390 20391 20392 20394 20492 20492 20635 20637 20638 20643 20643 20652 20653 20655 20656 20656 20656 20656 20658 20681 20681 20699 20700 20701 20702 20705 20702 20705	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316189 ? not known not known XT-TS01 XT-801 not known not known not known xT-TS02 XT-805 316262 ? D-26 6274 10. 99	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-1-DL	Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Lines Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Lines Chinese Air Transp. Civil Air Transp. Chinese Air Force Czechoslovak AF Czechoslovak AF CNAC	mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44 03jul44 03jul44 28may48 10jul44 12jul44 22jul44 12jul44 22gul44 12jul44 30jul44 30jul44 30jul44 30jul44 31jul44	T-18 and TC-18 (both Argentinian Air Force); w/o nov81 USAAF s/n 43-15923; diverted 28sep45 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15925; foreign Liquidation Commission 20aug47 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-16926; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MIG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-621R engines; w/o 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16159; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-1617; diverted 16feb46 USAAF s/n 43-1617; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 16feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-16193; diverted 15feb46 USAAF s/n 43-16193; diverted 15feb46 USAAF s/n 43-16193; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16193; diverted 15feb46 USAAF s/n 43-16193; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; serial may have been '105' USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; serial may have been '105' USAAF s/n 43-16234; diverted 04aug44, under Lend-Lease; serial may have
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20390 20391 20392 20394 20492 20492 20635 20637 20638 20643 20643 20652 20653 20655 20656 20656 20656 20656 20658 20681 20681 20699 20700 20701 20702 20705 20702 20705	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316187 ? 316189 ? not known not known XT-TS01 XT-801 not known not known not known xT-TS02 XT-805 316262 ? D-26 6274 10. 99	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-1-DL	Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Ines Chinese Air Transp. Civil Air Transp. Civil Air Transp.	mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 30jun44 03jul44 03jul44 03jul44 03jul44 28may48 10jul44 12jul44 22jul44 12jul44 22gul44 12jul44 30jul44 30jul44 30jul44 30jul44 31jul44	T-18 and TC-18 (both Argentnian Air Force); w/o nov81 USAAF s/n 43-15923 (diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (V25.064467 E121.559721), seen aug00 USAAF s/n 43-15926; diverted 09dec45 USAAF s/n 43-15928; foreign Liquidation Commission 20aug47 USAAF s/n 43-15928; diverted 09dec45 USAAF s/n 43-15026; had strayed into Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Påpa (Hungary) by a Soviet Air Force MIG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-621R engines; w/w 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16163; Foreign Liquidation Commission 20aug47; became 16169 and 7320 of the Taiwanese Air Force USAAF s/n 43-1617; foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (nwo Chongqing) USAAF s/n 43-16187; diverted 28sep45 USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-1623; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16233; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16233; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16233; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16237; diverted 16aug44, under Lend-Lease; toc 05sep44; serial may have been '99'; returned to the USAAF (10 CCS); w/o 10 Jimay45 when crashed at Ledo (C
20390 20391 20392 20394 20492 20635 20637 20638 20645 20652 20653 20653 20653 20653 20653 20651 20656 20659 20700 20701 20702 20705 20701 20702 20705 20701 20702 20705	15924 not known 315926 ? 026 HA-TSA 16169 not known 316172 ? not known 316186 ? 316189 ? not known not known XT-T501 XT-801 not known not known not known xT-T502 XT-805 316262 ? D-26 6274 10.	C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47A-90DL C-47B-1-DL	Chinese Air Force Chinese Air Force Hungarian AF MALÉV Chinese Air Force Hungarian AF MALÉV Chinese Air Force Chinese Air Ines Chinese Air Transp. Civil Air Transp.	mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	29may44 29may44 27may44 09jun44 1956 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 28jun44 03jul44 03jul44 04jul44 10jul44 28may48 10jul44 22jul44 12jul44 22jul44 12jul44 22gul44 31jul44 31jul44	T-18 and TC-18 (both Argentnian Air Force); w/o nov81 USAAF s/n 43-15923 (diverted 28sep45; became 15924 and 7231 of the Taiwanese Air Force; preserved at Kangshan (V25.064467 E121.559721), seen aug00 USAAF s/n 43-15928; foreign Liquidation Commission 20aug47 USAAF s/n 43-15928; diverted 09dec45 USAAF s/n 43-16328; mpressed by the Hungarian air space on a flight from Erding (Germany) to Belgrade (Yugoslavia) 19nov51 and was forced down at Pápa (Hungary) by a Soviet Air Force MIG-15bis; flown to Székesfehérvár; impressed by the Hungarian Air Force in late 1951 re-engined with ASh-621R engines; w/w 06aug61 when crashed on a sightseeing flight over Budapest, the pilots performed various forbidden manoeuvres and in one sharp turn lost control of the aircraft which crashed into a building in a residential area at Zuglo, all 4 crew and 23 passengers plus 3 people on the ground killed USAAF s/n 43-16172; diverted 16feb46 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16172; diverted 28sep45 USAAF s/n 43-16173; Foreign Liquidation Commission 20aug47; probably sold to China as was based at Chungking (nw Chongqing) USAAF s/n 43-16187; diverted 15feb46 USAAF s/n 43-1623; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16232; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16232; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16232; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16232; diverted 15feb46; became 16197 of the Taiwanese Air Force USAAF s/n 43-16232; diverted 16aug44, under Lend-Lease; toc 05sep44; serial may have been '99'; returmed to the USAAF (JN 43

Springweiler in lieu of pay 13feb50; became VR-HEX 26apr50 (canx 14dec50, backdated to 18nov50),

	XT-119	C-47B-1-DL	CNAC	r/r	1948	air bus version (32 seats); canx 13nov49; impounded at Hong Kong nov49; sold to the Chennault&Willauer
20910	216244 2		Chinasa Air Farsa	mfd	2110/44	partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8350C 19dec49 (canx 27jan53), N37800, N800J, N8009 and N877MG; active by 2010
20810	316344 ?		Chinese Air Force	mfd	31jul44	USAAF s/n 43-16344; diverted 29dec45; probably returned to the USAAF as was at Manila later and declared as 'condition salvage' by the USAAF 28aug46
20812 20815	316346 ? not known	C-47B-1-DL	Chinese Air Force Chinese Air Lines	mfd mfd	01aug44 31jul44	USAAF s/n 43-16346; diverted 29dec45 USAAF s/n 43-16349; diverted 15feb46; became 16349 of the Taiwanese Air Force
20817	CA57 XT-T68	C-47B-1-DL	Centr Air Trp Corp Centr Air Trp Corp	mfd r/r	31jul44 jan47	USAAF s/n 43-16351; excluded 01aug46
	XT-5	C-47B-1-DL	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8334C 19dec49 (canx 22jul53), N1798B, ETA-102 (Argentinian Army), ME-2T, MG-2T,
20867	103 (1)	C-47B-1-DL	CNAC	mfd	19aug44	AE-12E, AE-100 and LV-JIG tie-up not confirmed (this c/n may also have become '109'); USAAF s/n 43-16401; diverted 19sep44,
	XT-T83	C-47B-1-DL	CNAC	r/r	jan47	under Lend-Lease; delivered via Miami cargo version; in fleet list 27feb48
20868	104 (1)	C-47B-1-DL	CNAC	mfd	21aug44	tie-up not confirmed (this c/n may also have become '110'); USAAF s/n 43-16402; diverted 24sep44, under Lend-Lease; delivered via Miami; w/o 20oct45 on a flight from Shanghai to Hong Kong when crashed
						in a village 20 km north-east of Suichang County (Zhejiang Province), all 6 crew and 7 passengers as well as 7 villagers killed plus 4 villagers injured
20869	not known	C-47B-1-DL	CNAC ?	mfd	22aug44	USAAF s/n 43-16403; diverted 10sep44, under Lend-Lease; delivered via Miami; serial may have been '107'; returned to the USAAF, to 27 TCS at Chungking (now Chongqing) 27oct44; excluded 01aug46 (wfu
20870	not known	C-47B-1-DL		mfd	26aug44	USAAF s/n 43-16404; diverted 16sep44, under Lend-Lease; delivered via Morrison, arrived at Chungking
20070	HOC KHOWH	C-47D-1-DL		mu	2080944	(now Chongqing) 31oct44; serial may have been '108'; returned to the USAAF, to 1 CCS jan45; Foreign
20882	not known		Chinese Air Lines	mfd	24aug44	Liquidation Commission 20aug47; became 16404 of the Taiwanese Air Force USAAF s/n 43-16416; diverted 28feb46 USAAF and 1216416; userted 28feb46
20891	CA56 XT-T67	C-47B-1-DL	Centr Air Trp Corp Centr Air Trp Corp	mfd r/r	29aug44 jan47	USAAF s/n 43-16425; excluded 01aug46
	XT-5	C-4/B-1-DL	Centr Air Trp Corp	r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8333C 19dec49 (at least on paper); possibly remained in China and the canx 07oct65
20894	CA41	C-47B-1-DL	Centr Air Trp Corp	mfd	29aug44	was just a tidying-up exercise USAAF s/n 43-16428; registration probably initially assigned to the aircraft of the Lutheran World
	XT-T72	C-47B-1-DL	Lutheran World Fed	no	reports	Federation, but not taken up, see below Lutheran World Federation; selected at Kiangwan Airport (some 20 km west of Shanghai) 13may46 and
						reconditioned within 4 weeks; named 'St Paul'; first 'revenue' flight 04jul46 (a supply flight from Shanghai to Haichow); dbr 10feb49 on a flight from Chungking to Kweiyang (Kweichow Province) when encountered
						below-minima weather conditions (poor visibility and low clouds) on approach, overran the runway, collided with a mount and broke up, all 3 crew escaped unhurt
20895 13849/25294	316429 ? 7307		Chinese Air Force Yugoslav Air Force	mfd mfd	30aug44 08jul44	USAAF s/n 43-16429; diverted 07may46 USAAF s/n 43-48033; ex RAF s/n KG750 and G-AHLY; d/d 23dec47 ?
13933/25378	YU-ABF not known	C-47A-30DK		trf mfd	17jun48 17jul44	wfu 23mar70 USAAF s/n 43-48117; diverted 27jul44 (via Fairbanks)
13934/25379	not known	C-47A-30DK	Soviet Air Force	mfd	18jul44	USAAF s/n 43-48118; diverted 08aug44 (via Fairbanks)
13935/25380 13936/25381	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	17jul44 17jul44	USAAF s/n 43-48119; diverted 30jul44 (via Fairbanks) USAAF s/n 43-48120; diverted 30jul44 (via Fairbanks)
13937/25382 13938/25383	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	17jul44 17jul44	USAAF s/n 43-48121; diverted 18aug44 (via Fairbanks) USAAF s/n 43-48122; diverted 02aug44 (via Fairbanks)
13939/25384	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48123; diverted 08aug44 (via Fairbanks)
13940/25385 13941/25386	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	17jul44 17jul44	USAAF s/n 43-48124; diverted 10aug44 (via Fairbanks) USAAF s/n 43-48125; diverted 20aug44 (via Fairbanks)
13942/25387	not known	C-47A-30DK	Soviet Air Force	mfd	17jul44	USAAF s/n 43-48126; diverted 10aug44 (via Fairbanks)
13943/25388 13944/25389	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	17jul44 18jul44	USAAF s/n 43-48127; diverted 10aug44 (via Fairbanks) USAAF s/n 43-48128; diverted 31jul44 (via Fairbanks)
13945/25390 13946/25391	not known not known	C-47A-30DK	Soviet Air Force Soviet Air Force	mfd mfd	18jul44 17jul44	USAAF s/n 43-48129; diverted 02aug44 (via Fairbanks) USAAF s/n 43-48130; photo at Great Falls, MT, in the process of Red Stars being painted on; diverted
	7309				-	20aug44 (via Fairbanks)
14008/25453	YU-ABI	C-47A-30DK C-47A-30DK	Yugoslav Air Force JAT	mfd trf	24jul44 20jan49	USAAF s/n 43-48192; ex RAF s/n KG776 and G-AHLZ; d/d 23dec47 ? rgd 01mar49; t/t in JAT service 17,936 hours 31 minutes by 1970; wfu 1976; N94480 and N94437 ntu;
14015/25460	71253	C-47A-30DK	Yugoslav Air Force	mfd	24jul44	stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin, seen jul08/jun11 USAAF s/n 43-48199; ex RAF s/n KG783, G-AJBH, '48199' (French Air Force) and F-BTDD; d/d 14apr73; cm 111 - mar at Zarzeh (auideare) far in ZAV in surgering de la partiera fold at Oral var Matiliu (ME 610917
						opb 111. ppa at Zagreb (evidence for jun74); preserved at a partisan field at Otok pri Metliki (N45.618817 E15.290771) from 10dec80, I/n as such aug84; repainted in fake RAF c/s in 1986, colours refreshed oct10;
14035/25480	7308		Yugoslav Air Force	mfd	27jul44	to be preserved in the museum at Pivka USAAF s/n 43-48219; ex RAF s/n KG803 and G-AHLX; d/d 23dec47 ?
	YU-ABG	C-47A-30DK	JAT	trf	07sep48	dbr on take-off from Skopje 16apr66; t/t in JAT service 9,856 hours 43 minutes; stored in Muzej ratnog vazduhoplovstva at Belgrade-Surcin from 1968
14101/25546	71254	C-47B-1-DK	Yugoslav Air Force	mfd	31jul44	USAAF s/n 43-48285; ex '348285' (French Air Force) and F-BTDE; d/d 27nov72; opb 111. ppa at Zagreb (evidence for jun74/mar75)
	YU-ABV	C-47B-1-DK	OCZS	rgd	02aug79	Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; canx 02oct79; became N80781Y, TN-ADT, '6880' (South African Air Force); converted to a DC-3-65TP aug95; became N330RD, ZS-OJL, 9U-
14144/25589	not known	C-47B-1-DK	Soviet Air Force	mfd	11aug44	BHL, ZS-OJM, N330RD and ZS-OJM USAAF s/n 43-48328; RAF s/n KJ805 ntu; diverted 22aug44
14151/25596	not known	C-47B-1-DK	Soviet Air Force	mfd	aug44	USAAF s/n 43-48335; RAF s/n KJ812 ntu; diverted 22aug44
14199/25644	D-20 8383		Czechoslovak AF Czechoslovak AF	mfd r/r	17aug44 1957	USAAF s/n 43-48383; d/d 25may46; i/s 17jun46; used call-sign OK-XAB
	OK-WZD	C-47B-1-DK		wfu	01mar60	last flight 21apr60; ferried to Paris 23may60; became '48383' (French Air Force), F-SZCD, '48383' (Mauritanian Air Force) and 5T-MAD
14208/25653	D-24		Czechoslovak AF	mfd	17aug44	USAAF s/n 43-48392; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides
	8392 OK-WZE	C-47B-1-DK C-47B-1-DK	Czechoslovak AF Omnipol ?	r/r wfu	jun57 01mar60	ferried to Paris 21may60; became '48392' (French Air Force)
14222/25667	D-18 8406		Czechoslovak AF Czechoslovak AF	mfd	23aug44	USAAF s/n 43-48406; d/d 25may46; i/s 17jun46 in olive drab c/s with light blue undersides
	OK-WZA	C-47B-1-DK C-47B-1-DK		r/r wfu	jun57 01mar60	in all-grey c/s; sold in 1960; I/n LBG may61; became D-CABE, 4X-AOA, '48406' (French Navy), N95BF and
14242/25687	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	PNC-0211; converted to a BT-67; destroyed at EOH 18feb09 USAAF s/n 43-48426; diverted 02sep44 (via Fairbanks); probably returned to the USAAF in Iran after VJ
14243/25688	not known		Soviet Air Force	mfd	18aug44	day; became reportedly 4X-AOJ 03apr62 (or N4947V in 1954) USAAF s/n 43-48427; diverted 29aug44 (via Fairbanks)
14244/25689 14245/25690	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	18aug44 23aug44	USAAF s/n 43-48428; diverted 29aug44 (via Fairbanks) USAAF s/n 43-48429; diverted 15sep44 (via Fairbanks)
14246/25691	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48430; diverted 10sep44 (via Fairbanks)
14247/25692 14248/25693	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	21aug44 23aug44	USAAF s/n 43-48431; diverted 10sep44 (via Fairbanks) USAAF s/n 43-48432; diverted 13sep44 (via Fairbanks)
14249/25694	not known	C-47B-1-DK	Soviet Air Force	mfd	20aug44	USAAF s/n 43-48433; diverted 04sep44 (via Fairbanks)
14250/25695 14251/25696	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	21aug44 20aug44	USAAF s/n 43-48434; diverted 08sep44 (via Fairbanks) USAAF s/n 43-48435; diverted 09sep44 (via Fairbanks)
14252/25697 14253/25698	not known not known	C-47B-1-DK	Soviet Air Force Soviet Air Force	mfd mfd	18aug44 27aug44	USAAF s/n 43-48436; diverted 05sep44 (via Fairbanks) USAAF s/n 43-48437; diverted 04sep44 (via Fairbanks)
14254/25699	not known		Soviet Air Force	mfd	21aug44	USAAF s/n 43-48438; diverted 02sep44 (via Fairbanks)
14255/25700 14256/25701	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	24aug44 22aug44	USAAF s/n 43-48439; diverted 07sep44 (via Fairbanks) USAAF s/n 43-48440; diverted 05sep44 (via Fairbanks)
14257/25702	not known	C-47B-1-DK	Soviet Air Force	mfd	22aug44	USAAF s/n 43-48441; diverted 10sep44 (via Fairbanks)
14258/25703 14259/25704	not known not known	C-47B-1-DK	Soviet Air Force Soviet Air Force	mfd mfd	22aug44 21aug44	USAAF s/n 43-48442; diverted 05sep44 (via Fairbanks) USAAF s/n 43-48443; diverted 04sep44 (via Fairbanks)
14346/25791	7310	C-47B-1-DK	Yugoslav Air Force	mfd	27aug44	USAAF s/n 43-48530; ex RAF s/n KJ852; supplied under MDAP terms; d/d 20apr53 (Air-Britain gives 19aug53); wfu before the introduction of the 5-digit serial system
14388/25833	348572	C-47B-1-DL	CNRRA Air Transp.	mfd	30aug44	USAAF s/n 43-48572; diverted to the UNRRA 04jan47; did probably not aspire to an XT- registration; dbr 11apr47 in a ground accident at Peking-West Field, was subsequently used for spares
14414/25859 14433/25878	348598 ? 348617 ?		Chinese Air Force Chinese Air Force	mfd mfd	02sep44 02sep44	USAAF s/n 43-48598; diverted 09dec45 USAAF s/n 43-48598; diverted 09dec45
14433/25878	CA59	C-47B-5-DK	Centr Air Trp Corp	mfd	05sep44	USAAF s/n 43-46617; diverted 13ie046 USAAF s/n 43-48627; excluded 01aug46
	XT-T70 XT-5		Centr Air Trp Corp Centr Air Trp Corp	r/r r/r	jan47 unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
						19dec49; became N8335C 19dec49 (canx 22jul53), N68780, N730D, N68780, N81T, N1181T, CF-WBN, C- FWBN and HH-ABA
14446/25891	348630 ?		Chinese Air Force	mfd	06sep44	USAAF s/n 43-48630; diverted 16sep45
14455/25900 14458/25903	348639 ? not known		Chinese Air Force Soviet Air Force	mfd mfd	05sep44 sep44	USAAF s/n 43-48639; diverted 16sep45 USAAF s/n 43-48642; diverted 19sep44
14459/25904	not known	C-47B-5-DK	Soviet Air Force	mfd	07sep44	USAAF s/n 43-48643; diverted 10oct44
14460/25905 14461/25906	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	06sep44 06sep44	USAAF s/n 43-48644; diverted 24sep44 USAAF s/n 43-48645; diverted 28sep44
14462/25907 14463/25908	not known not known	C-47B-5-DK	Soviet Air Force Soviet Air Force	mfd mfd	07sep44 07sep44	USAAF s/n 43-48646; diverted 06oct44 USAAF s/n 43-48647; diverted 10oct44
14464/25909	not known	C-47B-5-DK	Soviet Air Force	mfd	13sep44	USAAF s/n 43-48648; diverted 09oct44
14465/25910 14466/25911	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	08sep44 09sep44	USAAF s/n 43-48649; diverted 22sep44 USAAF s/n 43-48650; diverted 10oct44
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14467/25012	and the second	C 17D E DK Conditt No France		00	
14467/25912 14548/25993	not known not known	C-47B-5-DK Soviet Air Force C-47B-5-DK Chinese Air Lines	mfd mfd	08sep44 16sep44	USAAF s/n 43-48651; diverted 10oct44 USAAF s/n 43-48732; diverted 28feb46; became 48732 of the Taiwanese Air Force
14564/26009	not known	C-47B-5-DK Soviet Air Force	mfd	16sep44	USAAF s/n 43-48748; diverted 15oct44
14565/26010	not known	C-47B-5-DK Soviet Air Force	mfd	16sep44	USAAF s/n 43-48749; diverted 06oct44
14566/26011 14567/26012	not known not known	C-47B-5-DK Soviet Air Force C-47B-5-DK Soviet Air Force	mfd mfd	16sep44 16sep44	USAAF s/n 43-48750; diverted 20oct44 USAAF s/n 43-48751; diverted 10oct44
14568/26013	not known	C-47B-5-DK Soviet Air Force	mfd	16sep44	USAAF s/n 43-48752; seen sep44, awaiting delivery; diverted 18oct44
14569/26014	not known	C-47B-5-DK Soviet Air Force	mfd	16sep44	USAAF s/n 43-48753; diverted 18oct44
14570/26015 14571/26016	not known not known	C-47B-5-DK Soviet Air Force C-47B-5-DK Soviet Air Force	mfd mfd	16sep44 19sep44	USAAF s/n 43-48754; diverted 26oct44 USAAF s/n 43-48755; diverted 20oct44
14572/26017	not known	C-47B-5-DK Soviet Air Force	mfd	16sep44	USAAF s/n 43-48756; diverted 18oct44
14573/26018	not known	C-47B-5-DK Soviet Air Force	mfd	16sep44	USAAF s/n 43-48757; diverted 22oct44
14578/26023 14632/26077	348762 ?	C-47B-5-DK Chinese Air Force C-47B-6-DK Czechoslovak AF	mfd mfd	16sep44 24oct44	USAAF s/n 43-48762; diverted 09dec45 version correct; USAAF s/n 43-48816; d/d 22aug46; not taken up (but according to another source i/s
14032/2007/		C 47B C BR CZCCHOSIOVAR AI	mu	2400044	04sep46); repossessed by the USAF by 01jan48; became 348816 (South Vietnamese Air Force)
14622/26067	C-51219	C-47B-7-DK Civil Air Transp.	mfd	26jan45	version correct; USAAF s/n 43-48806; diverted 30jun45; named 'Meiling'; used as Madame Chang's
					personal transport; became 219, 7219 and 48806 of the Taiwanese Air Force; preserved in the RoCAF museum at Kangshan (N22.784171 E120.272289), seen oct00/jan04
14651/26096	7312	C-47B-5-DK Yugoslav Air Force	mfd	28sep44	USAAF s/n 43-48835; ex RAF s/n KJ926; supplied under MDAP terms; d/d 27nov53 (Air-Britain gives MDA
,		- ······			12jan54); opb 119. vtrp and later by 111. ppa at Zagreb (evidence for sep69)
	71203	C-47B-5-DK Yugoslav Air Force	no	reports	opb 111. ppa at Zagreb (evidence for may/jun70); preserved at Zadar-Zemunik (N44.100232
14735/26180	OK-VDA	C-47B-10DK Min. of Defence	mfd	30sep44	E15.346663), seen aug09/sep12 USAAF s/n 43-48919; d/d 02may46; i/s 20may46
11/00/20100	D-16	C-47B-10DK Czechoslovak AF	trf	20may46	in natural metal c/s
14700/26225	D-01	C-47B-10DK Czechoslovak AF	r/r	1951	wfu jul56; fate unknown
14780/26225 14781/26226	not known not known	C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force	mfd mfd	06oct44 07oct44	USAAF s/n 43-48964; diverted 20oct44 USAAF s/n 43-48965; diverted 29oct44
14782/26227	not known	C-47B-10DK Soviet Air Force	mfd	06oct44	USAAF s/n 43-48966; diverted 24oct44
14783/26228	not known	C-47B-10DK Soviet Air Force	mfd	07oct44	USAAF s/n 43-48967; diverted 20oct44
	CCCP-L943 CCCP-L943	TS-62 AFL/Yakutiya TS-62 AFL/Ukraine	trf trf	1949 unknown	opb 14 TO; underwent tests with the NII GVF in early 1949 opb 80 OAO; canx 1955
14784/26229	not known	C-47B-10DK Soviet Air Force	mfd	07oct44	USAAF s/n 43-48968; diverted 22oct44
14785/26230	not known	C-47B-10DK Soviet Air Force	mfd	07oct44	USAAF s/n 43-48969; diverted 24oct44
14786/26231 14787/26232	not known not known	C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force	mfd mfd	07oct44 10oct44	USAAF s/n 43-48970; diverted 20nov44 USAAF s/n 43-48971; diverted 02nov44
14788/26233	not known	C-47B-10DK Soviet Air Force	mfd	07oct44	USAAF s/n 43-48972; diverted 30nov44
14789/26234	not known	C-47B-10DK Soviet Air Force	mfd	13oct44	USAAF s/n 43-48973; diverted 29oct44
14811/26256	7325 71216	C-47B-10DK Yugoslav Air Force C-47B-10DK Yugoslav Air Force	mfd	09oct44 reports	USAAF s/n 43-48995; ex RAF s/n KJ964; supplied under MDAP terms; d/d 25mar54
14860/26305	10.	C-47B-10DK Tugoslav All Porce	no mfd	08nov44	opb 111. ppa at Zagreb (evidence for aug70/sep75); wfu post 11jan77; preserved at Mostar AB, l/n 1992 USAAF s/n 43-49044; diverted 15nov44, under Lend-Lease; became probably '111', '105' or '106', see
					there
14861/26306	10.	C-47B-10DK CNAC	mfd	08nov44	USAAF s/n 43-49045; diverted 15nov44, under Lend-Lease; became probably '112', '105' or '106', see
14862/26307	49046	C-47B-10DK Chinese Air Force	mfd	08nov44	there USAAF s/n 43-49046; diverted 08dec44, under Lend-Lease; became 49046 of the Taiwanese Air Force
14869/26314	not known	C-47B-10DK Soviet Air Force	mfd	16oct44	USAAF s/n 43-49053; diverted 22nov44
14870/26315	not known	C-47B-10DK Soviet Air Force	mfd	13oct44	USAAF s/n 43-49054; diverted 04nov44
14871/26316 14872/26317	not known not known	C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force	mfd mfd	14oct44 14oct44	USAAF s/n 43-49055; diverted 25nov44 USAAF s/n 43-49056; diverted 07nov44
14873/26318	not known	C-47B-10DK Soviet Air Force	mfd	100ct44	USAAF s/n 43-49057; diverted 26nov44
14874/26319	not known	C-47B-10DK Soviet Air Force	mfd	14oct44	USAAF s/n 43-49058; diverted 05nov44
14875/26320	not known	C-47B-10DK Soviet Air Force	mfd	16oct44	USAAF s/n 43-49059; diverted 05nov44
14876/26321 14877/26322	not known not known	C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force	mfd mfd	16oct44 17oct44	USAAF s/n 43-49060; diverted 23nov44; opb 8 tap by dec44; t/t 158 hours by 29dec44 USAAF s/n 43-49061; diverted 30nov44
14878/26323	not known	C-47B-10DK Soviet Air Force	mfd	16oct44	USAAF s/n 43-49062; diverted 02dec44
14882/26327	not known CCCP-L966	C-47B-10DK Soviet Air Force TS-62 AFL/Northern-SCW	mfd	14oct44 spr. 50	USAAF s/n 43-49066; diverted 25nov44
14883/26328	not known	TS-62 AFL/Northern-SCW C-47B-10DK Soviet Air Force	rgd mfd	16oct44	USAAF s/n 43-49067; diverted 22nov44
14884/26329	not known	C-47B-10DK Soviet Air Force	mfd	16oct44	USAAF s/n 43-49068; diverted 07nov44
14885/26330	not known	C-47B-10DK Soviet Air Force	mfd	17oct44 17oct44	USAAF s/n 43-49069; diverted 30nov44
14886/26331 14887/26332	not known not known	C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force	mfd mfd	17oct44	USAAF s/n 43-49070; diverted 22nov44 USAAF s/n 43-49071; diverted 20nov44
	CCCP-L976	C-47B-10DK GVF	ph.	27jul45	in olive drab c/s with light grey undersides, no titles; was the first Soviet aircraft to land in Switzerland
					when carried a Soviet delegation from Moscow to Dübendorf 27jul45 which conducted negotiations about
					the extradition of the some 10.500 Soviet displaced persons interned in Switzerland; in document as '976' sep46
14888/26333	not known	C-47B-10DK Soviet Air Force	mfd	17oct44	USAAF s/n 43-49072; diverted 21nov44
14888/26333 14889/26334	not known	C-47B-10DK Soviet Air Force	mfd	19oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44
14889/26334	not known CCCP-L977	C-47B-10DK Soviet Air Force C-47B-10DK GVF	mfd WAW	19oct44 1951	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides
	not known	C-47B-10DK Soviet Air Force	mfd	19oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44
14889/26334 14890/26335 14891/26336 14922/26367	not known CCCP-L977 not known not known 49106	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force	mfd WAW mfd mfd mfd	19oct44 1951 16oct44 16oct44 oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft)
14889/26334 14890/26335 14891/26336	not known CCCP-L977 not known not known 49106 D-22	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF	mfd WAW mfd mfd mfd mfd	19oct44 1951 16oct44 16oct44 oct44 14nov44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49186; d/d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides
14889/26334 14890/26335 14891/26336 14922/26367	not known CCCP-L977 not known not known 49106	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force	mfd WAW mfd mfd mfd	19oct44 1951 16oct44 16oct44 oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft)
14889/26334 14890/26335 14891/26336 14922/26367	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF	mfd WAW mfd mfd mfd r/r mfd	19oct44 1951 16oct44 16oct44 0ct44 14nov44 1951 28oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49105 (NACA 106 was a different aircraft) USAAF s/n 43-49186; d/d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49186; i/d 102ju46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447	not known CCCP-L977 not known 49106 D-22 D-13 D-25 9191	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chines Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF	mfd WAW mfd mfd mfd r/r mfd r/r	19oct44 1951 16oct44 16oct44 14nov44 1951 28oct44 1957	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49186; d/d 25may46; i/s 17/jun46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chizes Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK rozechoslovak AF C-47B-10DK nown	mfd WAW mfd mfd mfd r/r mfd r/r no	19oct44 1951 16oct44 16oct44 oct44 14nov44 1951 28oct44 1957 reports	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF	mfd WAW mfd mfd mfd r/r mfd r/r no mfd r/r	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 reports 270ct44 1957	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF	mfd WAW mfd mfd mfd r/r mfd r/r no mfd	19oct44 1951 16oct44 16oct44 0ct44 14nov44 1951 28oct44 1957 reports 27oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49105 (MACA 106 was a different aircraft) USAAF s/n 43-49105 (d 25may46; i/s 17jun46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Czechoslovak AF	mfd WAW mfd mfd mfd r/r mfd r/r no mfd r/r	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 reports 270ct44 1957	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349225 ?	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force	mfd WAW mfd mfd mfd r/r mfd r/r wfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 280ct44 1957 01mar60 300ct44 01nov44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49105 (NACA 106 was a different aircraft) USAAF s/n 43-49105 (MACA 106 was a different aircraft) USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827) USAAF s/n 43-49223; foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force
14889/26334 14890/26335 14921/26336 14922/26367 15002/26447 15007/26452 15010/26455 15045/26490 15051/26496 15055/26500	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349229 ?	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force	mfd WAW mfd mfd mfd r/r mfd r/r wfu mfd mfd mfd	19oct44 1951 16oct44 16oct44 14nov44 1951 28oct44 1957 27oct44 1957 01mar60 30oct44 01nov44 31oct44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49186; d/d 25may46; i/s 17/jun46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827) USAAF s/n 43-49229; diverted 09dec45 USAAF s/n 43-49239; foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force USAAF s/n 43-4923; Foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349225 ?	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force	mfd WAW mfd mfd mfd r/r mfd r/r wfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 280ct44 1957 01mar60 300ct44 01nov44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49105 (NACA 106 was a different aircraft) USAAF s/n 43-49105 (MACA 106 was a different aircraft) USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827) USAAF s/n 43-49223; foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15045/26490 15055/26490 15055/26490 15055/26500 15098/26543 15099/26544	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349223 ? 349239 ? not known not known	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chices Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force	mfd WAW mfd mfd r/r mfd r/r wfu mfd mfd mfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 reports 270ct44 1957 01mar60 300ct44 01nov44 310ct44 10nov44 04nov44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49105 (NACA 106 was a different aircraft) USAAF s/n 43-49165 (vlot264 si, is A 17)un46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banskå Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49161; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banskå Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827) USAAF s/n 43-49223; diverted 030ec45 USAAF s/n 43-49235; foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force USAAF s/n 43-49235; foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force USAAF s/n 43-49238; diverted 27nov44 USAAF s/n 43-49283; diverted 27nov44
14889/26334 14890/26335 14991/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455 15051/26496 15055/26500 15089/26543 1509/26544 15100/26545	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349229 ? 349235 ? 349239 ? not known not known	C-47B-10DK Goviet Air Force C-47B-10DK GVF C-47B-10DK Gviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chinese Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force	mfd WAW mfd mfd mfd r/r mfd r/r mfd mfd mfd mfd mfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 reports 270ct44 1957 01mar60 300ct44 01nov44 310ct44 10nov44 06nov44 06nov44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49106 (NACA 106 was a different aircraft) USAAF s/n 43-49105 (MACA 106 was a different aircraft) USAAF s/n 43-49105 (d) 25may46; i/s 17jun46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827) USAAF s/n 43-49223; foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force USAAF s/n 43-49239; foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force USAAF s/n 43-49238; diverted 30nov44 USAAF s/n 43-49284; diverted 27nov44 USAAF s/n 43-49284; diverted 27nov44 USAAF s/n 43-49284; diverted 27nov44
14889/26334 14890/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455 15051/26496 15055/26500 15098/26543 15100/26545 15101/26546 15102/26547	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349223 ? 349239 ? not known not known	C-47B-10DK Soviet Air Force C-47B-10DK GVF C-47B-10DK Soviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Chices Air Force C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force	mfd WAW mfd mfd r/r mfd r/r wfu mfd mfd mfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1951 280ct44 1957 reports 270ct44 1957 01mar60 300ct44 01nov44 310ct44 10nov44 04nov44	USAAF s/n 43-49072; diverted 21nov44 USAAF s/n 43-49073; diverted 26nov44 in olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49075; diverted 20nov44 USAAF s/n 43-49105 (NACA 106 was a different aircraft) USAAF s/n 43-49165 (vlot264 si, is A 17)un46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banskå Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49161; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides opb ldp; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banskå Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown c/n not confirmed USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (N48.946812 E2.434827) USAAF s/n 43-49223; diverted 030ec45 USAAF s/n 43-49235; foreign Liquidation Commission 20aug47; became 49235 of the Taiwanese Air Force USAAF s/n 43-49235; foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force USAAF s/n 43-49238; diverted 27nov44 USAAF s/n 43-49283; diverted 27nov44
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14889/26334 1489/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455 15012/26496 15051/26496 1505/26543 1509/26544 15102/26547 15102/26545 15102/26551 15107/26552 15207/26552 15207/26552 15207/26555 15211/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26551 15212/26557 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26552 15212/26551 15212/26551 15212/26551 15212/26552 15212/26552 15212/26552 15212/26552 15212/26552 15212/26551 15212/26551 15212/26551 15212/26552 1525/26720 1526/26711 15272/26722 15297/26742	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349229 ? 349239 ? not known not known	<ul> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-10DK Czechoslovak AF</li> <li>C-47B-10DK Chinese Air Force</li> <li>C-47B-10DK Chinese Air Force</li> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-15DK Soviet Air Force</li></ul>	wfaw mfd mfd mfd mfd r/r mfd r/r wfu mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1957 reports 270ct44 1957 01mar60 300ct44 01nov44 310ct44 10nov44 04nov44 06nov44 06nov44 06nov44 06nov44 06nov44 06nov44 06nov44 07nov44 20nov44 17nov44 21nov44 21nov44 17nov44 21nov44 18nov44 17nov44 21nov44	UŠAR <i>S</i> /n 43-49073; diverted 25nov44 in olive drab <i>c/s</i> with light grey undersides USAR <i>S</i> /n 43-49073; diverted 20nov44 USAR <i>S</i> /n 43-49075; diverted 20nov44 USAR <i>S</i> /n 43-49105; diverted 20nov46; i/s 17jun46; in olive drab <i>c/s</i> with light blue undersides opb ldg; w/o 33Jul55 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAR <i>S</i> /n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab <i>c/s</i> with light blue undersides; ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (M48.94681 22: 434827) USAR <i>S</i> /n 43-49229; diverted 03dec45 USAR <i>S</i> /n 43-49229; diverted 03dec44 USAR <i>S</i> /n 43-49223; diverted 23nov44 USAR <i>S</i> /n 43-49223; diverted 23nov44 USAR <i>S</i> /n 43-49228; diverted 23nov44 USAR <i>S</i> /n 43-49283; diverted 23nov44 USAR <i>S</i> /n 43-49283; diverted 23nov44 USAR <i>S</i> /n 43-49282; diverted 03dec44 USAR <i>S</i> /n 43-49282; diverted 03dec44 USAR <i>S</i> /n 43-49282; diverted 03dec44 USAR <i>S</i> /n 43-49282; diverted 23nov44 USAR <i>S</i> /n 43-49292; diverted 03dec44 USAR <i>S</i> /n 43-49393; diverte
14889/26334 1489/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455 1501/26496 15051/26496 1505/26543 1509/26544 15102/26547 15102/26548 15102/26557 15102/26557 15102/26555 15112/26557 15207/26655 15212/26655 15212/26657 15214/2659 15214/2669 15215/26601 15216/26661 15217/26652 15217/26652 15217/26652 15217/26652 15217/26652 15217/26652 15217/26652 15217/26652 15217/26651 15217/26652 15217/26652 15217/26621 15216/26711 15275/26720	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349229 ? not known not know	C-47B-10DK Goviet Air Force C-47B-10DK Goviet Air Force C-47B-10DK Soviet Air Force C-47B-10DK Carehoslovak AF C-47B-10DK Czechoslovak AF C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Chinese Air Force C-47B-10DK Soviet Air Force C-47B-15DK Centr Air Trp Corp C-47B-15DK Centr Air Trp Corp C-47B-15DK Yugoslav Air Force C-47B-15DK Yugoslav Air Force C-47B-15DK Yugoslav Air Force	mfa WAW mfd mfd mfd r/r mfd r/r wfu mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	190ct44 1951 160ct44 160ct44 160ct44 190ct44 190ct44 1957 280ct44 1957 270ct44 1957 01mar60 300ct44 01n0v44 01n0v44 01n0v44 01n0v44 06n0v44 06n0v44 06n0v44 06n0v44 06n0v44 06n0v44 08n0v44 08n0v44 17n0v44 21n0v44 17n0v44 21n0v44 21n0v44 21n0v44 23n0v44 23n0v44 24n0v44 24n0v44 21n1?	USAAF s/n 43-49073; diverted 25nov44 In olive drab c/s with light grey undersides USAAF s/n 43-49074; diverted 20nov44 USAAF s/n 43-49076; diverted 20nov44 USAAF s/n 43-49106 (MACA 106 was a different aircraft) USAAF s/n 43-49106 (MACA 106 was a different aircraft) USAAF s/n 43-49105 (d) 25may46; i/s 17jun46; in olive drab c/s with light blue undersides opb lig; w/o 03jul56 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAAF s/n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides; f/n MAN aug47 fate unknown (/n not confirmed) USAAF s/n 43-49194; d/d 02jul46; i/s 15jul46; in olive drab c/s with light blue undersides ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFT (ntu); nose preserved in Musée de l'Air at Le Bourget (MA 946912 E2 434827) USAAF s/n 43-49232; foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force USAAF s/n 43-49232; diverted 30nov44 USAAF s/n 43-49232; foreign Liquidation Commission 20aug47; became 49239 of the Taiwanese Air Force USAAF s/n 43-49282; diverted 32nov44 USAAF s/n 43-49282; diverted 32nov44 USAAF s/n 43-49282; diverted 32nov44 USAAF s/n 43-49285; diverted 32nov44 USAAF s/n 43-49385; diverted 32nov46 USAAF s/n 43-49385; diverted 32nov46 USAAF s/n 43-49385; diverted 32nov46 USAAF s/n 43-49393; diverted 32nov46 USAAF s/n
14889/26334 1489/26335 14891/26336 14922/26367 15002/26447 15007/26452 15010/26455 15010/26455 15012/26496 15051/26496 1505/26543 1509/26544 15102/26547 15102/26545 15102/26551 15107/26552 15207/26552 15207/26552 15207/26555 15211/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26557 15212/26551 15212/26557 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26551 15212/26552 15212/26551 15212/26551 15212/26551 15212/26552 15212/26552 15212/26552 15212/26552 15212/26552 15212/26551 15212/26551 15212/26551 15212/26552 1525/26720 1526/26711 15272/26722 15297/26742	not known CCCP-L977 not known not known 49106 D-22 D-13 D-25 9191 OK-XAA D-21 9194 OK-WZF 349229 ? 349229 ? 349239 ? not known not known	<ul> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-10DK Czechoslovak AF</li> <li>C-47B-10DK Chinese Air Force</li> <li>C-47B-10DK Chinese Air Force</li> <li>C-47B-10DK Soviet Air Force</li> <li>C-47B-15DK Soviet Air Force</li></ul>	wfaw mfd mfd mfd mfd r/r mfd r/r wfu mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	190ct44 1951 160ct44 160ct44 14nov44 1957 reports 270ct44 1957 01mar60 300ct44 01nov44 310ct44 10nov44 04nov44 06nov44 06nov44 06nov44 06nov44 06nov44 06nov44 06nov44 07nov44 20nov44 17nov44 21nov44 21nov44 17nov44 21nov44 18nov44 17nov44 21nov44	UŠAR <i>S</i> /n 43-49073; diverted 25nov44 in olive drab <i>c/s</i> with light grey undersides USAR <i>S</i> /n 43-49073; diverted 20nov44 USAR <i>S</i> /n 43-49075; diverted 20nov44 USAR <i>S</i> /n 43-49105; diverted 20nov46; i/s 17jun46; in olive drab <i>c/s</i> with light blue undersides opb ldg; w/o 33Jul55 when encountered a storm, disintegrated at 3,000 metres and crashed at Lom nad Rimavicou near Banská Bystrica (Slovakia), all 5 crew and 15 passengers killed USAR <i>S</i> /n 43-49191; d/d 02jul46; i/s 15jul46; in olive drab <i>c/s</i> with light blue undersides; ferried to Paris 23may60; became '49194' (French Air Force) and F-OGFI (ntu); nose preserved in Musée de l'Air at Le Bourget (M48.94681 22: 434827) USAR <i>S</i> /n 43-49229; diverted 03dec45 USAR <i>S</i> /n 43-49229; diverted 03dec44 USAR <i>S</i> /n 43-49223; diverted 23nov44 USAR <i>S</i> /n 43-49223; diverted 23nov44 USAR <i>S</i> /n 43-49228; diverted 23nov44 USAR <i>S</i> /n 43-49283; diverted 23nov44 USAR <i>S</i> /n 43-49283; diverted 23nov44 USAR <i>S</i> /n 43-49282; diverted 03dec44 USAR <i>S</i> /n 43-49282; diverted 03dec44 USAR <i>S</i> /n 43-49282; diverted 03dec44 USAR <i>S</i> /n 43-49282; diverted 23nov44 USAR <i>S</i> /n 43-49292; diverted 03dec44 USAR <i>S</i> /n 43-49393; diverte

	349571	C-47B-15DK CNRRA Air Transp.	mfd	08dec44	USAAF s/n 43-49571; diverted to the UNRRA 04jan47; did probably not aspire to an XT- registration;
15390/26835	not known	C-47B-15DK Chinese Air Lines	mfd	12dec44	possibly broken up for spares in late mar47, but misreported as '404' (in error for 43-16404) USAAF s/n 43-49574; diverted 15feb46
15394/26839	not known	C-47B-15DK Chinese Air Lines	mfd	08dec44	USAAF s/n 43-49578; diverted 15feb46
15397/26842 15399/26844	not known not known	C-47B-15DK Chinese Air Lines C-47B-15DK Soviet Air Force	mfd mfd	09dec44 12dec44	USAAF s/n 43-49581; diverted 31jan46 USAAF s/n 43-49583; diverted 10jan45
15400/26845	not known	C-47B-15DK Soviet Air Force	mfd	13dec44	USAAF s/n 43-49584; diverted 14jan45
15401/26846	not known	C-47B-15DK Soviet Air Force	mfd mfd	12dec44 14dec44	USAAF s/n 43-49585; diverted 17jan45
15402/26847 15403/26848	not known not known	C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force	mfd	20dec44	USAAF s/n 43-49586; diverted 17jan45 USAAF s/n 43-49587; diverted 18jan45
15404/26849	not known	C-47B-15DK Soviet Air Force	mfd	14dec44	USAAF s/n 43-49588; diverted 03jan45
15405/26850 15406/26851	not known not known	C-47B-15DK Soviet Air Force C-47B-15DK Soviet Air Force	mfd mfd	12dec44 12dec44	USAAF s/n 43-49589; diverted 10jan45 USAAF s/n 43-49590; diverted 17jan45
15407/26852	not known	C-47B-15DK Soviet Air Force	mfd	15dec44	USAAF s/n 43-49591; diverted 20jan45
15408/26853 15451/26896	not known not known	C-47B-15DK Soviet Air Force C-47B-20DK Chinese Air Lines	mfd mfd	12dec44 21dec44	USAAF s/n 43-49592; diverted 18jan45 USAAF s/n 43-49635; diverted 18feb46
15453/26898	not known	C-47B-20DK Chinese Air Lines	mfd	20dec44	USAAF s/n 43-49637; diverted 15feb46
15461/26906	CA54	C-47B-20DK Centr Air Trp Corp	mfd	16jan45 jan47	USAAF s/n 43-49645; excluded by the USAAF 01aug46
	XT-T37 XT-5	C-47B-20DK Centr Air Trp Corp C-47B-20DK Centr Air Trp Corp	r/r r/r	unknown	canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
15464/26000	and the same			10111	19dec49; became N8332C 19dec49 (canx 12aug53), N4662V, CC-CBH, CC-CLDR and CC-CBV
15464/26909 15465/26910	not known not known	C-47B-20DK Chinese Air Lines C-47B-20DK China ?	mfd mfd	19dec44 21dec44	USAAF s/n 43-49648; diverted 31jan46; became 49648 of the Taiwanese Air Force USAAF s/n 43-49649; Foreign Liquidation Commission 20aug47; probably sold to China as was based at
					Chungking (now Chongqing)
15466/26911 15467/26912	349650 ? not known	C-47B-20DK Chinese Air Force C-47B-20DK Chinese Air Lines	mfd mfd	03jan45 20dec44	USAAF s/n 43-49650; diverted 09dec45 USAAF s/n 43-49651; diverted 15feb46
15484/26929	not known	C-47B-20DK Soviet Air Force	mfd	19dec44	USAAF s/n 43-49668; diverted 01feb45
15485/26930 15486/26931	"4" not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	21dec44 23dec44	USAAF s/n 43-49669; diverted 31jan45; f/n PRG 1945 USAAF s/n 43-49670; diverted 23jan45
15487/26932	not known	C-47B-20DK Soviet Air Force	mfd	21dec44	USAAF s/n 43-49671; diverted 24jan45
15488/26933 15489/26934	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	29dec44 19dec44	USAAF s/n 43-49672; diverted 04feb45 USAAF s/n 43-49673; diverted 24jan45
15490/26935	not known	C-47B-20DK Soviet Air Force	mfd	29dec44	USAAF s/n 43-49674; diverted 04feb45
15491/26936	not known	C-47B-20DK Soviet Air Force	mfd	19dec44	USAAF s/n 43-49675; diverted 24jan45 USAAF s/n 43-49676; diverted 21jan45
15492/26937 15493/26938	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	21dec44 21dec44	USAAF s/n 43-49677; diverted 24jan45
15503/26948	349687 ?	C-47B-20DK Chinese Air Force	mfd	23dec44	USAAF s/n 43-49687; diverted 09dec45; became 49687 of the Taiwanese Air Force
15508/26953 15609/27054	349692 ? not known	C-47B-20DK Chinese Air Force C-47B-20DK Chinese Air Lines	mfd mfd	23dec44 02jan45	USAAF s/n 43-49692; diverted 16jan46 USAAF s/n 43-49793; diverted 31jan45; became 49793 and 7270 of the Taiwanese Air Force
15610/27055	not known	C-47B-20DK Soviet Air Force	mfd	05jan45	USAAF s/n 43-49794; diverted 31jan45
15611/27056 15612/27057	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	06jan45 04jan45	USAAF s/n 43-49795; diverted 02feb45 USAAF s/n 43-49796; diverted 25jan45
	349796	C-47B-20DK GVF/Yakutiya	no	reports	opb 14 TAO; in document 05jul46
15613/27058 15614/27059	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	02jan45 03jan45	USAAF s/n 43-49797; diverted 04feb45 USAAF s/n 43-49798; diverted 04feb45
15615/27060	not known	C-47B-20DK Soviet Air Force	mfd	02jan45	USAAF s/n 43-49799; diverted 01feb45
15616/27061	349800	C-47B-20DK Soviet Air Force	mfd	05jan45	USAAF s/n 43-49800; diverted 31jan45; opb 8 tap 1 pad; mentioned in an incident report at Vitim 27mar45 (came in too fast on landing with strong cross-winds, bounced several times, touched down late
					and overran the runway)
15617/27062 15619/27064	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	05jan45 05jan45	USAAF s/n 43-49801; diverted 12feb45 USAAF s/n 43-49803; diverted 02feb45
15620/27065	not known	C-47B-20DK Soviet Air Force	mfd	02jan45	USAAF s/n 43-49804; diverted 02feb45
15636/27081	7314	C-47D Yugoslav Air Force	mfd	05jan45	USAAF s/n 43-49820; built as C-47B-20-DK; ex RAF s/n KN215; converted to C-47D 22may53; supplied under MDAP terms; d/d 06jan54; opb 111. ppa at Zagreb (evidence for dec67)
15670 (07101	71205	C-47D Yugoslav Air Force	no	reports	
15679/27124 15695/27140	349863 ? 71261	C-47B-20DK Chinese Air Force C-47B-20DK Yugoslav Air Force	mfd mfd	10jan45 11jan45	USAAF s/n 43-49863; diverted 09dec45 USAAF s/n 43-49879; ex '349879' (French Air Force) and F-BRGJ (ntu); d/d 1971 ?
15702/27147	not known	C-47B-20DK Soviet Air Force	mfd	13jan45	USAAF s/n 43-49886; diverted 04feb45
15704/27149 15705/27150	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	13jan45 15jan45	USAAF s/n 43-49888; diverted 04feb45 USAAF s/n 43-49889; diverted 06feb45
15706/27151	not known	C-47B-20DK Soviet Air Force	mfd	13jan45	USAAF s/n 43-49890; diverted 02feb45
15707/27152 15708/27153	not known CCCP-N368	C-47B-20DK Soviet Air Force C-47B-20DK Polyarnaya Aviats.	mfd mfd	16jan45 23jan45	USAAF s/n 43-49891; diverted 06feb45 USAAF s/n 43-49892; diverted 22feb45; opb Moskovskaya aviagruppa from 27apr45 (pilot: L.G. Kruze);
15/00/2/155		e 476 zobie rolyanaya Aviats.	inita	25)01145	flew ice-reconnaissance missions 15mar46/14oct46; damaged 12dec46 on landing at Igarka when touched
					down too early due to pilot error and nosed over, all 5 crew and both passengers escaped unhurt; repaired: flew ice-reconnaissance missions 11mar47/05oct47: in a document 18nov49 as stored without
/					repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62
15710/27155 15711/27156	"1000" not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	19jan45 15jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945
15711/27156 15712/27157	not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force	mfd mfd	15jan45 15jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45
15711/27156	not known	C-47B-20DK Soviet Air Force	mfd	15jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45
15711/27156 15712/27157 15713/27158	not known not known not known XT-T503	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp.	mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49980; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47
15711/27156 15712/27157 15713/27158	not known not known xT-T503 XT-803 107 ? (1)	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC	mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49906; diverted 01geb45 USAAF s/n 43-69906; diverted 01geb45 USAAF s/n 44-76195; diverted 01geb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136'
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527	not known not known not known XT-T503 XT-803 107 ? (1) XT-84 ?	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Coviet Air Transp. C-47B-20DK Civil Air Transp. C-47B-20DK CNAC C-47B-25DK CNAC	mfd mfd mfd trf mfd r/r	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49890; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48
15711/27156 15712/27157 15713/27158 15722/27167	not known not known xT-T503 XT-803 107 ? (1)	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC	mfd mfd mfd mfd trf mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49906; diverted 01geb45 USAAF s/n 43-69906; diverted 01geb45 USAAF s/n 44-76195; diverted 01geb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136'
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd mfd mfd trf mfd r/r mfd r/r	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49990; diverted 03feb45 USAAF s/n 43-49990; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137'
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1)	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd mfd mfd trf mfd r/r mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd mfd mfd trf mfd r/r mfd r/r	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx Orot65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1)	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd mfd mfd trf mfd r/r mfd r/r r/r	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948 01feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer pathership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N835AC 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 157782/32530	not known not known xT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	mfd mfd mfd trf mfd r/r mfd r/r r/r	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49806; diverted 03feb45 USAAF s/n 43-69806; diverted 03feb45 USAAF s/n 43-69806; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version; i27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76199; billt as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-758/108 XT-133 109 ? (1) 7329 71220	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force	mfd mfd mfd trf mfd r/r mfd r/r r/r mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948 01feb45 26jan45 reports	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; Cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-7619; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15783/32531 15797/32545 15819/32567	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ?	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRC Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47D Yugoslav Air Force	mfd mfd mfd trf mfd r/r mfd r/r r/r r/r mfd mfd no mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948 01feb45 26jan45 reports 28jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49897; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version [27 seats]; under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76235; diverted 18aug46
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-758/108 XT-133 109 ? (1) 7329 71220	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force	mfd mfd mfd trf mfd r/r mfd r/r r/r mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948 01feb45 26jan45 reports	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; Cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-7619; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Force C-47B-25DK Chinese Air Force	mfd mfd mfd trf mfd r/r r/r r/r r/r mfd mfd no mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948 01feb45 26jan45 26jan45 28jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trin; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76239; diverted 18aug46 USAAF s/n 44-76239; diverted 18aug46 USAAF s/n 44-76239; diverted 18aug46 USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76241; diverted 18aug46 USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cCA31 CA43	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-25DK CIVIL Air Transp. C-47B-25DK CIVIL CIVIL AIR CONC C-47B-25DK CIVIL C	mfd mfd mfd trf mfd r/r mfd r/r r/r r/r mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28jan47 07feb45 26jan47 1948 01feb45 26jan45 29jan45 28jan45 31jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version; (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-7623; bill tas C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76235; diverted 18aug46 USAAF s/n 44-76235; diverted 18aug46 USAAF s/n 44-76231; bill tas C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cA31 CA43 XT-T33	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp	mfd mfd mfd trf mfd r/r r/r r/r r/r mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 jan47 07feb45 jan47 1948 01feb45 26jan45 26jan45 28jan45 28jan45 28jan45 31jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76213; buits as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09ju154 USAAF s/n 44-76239; diverted 18feb45, under Lend-Lease; hir anay also have been '138'; canx by 1948 USAAF s/n 44-76239; diverted 18feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76241; diverted 15feb46 USAAF s/n 44-76241; diverted 15feb46 USAAF s/n 44-76245; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76246; excluded 01aug46
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cCA31 CA43	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNIAC Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines	mfd mfd mfd trf mfd r/r r/r r/r r/r mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28jan47 07feb45 26jan47 1948 01feb45 26jan45 29jan45 28jan45 31jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-7623; diverted 18agq46 USAAF s/n 44-7623; diverted 18agq46 USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known CA31 CA43 XT-T33 XT-5 476250 ?	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp	mfd mfd trf mfd r/r mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 29jan47 07feb45 26jan45 26jan45 29jan45 31jan45 31jan45 31jan45 31jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-7613; built as C-47b-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-7624; diverted 15feb46 USAAF s/n 44-7624; diverted 15feb46 USAAF s/n 44-7624; diverted 15feb46 USAAF s/n 44-7624; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-7624; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76246; excluded 01aug46
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known cA31 CA43 XT-T33 XT-5	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp	mfd mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd mfd	15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 jan47 07feb45 26jan45 26jan45 26jan45 28jan45 28jan45 28jan45 31jan45 31jan45 31jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 01feb45 USAAF s/n 43-49896; diverted 01feb45 USAAF s/n 43-49896; diverted 01feb45 USAAF s/n 43-49896; diverted 01feb45 USAAF s/n 43-49906; diverted 01feb45 USAAF s/n 43-49906; diverted 01feb45 USAAF s/n 43-49906; diverted 01feb45 USAAF s/n 43-69906; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76198; duerded under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76199; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76235; diverted 18aug46 USAAF s/n 44-76239; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-7624; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-7624;
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cA31 CA43 XT-T33 XT-5 476250 ? CA29	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNIARA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp	mfd mfd mfd trf mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28jan47 07feb45 26jan47 1948 01feb45 26jan45 28jan45 28jan45 31jan45 31jan45 31jan45 29jan45 26mar45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49806; diverted 03feb45 USAAF s/n 43-69806; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; Cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-7623; diverted 18aug46 USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76245; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; excluded 9 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; excl
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cA31 CA43 XT-T33 XT-5 476250 ? CA29 XT-T22	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp	mfd mfd trf mfd r/r mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 jan47 07feb45 26jan45 26jan45 29jan45 28jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-7623; diverted 18aug46 USAAF s/n 44-7623; diverted 18aug46 USAAF s/n 44-7623; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76242; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; excluded 9 the USAAF 28feb45 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to
15711/27156 15712/27157 15713/27158 15722/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 1584/32588	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cA31 CA43 XT-T33 XT-5 476250 ? CA29 XT-T22 XT-5 476263 ? not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Centr Air Trp Corp	mfd mfd mfd trf mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28jan47 07feb45 26jan47 1948 01feb45 26jan45 28jan45 28jan45 28jan45 31jan45 31jan45 31jan45 31jan45 31jan45 29jan45 22jan45 22jan45 22jan45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 01jaH7; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jaH5, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; Cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-7623; diverted 18aug46 USAAF s/n 44-7623; diverted 18aug46 USAAF s/n 44-7623; diverted 18aug46 USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76242; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; diverted 105ep45 USAAF s/n 44-76256; diverted 105ep45 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec4
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known CA31 CA43 XT-T33 XT-5 476250 ? CA29 XT-722 XT-5	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp	mfd mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 20jan47 07feb45 26jan47 1948 01feb45 26jan45 20jan45 20jan45 20jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 30jan45 26mar45 26mar45 26mar45 26mar45 20jan45 26mar45 26mar45 20jan47 20jan45 20jan47 20jan45 20jan47 20jan47 20jan45 20jan47 20jan45 20jan47 20jan45 20jan47 2	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-69806; diverted 03feb45 USAAF s/n 43-69806; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76245; excluded 01aug46 USAAF s/n 44-76245; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76245; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; exclude
15711/27156 15712/27157 15713/27157 15779/32527 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600	not known not known XT-T503 XT-803 107 ? (1) XT-84 (1) XT-758/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28jan47 07feb45 26jan47 1948 01feb45 26jan45 28jan45 28jan45 28jan45 31jan45 31jan45 31jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 28jan45 20jan45 26jan45 20jan45 2	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49894; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49906; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; Cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76213; buitt as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76235; diverted 18feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76239; diverted 15feb46 USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8332C 19dec49 (canx 22jul53), N4663V and N99H USAAF s/n 44-762
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 15779/32527 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known CA31 CA43 XT-T33 XT-5. 476250 ? CA29 XT-T22 XT-5. 476263 ? not known not known not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp	mfd mfd mfd trf mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd r/r r r/r mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 20jan47 07feb45 26jan47 1948 01feb45 26jan45 20jan45 20jan45 20jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 30jan45 26mar45 26mar45 26mar45 26mar45 20jan45 26mar45 26mar45 20jan47 20jan45 20jan47 20jan45 20jan47 20jan47 20jan45 20jan47 20jan45 20jan47 20jan45 20jan47 2	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49897; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-69806; diverted 03feb45 USAAF s/n 43-69806; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76199; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76245; excluded 01aug46 USAAF s/n 44-76245; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76245; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; exclude
15711/27156 15712/27157 15713/27157 15722/27167 15722/27167 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 1582/32571 15825/32573 15826/32574 15830/32578 15834/32588 15847/32595 15847/32595 15847/32595 15847/32595 15851/32590 15855/32600	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known CA31 CA43 XT-T33 XT-5 476250 ? CA29 XT-T22 XT-5 476263 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd r/r r/r mfd r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan47 07feb45 26jan47 29jan47 29jan45 26jan45 29jan45 29jan45 20jan45 31jan45 31jan45 31jan45 31jan45 31jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 20jan45 31jan45 30jae 30ja	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49895; diverted 01feb45 USAAF s/n 43-49897; diverted 01feb45 USAAF s/n 43-49897; diverted 01feb45 USAAF s/n 43-49806; diverted 01feb45 USAAF s/n 43-49806; diverted 01feb45 USAAF s/n 43-49806; diverted 01feb45 USAAF s/n 43-69906; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76213; built as C-478-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09ju54 USAAF s/n 44-76225; diverted 15feb46 USAAF s/n 44-76225; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76226; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; diverted 15keb45 USAAF s/n 44-76256; diverted 10sep45 USAAF s/n 44-76256; diverted 10sep45 USAAF s/n 44-76256; diverted 01sep45 USAAF s/n 44-76256; diverted 01sep45 USAAF s/n 44-76256; diverted 01sep45 USAAF s/n 44-76256; diverted 05mar45 USAAF s/n 44-76267; diverted 05mar45 USAAF s/n 44-76277; diverted 05mar45 USAAF s/n 44-76277; diverted 05mar45 USAAF s/n 44-76277
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 1572/27167 15782/32537 15782/32530 15783/32531 15797/32545 15819/32567 15823/32573 15826/32573 15826/32573 15826/32573 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15855/32600 15855/32600 15858/32607 15869/32607	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd mfd trf mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan47 07feb45 jan47 1948 01feb45 26jan45 28jan45 28jan45 28jan45 28jan45 31jan45 31jan45 31jan45 31jan45 31jan45 29jan45 20j	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49906; diverted 07feb45 USAAF s/n 43-49906; diverted 07feb45 USAAF s/n 43-49906; diverted 07feb45 USAAF s/n 43-49906; diverted 07feb48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; usAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; usAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; usAF s/n 44-76199; diverted 18feb45; under conversion in 1949; canx 13nov49; sold to the Chennault&Williauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76213; biult as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-7623; diverted 15feb46 USAAF s/n 44-7623; diverted 15feb46 USAAF s/n 44-7623; diverted 15feb46 USAAF s/n 44-76250; diverted 10sep45 USAAF s/n 44-76250; diverted
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 1572/27167 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15847/32595 1585/32600 15847/32601 15858/32602 15858/32603 15860/32608	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known CA31 CA43 XT-T33 XT-5. 476250 ? CA29 XT-T22 XT-5. 476263 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd rf rf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 3jan47 07feb45 3jan47 1948 01feb45 26jan45 22jan45 22jan45 22jan45 23jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 26mar45 26mar45 02feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by rallway to Krasnovarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 21feb45; code may have been yellow; seen in London and PRG in 1945 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; Cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 126c49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76219; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76239; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76239; diverted 18feb46 USAAF s/n 44-76239; diverted 18feb46 USAAF s/n 44-76239; diverted 18kug46 USAAF s/n 44-76239; diverted 18kug46 USAAF s/n 44-76239; diverted 18kug46 USAAF s/n 44-76242; excluded 01aug46 canx 13nov49; sold to the Chennaut&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8329C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; excluded 01aug46 canx 13nov49; sold to the Chennaut&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8329C 19dec49 (canx 22jul53), N4663V and N99H U
15711/27156 15712/27157 15713/27158 15722/27167 15722/27167 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15854/32600 15854/32600 15854/32600 15856/32600	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known not known not known not known not known not known not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 21jan47 07feb45 26jan47 26jan47 26jan45 26jan45 26jan45 28jan45 28jan45 28jan45 31jan45 31jan45 31jan45 31jan45 31jan45 05feb45 05feb45 02feb45 01feb45 02feb45 01feb45 02feb45 01feb45 02feb45 01feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a T5-62 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-49906; diverted 03feb45 USAAF s/n 43-69906; diverted 03feb45 USAAF s/n 43-69906; diverted 03feb45 USAAF s/n 43-61990; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; uSAAF s/n 44-76101 Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76213; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76223; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76223; diverted 18gup66 USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76243; diverted 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N833C 19dec49 (canx 22jul53) an N1799B; went to the Colombian Air Force in 1954 USAAF s/n 4
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 1572/27167 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15855/32600 15855/32601 15856/32610 15862/32610 15862/32611 15949/32697 15951/32699	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd mfd trf mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan47 07feb45 jan47 1948 01feb45 26jan45 26jan45 26jan45 28jan45 28jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 26jan45 310	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107', passenger version; in fleet list 27feb48 tie-up not confirmed; USAFF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passengerKacrgo version (27 seats); under conversion in 1949; carxi 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76235; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76235; diverted 18feb46 USAAF s/n 44-76235; diverted 15feb46 USAAF s/n 44-76235; diverted 15feb46 USAAF s/n 44-76241; diverted 15feb46 USAAF s/n 44-76246; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76226; diverted 16seq45 USAAF s/n 44-76267; diverted 16seq45 USAAF s/n 44-76276; diverted 16seq45 USAAF s/n 44-76276; diverted 16seq45 USAAF s/n
15711/27156 15712/27157 15713/27157 15722/27167 15722/27167 15722/27167 15782/32530 15782/32530 15782/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15847/32595 15851/32599 15852/32600 15856/32600 15856/32600 15856/32600 15856/32610 15863/32610 15863/32610 15863/32610 15863/32610 15863/32610 15863/32610 15863/32610	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cA31 CA43 XT-T33 XT-5. 476250 ? CA29 XT-T22 XT-5. 476263 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Contr Air Trp Corp C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd r/r r/r mfd mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan47 07feb45 jan47 07feb45 26jan45 26jan45 29jan45 28jan45 29jan45 28jan45 31jan45 31jan45 31jan45 31jan45 31jan45 03feb45 02feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 tpassengerKargo version (27 seats); under conversion in 1949; carxu 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct55 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-7613; built as C-47B-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-76239; diverted 18feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76239; diverted 15feb46 USAAF s/n 44-76239; diverted 15feb46 USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-7624; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76267; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8332C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76263;
15711/27156 15712/27157 15713/27157 15722/27167 15722/27167 15782/32530 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32690 15855/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15856/32600 15853/32701 15949/32697	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC C-47D Yugoslav Air Force C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd mfd trf mfd r/r r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 21may48 17jan45 21may48 17jan45 21may48 21may48 22may48 22may48 22may48 22may45 22may5 22may5 23may5	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 01feb45 USAAF s/n 43-49895; diverted 01feb45 USAAF s/n 43-49895; diverted 01feb45 USAAF s/n 43-49895; diverted 01feb45 USAAF s/n 43-49895; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied until oct47 named 'Peiping'; scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 tie-up not confirmed; USAFF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; USAFF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passengerKargo version (27 seats); under conversion in 1949; carxu 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49(be canx 07oct55 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-7619; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-7623; diverted 18feb46 USAAF s/n 44-7623; diverted 18feb46 USAAF s/n 44-7623; diverted 18feb46 USAAF s/n 44-7624; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-7623; diverted 03eq45 USAAF s/n 44-76263; diverted 03eq45 USAAF s/n 44-76263; diverted 04eq45 USAAF s/n 44-762
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 1572/27167 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15855/32600 15855/32601 15849/32607 15863/32611 15949/32697 15862/32611 15949/32697 15852/32601 15863/32611	not known not known xT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known cA31 CA43 XT-T33 XT-5. 476250 ? CA29 XT-722 XT-5. 476263 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-20DK Civil Air Transp. C-47B-25DK CNAC C-47B-25DK Chinese Air Lines C-47B-25DK Chinese Air Lines C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd rfd rf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 20jan47 1948 01feb45 26jan45 26jan45 26jan45 29jan45 29jan45 28jan45 31jan47 unknown 29jan45 26mar45 31jan47 unknown 06feb45 02feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49895; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 43-49896; diverted 03feb45 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107', passenger version; in fleet list 27feb48 tie-up not confirmed; USAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' tie-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 passengerKacrgo version (27 seats); under conversion in 1949; carx 13nov49; soil to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C 19dec49 (the canx 07oct65 was just a tidying-up exercise) and VR-HEP; w/o 13jan51 when crashed in Thailand USAAF s/n 44-76235; diverted 18feb45, under Lend-Lease; serial may also have been '136'; canx by 1948 USAAF s/n 44-76235; diverted 18feb46 USAAF s/n 44-76235; diverted 15feb46 USAAF s/n 44-76235; diverted 15feb46 USAAF s/n 44-76235; diverted 15feb46 USAAF s/n 44-76241; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76235; diverted 15feb46 USAAF s/n 44-7624; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76256; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8331C 19dec49 (canx 22jul53) and N17998; went to the Colombian Air Force in 1954 USAAF s/n 44-76256; diverted 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civ
15711/27156 15712/27157 15713/27157 15722/27167 15722/27167 15722/27167 15782/32530 15782/32530 15782/32531 15797/32545 15819/32567 15823/32571 15825/32573 15826/32574 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15855/32600 15855/32601 15860/32604 15855/32601 15863/32611 15949/32697 15863/32611 15949/32697 15952/32703 15955/32703	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known rot known CA31 CA43 XT-T33 XT-5 476250 ? CA29 XT-T22 XT-5 476263 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Civil Air Transp. C-47B-25DK CINAC C-47B-25DK Centr Air Trp Corp C-47B-25DK Contr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd trf f f r/r mfd r/r r/r mfd mfd mfd r/r r/r mfd r/r mfd r/r mfd r/r mfd r/r mfd r/r mfd mfd mfd mfd mfd mfd r/r r r r r r r r r r r r r r r r r r	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan47 07feb45 jan47 07feb45 26jan45 26jan45 26jan45 29jan45 226jan45 31jan45 31jan45 31jan45 31jan45 31jan45 31jan45 26mar45 26feb45 05feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 02feb45 15feb45 15feb45 15feb45	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 43-49896; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied unti oct47 named 'Peiping': scrapped 25oct48 USAAF s/n 43-61956; diverted 01jan47; named 'Peiping' (Beijing) aug47; registration probably not applied unti oct47 named 'Peiping': scrapped 25oct48 USAAF s/n 44-76195; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex. '107'; passenger version; in fleet list 27feb48 passenger&cargo version (27 seats); under conversion in 1949; canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8354C USAAF s/n 44-76119; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76119; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-76213; built as C-47b-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAF terms; d/d 09Ju54 USAAF s/n 44-76223; diverted 15feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-76242; excluded 01aug46; w/o 16dec46 when crashed into 3 parked aircraft at Shanghai- Lunghwa, all 5 occupants killed USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8321C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76226; excluded 01aug46 USAAF s/n 44-76226; excluded 01aug46 Canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8329C 19dec49 (canx 22jul53) and N1799B; went to the Colombian Air Force in 1954 USAAF s/n 44-76227;
15711/27156 15712/27157 15713/27157 1572/27157 1572/27167 1572/27167 15782/32530 15782/32530 15783/32531 15797/32545 15819/32567 15823/32573 15826/32574 15830/32578 15830/32578 15834/32582 15840/32588 15847/32595 15851/32599 15852/32600 15855/32604 15855/32604 15863/32610 15863/32611 15949/32697 15863/32611 15949/32697 15951/32699 15952/32700	not known not known XT-T503 XT-803 107 ? (1) XT-84 ? 108 (1) XT-T58/108 XT-133 109 ? (1) 7329 71220 476235 ? not known not known CA31 CA43 XT-T33 XT-5 476250 ? CA29 XT-T22 XT-5 476263 ? not known not known	C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK Soviet Air Force C-47B-20DK CNRRA Air Transp. C-47B-20DK CNRRA Air Transp. C-47B-25DK CNAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINAC C-47B-25DK CINACS Air Force C-47B-25DK Contra Air Top Corp C-47B-25DK Centr Air Trp Corp C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd mfd trf mfd r/r mfd r/r r/r mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	15jan45 15jan45 15jan45 17jan45 28may48 17jan45 28may48 17jan45 20jan47 1948 01feb45 26jan47 29jan45 28jan45 29jan45 28jan45 31jan45 3	repaired; flew ice-reconnaissance missions 11mar47/05oct47; in a document 18nov49 as stored without engines and to be transported by railway to Krasnoyarsk for conversion to a TS-62 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49895; diverted 07feb45 USAAF s/n 43-49896; diverted 07feb45 USAAF s/n 44-76139; diverted 28jan45, under Lend-Lease; serial may also have been '136' XT-84 was ex '107'; passenger version; in fleet list 27feb48 Ite-up not confirmed; USAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' Ite-up not confirmed; CSAAF s/n 44-76198; delivered under Lend-Lease; h/o at Karachi 18feb45; serial may also have been '137' Ite-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 Ite-up not confirmed; cargo version; in natural metal c/s with probably blue trim; in fleet list 27feb48 USAAF s/n 44-76119; diverted 18feb45, under Lend-Lease; serial may also have been '138'; canx by 1948 USAAF s/n 44-7613; built as C-47b-25-DK; ex RAF s/n KN295; converted to C-47D 19may53; supplied under MDAP terms; d/d 09jul54 USAAF s/n 44-7623; diverted 18feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-7623; diverted 18feb46; became 76241 of the Taiwanese Air Force USAAF s/n 44-7624; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8330C 19dec49 (canx 22jul53) and N12799B; went to the Colombian Air Force in 1954 USAAF s/n 44-7623; diverted 18feb45 USAAF s/n 44-76246; excluded 01aug46 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8330C 19dec49 (canx 22jul53), N4663V and N99H USAAF s/n 44-76236; diverted 12feb45 USAAF s/n 44-76237; diverted 18feb45 USAAF s/n 44-76236;

nose; photo at bukhta SV. Lavrentiya (St. Laurentius bay) in early 1945; trf to Yeniseiskaya aviagruppa 27apr45; flew ice-reconnaissance missions 15sep/18oct45, 15mar/30oct46, 25jul/29sep47, 01mar/05ep48 and 13jul/06nov49; dropped parachutists over the North Pole 09may49; dbr 26oct50 on take-off from the

					limited-size ice strip of the drifting polar station SP-2 at night when was forced by the pilot (B.S. Osipov) to lift off at 80 mph at the end of the ice strip, lost speed at a high angle of attack and inclined to the left, the
					left wing and the left gear hit ice heaps (the gear was ripped off), the aircraft then bounced and inclined to the right and the right gear hit an ice heap as well, the aircraft came to rest 800 metres from the ice strip,
					2 of the 6 crew slightly injured; canx 31jan51; fuselage used as a make-shift kitchen until the station was abandoned 11apr51; I/n drifting on ice at N75.666667 W176.083333 05jun54; eventually sank
15961/32709 16018/32766	CCCP-N564 476434 ?	C-47B-25DK Polyarnaya Aviats. C-47B-25DK Chinese Air Force	mfd mfd	20feb45 03mar45	USAAF s/n 44-76377; diverted 13mar45; canx 05jun53 USAAF s/n 44-76434; diverted 09dec45
16021/32769 16049/32797	CA38 not known	C-47B-25DK Centr Air Trp Corp C-47B-25DK Soviet Air Force	mfd mfd	07mar45 13mar45	USAAF s/n 44-76437; excluded by the USAAF 01aug46; remark 'borrowing has been returned' USAAF s/n 44-76465; diverted 29mar45
16050/32798 16051/32799	not known "1002"	C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd	07mar45 07mar45	USAAF s/n 44-76466; diverted 01apr45 USAAF s/n 44-76467; diverted 25mar45; in olive drab c/s with light grey underside; f/n PRG 08jan47
16052/32800 16053/32801	not known not known	C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd	06mar45 07mar45	USAAF s/n 44-76468; diverted 21mar45 USAAF s/n 44-76469; diverted 25mar45
16055/32803	110 ? (1)	C-47B-25DK CNAC	mfd	10mar45	USAAF s/n 44-76471; diverted 16mar45, under Lend-Lease; serial may also have been '139'; canx by 1948
16056/32804 16057/32805	not known 476473	C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd	08mar45 13mar45	USAAF s/n 44-76472; diverted 23mar45 USAAF s/n 44-76473; diverted 25mar45; in olive drab c/s with light grey underside; w/o 13oct45 when
					crashed into the Dívcí kameny rocks in the KrkonoÜe mountains (on the border between Czechoslovakia and Poland), all 6 crew killed; wreck extant by spring 1946
16058/32806 16059/32807	not known not known	C-47B-25DK Soviet Air Force C-47B-25DK Soviet Air Force	mfd mfd	17mar45 07mar45	USAAF s/n 44-76474; diverted 28mar45 USAAF s/n 44-76475; diverted 20mar45
16060/32808 16068/32816	not known 7326	C-47B-25DK Soviet Air Force C-47B-25DK Yugoslav Air Force	mfd mfd	13mar45 10mar45	USAAF s/n 44-76476; diverted 01apr45 USAAF s/n 44-76484; ex RAF s/n KN395; supplied under MDAP terms; d/d dec53; wfu before the
16069/32817	111 ? (1)	C-47B-25DK CNAC	mfd	15mar45	introduction of the 5-digit serial system USAAF s/n 44-76485; diverted 22mar45, under Lend-Lease; serial may also have been '140'
	XT-T81 ? XT-1	C-47B-25DK CNAC C-47B-25DK CNAC	r/r r/r	jan47 1948	XT-T81 was ex '111'; cargo version; in fleet list 27feb48 canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
1 (070/22027	7215	C 47D Verselau Na Farra		12	19dec49; became N8353C 19dec49 (at least on paper); possibly remained in China and the canx 07oct65 was just a tidying-up exercise
16079/32827	7315	C-47D Yugoslav Air Force	mfd	13mar45	USAAF s/n 44-76495; built as C-47B-25-DK; ex RAF s/n KN403; modified to C-47D 21may53; supplied under MDAP terms; d/d jan54 (Air-Britain gives MDA 14dec53); opb 111. ppa at Zagreb (evidence for
16083/32831	71206 71270	C-47D Yugoslav Air Force C-47B-25DK Yugoslav Air Force	ZAG mfd	20jul70 15mar45	apr68/may69) opb 111. ppa at Zagreb (evidence for jun70/aug74) USAAF s/n 44-76499; ex RAF s/n KN407; F-BEIN, F-BEFT, '476499' (French Air Force) and F-BRGD (ntu);
16099/32847	112 ?	C-47B-25DK CNAC	mfd	21mar45	d/d 1971 ? USAAF s/n 44-76515; diverted 29mar45, under Lend-Lease; serial may also have been '141'
10033/32047	XT-T52 XT-1	C-47B-25DK CNAC C-47B-25DK CNAC C-47B-25DK CNAC	r/r r/r	jan47 1948	cargo version; in fleet list 27feb48 defected from Hong Kong to Communist China in 1949; probably canx 13nov49; sold to the
			.,.		Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49; became N8351C 19dec49 (on paper); the canx 07oct65 was just a tidying-up exercise; probably later opb SKOGA and CAAC
16138/32886 16152/32900	not known not known	C-47B-30DK CNAC ? C-47B-30DK Soviet Air Force	mfd mfd	22mar45 21mar45	USAAF s/n 44-76554; diverted 30mar45, under Lend-Lease; serial may have been '145' USAAF s/n 44-76568; diverted 12apr45
16153/32901 16154/32902	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	22mar45 19mar45	USAAF s/n 44-76569; diverted 02apr45 USAAF s/n 44-76570; diverted 03apr45
16155/32903 16156/32904	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	19mar45 19mar45	USAAF s/n 44-76571; diverted 17apr45 USAAF s/n 44-76572; diverted 02apr45
16157/32905 16159/32907	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	20mar45 21mar45	USAAF s/n 44-76573; diverted 03apr45 USAAF s/n 44-76575; diverted 12apr45
16160/32908 16161/32909	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	19mar45 20mar45	USAAF s/n 44-76576; diverted 04apr45 USAAF s/n 44-76577; diverted 02apr45
16163/32911 16167/32915	"033" not known	C-47B-30DK Soviet Air Force C-47B-30DK CNAC ?	mfd mfd	22mar45 20mar45	USAAF s/n 44-76579; diverted 04apr45; f/n PRG 1945 USAAF s/n 44-76583; diverted 03apr45, under Lend-Lease; serial may have been '147' (although '147'
16176/32924	7321	C-47B-30DK Yugoslav Air Force	mfd	24mar45	may also have been a C-46) USAAF s/n 44-76592; ex RAF s/n KN453; supplied under MDAP terms; d/d 06jan54
	71212	C-47B-30DK Yugoslav Air Force	no	reports	opb 111. ppa at Zagreb (evidence for sep69/oct75); wfu and preserved at Bihac-Zeljava (N44.857553 E15.736288), damaged during the Civil War, I/n aug09; to be moved to Otocac
16199/32947 16219/32967	476615 ? 7318	C-47B-30DK Chinese Air Force C-47B-30DK Yugoslav Air Force	mfd mfd	28mar45 04apr45	USAAF s/n 44-76615; diverted 08apr45, under Lend-Lease USAAF s/n 44-76635; ex RAF s/n KN488; supplied under MDAP terms; d/d jul54; photo 1958; opb 111.
	71209	C-47B-30DK Yugoslav Air Force	SIJ	18jul70	ppa at Zagreb (evidence for oct68) c/n not confirmed ('7318' was also reported as having been wfu before the introduction of the 5-digit serial system)
16220/32968 16221/32969	not known not known	C-47B-30DK CNAC C-47B-30DK China ?	mfd mfd	31mar45 28mar45	USAAF s/n 44-76636; diverted 09dec45 USAAF s/n 44-76637; Foreign Liquidation Commission 08jan48; probably sold to China as was based at
16232/32980	not known	C-47B-30DK Chinese Air Lines	mfd	30mar45	Nangking USAAF s/n 44-76648; diverted 31jan46
16238/32986	CA48	C-47B-30DK Centr Air Trp Corp	mfd	05apr45	USAAF s/n 44-76654; excluded 01aug46; w/o 25dec46 on a flight from Chungking (now Chongqing) to Shanghai at night when encountered heavy fog on final approach to Kiangwan airport's north south landing
4 6000 (00007				D.4 45	strip and crashed into a farmhouse 3 km north of the airport, all 4 crew and 7 passengers plus 1 person on the ground killed
16239/32987 16245/32993	not known not known	C-47B-30DK Chinese Air Lines C-47B-30DK Chinese Air Lines	mfd mfd	31mar45 03apr45	USAAF s/n 44-76655; diverted 31jan46 USAAF s/n 44-76661; diverted 15feb46
16246/32994 16256/33004	not known not known	C-47B-30DK Chinese Air Lines C-47B-30DK Soviet Air Force	mfd mfd	30mar45 06apr45 03apr45	USAAF s/n 44-76662; diverted 15feb46 USAAF s/n 44-76672; diverted 26apr45
16260/33008 16263/33011	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	03apr45 02apr45 03apr45	USAAF s/n 44-76676; diverted 21apr45 USAAF s/n 44-76679; diverted 16apr45
16267/33015 16269/33017	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	05apr45	USAAF s/n 44-76683; diverted 14may45 USAAF s/n 44-76685; diverted 20apr45
16274/33022 16278/33026	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	05apr45 05apr45	USAAF s/n 44-76690; diverted 24apr45 USAAF s/n 44-76694; diverted 01may45 USAAF g/n 44-76694; diverted 11may45
16281/33029 16285/33033	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	06apr45 05apr45	USAAF s/n 44-76697; diverted 17apr45 USAAF s/n 44-76701; diverted 26apr45
16288/33036 16292/33040 16293/33041	not known not known 7316	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47D Yugoslav Air Force	mfd mfd mfd	06apr45 07apr45 07apr45	USAAF s/n 44-76704; diverted 14apr45 USAAF s/n 44-76708; diverted 21apr45 USAAF s/n 44-76709; built as C-47B-30-DK; ex RAF s/n KN508; converted to C-47D 15jul53; supplied
10295/55041	71207	C-47D Yugoslav Air Force	no	reports	under MDAP terms; d/d 21jan54
16296/33044 16299/33047	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	07apr45 07apr45	USAAF s/n 44-76712; diverted 21apr45 USAAF s/n 44-76715; diverted 28apr45
	CCCP-L1011	C-47B-30DK Aeroflot	PRG	1945	registration not on pre-1944 register; in olive drab c/s with light grey underside, white titles washed out; photo as such at ZRH; in a document as '1011' feb47
16303/33051 16307/33055	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	09apr45 10apr45	USAAF s/n 44-76719; diverted 26apr45 USAAF s/n 44-76723; diverted 04may45
16311/33059 16312/33060	not known 7313	C-47B-30DK Soviet Air Force C-47D Yugoslav Air Force	mfd mfd	11apr45 12apr45	USAAF s/n 44-76727; diverted 28apr45 USAAF s/n 44-76728; built as C-47B-30-DK; ex RAF s/n KN519; converted to C-47D 11may53; supplied
16214/22002	71204	C-47D Yugoslav Air Force	ZAG	20jul70	under MDAP terms; d/d 12oct53 opb 111. pp at Zagreb (evidence for jan70/dec74); wfu and stored at Zadar (Croatia), l/n 1988; scrapped
16314/33062	7328 71219	C-47D Yugoslav Air Force C-47D Yugoslav Air Force	mfd ZAG	10apr45	USAAF s/n 44-76730; built as C-47B-30-DK; ex RAF s/n KN520; converted to C-47D 06jul53; supplied under MDAP terms; d/d 10apr54 c/n not confirmed ('7328' was also reported as having been wfu before the introduction of the 5-digit serial
16315/33063	not known	C-47D Tugoslav Air Force	mfd	20jul70 13apr45	system) USAAF s/n 44-76731; diverted 01may45
16319/33067 16322/33070	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	13apr45 11apr45	USAAF s/n 44-76735; diverted 26apr45 USAAF s/n 44-76738; diverted 26apr45
16326/33074 16329/33077	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	11apr45 17apr45	USAAF s/n 44-76742; diverted 26apr45 USAAF s/n 44-76745; diverted 26apr45
16333/33081 16336/33084	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	19apr45 14apr45	USAAF s/n 44-76749 diverted 03may45 USAAF s/n 44-76752; diverted 05may45
16340/33088 16343/33091	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd	14apr45 14apr45 18apr45	USAAF s/n 44-76756; diverted 26apr45 USAAF s/n 44-76756; diverted 26apr45 USAAF s/n 44-76759; diverted 28apr45
16346/33094 16350/33098	"019" not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd	23apr45 18apr45	USAAF s/n 44-76762; diverted 02may45; seen ORY around 1951 USAAF s/n 44-76762; diverted 05may45
16353/33101	not known	C-47B-30DK Soviet Air Force	mfd mfd mfd	18apr45 19apr45 19apr45	USAAF s/n 44-76769; diverted 01may45
16356/33104 16360/33108	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd	17apr45	USAAF s/n 44-76772; diverted 01may45 USAAF s/n 44-76776; diverted 03may45
16363/33111 16366/33114	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	20jun45 21apr45	USAAF s/n 44-76779; diverted 30jun45 USAAF s/n 44-76782; diverted 06may45 USAAF g/n 44-76782; diverted 10may45
16369/33117 16372/33120	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	25apr45 21apr45	USAAF s/n 44-76785; diverted 13may45 USAAF s/n 44-76788; diverted 04may45 USAAF g/n 44-76788; diverted 04may45
16374/33122 16377/33125	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	19apr45 26apr45 24apr45	USAAF s/n 44-76790; diverted 02may45 USAAF s/n 44-76793; diverted 06may45 USAAF g/n 44-76793; diverted 06may45
16381/33129 16384/33132 16388/33136	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	24apr45 24apr45 26apr45	USAAF s/n 44-76797; diverted 04may45 USAAF s/n 44-76800; diverted 12may45 USAAF s/n 44-76804; diverted 06may45
16388/33136 16391/33139	not known not known	C-47B-30DK Soviet Air Force C-47B-30DK Soviet Air Force	mfd mfd	26apr45 04may45	USAAF s/n 44-76804; diverted 06may45 USAAF s/n 44-76807; diverted 18may45

	CCCP-L1017 CCCP-L1017	C-47B-30DK TS-62	CGVF AFL/Moscow (MUTA)	mfd no	25apr45 reports	USAAF s/n 44-76810; diverted 04may45 opb 15 ATO; damaged on landing at Minsk 04dec48 when the right main gear collapsed; provisionally repaired 15/21dec48; w/o 30dec48 on the ferry flight for repair from Minsk to ARB-400 at Moscow- Vnukovo, shortly after lift-off the aircraft entered low clouds, came out of the clouds again with a right bank, came down in a field near Petrovshchina village 2 km north-west of Minsk airport, bounced twice, broke up and caught fire, 3 of the 4 crew killed and the survivor injured, the cause of the accident could
16397/33145 16400/33148	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	25apr45 30apr45	not be established; t/t 3,163 hours USAAF s/n 44-76813; diverted 09may45 USAAF s/n 44-76816; diverted 09may45
16403/33151 16406/33154	not known not known	C-47B-30DK	Soviet Air Force Soviet Air Force	mfd mfd	25apr45 26apr45	USAAF s/n 44-76819; diverted 07may45 USAAF s/n 44-76822; diverted 05may45
16410/33158 16414/33162	"007" not known	C-47B-30DK	Soviet Air Force	mfd mfd	27apr45 27apr45	USAAF s/n 44-76826; diverted 12may45; f/n PRG 1945 USAAF s/n 44-76830; diverted 07may45 USAAF s/n 44-76830; diverted 07may45
16417/33165	7320 71211	C-47D C-47D	Yugoslav Air Force Yugoslav Air Force	mfd	28apr45 reports	USAAF s/n 44-76833; built as C-47B-30-DK; ex RAF s/n KN554; converted to C-47D 05jun53; supplied under MDAP terms; d/d 06jan54
16418/33166 16421/33169	not known "13"	C-47B-30DK	Soviet Air Force	no mfd mfd	28apr45 28apr45	USAAF s/n 44-76834; diverted 08may45 USAAF s/n 44-76837; diverted 13may45; opb 19 otap GVF; in olive drab c/s; photo exists
16425/33173 16429/33177	not known not known	C-47B-30DK	Soviet Air Force Soviet Air Force	mfd mfd	30apr45 30apr45	USAAF s/n 44-76841; diverted 08may45 USAAF s/n 44-76845; diverted 13may45
16433/33181 16436/33184	not known not known	C-47B-30DK	Soviet Air Force Soviet Air Force	mfd mfd	28apr45 30apr45	USAAF s/n 44-76849; diverted 07may45 USAAF s/n 44-76852; diverted 08may45
16445/33193 16447/33195	not known not known	C-47B-35DK	Soviet Air Force Soviet Air Force	mfd mfd	01may45 30apr45	USAAF s/n 44-76861; diverted 13may45 USAAF s/n 44-76863; diverted 12may45
16450/33198 16454/33202	not known "800"	C-47B-35DK	C Soviet Air Force C GVF/Soviet AF c/s	mfd mfd	03may45 08may45	USAAF s/n 44-768/66; diverted 15may45 USAAF s/n 44-768/70; diverted 24may45; f/n PRG 1945; not CCCP-L800, see c/n 6228
16457/33205 16460/33208 16461/33209	not known not known not known	C-47B-35DK	<ul> <li>Soviet Air Force</li> <li>Soviet Air Force</li> <li>Soviet Air Force</li> </ul>	mfd mfd mfd	05may45 05may45 04may45	USAAF s/n 44-76873; diverted 15may45 USAAF s/n 44-76876; diverted 16may45 USAAF s/n 44-76877; delivery of this aircraft to the Soviet Union cannot be confirmed but is very probable
16464/33212 16466/33214	not known not known	C-47B-35DK	Soviet Air Force	mfd mfd	28may45 03may45	USAAF s/n 44-76880; diverted 15/n45 USAAF s/n 44-76882; diverted 15/n45 USAAF s/n 44-76882; diverted 14may45
16470/33218 16472/33220	not known 7323		Soviet Air Force Yugoslav Air Force	mfd mfd	03may45 05may45	USAAF s/n 44-76886; diverted 15may45 USAAF s/n 44-76886; diverted 15may45 USAAF s/n 44-76888; built as C-47B-35-DK; ex RAF s/n KN586; converted to C-47D 23jul53; supplied
,					, .	under MDAP terms; d/d 23feb54; rgd 08mar54; initially opb 119. vtp; trf to 32. bd jun55; trf to 678. trae at Mostar oct61; trf to 679. trae at Pleso jan66
	71214	C-47D	Yugoslav Air Force		photo	opb 679. trae at Pleso; trf to 677. trae at NiÜ apr71; based at Batajnica later and again at NiÜ mar75/sep76; in camo c/s; preserved in Muzej Jugoslovenskog ratnog vazduhoplovstva (N44.818601
16474/33222	not known		Soviet Air Force	mfd	08may45	E20.285522) at Belgrade-Surcin from 24sep76, l/n mar12 USAAF s/n 44-76890; diverted 27may45; photo in the factory may45
16481/33229	CCCP-L1027 not known		Soviet Air Force	PRG mfd	1945 04may45	USAAF s/n 44-76897; diverted 14may45
16483/33231 16486/33234 16489/33237	not known not known not known	C-47B-35DK	<ul> <li>Soviet Air Force</li> <li>Soviet Air Force</li> <li>Soviet Air Force</li> </ul>	mfd mfd mfd	08may45 10may45 11may45	USAAF s/n 44-76899; diverted 18may45 USAAF s/n 44-76902; diverted 24may45 USAAF s/n 44-76905; diverted 23may45
16492/33240 16502/33250	not known 7319		Soviet Air Force Yugoslav Air Force	mfd mfd	08may45 11may45	USAAF s/n 44-76908; diverted 13may45 USAAF s/n 44-76908; diverted 18may45 USAAF s/n 44-76918; built as C-47B-35-DK; ex RAF s/n KN607; converted to C-47D 15jul53; supplied
16506/33254	not known		Soviet Air Force	mfd	09may45	under MDAP terms; d/d 21jan54; wfu before the introduction of the 5-digit serial system USAAF s/n 44-76922; diverted 18may45
16510/33258 16516/33264	not known not known	C-47B-35DK	Soviet Air Force Soviet Air Force	mfd mfd	11may45 12may45	USAAF s/n 44-76926; diverted 24may45 USAAF s/n 44-76932; diverted 27may45
16520/33268 16523/33271	not known not known	C-47B-35DK	Soviet Air Force Soviet Air Force	mfd mfd	11may45 28may45	USAAF s/n 44-76936; diverted 24may45 USAAF s/n 44-76939; diverted 06jun45
16526/33274 16529/33277	not known YU-ABK	C-47B-35DK C-47B-35DK	C Soviet Air Force C JAT	mfd mfd	12may45 14may45	USAAF s/n 44-76942; diverted 27may45 USAAF s/n 44-76945; ex RAF s/n KN624, VM-YCQ, H-709 (Pakistan Air Force) and AP-AFK; d/d 01apr53;
						dbr 08jan68 on a cargo flight from Munich to Zagreb when one engine caught fire and the aircraft lost height, the crew attempted an emergency landing at Linz-Hörsching but the aircraft did not make it and made a forced landing in a forest near Sankt Florian close to Linz, all 4 crew escaped
16532/33280 16536/33284	not known not known		Soviet Air Force Soviet Air Force	mfd mfd	14may45 16may45	USAAF s/n 44-76948; diverted 31may45 USAAF s/n 44-76945; diverted 27may45
16540/33288 16545/33293	not known not known	C-47B-35DK	Soviet Air Force	mfd mfd	16may45 17may45	USAAF s/n 44-7695c; diverted 31may45 USAAF s/n 44-76961; diverted 31may45
16548/33296 16550/33298	not known not known	C-47B-35DK	Soviet Air Force	mfd mfd	17may45 17may45	USAAF s/n 44-76964; diverted 27may45 USAAF s/n 44-76966; diverted 31may45
16563/33311 16570/33318	not known not known	C-47B-35DK	Soviet Air Force	mfd mfd	19may45 18may45	USAAF s/n 44-76979; diverted 31may45
16571/33319						USAAF s/n 44-76986; diverted 31may45
10371733313	7324	C-47D	Yugoslav Air Force	mfd	21may45	USAAF 5/n 44-76985; olverted 31may45 USAAF 5/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54
16576/33324	71215 not known	C-47D C-47D C-47B-35DK	Yugoslav Air Force Soviet Air Force	mfd no mfd	21may45 reports 21may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45
	71215	C-47D C-47D	Yugoslav Air Force	mfd no	21may45 reports	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54
16576/33324	71215 not known 7327	C-47D C-47D C-47B-35DK C-47D C-47D	Yugoslav Air Force Soviet Air Force Yugoslav Air Force	mfd no mfd mfd	21may45 reports 21may45 22may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest
16576/33324 16579/33327 16582/33330 16585/33333	71215 not known 7327 71218 "26" "7" white	C-47D C-47D C-47B-35DK C-47D C-47D C-47B-35DK C-47B-35DK	Soviet Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd no mfd mfd	21may45 reports 21may45 22may45 reports 21may45 22may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/33339 16594/33342	71215 not known 7327 71218 "26" "7" white not known not known	C-47D C-47D C-47B-35DK C-47D C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force	mfd no mfd no mfd mfd mfd mfd	21may45 reports 21may45 22may45 reports 21may45 22may45 23may45 22may45	USAAF s/n 44-7700; diverted 02jun45 USAAF s/n 44-7700; diverted 02jun45 USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-77098; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77007; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/33339	71215 not known 7327 71218 "26" "7" white not known	C-47D C-47D C-47B-35DK C-47D C-47D C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Soviet Air Force Soviet Air Force	mfd no mfd mfd no mfd mfd	21may45 reports 21may45 22may45 reports 21may45 22may45 23may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tr b obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-707; diverted 02jun45;
16576/33324 16579/33327 16582/33330 16585/33333 16591/33339 16594/33342 16599/33347 16602/33350	71215 not known 7327 71218 "26" "7" white not known not known not known not known not known 7317	C-47D C-47B-35DK C-47D C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47D	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 22may45 22may45 22may45 21may45 23may45 23may45 23may45 23may45 26may45 25may45	USAAF s/n 44-77015; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77016; diverted 10jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/33339 16594/33342 16599/3347 16602/33350 16606/33354 16607/33355	71215 not known 7327 71218 "26" "7" white not known not known not known not known 7317 71208 not known	C-47D C-47B-35DK C-47D C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 reports 21may45 21may45 22may45 23may45 23may45 23may45 26may45 26may45 26may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77022; diverted 02jun45 USAAF s/n 44-77022; diverted 05jun45 USAAF s/n 44-77024; diverted 05jun45 USAAF s/n 44-77024; diverted 05jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/33339 16594/33342 16599/33347 16602/33350 16606/33354 16607/33355 16608/33356	71215 not known 7327 71218 "26" "7" white not known not known not known not known not known 7317 71208 not known	C-47D C-47D C-47B-35DK C-47D C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47D C-47D C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 21may45 23may45 23may45 23may45 20may45 25may45 25may45 29may45 29may45 28may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45; USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 12jun45 USAAF s/n 44-77012; diverted 12jun45 USAAF s/n 44-77012; diverted 12jun45 USAAF s/n 44-77012; diverted 12jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77022; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/3339 16594/33342 16599/33347 16602/33354 16602/33354 16607/33355 16608/33356	71215 not known 7327 71218 "26" "7" white not known not known not known 7317 71208 not known	C-47D C-47B-35DK C-47D C-47B-35DK C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 reports 21may45 22may45 22may45 22may45 22may45 22may45 22may45 25may45 26may45 26may45 29may45	USAAF s/n 44-7702; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45 USAAF s/n 44-77015; diverted 02jun45 USAAF s/n 44-77018; diverted 10jun45 USAAF s/n 44-77018; diverted 10jun45 USAAF s/n 44-7702; diverted 05jun45 USAAF s/n 44-7702; diverted 05jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/33339 16594/33342 16599/33347 16602/33350 16606/33354 16607/33355 16608/33361 16618/33361 16618/33361 16612/33370	71215 not known 7327 71218 "26" "7" white not known not known not known not known 7317 71208 not known not known not known cCCP-L1026 ? "1026" white	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47D C-47D C-47D C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 21may45 23may45 23may45 23may45 23may45 26may45 26may45 26may45 29may45 28may45 28may45 28may45 28may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77022; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 in olive drab c/s with light grey undersides; transported the two Soviet defectors Gennadi Kochetov and Vladimir Novikov from Dübendorf (Switzerland) to Moscow 29dec45 (Switzerland extradited them in exchange for the release of 5 Swiss diplomats which had been taken prisoner by the Soviet Army at Budapest and Elbing in early 1945)
16576/33324 16579/33327 16582/33330 16591/3333 16591/3333 16591/33342 16599/33347 16602/3354 16607/3355 16608/3356 16613/3356 16613/33361 16618/33361 16618/33361 16622/33370	71215 not known 7327 71218 "26" "7" white not known not known not known 7317 71208 not known not known not known not known cCCP-L1026 ? "1026" white	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 22may45 23may45 23may45 23may45 23may45 26may45 25may45 28may45 28may45 28may45 28may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77018; diverted 10jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-7702; diverted 02jun45 USAAF s/n 44-7702; diverted 02jun45 USAAF s/n 44-77024; diverted 102jun45 USAAF s/n 44-77024; diverted 102jun45 USAAF s/n 44-77024; diverted 102jun45 USAAF s/n 44-77042; diverted 102jun45 USAAF s/n 44-77042; diverted 102jun45 USAAF s/n 44-77042; diverted 102jun45 USAAF s/n 44-77042; diverted 102jun45
16576/33324 16579/33327 16582/33330 16585/33333 16591/3339 16594/3342 16599/3347 16602/33354 16607/3355 16608/33356 16613/33361 16618/33366 16613/33361 16628/33370 16622/33370	71215 not known 7327 71218 "26" "7" white not known not known not known 7317 71208 not known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47D C-47D C-47D C-47D-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK C-47B-35DK	Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 22may45 23may45 23may45 23may45 23may45 23may45 26may45 29may45 29may45 29may45 29may45 30may45 30may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); tf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb (evidence for sep69/sep75); tf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-77098; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77023; built as C-47B-35-DK; ex RAF s/n KN657; converted to C-47D 15jul53; supplied under MDAP terms; d/d 19jan54; f/n FAB 1958 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77034; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45
16576/33324 16579/33327 16582/33330 16591/3333 16591/33342 16599/3342 16602/3350 16606/33354 16607/3355 16608/33356 16618/33361 16618/33361 16618/33361 16622/33370 16622/33370	71215 not known 7327 71218 "26" "7" white not known not known not known not known 7317 71208 not known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 22may45 23may45 23may45 23may45 26may45 26may45 26may45 26may45 28may45 28may45 29may45 30may45 29may45 29may45 29may45 29may45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7702; diverted 02jun45 USAAF s/n 44-7703; diverted 02jun45 USAAF s/n 44-7703; diverted 02jun45 USAAF s/n 44-7703; diverted 03jun45 USAAF s/n 44-77042; diverted 13jun45 USAAF s/n 44-77042; diverted 13jun45 USAAF s/n 44-77042; diverted 13jun45 USAAF s/n 44-77055; diverted 13jun45
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16576/33324 16579/33227 16582/33330 16585/33333 16591/3332 1659/33342 1659/33342 16602/33350 16606/33354 16607/33355 16608/33356 16613/3356 16613/3361 16618/33361 16622/33370 16622/33370 16623/3387 1663/3387 16647/3399 16654/3309 16654/33402 16657/33405	71215 not known 7327 71218 "26" "7" white not known not known not known not known 7317 71208 not known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 21may45 22may45 23may45 22may45 23may45 23may45 26may45 26may45 26may45 28may45 28may45 29may45 29may45 30may45 30may45 30may45 31max45 31m	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/Jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); tr fo Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-77098; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7702; diverted 05jun45 USAAF s/n 44-7702; diverted 05jun45 USAAF s/n 44-7702; diverted 02jun45 USAAF s/n 44-7702; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-7705; diverted 12jun45 USAAF s/n 44-7707; diverted 11jun45; opb 29 otryad OAG MVS; made an emergency landing at Kiev 20feb49 USAAF s/n 44-77078; diverted 11jun45; opb 29 otryad OAG MVS; made an emergency landing at Kiev 20feb49
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16576/33324 16579/33227 16582/33330 16591/3333 16591/3333 16599/33342 16602/3350 16606/33354 16607/33355 16608/33356 16613/33360 16613/33360 16622/33370 16622/33370 16622/33370 16643/3380 16635/3380 16643/3395 16654/33402 16654/33402 16654/33409 16665/33413 16669/33417	71215 not known 7327 71218 "26" "7" white not known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 21may45 23may45 23may45 23may45 26may45 26may45 26may45 26may45 26may45 28may45 28may45 28may45 29dec45 30may45 30may45 30may45 30may45 31may45 31may45 02jun45	USAAF s/n 44-76987; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25ma754; opb 111. pp at Zagreb (evidence for dec68/jul69) opb 111. pp at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45 USAAF s/n 44-77001; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-77023; diverted 10jun45 USAAF s/n 44-77023; diverted 10jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77024; diverted 10jun45 in olive drab c/s with light grey undersides; transported the two Soviet defectors Gennadi Kochetov and Vladimir Novikov from Dübendorf (Switzerland) to Moscow 29dec45 (Switzerland extradited them in exchange for the release of 5 Swiss diplomats which had been taken prisoner by the Soviet Army at Budapest and Elbing in early 1945) USAAF s/n 44-77051; diverted 12jun45 USAAF s/n 44-77051; diverted 12jun45 USAAF s/n 44-77051; diverted 12jun45 USAAF s/n 44-77051; diverted 12jun45 USAAF s/n 44-77070; diverted 11jun45 USAAF s/n 44-77070; diverted 11jun45 USAAF s/n 44-77077; diverted 11jun45; opb 29 otryad OA
16576/33324 16579/33327 16582/33330 16585/33333 16591/33342 16599/33342 16599/3350 16606/33350 16606/33354 16607/3355 16608/33356 16613/33361 16618/33360 16622/33370 16622/33370 16637/33405 16643/33387 16643/33387 16643/33387 16643/33402 16657/33405 16651/33409 16665/33413 16669/33417 16672/33420	71215 not known 7327 71218 "26" "7" white not known not known not known rot known rot known rot known not known not known rot known not known not known not known not known not known rot known not known not known not known rot known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 22may45 23may45 23may45 23may45 23may45 25may45 25may45 25may45 25may45 28may45 28may45 28may45 28may45 29may45 30may45 30may45 30may45 31may4	USAAF s/n 44-76997; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. pp at Zagreb (evidence for dec56/jul69) opb 111. pp at Zagreb; wfu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-76998; diverted 02jun45; ocb dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77007; diverted 02jun45; ocb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77007; diverted 02jun45; obb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77007; diverted 02jun45 USAAF s/n 44-77018; diverted 10jun45 USAAF s/n 44-77018; diverted 10jun45 USAAF s/n 44-77018; diverted 10jun45 USAAF s/n 44-77023; built as C-47B-35-DK; ex RAF s/n KN657; converted to C-47D 15jul53; supplied under MDAP terms; d/d 19jan54; f/n FAB 1958 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77034; diverted 12jun45 USAAF s/n 44-77034; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 11jun45 USAAF s/n 44-7704; diverted 11jun45 USAAF s/n 44-77051; diverted 11jun45 USAAF s/n 44-77051; diverted 11jun45 USAAF s/n 44-77070; diverted 11jun45 USAAF s/n 44-7
16576/33324 16579/33327 16582/33330 16585/33333 16591/3339 16594/3342 16599/3347 16602/3354 16607/3355 16608/3354 16613/3356 16613/3356 16613/3356 16613/3356 16622/3370 16622/3370 16623/3383 16639/3383 16639/3383 16639/3383 16653/3383 16653/3383 16657/33402 16657/33402 16657/33402 16657/33413 16665/33413	71215 not known 7327 71218 "26" "7" white not known not known not known 7317 71208 not known rot known not known not known rot known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 22may45 23may45 23may45 23may45 23may45 23may45 25may45 25may45 25may45 28may45 28may45 28may45 28may45 28may45 28may45 29may45 30may45 30may45 30may45 31may45 30may45 31may4	USAAF s/n 44-7699; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-7700; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-7700; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7702; diverted 02jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77059; diverted 12jun45 USAAF s/n 44-77059; diverted 12jun45 USAAF s/n 44-77059; diverted 12jun45 USAAF s/n 44-7703;
16576/33324 16579/33327 16582/33330 16591/33332 16591/3332 1659/33347 16602/3354 16602/3354 16602/3354 16607/3355 16608/3354 16613/3361 16618/3336 16613/3361 16618/3366 16622/3377 16632/3380 16632/3380 16632/3380 16633/3381 16647/3391 16647/3391 16647/3391 16647/3391 16667/3424 16657/3402 16657/3402 16657/3427 16672/3427 16684/33422 16687/33435 16691/33439 16691/33439	71215 not known 7327 71218 "26" "7" white not known not known not known not known 7317 71208 not known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 22may45 23may45 23may45 23may45 23may45 23may45 23may45 23may45 23may45 26may45 29may45 28may45 29may45 29may45 30may45 29may45 30may45 29may45 31may4	USAAF s/n 44-7699; built as C-478-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 25mar54; opb 111. ppa at Zagreb (evidence for dec68/jul69) opb 111. ppa at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-7700; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-7700; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7701; diverted 02jun45 USAAF s/n 44-7702; diverted 02jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-77059; diverted 12jun45 USAAF s/n 44-77066; diverted 12jun45 USAAF s/n 44-77088; diverted 12jun45 USAAF s/n 44-77089; diverted 12jun45 CoSAAF s/n 44-77089; diverted 12jun45 USAAF s/n 44-77089; diverted 12jun45 USAAF
16576/33324 16579/33327 16582/33330 16585/33333 16591/3332 1659/33342 1659/33342 16602/3355 16602/3355 16602/3355 16608/33356 16613/3356 16613/33361 16618/33361 16618/33361 16622/3377 16622/3377 16623/3380 1665/3383 16657/33405 16657/33405 16657/33405 16665/33424 16676/33422 16687/33422 16684/33432	71215 not known 7327 71218 "26" "7" white not known not known not known not known rat known not known	C-47D C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47B-35D	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 22may45 22may45 23may45 23may45 23may45 23may45 23may45 23may45 23may45 29may45 29may45 29may45 29may45 29may45 29may45 30may45 29may45 31may45 301may5 301ma5	USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45 USAAF s/n 44-77012; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77023; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77023; diverted 15jun45 USAAF s/n 44-77023; diverted 15jun45 USAAF s/n 44-77024; diverted 02jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77024; diverted 12jun45 USAAF s/n 44-77045; diverted 12jun45 USAAF s/n 44-7705; diverted 12jun45 USAAF s/n 44-7705; diverted 12jun45 USAAF s/n 44-77065; diverted 12jun45 USAAF s/n 44-77085; divert
16576/33324 16579/33227 16582/33330 16585/33333 16591/3332 1659/33342 1659/33342 1659/33350 16606/33354 16602/3355 16608/33356 16613/3356 16613/3361 16618/33361 16618/33361 16622/33370 16622/33370 16635/3380 16635/3380 16635/3380 16647/3391 16647/3391 16647/3391 16654/3409 16655/33409 16655/33409 16657/33409 16665/33413 16669/33427 16684/33432 16684/33432	71215 not known 7327 71218 "26" "7" white not known not known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 21may45 21may45 23may45 23may45 23may45 23may45 23may45 25may45 25may45 25may45 28may45 28may45 28may45 28may45 29may45 31may5 31ma5 31ma5	USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; <i>i</i> /d 23fe54 USAAF s/n 44-76992; diverted 02jun45 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; <i>i</i> /d 23fe54 USAAF s/n 44-76992; diverted 02jun45; cobe 111. pp at Zagreb (evidence for dec56/jul69) opb 111. pp at Zagreb (evidence for sep69/sep75); trf to Obrazovni Centar Zracnog Saobracaja (civil training centre) at Zagreb; witu and stored at Pleso, seen jul95/jun01; scrapped in 2004 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45 USAAF s/n 44-77011; diverted 02jun45 USAAF s/n 44-77011; diverted 02jun45 USAAF s/n 44-77013; diverted 10jun45 USAAF s/n 44-77023; built as C-47B-35-DK; ex RAF s/n KN657; converted to C-47D 15jul53; supplied under MDAP terms; <i>i</i> /d 19jan54; <i>i</i> /n FAB 1958 USAAF s/n 44-77023; diverted 03jun45 USAAF s/n 44-77023; diverted 03jun45 USAAF s/n 44-77023; diverted 03jun45 USAAF s/n 44-77029; diverted 03jun45 USAAF s/n 44-77029; diverted 03jun45 ISAAF s/n 44-77029; diverted 03jun45 USAAF s/n 44-77029; diverted 13jun45 USAAF s/n 44-77029; diverted 03jun45 USAAF s/n 44-77029; diverted 13jun45 USAAF s/n 44-7703; diverted 03jun45 USAAF s/n 44-7703; diverted 13jun45 USAAF s/n 44-7707; diverted 13jun45 USAAF s/n 44-7703; diverted 13jun45 USAAF s/n 44-7703; diverted 13jun45 US
16576/33324 16579/33227 16582/33330 16591/33332 16591/33332 1659/33342 1659/3350 16606/3354 16607/3355 16607/3355 16607/3355 16607/3355 16613/3360 16613/3360 16622/3370 16622/3370 16622/3370 16622/3370 16637/3380 16643/3380 16643/3380 16643/3398 16654/33402 16667/33405 16661/33409 16657/33413 16667/33427 16687/33427 16687/33427 16687/33427 16687/33427	71215 not known 7327 71218 "26" "7" white not known not known not known not known rot known rot known not known rot known	C-47D C-47D C-47B-35DK C-47D C-47B-35DK C-47	Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Yugoslav Air Force Soviet Air Force	mfd no mfd mfd mfd mfd mfd mfd mfd mfd mfd mfd	21may45 reports 21may45 22may45 22may45 21may45 21may45 22may45 23may45 23may45 23may45 26may45 26may45 26may45 26may45 28may45 28may45 28may45 28may45 29may45 31may5 31ma5 31ma5 31ma5 31ma5 31ma5 31ma5 31ma5 31ma5 3	USAAF s/n 44-76992; built as C-47B-35-DK; ex RAF s/n KN634; converted to C-47D 16jul53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76995; built as C-47B-35-DK; ex RAF s/n KN640; converted to C-47D 18jun53; supplied under MDAP terms; d/d 23feb54 USAAF s/n 44-76998; diverted 02jun45; code dark with white outline; opb 19 otap GVF; f/n Bucharest 1945 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77001; diverted 02jun45; opb 19 otap GVF; in olive drab c/s; photo LBG 20jun45 USAAF s/n 44-77010; diverted 02jun45 USAAF s/n 44-7702; diverted 18jun45 USAAF s/n 44-7702; diverted 18jun45 USAAF s/n 44-7702; diverted 18jun45 USAAF s/n 44-7702; diverted 15jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 12jun45 USAAF s/n 44-7704; diverted 11jun45 USAAF s/n 44-7703; diverted 11

16724/33472	not known	C-47B-35DK Soviet Air Force	mfd	15jun45	USAAF s/n 44-77140; diverted 07jul45
16728/33476 16731/33479	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	14jun45 13jun45	USAAF s/n 44-77144; diverted 24jun45 USAAF s/n 44-77147; diverted 22jun45
16735/33483	not known	C-47B-35DK Soviet Air Force	mfd	14jun45	USAAF s/n 44-77151; diverted 30jun45
16738/33486 16742/33490	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	15jun45 15jun45	USAAF s/n 44-77154; diverted 24jun45 USAAF s/n 44-77158; diverted 24jun45
16745/33493 16749/33497	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	20jun45 16jun45	USAAF s/n 44-77161; diverted 04jul45 USAAF s/n 44-77165; diverted 05jul45
16752/33500	not known	C-47B-35DK Soviet Air Force	mfd	15jun45	USAAF s/n 44-77168; diverted 27jun45
16753/33501 16754/33502	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	19jun45 20jun45	USAAF s/n 44-77169; diverted 10jul45 USAAF s/n 44-77170; diverted 23jul45
16755/33503 16756/33504	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	18jun45 19jun45	USAAF s/n 44-77171; diverted 02jul45 USAAF s/n 44-77172; diverted 04jul45
16757/33505 16758/33506	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	18jun45 20jun45	USAAF s/n 44-77173; diverted 27jun45 USAAF s/n 44-77174; diverted 16jul45
16759/33507	not known	C-47B-35DK Soviet Air Force	mfd	20jun45	USAAF s/n 44-77175; diverted 04jul45
16760/33508 16761/33509	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	19jun45 20jun45	USAAF s/n 44-77176; diverted 07jul45 USAAF s/n 44-77177; diverted 10jul45
16762/33510 16763/33511	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	18jun45 19jun45	USAAF s/n 44-77178; diverted 27jun45 USAAF s/n 44-77179; diverted 03jul45
16764/33512	not known	C-47B-35DK Soviet Air Force	mfd mfd	22jun45	USAAF s/n 44-77180; diverted 03jul45
16765/33513 16766/33514	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd	19jun45 20jun45	USAAF s/n 44-77181; diverted 11jul45; reported as "6003" USAAF s/n 44-77182; diverted 03jul45
16767/33515 16768/33516	not known not known	C-47B-35DK Soviet Air Force C-47B-35DK Soviet Air Force	mfd mfd	21jun45 21jun45	USAAF s/n 44-77183; diverted 03jul45 USAAF s/n 44-77184; diverted 07jul45
16774/33522 16775/33523	not known not known	C-47B-40DK Soviet Air Force C-47B-40DK Soviet Air Force	mfd mfd	29jun45 28jun45	USAAF s/n 44-77190; diverted 12jul45 USAAF s/n 44-77191; diverted 17jul45
16776/33524	not known	C-47B-40DK Soviet Air Force	mfd	27jun45	USAAF s/n 44-77192; diverted 12jul45
16777/33525 16778/33526	not known not known	C-47B-40DK Soviet Air Force C-47B-40DK Soviet Air Force	mfd mfd	30jun45 28jun45	USAAF s/n 44-77193; diverted 10jul45 USAAF s/n 44-77194; diverted 10jul45
16779/33527 16780/33528	not known not known	C-47B-40DK Soviet Air Force C-47B-40DK Soviet Air Force	mfd mfd	23jun45 25jun45	USAAF s/n 44-77195; diverted 10jul45 USAAF s/n 44-77196; diverted 04jul45
16781/33529 16782/33530	not known not known	C-47B-40DK Soviet Air Force C-47B-40DK Soviet Air Force	mfd mfd	22jun45 29jun45	USAAF s/n 44-77197; diverted 10jul45 USAAF s/n 44-77198; diverted 15jul45
16783/33531	not known	C-47B-40DK Soviet Air Force	mfd	25jun45	USAAF s/n 44-77199; diverted 17jul45
16865/33613	RA-2059G	DC3C-S1C3GYevgeni Barsov	mfd	07jul45	USAAF s/n 44-77281; built as C-47B-40-DK; ex NC53480, NC63288 and N97H (canx 14jun13 as exported to Russia); f/n with 'Barsov Aviation Museum Surgut, Yugra' titles but still as N97H LPP 18apr13; I/n as
					such LPP 15jun13; f/n with the registration RA-2059G (but still also with N97H) LPP 02jul13; ferried from LPP to Stupino 02jul13
16899/34156 16900/34157	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	11jul45 12jul45	USAAF s/n 45-896; diverted 23jul45 USAAF s/n 45-897; diverted 23jul45
16901/34158	not known	C-47B-45DK Soviet Air Force	mfd	11jul45	USAAF s/n 45-898; diverted 05aug45
16902/34159 16903/34160	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	14jul45 13jul45	USAAF s/n 45-899; diverted 04aug45 USAAF s/n 45-900; diverted 27jul45
16904/34161 16905/34162	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	12jul45 13jul45	USAAF s/n 45-901; diverted 21jul45 USAAF s/n 45-902; diverted 18jul45
16906/34163 16907/34164	not known	C-47B-45DK Soviet Air Force	mfd	12jul45 17jul45	USAAF s/n 45-903; diverted 27jul45
16908/34165	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	18jul45	USAAF s/n 45-904; diverted 31jul45 USAAF s/n 45-905; diverted 27jul45
16909/34166 16910/34167	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	11jul45 13jul45	USAAF s/n 45-906; diverted 23jul45 USAAF s/n 45-907; diverted 29jul45
16911/34169 16912/34170	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	13jul45 19jul45	USAAF s/n 45-908; diverted 31jul45 USAAF s/n 45-909; diverted 31jul45
16913/34171 16914/34172	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	17jul45 13jul45	USAAF s/n 45-910; diverted 31jul45 USAAF s/n 45-911; diverted 24jul45
16915/34173	not known	C-47B-45DK Soviet Air Force	mfd	14jul45	USAAF s/n 45-912; diverted 04aug45
16916/34174 16917/34175	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	13jul45 21jul45	USAAF s/n 45-913; diverted 04aug45 USAAF s/n 45-914; diverted 06aug45
16918/34176 16972/34232	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	14jul45 20jul45	USAAF s/n 45-915; diverted 27jul45 USAAF s/n 45-969; diverted 05aug45
16973/34233	CCCP-L1055 CCCP-L1055	C-47B-45DK GVF TS-62 AFL/Northern-SCW	mfd no	21jul45 reports	USAAF s/n 45-970; diverted 05aug45 w/o 05oct52 on a flight from Leningrad-Shosseinaya (now Pulkovo) to Minsk-1 when collided in clouds with
		A Lynormenn Sew	110	reports	II-12 CCCP-L1328 due to negligence of ATC, the right wings of both aircraft came down north of Skvoritsy
4 607 4 /0 4005	0000 1 4 000			251 145	(Gatchina district of the Leningrad region), while the TS-62 crashed on a field 250 metres to the north-east of the village and exploded, all 4 crew and 3 passengers killed; t/t 4,042 hours
16974/34235	CCCP-L1098 CCCP-L1098	C-47B-45DK GVF TS-62 AFL/Krasnoyarsk	mfd no	25jul45 reports	USAAF s/n 45-971; diverted 06aug45 opb 26 ATO; w/o 09nov50 on the leg from Turukhansk to Dudinka of a flight from Krasnoyarsk to Dudinka
					in below-minima weather conditions, when the crew was not able to find Dudinka they decided to return to Turukhansk, on the flight back at night the aircraft suffered from heavy icing and when the landing gear
					was lowered on finals the aircraft lost height and speed, stalled and crashed in open woodland 2 km north- east of Turukhansk airport, 2 of the 8 passengers killed and 3 passengers plus 1 of the 4 crew injured while
16075/24226	5072	C 47D 4EDK Cowiet Air Force	mfd	DEMIAE	the other 3 crew and 3 passengers escaped with minor injuries; $t/t$ 3,858 hours
16975/34236	5972	C-47B-45DK Soviet Air Force	mfd	25jul45	USAAF s/n 45-972; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF in autumn 1945; became 45-0972 (0-50972) and N4080L
16976/34237 16977/34238	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	23jul45 21jul45	USAAF s/n 45-973; diverted 11aug45 USAAF s/n 45-974; diverted 06aug45
16978/34239 16979/34240	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	25jul45 25jul45	USAAF s/n 45-975; diverted 07aug45 USAAF s/n 45-976; diverted 06aug45
16980/34241 16981/34242	not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	25jul45	USAAF s/n 45-977; diverted 11aug45
16982/34243	not known 5979	C-47B-45DK Soviet Air Force	mfd	24jul45 25jul45	USAAF s/n 45-978; diverted 07aug45 USAAF s/n 45-979; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45;
16983/34244	not known	C-47B-45DK Soviet Air Force	mfd	23jul45	diverted to USAAF 09oct45 USAAF s/n 45-980; diverted 04aug45
16984/34245 16985/34246	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	27jul45 24jul45	USAAF s/n 45-981; diverted 13aug45 USAAF s/n 45-982; diverted 09aug45
16986/34247 16987/34248	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	27jul45 30jul45	USAAF s/n 45-983; diverted 11aug45 USAAF s/n 45-984; diverted 09aug45
16988/34249	5985	C-47B-45DK Soviet Air Force	mfd	25jul45	USAAF s/n 45-985; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45;
16989/34251	not known	C-47B-45DK Soviet Air Force	mfd	25jul45	diverted to USAAF 09oct45; became '2089' (Brazilian Air Force) USAAF s/n 45-986; diverted 09aug45
16990/34252 17039/34304	not known not known	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	29jul45 04aug45	USAAF s/n 45-987; diverted 16aug45 USAAF s/n 45-1036; diverted 16aug45
17040/34306	CCCP-L1058 51037	C-47B-45DK Aeroflot C-47B-45DK Soviet Air Force	PRG mfd	1945 08aug45	USAAF s/n 45-1037; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks 15aug45;
				-	diverted to USAAF 14sep45; became N7712B (ntu)
17041/34307 17042/34308	CCCP-L1214 not known	C-47B-45DK AFL/International C-47B-45DK Soviet Air Force	mfd mfd	04aug45 02aug45	USAAF s/n 45-1038; diverted 11aug45; opb 29 otryad OAG MVS; went tech VKO 06mar49 USAAF s/n 45-1039; diverted 09aug45
17044/34310	not known CCCP-L1059	C-47B-45DK Soviet Air Force C-47B-45DK Aeroflot	mfd no	04aug45 reports	USAAF s/n 45-1041; diverted 21aug45 in dark green ? c/s
17045/34311	51042	C-47B-45DK Soviet Air Force	mfd	09aug45	USAAF s/n 45-1042; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45; became CP-734
17046/34312	51043	C-47B-45DK Soviet Air Force	mfd	09aug45	USAAF s/n 45-1043; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17047/34313	51044	C-47B-45DK Soviet Air Force	mfd	09aug45	USAAF s/n 45-1044; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45;
17048/34314	51045	C-47B-45DK Soviet Air Force	mfd	09aug45	diverted to USAAF 10oct45; became '51044' (South Vietnamese Air Force) and '51044' (Thai Navy) USAAF s/n 45-1045; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45;
17050/34316	51047	C-47B-45DK Soviet Air Force	mfd	11aug45	diverted to USAAF oct45; became N5504V USAAF s/n 45-1047; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45;
17051/34317	51048	C-47B-45DK Soviet Air Force	mfd	08aug45	photo at FAI aug45; diverted to USAAF 13oct45; probably became '51047' (South Vietnamese Air Force) USAAF s/n 45-1048; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks 17aug45;
				-	diverted to USAAF 14sep45; w/o 03sep46 when crashed in Alaska
17052/34319 17053/34320	not known 51050	C-47B-45DK Soviet Air Force C-47B-45DK Soviet Air Force	mfd mfd	08aug45 07aug45	USAAF s/n 45-1049; diverted 14aug45 USAAF s/n 45-1050; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45;
17054/34321	not known	C-47B-45DK Soviet Air Force	mfd	08aug45	diverted to USAAF oct45; became 'T-83' and '2020' (both Paraguayan Air Force) USAAF s/n 45-1051; diverted 16aug45
17055/34322	not known CCCP-L1060	C-47B-45DK Soviet Air Force C-47B-45DK Aeroflot	mfd PRG	09aug45 1945	USAAF s/n 45-1052; diverted 14aug45 in olive drab c/s
17056/34323	51053	C-47B-45DK Soviet Air Force	mfd	09aug45	USAAF s/n 45-1053; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diverted to USAAF oct45
17057/34324	not known	C-47B-45DK Soviet Air Force	mfd	08aug45	USAAF s/n 45-1054; diverted 16aug45
17058/34325	CCCP-L1212(*) 51055	C-47B-45DK Aeroflot C-47B-50DK Soviet Air Force	mfd	photo 10aug45	in olive drab c/s USAAF s/n 45-1055; painted up in full Soviet Air Force colours, but delivery stopped at Fairbanks aug45; diversed with USAF because M4700C P 270 P 4555 (454055) and 12027 (4th Triversen M4700C P 270 P
17115/34382	51112	C-47B-50DK Soviet Air Force	mfd	20aug45	diverted to USAAF; became N4788C, B-879, B-1555, '451055' and '7347' (both Taiwanese Air Force) USAAF s/n 45-1112; painted up in full Soviet Air Force colours, but delivery stopped at Great Falls aug45;
					diverted to USAAF 14sep45; w/o 03may50 when crashed in Alaska

#### Aircraft with unknown construction numbers include

	VII COIIS			<u>cruuc</u>	
 CCCP-L803 "803" white	C-47 C-47	GVF GVF/Soviet AF c/s	no Ksv	reports 1944	not on pre-1944 register opb 101 apdd; with UTK-1 dorsal turret; in olive drab c/s with light grey undersides, '2574E' on fin; seen in
					Slovakia 01jun44
 CCCP-L804 CCCP-L805	C-47 C-47	GVF GVF	no no	reports reports	not on pre-1944 register not on pre-1944 register
 CCCP-L808	C-47	GVF	no	reports	not on pre-1944 register
 "808" white CCCP-L812	C-47 C-47	GVF/Soviet AF c/s GVF	ph. no	1943 reports	opb 62 ad dd; in three-tone camo c/s not on pre-1944 register
 CCCP-L813	C-47	GVF	no	reports	not on pre-1944 register
 CCCP-L900 CCCP-L918	C-47A TS-62	GVF AFL/Yakutiya	rgd trf	23may44 1949	USAAF s/n given on Soviet register as 42-92249, but that one was not delivered to the Soviet Union registration not on pre-1944 register; opb 14 TO
 CCCP-L918	C-47	GVF	no	reports	registration not on pre-1944 register; opb 2 atp 10 gv. atd GVF; 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;
 CCCP-L929	TS-62	AFL/Yakutiya	trf	1949	wreck found only 20jul47 registration not on pre-1944 register; opb 14 TO
 CCCP-L937	C-47	Aeroflot	ui	photo	registration not on pre-1944 register; in dark green ? c/s; shown in the "Krylya Rossii" chronicle
 CCCP-L940 CCCP-L946	C-47 C-47	Aeroflot GVF	no no	reports reports	registration not on pre-1944 register; in documents 18mar45 & jun45 registration not on pre-1944 register; opb 10 gv. atd GVF; w/o 05nov46 on a flight from SXF via Riga to
CCCF-L940	C-47	GVF	110	reports	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 triad to lead in thick for but had to go around multid up too stooply, stalled and
					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;
CCCP-L952	C-47	AEL (Coorgia	20	roporto	see also Li-2s CCCP-L4181 and CCCP-L4207 which all crashed within one hour registration not on pre-1944 register; w/o 05mar47 on a flight from Tbilisi to Moscow-Vnukovo when the
CCCF-L932	C-47	AFL/Georgia	no	reports	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 Shelkovskaya district of the Grozny region),
 CCCP-L970	C-47	Aeroflot	no	reports	all 4 crew and the sole passenger killed 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 CCCP-L997	C-47 C-47	Aeroflot Aeroflot	20	photo	registration not on pre-1944 register; in olive drab c/s with light grey undersides
 CCCP-L997	C-47	Aeronot	no	reports	registration not on pre-1944 register; w/o 18dec47 on a test flight from Vnukovo after overhaul by ARB- 400 GVF when entered fog on approach to Vnukovo, hit a hill with the right wing near km 18 of the Kaluga
 CCCP-L1002	C-47	Aproflat	nh	oct/F	highway (close to Tyoply Stan), collided with a high-voltage power-line and crashed upside down
 CCCP-L1002	C-47	Aeroflot Aeroflot	ph. no	oct45 reports	registration not on pre-1944 register; in olive drab c/s with light grey undersides; I/n EVN sep48 registration not on pre-1944 register; in document as '1003' sep46
 CCCP-L1004	C-47 C-47	Aeroflot GVF/Soviet AF c/s		nhoto	registration not on pre-1944 register in white winter c/s; opb GVF during WWII
 "1004" black CCCP-L1005	C-47	Aeroflot	no	photo reports	registration not on pre-1944 register; in document as '1005' apr46
 CCCP-L1006 CCCP-L1008	C-47 C-47B	Aeroflot Aeroflot	no ph.	reports 1948	registration not on pre-1944 register; in document as '1006' aug46 registration not on pre-1944 register; passenger door on the right-hand side; in olive drab c/s; in
CCCF-L1000	C-47D	Aeronoc	pri.	1940	document sep46
 CCCP-L1013	C-47	AFL/West SibOvn	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 CCCP-L1020	C-47 TS-62	Aeroflot AFL/Yakutiya	no YKS	reports 06jul50	registration not on pre-1944 register; in document as '1019' jan46 registration not on pre-1944 register; had to return to Yakutsk on a flight to Aldan because of bad weather
CCCF-L1020	13-02	ALC/TAKULIYA	TKS	00ju150	06jul50
 CCCP-L1040 CCCP-L1042	TS-62 C-47	AFL/Yakutiya Aeroflot	trf no	1949 reports	registration not on pre-1944 register; opb 14 TO registration not on pre-1944 register; in document as '1042' nov45
 CCCP-L1042	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 ?	GVF/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			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(*) CCCP-L1063	TS-62 TS-62	AFL/Yakutiya AFL/Yakutiya	no trf	reports 1949	registration not on pre-1944 register; opb 14 TO; detached to 18 OTAE 21jan50 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
CCCD 11074	TC 02	A		1050	summit, all 4 crew and 4 out of 5 passengers killed
 CCCP-L1074 CCCP-L1100	TS-82 TS-62	Aeroflot AFL/Yakutiya	Khg trf	1950 1949	registration not on pre-1944 register; re-engined with ASh-82FN engines; in dark green c/s 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
0000 14060					railway embankment, 3 of the 6 crew killed
 CCCP-L1269 CCCP-L1285	C-47 ? C-47 ?	no titles AFL/Far East-PKC	Khl	photo 1953	registration not on pre-1944 register; in natural metal c/s with Aeroflot cheatline registration not on pre-1944 register; in dark green ? c/s
 CCCP-L1289	C-47 ?	Aeroflot		photo	registration not on pre-1944 register; photo in "Grazhdanskaya Aviatsiya" magazine
 CCCP-L4286 CCCP-N331	C-47 ? C-47	Aeroflot Polyarnaya Aviats.	VKO MOW	1946 29sep45	type not confirmed, may be a DC-3; in natural metal c/s flew 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;
 CCCP-N361	C-47	Polyarnaya Aviats.	trf	1944	flew further ice-reconnaissance missions 06/11oct45 opb Moskovskaya aviagruppa from 05dec44 (pilot: by M.A. Titlov); flew ice-reconnaissance missions
	TC 62a	Deluerreue Aulete			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	
 CCCP-N362	C-47	Polyarnaya Aviats.	trf	1944	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-N367	C-47	Polyarnaya Aviats.	no	reports	trf to Moskovskaya aviagruppa 27apr45; dbr 18dec45 on the leg from Tiksi of a flight from Moscow to Kresty Kolymskiye 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
 CCCP-N420	C-47	Polyarnaya Aviats.	no	reports	injured; canx 1945 opb Moskovskaya aviagruppa by 1946
 CCCP-N423	C-47	Polyarnaya Aviats.	no	reports	opb Moskovskaya aviagruppa by 1946; damaged on landing at Wrangel island 25mar47 when the runway
 CCCP-N424	C-47	Polyarnaya Aviats.	no	reports	could not be cleared from zastrugi opb Moskovskaya aviagruppa by 1946
 CCCP-X415	TS-62	NKVD	no	reports	not on pre-1944 register
 "X-415" white "07" white	TS-62 C-47	Soviet Air Force Soviet Air Force		photo	probably still opb NKVD; in dark green c/s 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			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			opb the so-called Sokolov Group, flying from Bari (Italy) to Yugoslavia in support of Yugoslav partisans in
 "20" yellow	DC-3	Soviet Air Force		1939/40	summer/autumn 1944 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
nat la sur		Coulot Ala Fai			passengers (the hockey team of the Soviet Air Force) killed
 not known	DC-3	Soviet Air Force			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		nononto	error) the tail of a Soviet Air Force TB-3 which was taking part in the mission as well, entered a spin an crashed, all 3 crew (commander: MAJ Lisikov) and 2 passengers killed
 not known	UChShLi-2	Soviet Air Force	no no	reports 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 the first UChShLi-2 (Li-2 training version for navigators); successfully completed trials at the NII VVS in
 not known	C-47	Soviet Air Force	no	reports	early 1946; h/o to OKB-30 as a pattern aircraft for the conversion of Li-2Ts into UChShLi-2s sep46 opb 8 tap; w/o 29may43 when crashed into a hill near Uelkal (Chukotka) while descending though clouds,
 not known	C-47	Soviet Air Force	no	reports	all 3 crew killed 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 II-2 c/n 307892 45092698 in the aerodrome circuit at Monino, the II-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 not known	C-47 C-47	Soviet Air Force Soviet Air Force	no no	reports	w/o 03dec45 when crashed on a test flight, all 4 crew killed (pilot: LTC A.A. Zhivopistsev) 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 Gongs) 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 XT-T89 ?	C-47 C-47	CNAC CNAC	r/r r/r	jan47 jan47	used for training; in fleet list 27feb48 w/o 27oct47 on a cargo flight from Sian to Yulin when was hit by Communist anti-aircraft fire and burst
 XT-113	C-47	CNAC			into flames on landing at Yulin, 2 of the 3 crew killed w/o 12dec48 on a flight from Shanghai to Taipei when hit a mountain 32 miles north-east of Dan Bei (Taiwa) beha mileta will during all operations and when hit a mountain 32 miles north-east of Dan Bei
 XT-115 (1)	C-47A	CNAC	r/r	1948	(Taiwan), both pilots killed while all 8 passengers survived 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.
 XT-117	C-47	CNAC	r/r	1948	19dec49 (on paper); probably later opb SKOGA and CAAC air bus version (32 seats); under repair at JAMCO in 1949; canx 13nov49; impounded at Hong Kong
 XT-117 XT-123	C-47B	CNAC	r/r	1948	nov49; sold to the Chennault&Willauer partnership 12dec49 and sold no to Civil Air Transport Inc. 13dec49 passenge&cargo version (27 seats); defected from Hong Kong to Tientsin in Communist China 09nov49;
X1-125	C-47B	CIAC	1/1	1940	canx 13nov49; sold to the Chennault&Willour 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.
 XT-131	C-47B	CNAC	r/r	1948	19dec49 (on paper); probably later opb SKOGA and CAAC passenge&cargo version (27 seats, equipped with bucket seats and cushions); defected from Hong Kong
XT 151	6 475	CHAC	.,.	1940	to Tientsin in Communist China O9nov49; 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 XT-139	C-47 C-47A-DC	CNAC CNAC	r/r r/r	1948 1948	canx 13nov49 passenger version (21 seats); defected from Hong Kong to Tientsin in Communist China 09nov49; canx
	0 11/100		.,.	1910	13nov49; sold to the Chennault&Wilauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper); probably later opb SKOGA and CAAC
 XT-143	C-47	CNAC			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, Fijian) when a tyre burst and the aircraft swerved off the runway into a ditch; repaired; canx 13nov49; impounded at Hong Kong 15nov49/sep52; sold to the Changeville Willieurgestargebia: 13dec40 and call on the Cited Air Terrent Log 10dec40.
 XT-507 XT-509	DC-3 C-47D	Centr Air Trp Corp Centr Air Trp Corp	r/r	1948 1948	Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 defected from Hong Kong to Canton 27oct49; canx 13nov49; probably later opb SKOGA and CAAC canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-503	C-47A	Centr Air Trp Corp	r/r r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-513	C-47A	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-515	C-47B	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-517	C-47D	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 damaged 23nov48 on landing at Sanhupa (Chongging) when landed long and the landing gear collapsed;
	0.00		.,.	1910	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 XT-521	C-47 C-47A	Centr Air Trp Corp Centr Air Trp Corp	r/r r/r	1948 1948	probably canx 13nov49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-523	C-47B	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-525	C-47B	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; defected from Hong Kong to Tientsin in Communist China 09nov49; sold to the
 XT-527	C-47B	Centr Air Trp Corp	r/r	1948	Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc. 19dec49 (on paper) canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-529	C-47B	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-531	C-47	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-533	C-47	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 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
 XT-535	C-47	Centr Air Trp Corp	r/r	1948	China and remained there - the aircraft is not accounted for on any list) canx 13nov49; sold to the Chennault&Willauer partnership 12dec49 and sold on to Civil Air Transport Inc.
 XT-537	C-47	Centr Air Trp Corp	r/r	1948	19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-539	C-47	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-541	C-47	Centr Air Trp Corp	r/r	1948	12dec49 and sold on to Civil Air Transport Inc. 19dec49 canx 13nov49; impounded at Hong Kong 16nov49/sep52; sold to the Chennault&Willauer partnership
 XT-807	C-47	CNRRA Air Transp.			12dec49 and sold on to Civil Air Transport Inc. 19dec49 diverted to the UNRRA 04jan47
 XT-807 XT-809	C-47 C-47	Civil Air Transp. CNRRA Air Transp.	trf	28may48	probably canx 13nov49; fate unknown diverted to the UNRRA 04jan47
 XT-809 XT-819	C-47 C-47	Civil Air Transp. CNRRA Air Transp.	trf	28may48	probably canx 13nov49; fate unknown
 XT-819 XT-821	C-47 C-47	Civil Air Transp. Civil Air Transp.	trf	28may48	probably canx 13nov49 leased; canx 13nov49; fate unknown
 XT-829 101 (1)	C-47 C-47A	Civil Air Transp. CNAC	d/d	1944	reported as c/n 17033/34298, but that does not seem possible; probably canx 13nov49 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
 101 (2)	C-47	Civ Avn Adm China	rgd	dec49	crew killed; wreck found only 05jan45 possibly opb SKOGA in 1950/54; ex "National Day"; canx 1964; confirmed to be the same aircraft as next
XT-115 (2)	TS-62	CNAC	Dts	20nov91	line 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
					47 c/n (Douglas c/n 3733 was DB-78 boston * MK.III ALBU1); has got an additional cockpic 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 cheatline; preserved in the China Aviation Museum (N40.183863 E116.360761) at Shahezhen AFB
					(Changping) in these fake colours, I/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
102	(2)	C 47	Civ Ave Adm Chipa	rad	doc10	cemetery at the base of Mount Tali above the city of Tali, all 3 crew killed; wreck found only 08jan45 possibly opb SKOGA in 1950/54; ex "China Youth"; based at Shanghai by 1960; wfu 1964 (or jan67);
 102	(2)	C-47	Civ Avn Adm China	rgd	dec49	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
 104 105	(2) (1)	C-47 C-47B	Civ Avn Adm China CNAC	d/d	photo 1944	possibly opb SKOGA in 1950/54; see c/n 20868 probably c/n 14860/26305 or 14861/26306; w/o 16feb45 when the captain was lighting a cigarette while
105	(1)	C-47D	CIAC	u/u	1944	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)
 105 106	(2) (1)	C-47 C-47B	Civ Avn Adm China CNAC	d/d	1944	possibly opb SKOGA in 1950/54
 100	(1)	C-47B	CNAC	u/u	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
	(3)	o / 7	~			crew bailed out successfully
 106 107	(2) (2)	C-47 C-47	Civ Avn Adm China Civ Avn Adm China			possibly opb SKOGA in 1950/54 possibly opb SKOGA in 1950/54
 107	(2)	C-47 C-47	Civ Avn Adm China			possibly opb SKOGA in 1950/54
 109	(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
 110 117	(2)	C-47 C-47	Civ Avn Adm China 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
4766		TS-62	US Army Air Force	Dts	28oct93	Museum at Shahezhen AFB (Changping), I/n nov92 has got an additional cockpit window on the left-hand side (but smaller than that of the Li-2); with three-
.,		10 02		0.0	2000000	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
476		TC (2		Dha	07	flown-in by Chairman Mao (presumably when registered as '117'), 26oct96 preserved in the China Aviation Museum at Shahezhen AFB (Changping) in these fake colours; in dark
476		TS-62	Taiwan AF c/s ?	Dts	apr97	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
					2	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
120		C-47	CNAC			crew and 16 passengers killed type not confirmed; acquired from surplus USAAF stocks in late 1945; w/o 18mar46 on a flight from
 139		C-47	CNAC			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
 141		C-47	CNAC			final approach (also in heavy fog), 2 of the 3 crew and 17 of the 27 passengers killed type not confirmed; acquired from surplus USAAF stocks in late 1945; damaged 25apr47 on take-off from
141		C-47	CIAC			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 came c/s
 501		L2D2	Chinese Air Force	PEK PEK	18nov45 30nov45	at West Field; captured from Japanese forces in 1945; in two-tone camo c/s at West Field; captured from Japanese forces in 1945; in mottled camo c/s
 501 1022			Chinese Air Force Chinese Air Force			
 501 1022 1023 1024		L2D2 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force			
   501 1022 1023 1024 1025		L2D2 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force			
   501 1022 1023 1024 1025 1026	2	L2D2 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	PEK	30nov45	at West Field; captured from Japanese forces in 1945; in mottled camo c/s
   501 1022 1023 1024 1025	?	L2D2 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force			at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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)
   501 1022 1023 1024 1025 1026		L2D2 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	PEK	30nov45	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46; carried full titles
    501 1022 1023 1024 1025 1026 38043		L2D2 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46; carried full titles and a 'fiying goose' logo; the serials of the 5 GCAC C-475 may have been GCAC 101 to GCAC 105; see
    501 1022 1023 1024 1025 1026 38043	101	L2D2 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46; carried full titles
    501 1022 1023 1024 1025 1026 38043 GCAC 1	101	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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
    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno	l01 own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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
    501 1022 1023 1024 1025 1026 38043 GCAC 1	l01 own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) bought by the Great China Aviation Corporation (Dahua Hangkong Gongsi) in 1945/46; carried full titles and a 'fiying goose' logo; the serials of the 5 GCAC C-47s may have been GCAC 101 to GCAC 105; see remarks with CA32 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 w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head
    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno	l01 own own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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
    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno	l01 own own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC Chinese Air Force	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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 aiffield, all crew escaped with minor injuries (there were no passengers on board); repaired w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Military Intelligence Service) killed 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
    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno	l01 own own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC Chinese Air Force	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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 w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Miltary Intellignece Service) killed operator not confirmed (could be USAAF); w/o 08apr46 on a flight from Chonging 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
    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno	l01 own own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC Chinese Air Force	PEK	30nov45 09sep12	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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 aiffield, all crew escaped with minor injuries (there were no passengers on board); repaired w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Military Intelligence Service) killed 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
    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno not kno	LO1 own own own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 DC-3 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC Chinese Air Force CNAC ?	PEK	30nov45 09sep12 photo	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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 w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Military Intelligence Service) killed operator not confirmed (could be USAF); 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 Ligh-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 w/o 15dec46 when crashed near Changsing
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    501 1022 1023 1024 1025 1026 38043 GCAC 1 not kno not kno	LO1 own own own	L2D2 C-47 C-47 C-47 C-47 C-47 C-47 C-47 DC-3 C-47 C-47 C-47	Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Chinese Air Force Great China Avn C CNAC Chinese Air Force CNAC ? Charse Air Force CNAC ?	PEK	30nov45 09sep12 photo	at West Field; captured from Japanese forces in 1945; in mottled camo c/s 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) 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 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 (three were no passengers on board); repaired w/o 17mar46 when crashed at Nanking, all 20 occupants (among them Lieutenant General Dai Li, the head of the Military Intelligence Service) killed operator not confirmed (could be USAF); 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 Ligh-ranking dignitaries of the Communist Party of China and members of their families) killed Communist Party later claimed that the aircraft had been brought down by sabotage on the hands of the Kuomintang w/o 15dec46 when crashed near Changsing 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
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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 Miele 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 "Cáp" (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 "Brigadýr" 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
5044	not known	Fi 156	not known			156 in Polish service ex KC+LJ of of the German Air Force which had landed in Sweden 01may45 and was flown on Soviet
5323	not known	Fi 156	not known			request to the Soviet Union via Turku (Finland) 27aug45 ex PV+ZZ of 14./Fl.Verb.G. 2 of the German Air Force which had landed in Sweden 01may45 and was
5505	R	Fi 156	Polish KBW			flown on Soviet request to the Soviet Union via Turku (Finland) 27aug45 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	0	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 SP-ARK	Fi 156C-3 Fi 156C-3	Instytut Lotnictwa Legia Lotnicza	rgd	22oct51 1954	in dark green c/s with light blue undersides and yellow rudder
P-4	SP-AGN	Fi 156C-5	DLC MK	trf f/f	29apr47	never registered with this operator; canx 19mar56 (also reported as 26jan55) as wfu 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 Organizajca "Sluzba Polsce"; named 'Zjednoczenie' (Unification) 01may49; converted to an ambulance aircraft 03jun49; in white c/s with black nose and Red Crosses
	SP-AGN SP-AGN	Fi 156C-1 Fi 156C-1	Aeroklub Poznanski Legia Lotnicza	trf trf	21nov49 03mar50	
	SP-AGN	Fi 156C-1	CZLS	trf	1951	Centralny Zarzad Lotnictwa Sanitarnego; never registered with this operator; canx 04aug55 as wfu
P-5	SP-AGO	Fi 156D	DLC MK	f/f	1947	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-AGO	Fi 156D	Sluzba Polsce	rgd	17sep49	Powszechna Organizajca "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
	SP-AGO	Fi 156D	Legia Lotnicza	trf	01mar50	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
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-Bielawin 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
P-10	SP-AMK	Fi 156D-1	Aeroklub Slaski	f/f	1948	PPS parties; donated to the communist 'Democratic Army of Greece' for use in the civil war ex German Air Force; rebuilt by OWL-5 at Poznan, with a new c/n allocated; in dark green c/s with light
	SP-AMK SP-AMK	Fi 156D-1 Fi 156D-1	Legia Lotnicza CZLS	trf trf	01mar50 unknown	blue undersides; wfu 31aug49 Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s with black nose and Red
P-1009	37	Fi 156	Polish KBW			Crosses; canx 31may59 (also given as 22may59) as wfu in 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 (illegai) 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 Krasnovarsk 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 ZSLS-3 at Poznan in 1954; in white c/s with black nose
	SP-BAS	Fi 156D-1	Aeroklub PRL	trf	10jul58	
	SP-BAS	Fi 156D-1	CZLS	trf	1958	Centralny Zarzad Lotnictwa Sanitarnego; used as an ambulance; in white c/s with Red Crosses; canx 03mar61
	not known	Fi 156K	Soviet Air Force	d/d	06oct39	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	NKAP	d/d	1940	used as a pattern aircraft by Antonov (for the design of the OKA-38 "Aist")
	no code	Fi 156	Soviet Air Force	ph.	1944	underwent trials with the NII VVS in 1944; in dark green c/s with light blue undersides
	not known not known	Fi 156 Fi 156	Soviet Air Force Soviet Air Force			used as a courier aircraft by 122 iap 311 iad in Hungary in 1944/45 found at the former Luftwaffe base at Sochaczew (Mazovia) jan45; used by the commissar of 812 iap
	not known	Fi 156	not known			(Major Timofei Pasynok) as his personal hack ex U2+OB of Stab 1./NAGr 5 of the German Air Force which had landed in Sweden 09may45 and was flown
	not known	Fi 156	not known			on Soviet request to the Soviet Union via Turku (Finland) 27aug45 ex KP+GI of the German Air Force which had landed in Sweden 09may45 and was flown on Soviet request to the German Line Turku (Finland) 27aug45
	not known	Fi 156	Polish Air Force			to the Soviet Union via Turku (Finland) 27aug45 captured by Armija Krajowa members at Bromberg (now Bydgoszcz) 23jan45 and received Polish markings the payt day, pab Devidtature 4, MDL at Budgerger from each feb45
15 13 12 15 13 13	CCCP-14340 CCCP-14341	L-60 L-60	AFL/N. Kavkaz-STW AFL/N. Kavkaz-STW	toc toc	1959 1959	the next day; opb Dowództwo 4. MDL at Bydgoszcz from early feb45 opb 83.LO; struck off charge 20feb63 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 Böhmisch Kamnitz-Rabstein (Ceská Kamenice-RabÜtejn) 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 10mav48
	OK-BZX	VR-3.1	Czechoslovak MoI	ph.	23jun48	opb Letectvo Sborn národní bezpecnosti (SNB); in silver c/s with red nose; ferried to the LVÚ (flight-test centre) at Letnany 18jun48; damaged 18feb49 on a flight from Ceské Budejovice to Prague when the transmission failed and the helicopter crash-landed near Hosty u Tyňa nad Vltavou, both crew escaped; repaired by Avia until 28apr49 and handed back to the SNB 28jul49; arrived with Avia for repair (after an accident) 221an50: Letectvo SNB was redesionated Letectvo MNB 23mav50 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 LVU (flight-test centre) at Letnany 01sep48; repair by Avia (probably after an accident) completed 18may50; damaged 01jun50 when the engine failed and the helicopter force- landed at Letnany, damaging the tail; repaired by 17jun50; dbr 18jun50 during a demostration 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 2222	not known no serial	Fw 58K-3 Fw 58C	Chinese Air Force Polish KBW	d/d mfd	1936 1943	shipped from Germany to China 16nov36 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 1; 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 22max59 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)
	CCCP-I488	Fw 58B-2	NKAP zavod # 22	rgd	29jan43	based at Moscow-Fili
3100	OK-TRE	Fw 58KL-1	SLS	f/f	19nov36	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 "SlovenÜti 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 IÜla 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. smiÜená letecká divize; remained it its original German camo c/s (probably dark grevish 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 "SlovenÜti 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 O4aug44, 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 Seenotkownando Finaland 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 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-militarry 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 signing a preliminary contract about 1/10/19 193

						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, I/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 'Polyamaya 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 enqines; technical condition assessed 22sep49 and canx 12nov49 as 'for spares'
0199	CCCP-N500	МК-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; tY 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. Titlov) 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 of the Soviet Navy, Admiral S.G. Gorshkov, visited India in the early 1980s, he also rode in a "Chetak" of the Indian Navy. Gorshkov 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 Gorshkov 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 Fodosiya branch of DOSAF 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" not known	K-1 K-1	Soviet Navy Soviet Navy	Kac	1985	opb 859 UTs MA at Kacha; in white c/s with trim in two shades of blue 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 (Maior V. Volkov) seriously injured

no

Chetak

#### 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 Murmashy, with the rest being lost to bad weather and German fighters (No. 144 Sqn lost six aicraft 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 goardii 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 "Hampdens" 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 - twelv

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-
[X3022]	HOL KHOWH	nampuen	Soviet Navy	11/0	1200042	
						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]		Hampden	Soviet Navy	h/o	12oct42	"Hampden" TB Mk.I; ex RAF s/n AEI30; built by English Electric at Samlesbury
	not known					
[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	Coviet Nova		photo	"Hampden" TB Mk.I; opb 3 ae 24 mtap at Vayenga-1; in green/brown camo c/s with black undersides; w/o
	37 WHILE	nampuen	Soviet Navy		ρποτο	
						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
	HOL KHOWH	nampuen	Soviet Navy			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
	noc natorini	nampaen	bother mary			German anti-aircraft artillery, but managed to make a wheels-up landing on Rybachi 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
	net knewn	Llamadan	Couriet Neuro			
	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 "Leesee" (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
	HOL KHOWH	nampuen	Soviet Navy			
						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, KZ271 and LF271); opb Tashkentski aviaotryad; 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 Y3Autsk 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 (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) 14auq37
 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 ZSaug37, 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 Honggiao 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 amission 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 Changzhou
 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) 14auq37
 190.	He 111A-0	Chinese Air Force			w/o Õ1oct37 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 Dalstroi NKVD, as the Kawasaki Ki-56 (see under Lockheed L-14). Among those aircraft were probably MC-20-III M-612 and Ki-54hei M-716 which were captured at Mukden resp. Changchung on 19 August 1945.

MC-20-II M-612 and Ki-54hei 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 Universal" (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 200C 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. Vinitski); in natural metal c/s with dark nose
not known	MC-20	Glavrybprom	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	JuG-1	Soviet Air Force	mfd	sep25	shipped to Leningrad nov25
501	CCCP-L82	PS-5	Dobrolyot/UkrHRK	trf	oct30	in natural metal c/s with black trim; rgd only 28feb31; w/o, scrapped 05apr32
903	"4"	JuG-1W	Soviet Navy	f/f	15sep25	from Dessau; shipped to Leningrad nov25; opb 62 ae at Leningrad; in dark green c/s; I/n BMA 1928
	CCCP-L741	PS-5	Dobrolyot	trf	summ.31	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 SibIKT	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;
	0000 1 740					damaged oct27 during trials of new Soviet skis when these stood up almost vertically on landing
	CCCP-L718	PS-5	Dobrolyot	trf	oct30	rgd only 16aug31; w/o 27jun32 (not 22feb32) on a flight to the Far East when crashed at Nizhnetambovsk
932	not known	JuG-1	Soviet Air Force	h/o	16jun26	test registration S-601; fate unknown
934	"3" (1) CCCP-L742	JuG-1 PS-5	Soviet Navy	h/o	01aug26	underwent trials with NII VVS; opb 62 ae at Leningrad; converted to JuG-1W in 1930
935	not known	JuG-1	Dobrolyot Soviet Air Force	trf	summ.31	rgd only 21jan32; crashed 23aug34
933	CCCP-L81	JuG-1 JuG-1	Dobrolvot	h/o trf	01aug26 oct30	rqd only 28feb31; in document 02jun31; w/o, details unknown
936	not known	JuG-1W	Soviet Navy	h/o	01aug26	crashed in Soviet Air Force service, see next line
950	not known	PS-5	Dobrolyot	trf	aug30	possibly not registered, but only used as a source of spare parts
938	not known	JuG-1	Soviet Navy	h/o	01aug26	converted to JuG-1W in 1930
550	CCCP-L743	PS-5	Dobrolvot	trf	summ.31	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"	JuG-1W	Soviet Navy	h/o	19aug26	opb 62 ae at Leningrad
	CCCP-N17	PS-5W	Polyarnaya Aviats.	rgd	02aug33	taken over from OSTEKhBYuRO at Leningrad; opb Severo-vostochnaya lyotnaya gruppa

	CCCP-L1455	PS-5	AFL/Central Asia	rgd	04oct34	canx 04may36
943	not known	JuG-1	Soviet Air Force	h/o	19aug26	
	CCCP-L710 (2)	PS-5	Dobrolyot	rgd	15sep32	
	CCCP-L710 (2)	PS-5	AFL/Far East-KHV		1933	possibly canx 07oct33, but restored; in document 20mar34; canx 1935; see c/n 959
945	not known	JuG-1	Soviet Air Force	h/o	31aug26	personal aircraft of the commander of the Air Force; German turrets replaced by Soviet TOZ turrets aug28
	CCCP	PS-5	Dobrolyot	trf	may30	
	CCCP-L43 (*)	PS-5	Dobrolyot/UkrHRK	rad	20feb31	
	CCCP-L43 (*)	PS-5	AFL/Far East-KHV	5.	1933	canx 19apr35
946	not known	JuG-1	Soviet Air Force	h/o	31aug26	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)
	CCCP-238	PS-5	Dobrolvot	toc	1930	c/n not confirmed !
	CCCP-L1453	PS-5	Aeroflot	rgd	27sep34	c/n confirmed; canx 04may36
948	not known	JuG-1	Soviet Navy	h/o	31aug26	opb 57 ae; damaged 11aug27 on landing after a night flight when touched trees, all crew escaped unhurt;
			,	, -	<u>j</u>	repaired in Moscow
	CCCP	PS-5	Dobrolvot	trf	aug30	
	CCCP-L84	PS-5	Dobrolyot	rad	28feb31	
	CCCP-L84	PS-5	AFL/Far East-KHV	. gu	1933	canx 04aug33
952	"1" (2)	JuG-1W	Soviet Navy	mfd	1926	test registration S-AABF; f/f 02feb27; used for demonstrations; h/o 14jan28; opb 62 ae at Leningrad
552	CCCP-L991	PS-5	AFL/Central Asia	trf	nov32	operated a cargo service between Ashkhabad and Kara Kumy in 1933; assembled (probably as a JuG-1W)
		155	All g central Asia	cri	110432	by the GVF workshops at Irkutsk in 1934 and put in service by AFL/East Siberia-IKT, opb Lenskaya
						aviagruppa; rad only 31may34; canx 04may36
954	not known	JuG-1	Soviet Air Force	h/o	14ian28	avidgrappa, rga only simayse, can of ormayse
551	CCCP-L1456	PS-5	Aeroflot	rgd	01nov34	in document mar36
955	not known	JuG-1	Soviet Air Force	h/o	14jan28	opb 55 are at Krechevitsy; damaged 04sep29 when the left engine failed on take-off and the aircraft nosed
555	HOC KHOWH	500 1	Soviet All Torce	11/0	1-junzo	over, repaired the next day
	CCCP-L54 (*)	PS-5	Dobrolyot/UkrHRK	trf	oct30	in natural metal c/s with black trim; rgd only 08may31; in document 16feb35; wfu
956	not known	JuG-1	Soviet Navy	h/o	14jan28	first test flight from Komendantski aerodrome at Leningrad 24feb28; converted to JuG-1W in 1931
550	CCCP-N4	JuG-1W	Komseverput'	rgd	05mar32	named 'Yuga'; in dark green c/s with light blue undersides, no titles; operated on the Krasnoyarsk-Dudinka
		500 100	Romseverput	rgu	051110152	route along the river Yenisei for some time
	CCCP-N4	JuG-1W	Polyarnaya Aviats.	rgd	22apr33	opb Severo-vostochnaya lyotnaya gruppa; took part in the Obruchev expedition to Chukotka starting jul33;
	CCCF-IN-	500-111	Foryarnaya Aviats.	igu	22api 55	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"	JuG-1W	Soviet Navy	h/o	14jan28	opb 62 ae at Leningrad
557	CCCP-L1454	PS-5	Aeroflot	rgd	27sep34	canx 04may36
958	not known	JuG-1	Soviet Air Force	h/o	14jan28	
550	CCCP-L83	PS-5	Dobrolyot/UkrHRK	trf	oct30	in natural metal c/s with black trim; rgd only 28feb31; canx 13nov33
959	"5" ?	JuG-1W	Soviet Navy	h/o	14jan28	or "2"; opb 62 ae at Leningrad
555	CCCP-L710 (1)	PS-5	Dobrolyot	trf	oct30	rgd only 22jul31; canx before sep32; see c/n 943
960	not known	JuG-1	Soviet Air Force	h/o	14jan28	Igu only 22juist, can't before seps2, see on 945
900	CCCP-X183	PS-5	LIEM	rgd	27jun38	Leningrad Institute of Experimental Meteorology
967	967	G 24nao	Yugoslav Air Force	mfd	1928	test registration D-4; d/d oct31
968	968	G 24nao	Yugoslav Air Force	mfd	1928	test registration D-4; d/d oct31
908	no code	JuG-1W	Soviet Navy	iniu	photo	operated by the Baltic Fleet; named 'Krasny medved' (red bear); was based on the ice-breaker "Krasin"
	no code	200-110	Soviet Navy		prioro	during the rescue operation for the Nobile 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.

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 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 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 our of the Nas fitted with floats) in Germany in June/August 1945. and only

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; rad 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; rad 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; rod 30mar44
3322	CCCP-I510	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-Basargino (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; rad 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 Porof) German registration D-ABAN at the same time for some time (photo-prof)
4068 4069	Eurasia XXII CCCP-L60	Ju 52/3m Ju 52/3m	Eurasia Aeroflot	d/d f/f	mar38 early35	ex D-ABIZ; named 'Chungking'; destroyed by a Japanese air attack at Hong Kong 08dec41 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; rdd 16feb44
4072	Eurasia XXIV	Ju 52/3m	Eurasia	d/d	feb39	ex D-AMIP
	XT-AGE	Ju 52/3m	Eurasia	rgd	1940	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 T'ung 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 O6sep38 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 'Suchow'; 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,

						but all 2 crew and 7 passengers escaped unhurt; damaged again 08apr39 during a Japanese attack on
	XT-ABE	Ju 52/3m	Eurasia	rgd	1940	Kunning airport destroyed by Japanese bombing at Kweilin 11dec41
5338	CCCP-L62	Ju 52/3m	Aeroflot	f/f	19jun35	built at Dessau; ex D-AMOQ; 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; probably lost before jun44, see c/n 5882
5472	Eurasia XIX	Ju 52/3mge	Eurasia	mfd	feb36	ex D-AGEI; d/d jul36; named 'Chengtu'; damaged 13apr39 on a flight from Hanoi to Kumming 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 aicraft 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 Z6feb43 and formally liquidated
5502	XT-ATA Eurasia XX	Ju 52/3m Ju 52/3m	Centr Air Trp Corp Eurasia	trf mfd	03mar43 apr36	01jun43 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
5882	CCCP-L61 (2)	Ju 52/3m	Aeroflot	f/f	sep37	year; destroyed by Japanese fighters on the ground at Chengtu (now Chengdu) 30dec40 built at Dessau; ex 4U+NL of KGTzDV 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 and the second s
6014	Eurasia XXV	Ju 52/3m	Eurasia	mfd	aug38	50 %); abandoned by the German troops and repaired by the Soviets; rgd 13jun44; see c/n 5457 ex D-ASFD; d/d 15oct40; dbr 26oct40 on its delivery flight to China when was attacked by 3 Japanese
6053	CCCP-L46	Ju 52/3m	AFL/Tajikistan	f/f	sep38	fighters, force-landed in a rice field near Kunming, was strafed on the ground and caught fire built at Bernburg; opb KGrzbV 172 of the German Air Force; reportedly destroyed by German troops at
6445 ?	CCCP-L35	Ju 52/3m	AFL/Turkmenistan	f/f	may39	Pitomnik 17jan43 (damage reported as 100 %); repaired by the Soviets; rgd 07jun44; w/o 14jan45 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
6486	CCCP-L37	Ju 52/3m	AFL/Moscow	f/f	01jun39	06sep46 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
6538	CCCP-L51	Ju 52/3m	Aeroflot	f/f	jul39	station and burnt out, crew (pilot: P.M. Nikitin) killed built at Bernburg; opb KGzbV 1 of the German Air Force; damaged 01jan43 while taxiing at Pitomnik
6613	ES-AUL	Ju 52/3m	AGO	f/f	04sep39	(damage reported as 15 %); abandoned by the German troops and repaired by the Soviets; rgd 14feb44 built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-
	CCCP-L22	Ju 52/3m	AFL/Baltics	toc	sep40	AXWA; 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-Trkutsk route 20sep41; trf to AFL/West Siberia-Novosibirsk-Severny 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
6633	ES-AGO	Ju 52/3m	AGO	f/f	05oct39	to Semyonovka built at Dessau; with BMW 132A engines, so probably a Ju 52/3mre or Ju 52/3mte; ferry registration D-
	CCCP-L23	Ju 52/3m	AFL/Baltics	toc	sep40	AXWB; 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
6717	CCCP-L63	Ju 52/3m	Aeroflot	f/f	nov39	20sep41; equipped with skis (developed by NII GVF) oct43 built at Bernburg; opb KGrzbV 900 of the German Air Force; lost 31jan43 when went missing in the
7082	CCCP-L55	Ju 52/3m	Aeroflot	f/f	12dec40	Stalingrad area due to unknown reasons; repaired by the Soviets; rgd 13jun44 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
7180	CCCP-I350	Ju 52/3m	NKAP zavod # 153	mfd	apr41	crashed on a flight from Ufa to Gorki (now Nizhni Novgorod) built at Bernburg; probably a modified Ju 52/3mg7e, 'civil transport version'; h/o 25apr41; ferried to
7189	CCCP-L45	Ju 52/3m	Aeroflot	f/f	may41	Moscow may41; tested by either NII VVS or NII GVF; rgd 29mar43 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
7335	CCCP-L54 (*)	Ju 52/3m	AFL/East Siberia	f/f	oct41	by the Soviets; rgd 05jul43 built at Bernburg; ex BV+OJ of 1./KüFIGr 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
7341	CCCP-L27	Ju 52/3m	AFL/Moscow-Irkutsk	f/f	oct41	(pilot: A.F. Bazanov) escaped unhurt built at Bernburg: ex BV+OP of KGrzbV 800 of the German Air Force; lost 31mar42 when went missing in the Korovye 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-Tixtusk route oct42; trf to AFL/West Sibera-Novosibirsk- Severny 1943, opb 4 TO; damaged OGjan44 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 floor 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
7512	CCCP-L57	Ju 52/3m	AFL/Yakutiya	mfd	may42	passengers injured 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
7568	CCCP-L59	Ju 52/3m	Aeroflot	f/f	aug42	repaired by the Soviets; rgd 13jun44; opb 14 TO; trf to AFL/ Krasnoyarsk jun46 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	Solitar44, in Cargo computation, in cark green C/s with fight blue undersides, similar totes, (in the 1943 built at Bernburg; ex NB+G) of Transportstaffel VIII. Flegerkorps of the German Air Force; abandoned at Pitomnik 15jan43 after having suffered an engine failure (damage reported as 15 %); repaired by the Soviets; rud 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	(b) (12) SQU and (2) SQU an
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-Severny 1943, opb 4 TO
	CCCP-L28 CCCP-L30	Ju 52/3m Ju 52/3m	AFL/West SibOvn AFL/Yakutiya	trf rgd	1943 16feb43	in cargo/para-dropping configuration; opb 4 TO c/n given in Soviet register as '801250', but that is the number of the drawing of some part; probably
	CCCP-L31	Ju 52/3m	Aeroflot	rgd	16feb43	captured after the Battle of Stalingrad; opb 14 TO; in documents 01apr44 c/n given in Soviet register as '808999', but that is the number of the drawing of some part; probably
	CCCP-L34	Ju 52/3m	Aeroflot	rgd	16feb43	captured after the Battle of Stalingrad c/n given in Soviet register as '809899', but that is the number of the drawing of some part; probably
	CCCP-L58	Ju 52/3m	Aeroflot	rgd	13jun44	captured after the Battle of Stalingrad c/n given in Soviet documents as '58'; converted to a regular passenger transport in 1943 (as one of a few
	CCCP-L64	Ju 52/3m	AFL/Turkmenistan	ASB	1947	Ju 52s only) 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 not known	Ju 52/3m Ju 52/3m	AFL/Turkmenistan AFL/Turkmenistan	no dbr	reports 15mar45	transport sulpinu from mines in Central Asia equipped with air filters developed by NII GVF jun45 when one engine failed in-flight and the aircraft force-landed (pilot: Borovoi)
	not known	Ju 52/3m Ju 52/3m	AFL/West SibOvn	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 Ananias Sanjuán from 1a Escuadrilla 10nov36; transported to the Soviet Union jan37 and test-flown by NII VVS under the designation DB-29
 "51" yellow ? not known	Ju 52/3m Ju 52/3m	Soviet Air Force Soviet Air Force	mfd	photo apr39	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 in dark green c/s with light blue undersides 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 mayoS/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	МККК	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	МККК	d/d	07sep38	photo exists
 M-213	Ju 86Z-2	МККК	d/d	07sep38	photo exists; dbr 05sep40 on a flight to Canton when made an emergency landing at the Kwanti race
	50 002 2		u, u	0700000	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	МККК	d/d	07sep38	severely damaged late jan39 on landing at Mukden when crashed into the brick wall of the main workshop
			.,		while taxying 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	МККК	d/d	07sep38	photo exists
 M-216	Ju 86Z-2	МККК	d/d	07sep38	
 M-217	Ju 86Z-2	МККК	d/d	07sep38	
 M-218	Ju 86Z-2	МККК	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	МККК	d/d	07sep38	
 M-222	Ju 86Z-2	МККК	d/d	07sep38	named 'Shoryu' (ascending dragon); received a Japanese Hinomaru instead of the Manchukuoan roundel
	50 002 2		u, u	0700000	and flag; seen as such Mukden oct42
 M-223	Ju 86Z-2	МККК	d/d	07sep38	named 'Koryu' (yellow dragon); photo exists
			u/u	0736030	
 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-UVUX; toc 03oct35; severely damaged 25dec35 when crashed at Shanghai; shipped to Germany for repair and became D-UVUX again; probably trf to the German Air Force in 1941

## 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 factoy at Prague-Ruzyne 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 Ruzyne 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

#### 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-Ruzyne 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 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 smílené 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
OK-JUE	Ju 352A-1	not known	no	reports	European countries afterwards 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 Eskadrilya osobogo naznacheniya GU GVF (Special Duty Squadron of the Mai Directorate of the Civil Air Fleet) by O1jan40; 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 Aviarembaza No. 401 at Novosibirsk by 01dec43; canx 1944
1065	USSR-N214	L-10E	Polyarnaya Aviats.		photo	Latin N in registration ('USSR' on fuse/age 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; reflown 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 overshot 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 Eskadrilya 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 Eskadrilya 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 auq40, 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); rqd 30may41
	CCCP-L3453	L-14H	AFL/Moscow	trf	unknown	opb Eskadrilya 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 - Dalstroi		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 aircfield 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 source to the start lost speed during the tight turn, stalled, crashed near Berelyokh (10 km from the source).
	"514"	Ki-56	MVD - Dalstroi		photo	airfield) and exploded, all 4 crew and 3 passengers killed 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 "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 autum 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.		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
6441	not known	PV-1	Soviet Air Force	no	reports	trails with NII VVS at Chkalovskaya in autum 1947 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

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 t
	CCCP-I349	Bf 108D	NKAP LII	rgd	29mar43	used as a lia
	not known	Bf 108D	soviet Air Force	h/o	mar41	underwent t
	M-51	Bf 108B	MKKK			based at Ha
	M-52	Bf 108B	MKKK			based at Ha

underwent trials with the LII NKAP

 used as a liaison aircraft
 underwent trials with the NII VVS; later used by the NII VVS as a liaison aircraft; still on charge in 1942 based at Harbin; t/t 159 hours by 20jun38 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	received a Japanese Hinomaru instead of the Manchukuoan roundel and flag; photo as such exists
 M	Bf 108B	MKKK	probably lost 28nov38 on a flight from Changchun to Hailar when the occupants lost orientation while flying
 not known	Bf 108B	Manchukuoan AF	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 Signity injured
 M	Bf 108B	МККК	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
	CCCP-I850 CCCP-I	B-25 B-25	NKAP MAP zavod # 39	no no	reports reports	nose used as a cargo aircraft 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 CCCP-M178 ?	B-25D B-25	GVF Gidrometsluzhba	UCT YKS	1955 24dec46	in olive drab c/s, probably no titles; used for geological research at Ukhta in 1955 opb 2 zveno 37 osao YaU GMS (2nd flight of 37th independent composite aviation detachment of the
	CCCP-M178	B-25	GUGK	trf	14sep48	Yakutian Directorate of the Hydrological and Meteorological Service) probably the same aircraft as above; converted to a photo survey aircraft; opb ao YaAGP GUGK (aviation
	CCCP-M345	B-25	Gidrometsluzhba		jun47	detachment of the Yakutian aerogeodesy enterprise of the Main Directorate of Geodesy and Cartography)
	CCCP-N336	B-25	Polyarnaya Aviats.	trf	1944	
	not known	B-25	NKVD - Dalstroi	trf	jan45	
	CCCP-N366	B-25	Polyarnaya Aviats.	no	reports	opb MAGON; under maintenance by 10may45
	CCCP-X717	B-25	MMP - Dalstroi	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. Bukhgolts/Buchholz) and the sole passenger killed
10527	CCCP-L995	S.55P	AFL/Far East-KHV	rgd	15jun34	and the 2 survivors seriously injured; t/t 12 hours and 15 cycles ex I-AABR; 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	Is how at kills and the state of the stat
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.

ex Yugoslav Air Force, escaped to the Soviet Union during the German invasion of Yugoslavia apr41; opb 5 photo sbap 21 sad in Besarabia from aug41; in camo c/s; dbr during the evacuation of Odessa oct41 when suffered engine problems and crash-landed in a field

#### 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 occured. 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 deliver 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
251571	CCCP-N376	Si 204D	Polyarnaya Aviats.	CYX	1946	off the runway and crashed into the embankment of the river Indigirka; canx 10jul47 in dark green c/s with light blue undersides, Yviarattika' 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
322119	CCCP-N370	Si 204D-1	Polyarnaya Aviats.	no	reports	to Moscow for modifications sep46; flew 127 hours in 1946 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	Selkhozaerosyomka	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 Turkestan 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 Turkestan ridge (N33-53333 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
	CCCP-M351	Si 204D	Gidrometsluzhba	trf	03jun48	then ex Polyarnaya Aviatsiya
	CCCP-M351 CCCP-M352 ?	Si 204D Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
	CCCP-M352 ?	Si 204D	Gidrometsluzhba	no	reports	ex Polyarnaya Aviatsiya
	CCCP-M353 ?	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	For iteration is 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 evaluated 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. smíluené 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-BDL); 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 When Soviet leader Nikitä Khrushchov Visited the USA in September 1959, he also rode in a "Marine One" HUS-12 heilcopter (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 Zhukovski 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 Zhukovski (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
	I-274FI	S-58	Sikorsky		photo	cheatline, Soviet flag on fin 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 21	SP-LDC SP-LDA	SE.161/1 SE.161/1	LOT LOT	rgd rgd	23oct47 16jul47	ex F-BATR (htu); photo exists; canx 20dec50; scrapped 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 44	SP-LDB SP-LDE	SE.161/1 SE.161/1	LOT LOT	rgd rgd	24jul47 15oct47	photo exists; grounded after the accident of SP-LDA 31may48; canx 20dec50; scrapped photo exists; grounded after the accident of SP-LDA 31may48; canx 20dec50; scrapped